

PICADY		
GUI Version: 5.1 AE Analysis Program Release: 5.0 (MAY 2010)		
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Run Analysis

Parameter	Values
File Run	\\O..B2031 Mill View West View\B2132 Mill View - West View GLEESON 250.vpi
Date Run	07 December 2017
Time Run	14:49:06
Driving Side	Drive On The Left

Arm Names and Flow Scaling Factors

Arm	Arm Name	Flow Scaling Factor (%)
Arm A	B2132 NB	100
Arm B	Mill View	100
Arm C	B2132 SB	100
Arm D	West View	100

Stream Labelling Convention

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

Run Information

Parameter	Values
Run Title	B2132 - Mill View - West View Staggered Junction
Location	Yapton
Date	29 June 2016
Enumerator	tmoloney [W3559-ODYSSEY]
Job Number	14-111
Status	-
Client	Gleesons
Description	-

Errors and Warnings

Parameter	Values
Warning	No Errors Or Warnings

Geometric Data

Geometric Parameters

Parameter	Minor Arm B	Minor Arm D
Major Road Carriageway Width (m)	6.50	6.50

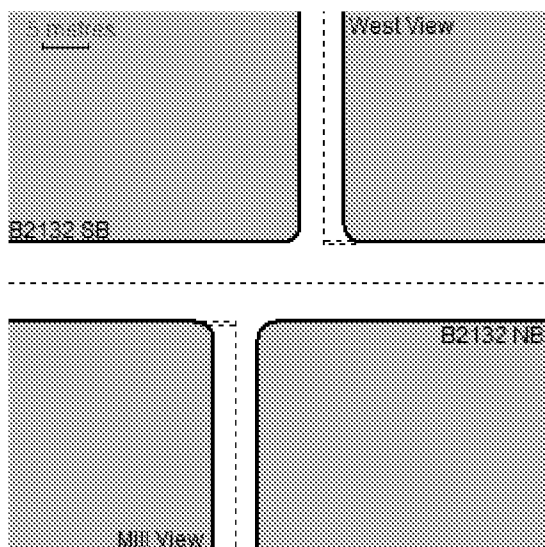
Major Road Kerbed Central Reserve Width (m)	0.00	0.00
Major Road Right Turning Lane Width (m)	2.20	2.20
Minor Road First Lane Width (m)	2.25	2.25
Minor Road Visibility To Right (m)	12	12
Minor Road Visibility To Left (m)	12	12
Major Road Right Turn Visibility (m)	200	200
Major Road Right Turn Blocks Traffic	Yes (if over 1 veh)	Yes (if over 1 veh)

Slope and Intercept Values

Stream	Intercept for Stream	Slope for A-B	Slope for A-C	Slope for A-D	Slope for B-A	Slope for B-D	Slope for C-A	Slope for C-B	Slope for C-D	Slope for D-B	Slope for D-C
B-C	584.074	0.080	0.203	-	-	-	-	-	-	0.080	0.203
B-AD	450.861	0.088	0.221	-	-	-	0.128	0.290	0.128	0.088	0.221
D-A	584.074	0.088	-	-	-	-	0.221	-	-	0.088	0.221
D-BC	450.861	0.128	0.128	0.290	0.203	0.080	0.203	-	0.080	-	-
C-B	689.785	0.261	0.261	-	-	-	-	-	-	0.261	0.261
A-D	689.785	-	-	-	0.261	0.261	0.261	-	0.261	-	-

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

Junction Diagram



Demand Data

Modelling Periods

Parameter	Period	Duration (min)	Segment Length (min)
First Modelling Period	07:30-09:00	90	15
Second Modelling Period	16:30-18:00	90	15

ODTAB Turning Counts

Demand Set: 2022 AM Base + Dev

Modelling Period: 07:30-09:00

From/To	Arm A	Arm B	Arm C	Arm D
Arm A	0.0	4.0	681.0	2.0
Arm B	4.0	0.0	44.0	0.0
Arm C	178.0	7.0	0.0	2.0

Arm D	5.0	0.0	32.0	0.0
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Demand Set: 2022 PM Base + Dev

Modelling Period: 16:30-18:00

From/To	Arm A	Arm B	Arm C	Arm D
Arm A	0.0	8.0	283.0	11.0
Arm B	2.0	0.0	9.0	0.0
Arm C	231.0	36.0	0.0	28.0
Arm D	1.0	0.0	18.0	0.0

Demand Set: 2031 AM Base + Dev

Modelling Period: 07:30-09:00

From/To	Arm A	Arm B	Arm C	Arm D
Arm A	0.0	5.0	725.0	2.0
Arm B	5.0	0.0	47.0	0.0
Arm C	188.0	7.0	0.0	2.0
Arm D	6.0	0.0	34.0	0.0

Demand Set: 2031 PM Base + Dev

Modelling Period: 16:30-18:00

From/To	Arm A	Arm B	Arm C	Arm D
Arm A	0.0	8.0	301.0	12.0
Arm B	2.0	0.0	9.0	0.0
Arm C	245.0	39.0	0.0	31.0
Arm D	1.0	0.0	19.0	0.0

ODTAB Synthesised Flows

Demand Set: 2022 AM Base + Dev

Modelling Period: 07:30-09:00

Arm	Rising Time	Rising Flow (veh/min)	Peak Time	Peak Flow (veh/min)	Falling Time	Falling Flow (veh/min)
Arm A	07:45	8.587	08:15	12.881	08:45	8.587
Arm B	07:45	0.600	08:15	0.900	08:45	0.600
Arm C	07:45	2.338	08:15	3.506	08:45	2.338
Arm D	07:45	0.463	08:15	0.694	08:45	0.463

Heavy Vehicles Percentages

Demand Set: 2022 AM Base + Dev

Modelling Period: 07:30-09:00

From/To	Arm A	Arm B	Arm C	Arm D
Arm A	-	0.0	0.0	0.0
Arm B	0.0	-	0.0	0.0
Arm C	0.0	0.0	-	0.0
Arm D	0.0	0.0	0.0	-

Demand Set: 2022 PM Base + Dev

Modelling Period: 16:30-18:00

From/To	Arm A	Arm B	Arm C	Arm D
Arm A	-	0.0	0.0	0.0
Arm B	0.0	-	0.0	0.0
Arm C	0.0	0.0	-	0.0
Arm D	0.0	0.0	0.0	-

Demand Set: 2031 AM Base + Dev

Modelling Period: 07:30-09:00

From/To	Arm A	Arm B	Arm C	Arm D
Arm A	-	0.0	0.0	0.0

Arm B	0.0	-	0.0	0.0
Arm C	0.0	0.0	-	0.0
Arm D	0.0	0.0	0.0	-

Demand Set: 2031 PM Base + Dev

Modelling Period: 16:30-18:00

From/To	Arm A	Arm B	Arm C	Arm D
Arm A	-	0.0	0.0	0.0
Arm B	0.0	-	0.0	0.0
Arm C	0.0	0.0	-	0.0
Arm D	0.0	0.0	0.0	-

Queues & Delays

Demand Set: 2022 AM Base + Dev

Modelling Period: 07:30-09:00

Segment	Stream	Demand (veh/min)	Capacity (veh/min)	RFC	Ped. Flow (ped/min)	Start Queue (veh)	End Queue (veh)	Geometric Delay (veh.min/ segment)	Delay (veh.min/ segment)	Mean Arriving Vehicle Delay (min)
07:30- 07:45	B-ACD	0.60	7.48	0.081	-	0.00	0.09	-	1.3	0.15
	D-ABC	0.46	6.24	0.074	-	0.00	0.08	-	1.1	0.17
	C-ABD	0.09	9.14	0.010	-	0.00	0.01	-	0.1	0.11
	C-A	-	-	-	-	-	-	-	-	-
	C-D	-	-	-	-	-	-	-	-	-
	A-BCD	0.03	10.89	0.002	-	0.00	0.00	-	0.0	0.09
	A-B	-	-	-	-	-	-	-	-	-
	A-C	-	-	-	-	-	-	-	-	-
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-ACD	0.72	7.08	0.102	-	0.09	0.11	-	1.6	0.16
	D-ABC	0.55	5.95	0.093	-	0.08	0.10	-	1.5	0.19
	C-ABD	0.10	8.69	0.012	-	0.01	0.01	-	0.2	0.12
	C-A	-	-	-	-	-	-	-	-	-
	C-D	-	-	-	-	-	-	-	-	-
	A-BCD	0.03	10.78	0.003	-	0.00	0.00	-	0.0	0.09
	A-B	-	-	-	-	-	-	-	-	-
	A-C	-	-	-	-	-	-	-	-	-
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-ACD	0.88	6.53	0.135	-	0.11	0.15	-	2.2	0.18
	D-ABC	0.68	5.53	0.123	-	0.10	0.14	-	2.0	0.21
	C-ABD	0.13	8.06	0.016	-	0.01	0.02	-	0.2	0.13
	C-A	-	-	-	-	-	-	-	-	-
	C-D	-	-	-	-	-	-	-	-	-
	A-BCD	0.04	10.61	0.003	-	0.00	0.00	-	0.1	0.09
	A-B	-	-	-	-	-	-	-	-	-
	A-C	-	-	-	-	-	-	-	-	-
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)
	B-ACD	0.88	6.53	0.135	-	0.15	0.15	-	2.3	0.18

08:15-08:30	D-ABC	0.68	5.53	0.123	-	0.14	0.14	-	2.1	0.21
	C-ABD	0.13	8.05	0.016	-	0.02	0.02	-	0.2	0.13
	C-A	-	-	-	-	-	-	-	-	-
	C-D	-	-	-	-	-	-	-	-	-
	A-BCD	0.04	10.61	0.003	-	0.00	0.00	-	0.1	0.09
	A-B	-	-	-	-	-	-	-	-	-
	A-C	-	-	-	-	-	-	-	-	-
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-ACD	0.72	7.08	0.102	-	0.15	0.11	-	1.8	0.16
	D-ABC	0.55	5.95	0.093	-	0.14	0.10	-	1.6	0.19
	C-ABD	0.10	8.69	0.012	-	0.02	0.01	-	0.2	0.12
	C-A	-	-	-	-	-	-	-	-	-
	C-D	-	-	-	-	-	-	-	-	-
	A-BCD	0.03	10.78	0.003	-	0.00	0.00	-	0.0	0.09
	A-B	-	-	-	-	-	-	-	-	-
	A-C	-	-	-	-	-	-	-	-	-
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-ACD	0.60	7.47	0.081	-	0.11	0.09	-	1.4	0.15
	D-ABC	0.46	6.24	0.074	-	0.10	0.08	-	1.3	0.17
	C-ABD	0.09	9.14	0.010	-	0.01	0.01	-	0.1	0.11
	C-A	-	-	-	-	-	-	-	-	-
	C-D	-	-	-	-	-	-	-	-	-
	A-BCD	0.03	10.89	0.002	-	0.00	0.00	-	0.0	0.09
	A-B	-	-	-	-	-	-	-	-	-
	A-C	-	-	-	-	-	-	-	-	-

Demand Set: 2022 PM Base + Dev
Modelling Period: 16:30-18:00

Segment	Stream	Demand (veh/min)	Capacity (veh/min)	RFC	Ped. Flow (ped/min)	Start Queue (veh)	End Queue (veh)	Geometric Delay (veh.min/segment)	Delay (veh.min/segment)	Mean Arriving Vehicle Delay (min)
16:30-16:45	B-ACD	0.14	8.24	0.017	-	0.00	0.02	-	0.2	0.12
	D-ABC	0.24	6.49	0.037	-	0.00	0.04	-	0.5	0.16
	C-ABD	0.45	10.48	0.043	-	0.00	0.05	-	0.7	0.10
	C-A	-	-	-	-	-	-	-	-	-
	C-D	-	-	-	-	-	-	-	-	-
	A-BCD	0.14	10.64	0.013	-	0.00	0.01	-	0.2	0.10
	A-B	-	-	-	-	-	-	-	-	-
	A-C	-	-	-	-	-	-	-	-	-
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-ACD	0.16	8.04	0.021	-	0.02	0.02	-	0.3	0.13
	D-ABC	0.28	6.27	0.045	-	0.04	0.05	-	0.7	0.17
	C-ABD	0.54	10.29	0.052	-	0.05	0.06	-	0.8	0.10
	C-A	-	-	-	-	-	-	-	-	-
	C-D	-	-	-	-	-	-	-	-	-
	A-BCD	0.16	10.47	0.016	-	0.01	0.02	-	0.2	0.10

	A-B	-	-	-	-	-	-	-	-	-
	A-C	-	-	-	-	-	-	-	-	-
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-ACD	0.20	7.76	0.026	-	0.02	0.03	-	0.4	0.13
	D-ABC	0.35	5.97	0.058	-	0.05	0.06	-	0.9	0.18
	C-ABD	0.66	10.01	0.066	-	0.06	0.07	-	1.1	0.11
	C-A	-	-	-	-	-	-	-	-	-
	C-D	-	-	-	-	-	-	-	-	-
	A-BCD	0.20	10.24	0.020	-	0.02	0.02	-	0.3	0.10
	A-B	-	-	-	-	-	-	-	-	-
	A-C	-	-	-	-	-	-	-	-	-
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-ACD	0.20	7.76	0.026	-	0.03	0.03	-	0.4	0.13
	D-ABC	0.35	5.97	0.058	-	0.06	0.06	-	0.9	0.18
	C-ABD	0.66	10.01	0.066	-	0.07	0.07	-	1.1	0.11
	C-A	-	-	-	-	-	-	-	-	-
	C-D	-	-	-	-	-	-	-	-	-
	A-BCD	0.20	10.24	0.020	-	0.02	0.02	-	0.3	0.10
	A-B	-	-	-	-	-	-	-	-	-
	A-C	-	-	-	-	-	-	-	-	-
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-ACD	0.16	8.04	0.021	-	0.03	0.02	-	0.3	0.13
	D-ABC	0.28	6.27	0.045	-	0.06	0.05	-	0.7	0.17
	C-ABD	0.54	10.28	0.052	-	0.07	0.06	-	0.9	0.10
	C-A	-	-	-	-	-	-	-	-	-
	C-D	-	-	-	-	-	-	-	-	-
	A-BCD	0.16	10.47	0.016	-	0.02	0.02	-	0.2	0.10
	A-B	-	-	-	-	-	-	-	-	-
	A-C	-	-	-	-	-	-	-	-	-
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-ACD	0.14	8.24	0.017	-	0.02	0.02	-	0.3	0.12
	D-ABC	0.24	6.49	0.037	-	0.05	0.04	-	0.6	0.16
	C-ABD	0.45	10.48	0.043	-	0.06	0.05	-	0.7	0.10
	C-A	-	-	-	-	-	-	-	-	-
	C-D	-	-	-	-	-	-	-	-	-
	A-BCD	0.14	10.64	0.013	-	0.02	0.01	-	0.2	0.10
	A-B	-	-	-	-	-	-	-	-	-
	A-C	-	-	-	-	-	-	-	-	-

Demand Set: 2031 AM Base + Dev

Modelling Period: 07:30-09:00

Segment	Stream	Demand (veh/min)	Capacity (veh/min)	RFC	Ped. Flow (ped/min)	Start Queue (veh)	End Queue (veh)	Geometric Delay (veh.min/ segment)	Delay (veh.min/ segment)	Mean Arriving Vehicle Delay
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										(min)
07:30-07:45	B-ACD	0.65	7.30	0.089	-	0.00	0.10	-	1.4	0.15
	D-ABC	0.50	6.18	0.081	-	0.00	0.09	-	1.3	0.18
	C-ABD	0.09	8.99	0.010	-	0.00	0.01	-	0.1	0.11
	C-A	-	-	-	-	-	-	-	-	-
	C-D	-	-	-	-	-	-	-	-	-
	A-BCD	0.03	10.86	0.002	-	0.00	0.00	-	0.0	0.09
	A-B	-	-	-	-	-	-	-	-	-
	A-C	-	-	-	-	-	-	-	-	-
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-ACD	0.78	6.88	0.113	-	0.10	0.13	-	1.8	0.16
	D-ABC	0.60	5.86	0.102	-	0.09	0.11	-	1.6	0.19
	C-ABD	0.10	8.50	0.012	-	0.01	0.01	-	0.2	0.12
	C-A	-	-	-	-	-	-	-	-	-
	C-D	-	-	-	-	-	-	-	-	-
	A-BCD	0.03	10.73	0.003	-	0.00	0.00	-	0.0	0.09
	A-B	-	-	-	-	-	-	-	-	-
	A-C	-	-	-	-	-	-	-	-	-
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-ACD	0.95	6.29	0.152	-	0.13	0.18	-	2.6	0.19
	D-ABC	0.73	5.42	0.135	-	0.11	0.15	-	2.2	0.21
	C-ABD	0.13	7.83	0.016	-	0.01	0.02	-	0.3	0.13
	C-A	-	-	-	-	-	-	-	-	-
	C-D	-	-	-	-	-	-	-	-	-
	A-BCD	0.04	10.56	0.003	-	0.00	0.00	-	0.1	0.09
	A-B	-	-	-	-	-	-	-	-	-
	A-C	-	-	-	-	-	-	-	-	-
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-ACD	0.95	6.29	0.152	-	0.18	0.18	-	2.7	0.19
	D-ABC	0.73	5.42	0.135	-	0.15	0.16	-	2.3	0.21
	C-ABD	0.13	7.83	0.016	-	0.02	0.02	-	0.3	0.13
	C-A	-	-	-	-	-	-	-	-	-
	C-D	-	-	-	-	-	-	-	-	-
	A-BCD	0.04	10.56	0.003	-	0.00	0.00	-	0.1	0.09
	A-B	-	-	-	-	-	-	-	-	-
	A-C	-	-	-	-	-	-	-	-	-
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-ACD	0.78	6.88	0.113	-	0.18	0.13	-	2.0	0.16
	D-ABC	0.60	5.86	0.102	-	0.16	0.12	-	1.8	0.19
	C-ABD	0.10	8.50	0.012	-	0.02	0.01	-	0.2	0.12
	C-A	-	-	-	-	-	-	-	-	-
	C-D	-	-	-	-	-	-	-	-	-
	A-BCD	0.03	10.73	0.003	-	0.00	0.00	-	0.0	0.09
	A-B	-	-	-	-	-	-	-	-	-
	A-C	-	-	-	-	-	-	-	-	-

	A-C	-	-	-	-	-	-	-	-	-
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-ACD	0.65	7.30	0.089	-	0.13	0.10	-	1.5	0.15
	D-ABC	0.50	6.18	0.081	-	0.12	0.09	-	1.4	0.18
	C-ABD	0.09	8.99	0.010	-	0.01	0.01	-	0.1	0.11
	C-A	-	-	-	-	-	-	-	-	-
	C-D	-	-	-	-	-	-	-	-	-
	A-BCD	0.03	10.86	0.002	-	0.00	0.00	-	0.0	0.09
	A-B	-	-	-	-	-	-	-	-	-
	A-C	-	-	-	-	-	-	-	-	-

Demand Set: 2031 PM Base + Dev

Modelling Period: 16:30-18:00

Segment	Stream	Demand (veh/min)	Capacity (veh/min)	RFC	Ped. Flow (ped/min)	Start Queue (veh)	End Queue (veh)	Geometric Delay (veh.min/ segment)	Delay (veh.min/ segment)	Mean Arriving Vehicle Delay (min)
16:30- 16:45	B-ACD	0.14	8.17	0.017	-	0.00	0.02	-	0.2	0.12
	D-ABC	0.25	6.41	0.039	-	0.00	0.04	-	0.6	0.16
	C-ABD	0.49	10.42	0.047	-	0.00	0.05	-	0.7	0.10
	C-A	-	-	-	-	-	-	-	-	-
	C-D	-	-	-	-	-	-	-	-	-
	A-BCD	0.15	10.58	0.014	-	0.00	0.01	-	0.2	0.10
	A-B	-	-	-	-	-	-	-	-	-
	A-C	-	-	-	-	-	-	-	-	-
16:45- 17:00	B-ACD	0.16	7.96	0.021	-	0.02	0.02	-	0.3	0.13
	D-ABC	0.30	6.18	0.048	-	0.04	0.05	-	0.7	0.17
	C-ABD	0.58	10.21	0.057	-	0.05	0.06	-	0.9	0.10
	C-A	-	-	-	-	-	-	-	-	-
	C-D	-	-	-	-	-	-	-	-	-
	A-BCD	0.18	10.41	0.017	-	0.01	0.02	-	0.3	0.10
	A-B	-	-	-	-	-	-	-	-	-
	A-C	-	-	-	-	-	-	-	-	-
17:00- 17:15	B-ACD	0.20	7.66	0.026	-	0.02	0.03	-	0.4	0.13
	D-ABC	0.37	5.86	0.063	-	0.05	0.07	-	1.0	0.18
	C-ABD	0.72	9.92	0.072	-	0.06	0.08	-	1.2	0.11
	C-A	-	-	-	-	-	-	-	-	-
	C-D	-	-	-	-	-	-	-	-	-
	A-BCD	0.22	10.16	0.022	-	0.02	0.02	-	0.3	0.10
	A-B	-	-	-	-	-	-	-	-	-
	A-C	-	-	-	-	-	-	-	-	-
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-ACD	0.20	7.66	0.026	-	0.03	0.03	-	0.4	0.13
	D-ABC	0.37	5.86	0.063	-	0.07	0.07	-	1.0	0.18
	C-ABD	0.72	9.92	0.072	-	0.08	0.08	-	1.2	0.11
	C-A	-	-	-	-	-	-	-	-	-
	C-D	-	-	-	-	-	-	-	-	-
	A-BCD	0.22	10.16	0.022	-	0.02	0.02	-	0.3	0.10
	A-B	-	-	-	-	-	-	-	-	-
	A-C	-	-	-	-	-	-	-	-	-
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-ACD	0.16	7.96	0.021	-	0.03	0.02	-	0.3	0.13
	D-ABC	0.30	6.18	0.048	-	0.07	0.05	-	0.8	0.17
	C-ABD	0.58	10.21	0.057	-	0.08	0.06	-	0.9	0.10
	C-A	-	-	-	-	-	-	-	-	-
	C-D	-	-	-	-	-	-	-	-	-
	A-BCD	0.18	10.41	0.017	-	0.02	0.02	-	0.3	0.10
	A-B	-	-	-	-	-	-	-	-	-
	A-C	-	-	-	-	-	-	-	-	-
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-ACD	0.14	8.17	0.017	-	0.02	0.02	-	0.3	0.12
	D-ABC	0.25	6.41	0.039	-	0.05	0.04	-	0.6	0.16
	C-ABD	0.49	10.42	0.047	-	0.06	0.05	-	0.8	0.10
	C-A	-	-	-	-	-	-	-	-	-
	C-D	-	-	-	-	-	-	-	-	-
	A-BCD	0.15	10.58	0.014	-	0.02	0.01	-	0.2	0.10
	A-B	-	-	-	-	-	-	-	-	-
	A-C	-	-	-	-	-	-	-	-	-

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.

PICADY 5 Run Successful

PICADY		
GUI Version: 5.1 AE Analysis Program Release: 5.0 (MAY 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 Analysis

Parameter	Values
File Run	\\O..\\B2132 Bilsham Road - Graham Road\\B2132 Bilsham Road - Graham Road GLEESON 250.vpi
Date Run	07 December 2017
Time Run	14:56:43
Driving Side	Drive On The Left

Arm Names and Flow Scaling Factors

Arm	Arm Name	Flow Scaling Factor (%)
Arm A	B2132 Bilsham Road	100
Arm B	Graham Road	100
Arm C	B2132 Bilsham Road	100

Stream Labelling Convention

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

Run Information

Parameter	Values
Run Title	B2132 Bilsham Road - Graham Road
Location	Yapton
Date	29 June 2016
Enumerator	tmoloney [W3559-ODYSSEY]
Job Number	14-111
Status	-
Client	Gleesons
Description	-

Errors and Warnings

Parameter	Values
Warning	No Errors Or Warnings

Geometric Data

Geometric Parameters

Parameter	Minor Arm B
Major Road Carriageway Width (m)	6.50
Major Road Kerbed Central Reserve Width (m)	0.00

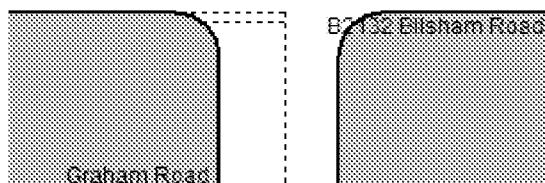
Major Road Right Turning Lane Width (m)	2.20
Minor Road First Lane Width (m)	3.00
Minor Road Visibility To Right (m)	150
Minor Road Visibility To Left (m)	15
Major Road Right Turn Visibility (m)	200
Major Road Right Turn Blocks Traffic	Yes (if over 1 veh)

Slope and Intercept Values

Stream	Intercept for Stream	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
B-A	555.614	0.099	0.250	0.157	0.357
B-C	718.366	0.108	0.272	-	-
C-B	689.785	0.261	0.261	-	-

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

Junction Diagram



Demand Data

Modelling Periods

Parameter	Period	Duration (min)	Segment Length (min)
First Modelling Period	07:30-09:00	90	15
Second Modelling Period	16:30-18:00	90	15

ODTAB Turning Counts

Demand Set: 2022 AM Base + Dev

Modelling Period: 07:30-09:00

From/To	Arm A	Arm B	Arm C
Arm A	0.0	3.0	183.0
Arm B	2.0	0.0	7.0
Arm C	674.0	3.0	0.0

Demand Set: 2022 PM Base + Dev

Modelling Period: 16:30-18:00

From/To	Arm A	Arm B	Arm C
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Arm A	0.0	4.0	470.0
Arm B	1.0	0.0	1.0
Arm C	301.0	0.0	0.0

Demand Set: 2031 AM Base + Dev
Modelling Period: 07:30-09:00

From/To	Arm A	Arm B	Arm C
Arm A	0.0	4.0	194.0
Arm B	2.0	0.0	7.0
Arm C	717.0	4.0	0.0

Demand Set: 2031 PM Base + Dev
Modelling Period: 16:30-18:00

From/To	Arm A	Arm B	Arm C
Arm A	0.0	5.0	504.0
Arm B	1.0	0.0	1.0
Arm C	321.0	0.0	0.0

ODTAB Synthesised Flows

Demand Set: 2022 AM Base + Dev
Modelling Period: 07:30-09:00

Arm	Rising Time	Rising Flow (veh/min)	Peak Time	Peak Flow (veh/min)	Falling Time	Falling Flow (veh/min)
Arm A	07:45	2.325	08:15	3.488	08:45	2.325
Arm B	07:45	0.112	08:15	0.169	08:45	0.112
Arm C	07:45	8.462	08:15	12.694	08:45	8.462

Heavy Vehicles Percentages

Demand Set: 2022 AM Base + Dev
Modelling Period: 07:30-09:00

From/To	Arm A	Arm B	Arm C
Arm A	-	67.0	20.0
Arm B	17.0	-	50.0
Arm C	9.0	33.0	-

Demand Set: 2022 PM Base + Dev
Modelling Period: 16:30-18:00

From/To	Arm A	Arm B	Arm C
Arm A	-	0.0	3.0
Arm B	0.0	-	0.0
Arm C	3.0	0.0	-

Demand Set: 2031 AM Base + Dev
Modelling Period: 07:30-09:00

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

Demand Set: 2031 PM Base + Dev
Modelling Period: 16:30-18:00

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

Queues & Delays

Demand Set: 2022 AM Base + Dev
Modelling Period: 07:30-09:00

Segment	Stream	Demand (veh/min)	Capacity (veh/min)	RFC	Ped. Flow (ped/min)	Start Queue (veh)	End Queue (veh)	Geometric Delay (veh.min/ segment)	Delay (veh.min/ segment)	Mean Arriving Vehicle Delay (min)
07:30- 07:45	B-AC	0.11	7.11	0.016	-	0.00	0.02	-	0.2	0.14
	C-AB	0.04	8.09	0.005	-	0.00	0.00	-	0.1	0.12
	C-A	-	-	-	-	-	-	-	-	-
	A-B	0.04	-	-	-	-	-	-	-	-
	A-C	2.30	-	-	-	-	-	-	-	-
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)
07:45- 08:00	B-AC	0.13	6.93	0.019	-	0.02	0.02	-	0.3	0.15
	C-AB	0.04	7.98	0.006	-	0.00	0.01	-	0.1	0.13
	C-A	-	-	-	-	-	-	-	-	-
	A-B	0.04	-	-	-	-	-	-	-	-
	A-C	2.74	-	-	-	-	-	-	-	-
Segment	Stream	Demand (veh/min)	Capacity (veh/min)	RFC	Ped. Flow (ped/min)	Start Queue (veh)	End Queue (veh)	Geometric Delay (veh.min/ segment)	Delay (veh.min/ segment)	Mean Arriving Vehicle Delay (min)
08:00- 08:15	B-AC	0.17	6.67	0.025	-	0.02	0.03	-	0.4	0.15
	C-AB	0.06	7.83	0.007	-	0.01	0.01	-	0.1	0.13
	C-A	-	-	-	-	-	-	-	-	-
	A-B	0.06	-	-	-	-	-	-	-	-
	A-C	3.36	-	-	-	-	-	-	-	-
Segment	Stream	Demand (veh/min)	Capacity (veh/min)	RFC	Ped. Flow (ped/min)	Start Queue (veh)	End Queue (veh)	Geometric Delay (veh.min/ segment)	Delay (veh.min/ segment)	Mean Arriving Vehicle Delay (min)
08:15- 08:30	B-AC	0.17	6.67	0.025	-	0.03	0.03	-	0.4	0.15
	C-AB	0.06	7.83	0.007	-	0.01	0.01	-	0.1	0.13
	C-A	-	-	-	-	-	-	-	-	-
	A-B	0.06	-	-	-	-	-	-	-	-
	A-C	3.36	-	-	-	-	-	-	-	-
Segment	Stream	Demand (veh/min)	Capacity (veh/min)	RFC	Ped. Flow (ped/min)	Start Queue (veh)	End Queue (veh)	Geometric Delay (veh.min/ segment)	Delay (veh.min/ segment)	Mean Arriving Vehicle Delay (min)
08:30- 08:45	B-AC	0.13	6.93	0.019	-	0.03	0.02	-	0.3	0.15
	C-AB	0.04	7.98	0.006	-	0.01	0.01	-	0.1	0.13
	C-A	-	-	-	-	-	-	-	-	-
	A-B	0.04	-	-	-	-	-	-	-	-
	A-C	2.74	-	-	-	-	-	-	-	-
Segment	Stream	Demand (veh/min)	Capacity (veh/min)	RFC	Ped. Flow (ped/min)	Start Queue (veh)	End Queue (veh)	Geometric Delay (veh.min/ segment)	Delay (veh.min/ segment)	Mean Arriving Vehicle Delay (min)
08:45- 09:00	B-AC	0.11	7.11	0.016	-	0.02	0.02	-	0.2	0.14
	C-AB	0.04	8.09	0.005	-	0.01	0.00	-	0.1	0.12
	C-A	-	-	-	-	-	-	-	-	-
	A-B	0.04	-	-	-	-	-	-	-	-
	A-C	2.30	-	-	-	-	-	-	-	-

Demand Set: 2022 PM Base + Dev
Modelling Period: 16:30-18:00

Segment	Stream	Demand (veh/min)	Capacity (veh/min)	RFC	Ped. Flow (ped/min)	Start Queue (veh)	End Queue (veh)	Geometric Delay (veh.min/ segment)	Delay (veh.min/ segment)	Mean Arriving Vehicle Delay (min)
16:30- 16:45	B-AC	0.03	8.43	0.003	-	0.00	0.00	-	0.0	0.12
	C-AB	0.00	9.00	0.000	-	0.00	0.00	-	0.0	0.00
	C-A	-	-	-	-	-	-	-	-	-
	A-B	0.05	-	-	-	-	-	-	-	-
	A-C	5.90	-	-	-	-	-	-	-	-
Segment	Stream	Demand (veh/min)	Capacity (veh/min)	RFC	Ped. Flow (ped/min)	Start Queue (veh)	End Queue (veh)	Geometric Delay (veh.min/ segment)	Delay (veh.min/ segment)	Mean Arriving Vehicle Delay (min)
16:45- 17:00	B-AC	0.03	8.03	0.004	-	0.00	0.00	-	0.1	0.13
	C-AB	0.00	8.71	0.000	-	0.00	0.00	-	0.0	0.00
	C-A	-	-	-	-	-	-	-	-	-
	A-B	0.06	-	-	-	-	-	-	-	-
	A-C	7.04	-	-	-	-	-	-	-	-
Segment	Stream	Demand (veh/min)	Capacity (veh/min)	RFC	Ped. Flow (ped/min)	Start Queue (veh)	End Queue (veh)	Geometric Delay (veh.min/ segment)	Delay (veh.min/ segment)	Mean Arriving Vehicle Delay (min)
17:00- 17:15	B-AC	0.04	7.47	0.005	-	0.00	0.00	-	0.1	0.13
	C-AB	0.00	8.32	0.000	-	0.00	0.00	-	0.0	0.00
	C-A	-	-	-	-	-	-	-	-	-
	A-B	0.07	-	-	-	-	-	-	-	-
	A-C	8.62	-	-	-	-	-	-	-	-
Segment	Stream	Demand (veh/min)	Capacity (veh/min)	RFC	Ped. Flow (ped/min)	Start Queue (veh)	End Queue (veh)	Geometric Delay (veh.min/ segment)	Delay (veh.min/ segment)	Mean Arriving Vehicle Delay (min)
17:15- 17:30	B-AC	0.04	7.47	0.005	-	0.00	0.00	-	0.1	0.13
	C-AB	0.00	8.32	0.000	-	0.00	0.00	-	0.0	0.00
	C-A	-	-	-	-	-	-	-	-	-
	A-B	0.07	-	-	-	-	-	-	-	-
	A-C	8.62	-	-	-	-	-	-	-	-
Segment	Stream	Demand (veh/min)	Capacity (veh/min)	RFC	Ped. Flow (ped/min)	Start Queue (veh)	End Queue (veh)	Geometric Delay (veh.min/ segment)	Delay (veh.min/ segment)	Mean Arriving Vehicle Delay (min)
17:30- 17:45	B-AC	0.03	8.03	0.004	-	0.00	0.00	-	0.1	0.13
	C-AB	0.00	8.71	0.000	-	0.00	0.00	-	0.0	0.00
	C-A	-	-	-	-	-	-	-	-	-
	A-B	0.06	-	-	-	-	-	-	-	-
	A-C	7.04	-	-	-	-	-	-	-	-
Segment	Stream	Demand (veh/min)	Capacity (veh/min)	RFC	Ped. Flow (ped/min)	Start Queue (veh)	End Queue (veh)	Geometric Delay (veh.min/ segment)	Delay (veh.min/ segment)	Mean Arriving Vehicle Delay (min)
17:45- 18:00	B-AC	0.03	8.43	0.003	-	0.00	0.00	-	0.0	0.12
	C-AB	0.00	9.00	0.000	-	0.00	0.00	-	0.0	0.00
	C-A	-	-	-	-	-	-	-	-	-
	A-B	0.05	-	-	-	-	-	-	-	-

	A-C	5.90	-	-	-	-	-	-	-	-
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Demand Set: 2031 AM Base + Dev

Modelling Period: 07:30-09:00

Segment	Stream	Demand (veh/min)	Capacity (veh/min)	RFC	Ped. Flow (ped/min)	Start Queue (veh)	End Queue (veh)	Geometric Delay (veh.min/ segment)	Delay (veh.min/ segment)	Mean Arriving Vehicle Delay (min)
07:30- 07:45	B-AC	0.11	10.04	0.011	-	0.00	0.01	-	0.2	0.10
	C-AB	0.05	10.85	0.005	-	0.00	0.00	-	0.1	0.09
	C-A	-	-	-	-	-	-	-	-	-
	A-B	0.05	-	-	-	-	-	-	-	-
	A-C	2.43	-	-	-	-	-	-	-	-
Segment	Stream	Demand (veh/min)	Capacity (veh/min)	RFC	Ped. Flow (ped/min)	Start Queue (veh)	End Queue (veh)	Geometric Delay (veh.min/ segment)	Delay (veh.min/ segment)	Mean Arriving Vehicle Delay (min)
07:45- 08:00	B-AC	0.13	9.78	0.014	-	0.01	0.01	-	0.2	0.10
	C-AB	0.06	10.72	0.006	-	0.00	0.01	-	0.1	0.09
	C-A	-	-	-	-	-	-	-	-	-
	A-B	0.06	-	-	-	-	-	-	-	-
	A-C	2.91	-	-	-	-	-	-	-	-
Segment	Stream	Demand (veh/min)	Capacity (veh/min)	RFC	Ped. Flow (ped/min)	Start Queue (veh)	End Queue (veh)	Geometric Delay (veh.min/ segment)	Delay (veh.min/ segment)	Mean Arriving Vehicle Delay (min)
08:00- 08:15	B-AC	0.17	9.42	0.018	-	0.01	0.02	-	0.3	0.11
	C-AB	0.07	10.55	0.007	-	0.01	0.01	-	0.1	0.10
	C-A	-	-	-	-	-	-	-	-	-
	A-B	0.07	-	-	-	-	-	-	-	-
	A-C	3.56	-	-	-	-	-	-	-	-
Segment	Stream	Demand (veh/min)	Capacity (veh/min)	RFC	Ped. Flow (ped/min)	Start Queue (veh)	End Queue (veh)	Geometric Delay (veh.min/ segment)	Delay (veh.min/ segment)	Mean Arriving Vehicle Delay (min)
08:15- 08:30	B-AC	0.17	9.42	0.018	-	0.02	0.02	-	0.3	0.11
	C-AB	0.07	10.55	0.007	-	0.01	0.01	-	0.1	0.10
	C-A	-	-	-	-	-	-	-	-	-
	A-B	0.07	-	-	-	-	-	-	-	-
	A-C	3.56	-	-	-	-	-	-	-	-
Segment	Stream	Demand (veh/min)	Capacity (veh/min)	RFC	Ped. Flow (ped/min)	Start Queue (veh)	End Queue (veh)	Geometric Delay (veh.min/ segment)	Delay (veh.min/ segment)	Mean Arriving Vehicle Delay (min)
08:30- 08:45	B-AC	0.13	9.78	0.014	-	0.02	0.01	-	0.2	0.10
	C-AB	0.06	10.72	0.006	-	0.01	0.01	-	0.1	0.09
	C-A	-	-	-	-	-	-	-	-	-
	A-B	0.06	-	-	-	-	-	-	-	-
	A-C	2.91	-	-	-	-	-	-	-	-
Segment	Stream	Demand (veh/min)	Capacity (veh/min)	RFC	Ped. Flow (ped/min)	Start Queue (veh)	End Queue (veh)	Geometric Delay (veh.min/ segment)	Delay (veh.min/ segment)	Mean Arriving Vehicle Delay (min)
08:45- 09:00	B-AC	0.11	10.04	0.011	-	0.01	0.01	-	0.2	0.10
	C-AB	0.05	10.85	0.005	-	0.01	0.00	-	0.1	0.09
	C-A	-	-	-	-	-	-	-	-	-

	A-B	0.05	-	-	-	-	-	-	-	-
	A-C	2.43	-	-	-	-	-	-	-	-

Demand Set: 2031 PM Base + Dev

Modelling Period: 16:30-18:00

Segment	Stream	Demand (veh/min)	Capacity (veh/min)	RFC	Ped. Flow (ped/min)	Start Queue (veh)	End Queue (veh)	Geometric Delay (veh.min/ segment)	Delay (veh.min/ segment)	Mean Arriving Vehicle Delay (min)
16:30- 16:45	B-AC	0.03	8.34	0.003	-	0.00	0.00	-	0.0	0.12
	C-AB	0.00	8.93	0.000	-	0.00	0.00	-	0.0	0.00
	C-A	-	-	-	-	-	-	-	-	-
	A-B	0.06	-	-	-	-	-	-	-	-
	A-C	6.32	-	-	-	-	-	-	-	-

Segment	Stream	Demand (veh/min)	Capacity (veh/min)	RFC	Ped. Flow (ped/min)	Start Queue (veh)	End Queue (veh)	Geometric Delay (veh.min/ segment)	Delay (veh.min/ segment)	Mean Arriving Vehicle Delay (min)
16:45- 17:00	B-AC	0.03	7.93	0.004	-	0.00	0.00	-	0.1	0.13
	C-AB	0.00	8.64	0.000	-	0.00	0.00	-	0.0	0.00
	C-A	-	-	-	-	-	-	-	-	-
	A-B	0.07	-	-	-	-	-	-	-	-
	A-C	7.55	-	-	-	-	-	-	-	-

Segment	Stream	Demand (veh/min)	Capacity (veh/min)	RFC	Ped. Flow (ped/min)	Start Queue (veh)	End Queue (veh)	Geometric Delay (veh.min/ segment)	Delay (veh.min/ segment)	Mean Arriving Vehicle Delay (min)
17:00- 17:15	B-AC	0.04	7.35	0.005	-	0.00	0.00	-	0.1	0.14
	C-AB	0.00	8.23	0.000	-	0.00	0.00	-	0.0	0.00
	C-A	-	-	-	-	-	-	-	-	-
	A-B	0.09	-	-	-	-	-	-	-	-
	A-C	9.25	-	-	-	-	-	-	-	-

Segment	Stream	Demand (veh/min)	Capacity (veh/min)	RFC	Ped. Flow (ped/min)	Start Queue (veh)	End Queue (veh)	Geometric Delay (veh.min/ segment)	Delay (veh.min/ segment)	Mean Arriving Vehicle Delay (min)
17:15- 17:30	B-AC	0.04	7.35	0.005	-	0.00	0.01	-	0.1	0.14
	C-AB	0.00	8.23	0.000	-	0.00	0.00	-	0.0	0.00
	C-A	-	-	-	-	-	-	-	-	-
	A-B	0.09	-	-	-	-	-	-	-	-
	A-C	9.25	-	-	-	-	-	-	-	-

Segment	Stream	Demand (veh/min)	Capacity (veh/min)	RFC	Ped. Flow (ped/min)	Start Queue (veh)	End Queue (veh)	Geometric Delay (veh.min/ segment)	Delay (veh.min/ segment)	Mean Arriving Vehicle Delay (min)
17:30- 17:45	B-AC	0.03	7.93	0.004	-	0.01	0.00	-	0.1	0.13
	C-AB	0.00	8.64	0.000	-	0.00	0.00	-	0.0	0.00
	C-A	-	-	-	-	-	-	-	-	-
	A-B	0.07	-	-	-	-	-	-	-	-
	A-C	7.55	-	-	-	-	-	-	-	-

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)
	B-AC	0.03	8.34	0.003	-	0.00	0.00	-	0.0	0.12
	C-AB	0.00	8.93	0.000	-	0.00	0.00	-	0.0	0.00

17:45- 18:00	C-A	-	-	-	-	-	-	-	-	-
	A-B	0.06	-	-	-	-	-	-	-	-
	A-C	6.32	-	-	-	-	-	-	-	-

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.

PICADY 5 Run Successful

PICADY		
GUI Version: 5.1 AE Analysis Program Release: 5.0 (MAY 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 E-mail: software@trl.co.uk Web: www.trisoftware.co.uk
The user of this computer program for the solution of an engineering problem is in no way relieved of their responsibility for the correctness of the solution		

Run Analysis

Parameter	Values
File Run	\\O..\\B2132 Bilsham Road - Loveys Road\\B2132 Bilsham Road - Loveys Road GLEESON 250.vpi
Date Run	07 December 2017
Time Run	14:58:07
Driving Side	Drive On The Left

Arm Names and Flow Scaling Factors

Arm	Arm Name	Flow Scaling Factor (%)
Arm A	B2132 Bilsham Road	100
Arm B	Loveys Road	100
Arm C	B2132 Bilsham Road	100

Stream Labelling Convention

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

Run Information

Parameter	Values
Run Title	B2132 Bilsham Road - Loveys Road
Location	Yapton
Date	29 June 2016
Enumerator	tmoloney [W3559-ODYSSEY]
Job Number	14-111
Status	-
Client	Gleesons
Description	-

Errors and Warnings

Parameter	Values
Warning	No Errors Or Warnings

Geometric Data

Geometric Parameters

Parameter	Minor Arm B
Major Road Carriageway Width (m)	6.50
Major Road Kerbed Central Reserve Width (m)	0.00

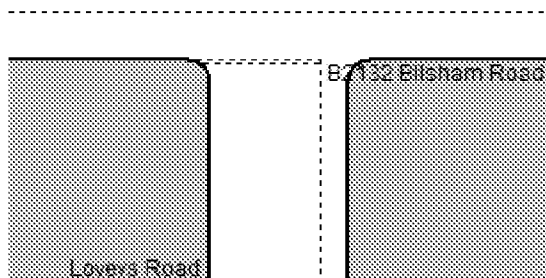
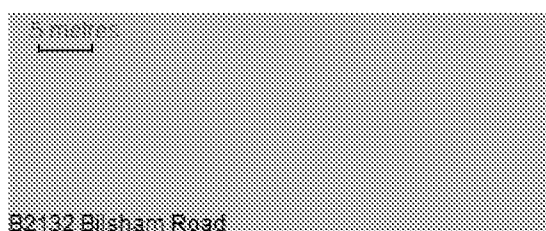
Major Road Right Turning Lane Width (m)	2.20
Minor Road Width 0m Back from Junction (m)	10.00
Minor Road Width 5m Back from Junction (m)	4.00
Minor Road Width 10m Back from Junction (m)	2.65
Minor Road Width 15m Back from Junction (m)	2.50
Minor Road Width 20m Back from Junction (m)	2.50
Minor Road Flare Length (veh)	1
Minor Road Visibility To Right (m)	150
Minor Road Visibility To Left (m)	150
Major Road Right Turn Visibility (m)	120
Major Road Right Turn Blocks Traffic	Yes (if over 1 veh)

Slope and Intercept Values

Stream	Intercept for Stream	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
B-A	0.000	0.000	0.000	0.000	0.000
B-C	0.000	0.000	0.000	-	-
C-B	643.456	0.244	0.244	-	-

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

Junction Diagram



Demand Data

Modelling Periods

Parameter	Period	Duration (min)	Segment Length (min)
First Modelling Period	07:30-09:00	90	15
Second Modelling Period	16:30-18:00	90	15

ODTAB Turning Counts

Demand Set: 2022 AM Base + Dev

Modelling Period: 07:30-09:00

From/To	Arm A	Arm B	Arm C
Arm A	0.0	20.0	742.0
Arm B	22.0	0.0	16.0

Arm C	169.0	12.0	0.0
-------	-------	------	-----

Demand Set: 2022 PM Base + Dev
Modelling Period: 16:30-18:00

From/To	Arm A	Arm B	Arm C
Arm A	0.0	32.0	277.0
Arm B	18.0	0.0	14.0
Arm C	282.0	21.0	0.0

Demand Set: 2031 AM Base + Dev
Modelling Period: 07:30-09:00

From/To	Arm A	Arm B	Arm C
Arm A	0.0	21.0	791.0
Arm B	23.0	0.0	18.0
Arm C	179.0	13.0	0.0

Demand Set: 2031 PM Base + Dev
Modelling Period: 16:30-18:00

From/To	Arm A	Arm B	Arm C
Arm A	0.0	34.0	295.0
Arm B	19.0	0.0	15.0
Arm C	300.0	22.0	0.0

ODTAB Synthesised Flows

Demand Set: 2022 AM Base + Dev
Modelling Period: 07:30-09:00

Arm	Rising Time	Rising Flow (veh/min)	Peak Time	Peak Flow (veh/min)	Falling Time	Falling Flow (veh/min)
Arm A	07:45	9.525	08:15	14.287	08:45	9.525
Arm B	07:45	0.475	08:15	0.712	08:45	0.475
Arm C	07:45	2.263	08:15	3.394	08:45	2.263

Heavy Vehicles Percentages

Demand Set: 2022 AM Base + Dev
Modelling Period: 07:30-09:00

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

Demand Set: 2022 PM Base + Dev
Modelling Period: 16:30-18:00

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

Demand Set: 2031 AM Base + Dev
Modelling Period: 07:30-09:00

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

Demand Set: 2031 PM Base + Dev
Modelling Period: 16:30-18:00

From/To	Arm A	Arm B	Arm C

Arm A	-	0.0	0.0
Arm B	0.0	-	0.0
Arm C	0.0	0.0	-

Queues & Delays

Demand Set: 2022 AM Base + Dev

Modelling Period: 07:30-09:00

Segment	Stream	Demand (veh/min)	Capacity (veh/min)	RFC	Ped. Flow (ped/min)	Start Queue (veh)	End Queue (veh)	Geometric Delay (veh.min/segment)	Delay (veh.min/segment)	Mean Arriving Vehicle Delay (min)
07:30-07:45	B-A	0.28	7.33	0.038	-	0.00	0.04	-	0.6	0.14
	B-C	0.20	11.19	0.018	-	0.00	0.02	-	0.3	0.09
	C-AB	0.15	8.39	0.018	-	0.00	0.02	-	0.3	0.12
	C-A	-	-	-	-	-	-	-	-	-
	A-B	0.25	-	-	-	-	-	-	-	-
	A-C	9.31	-	-	-	-	-	-	-	-
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	0.33	6.73	0.049	-	0.04	0.05	-	0.7	0.16
	B-C	0.24	10.57	0.023	-	0.02	0.02	-	0.3	0.10
	C-AB	0.18	7.94	0.023	-	0.02	0.02	-	0.3	0.13
	C-A	-	-	-	-	-	-	-	-	-
	A-B	0.30	-	-	-	-	-	-	-	-
	A-C	11.12	-	-	-	-	-	-	-	-
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	0.40	5.90	0.068	-	0.05	0.07	-	1.1	0.18
	B-C	0.29	9.70	0.030	-	0.02	0.03	-	0.5	0.11
	C-AB	0.22	7.31	0.030	-	0.02	0.03	-	0.5	0.14
	C-A	-	-	-	-	-	-	-	-	-
	A-B	0.37	-	-	-	-	-	-	-	-
	A-C	13.62	-	-	-	-	-	-	-	-
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	0.40	5.90	0.068	-	0.07	0.07	-	1.1	0.18
	B-C	0.29	9.70	0.030	-	0.03	0.03	-	0.5	0.11
	C-AB	0.22	7.31	0.030	-	0.03	0.03	-	0.5	0.14
	C-A	-	-	-	-	-	-	-	-	-
	A-B	0.37	-	-	-	-	-	-	-	-
	A-C	13.62	-	-	-	-	-	-	-	-
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	6.73	0.049	-	0.07	0.05	-	0.8	0.16
	B-C	0.24	10.56	0.023	-	0.03	0.02	-	0.4	0.10
	C-AB	0.18	7.94	0.023	-	0.03	0.02	-	0.4	0.13
	C-A	-	-	-	-	-	-	-	-	-

	A-B	0.30	-	-	-	-	-	-	-	-
	A-C	11.12	-	-	-	-	-	-	-	-
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	0.28	7.33	0.038	-	0.05	0.04	-	0.6	0.14
	B-C	0.20	11.19	0.018	-	0.02	0.02	-	0.3	0.09
	C-AB	0.15	8.39	0.018	-	0.02	0.02	-	0.3	0.12
	C-A	-	-	-	-	-	-	-	-	-
	A-B	0.25	-	-	-	-	-	-	-	-
	A-C	9.31	-	-	-	-	-	-	-	-

Demand Set: 2022 PM Base + Dev

Modelling Period: 16:30-18:00

Segment	Stream	Demand (veh/min)	Capacity (veh/min)	RFC	Ped. Flow (ped/min)	Start Queue (veh)	End Queue (veh)	Geometric Delay (veh.min/ segment)	Delay (veh.min/ segment)	Mean Arriving Vehicle Delay (min)
16:30- 16:45	B-A	0.23	8.65	0.026	-	0.00	0.03	-	0.4	0.12
	B-C	0.18	13.10	0.013	-	0.00	0.01	-	0.2	0.08
	C-AB	0.26	9.78	0.027	-	0.00	0.03	-	0.4	0.11
	C-A	-	-	-	-	-	-	-	-	-
	A-B	0.40	-	-	-	-	-	-	-	-
	A-C	3.48	-	-	-	-	-	-	-	-
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)
16:45- 17:00	B-A	0.27	8.31	0.032	-	0.03	0.03	-	0.5	0.12
	B-C	0.21	12.85	0.016	-	0.01	0.02	-	0.2	0.08
	C-AB	0.31	9.60	0.033	-	0.03	0.03	-	0.5	0.11
	C-A	-	-	-	-	-	-	-	-	-
	A-B	0.48	-	-	-	-	-	-	-	-
	A-C	4.15	-	-	-	-	-	-	-	-
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)
17:00- 17:15	B-A	0.33	7.84	0.042	-	0.03	0.04	-	0.6	0.13
	B-C	0.26	12.50	0.021	-	0.02	0.02	-	0.3	0.08
	C-AB	0.39	9.34	0.041	-	0.03	0.04	-	0.7	0.11
	C-A	-	-	-	-	-	-	-	-	-
	A-B	0.59	-	-	-	-	-	-	-	-
	A-C	5.08	-	-	-	-	-	-	-	-
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	0.33	7.84	0.042	-	0.04	0.04	-	0.7	0.13
	B-C	0.26	12.50	0.021	-	0.02	0.02	-	0.3	0.08
	C-AB	0.39	9.34	0.041	-	0.04	0.04	-	0.7	0.11
	C-A	-	-	-	-	-	-	-	-	-
	A-B	0.59	-	-	-	-	-	-	-	-
	A-C	5.08	-	-	-	-	-	-	-	-
								Geometric		Mean

Segment	Stream	Demand (veh/min)	Capacity (veh/min)	RFC	Ped. Flow (ped/min)	Start Queue (veh)	End Queue (veh)	Delay (veh.min/ segment)	Delay (veh.min/ segment)	Arriving Vehicle Delay (min)
17:30- 17:45	B-A	0.27	8.31	0.032	-	0.04	0.03	-	0.5	0.12
	B-C	0.21	12.85	0.016	-	0.02	0.02	-	0.3	0.08
	C-AB	0.31	9.60	0.033	-	0.04	0.03	-	0.5	0.11
	C-A	-	-	-	-	-	-	-	-	-
	A-B	0.48	-	-	-	-	-	-	-	-
	A-C	4.15	-	-	-	-	-	-	-	-
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)
17:45- 18:00	B-A	0.23	8.65	0.026	-	0.03	0.03	-	0.4	0.12
	B-C	0.18	13.10	0.013	-	0.02	0.01	-	0.2	0.08
	C-AB	0.26	9.78	0.027	-	0.03	0.03	-	0.4	0.11
	C-A	-	-	-	-	-	-	-	-	-
	A-B	0.40	-	-	-	-	-	-	-	-
	A-C	3.48	-	-	-	-	-	-	-	-

Demand Set: 2031 AM Base + Dev

Modelling Period: 07:30-09:00

Segment	Stream	Demand (veh/min)	Capacity (veh/min)	RFC	Ped. Flow (ped/min)	Start Queue (veh)	End Queue (veh)	Geometric Delay (veh.min/ segment)	Delay (veh.min/ segment)	Mean Arriving Vehicle Delay (min)
07:30- 07:45	B-A	0.29	7.13	0.041	-	0.00	0.04	-	0.6	0.15
	B-C	0.23	10.98	0.021	-	0.00	0.02	-	0.3	0.09
	C-AB	0.16	8.24	0.020	-	0.00	0.02	-	0.3	0.12
	C-A	-	-	-	-	-	-	-	-	-
	A-B	0.26	-	-	-	-	-	-	-	-
	A-C	9.93	-	-	-	-	-	-	-	-
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)
07:45- 08:00	B-A	0.34	6.49	0.053	-	0.04	0.06	-	0.8	0.16
	B-C	0.27	10.32	0.026	-	0.02	0.03	-	0.4	0.10
	C-AB	0.19	7.76	0.025	-	0.02	0.03	-	0.4	0.13
	C-A	-	-	-	-	-	-	-	-	-
	A-B	0.31	-	-	-	-	-	-	-	-
	A-C	11.85	-	-	-	-	-	-	-	-
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	0.42	5.61	0.075	-	0.06	0.08	-	1.2	0.19
	B-C	0.33	9.39	0.035	-	0.03	0.04	-	0.5	0.11
	C-AB	0.24	7.09	0.034	-	0.03	0.04	-	0.5	0.15
	C-A	-	-	-	-	-	-	-	-	-
	A-B	0.39	-	-	-	-	-	-	-	-
	A-C	14.52	-	-	-	-	-	-	-	-
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)

08:15-08:30	B-A	0.42	5.61	0.075	-	0.08	0.08	-	1.2	0.19
	B-C	0.33	9.39	0.035	-	0.04	0.04	-	0.5	0.11
	C-AB	0.24	7.09	0.034	-	0.04	0.04	-	0.5	0.15
	C-A	-	-	-	-	-	-	-	-	-
	A-B	0.39	-	-	-	-	-	-	-	-
	A-C	14.52	-	-	-	-	-	-	-	-
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)
08:30-08:45	B-A	0.34	6.49	0.053	-	0.08	0.06	-	0.9	0.16
	B-C	0.27	10.31	0.026	-	0.04	0.03	-	0.4	0.10
	C-AB	0.19	7.76	0.025	-	0.04	0.03	-	0.4	0.13
	C-A	-	-	-	-	-	-	-	-	-
	A-B	0.31	-	-	-	-	-	-	-	-
	A-C	11.85	-	-	-	-	-	-	-	-
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	0.29	7.12	0.041	-	0.06	0.04	-	0.7	0.15
	B-C	0.23	10.98	0.021	-	0.03	0.02	-	0.3	0.09
	C-AB	0.16	8.24	0.020	-	0.03	0.02	-	0.3	0.12
	C-A	-	-	-	-	-	-	-	-	-
	A-B	0.26	-	-	-	-	-	-	-	-
	A-C	9.93	-	-	-	-	-	-	-	-

Demand Set: 2031 PM Base + Dev

Modelling Period: 16:30-18:00

Segment	Stream	Demand (veh/min)	Capacity (veh/min)	RFC	Ped. Flow (ped/min)	Start Queue (veh)	End Queue (veh)	Geometric Delay (veh.min/segment)	Delay (veh.min/segment)	Mean Arriving Vehicle Delay (min)
16:30-16:45	B-A	0.24	8.54	0.028	-	0.00	0.03	-	0.4	0.12
	B-C	0.19	13.01	0.014	-	0.00	0.01	-	0.2	0.08
	C-AB	0.28	9.72	0.028	-	0.00	0.03	-	0.4	0.11
	C-A	-	-	-	-	-	-	-	-	-
	A-B	0.43	-	-	-	-	-	-	-	-
	A-C	3.70	-	-	-	-	-	-	-	-
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	0.28	8.18	0.035	-	0.03	0.04	-	0.5	0.13
	B-C	0.22	12.75	0.018	-	0.01	0.02	-	0.3	0.08
	C-AB	0.33	9.52	0.035	-	0.03	0.04	-	0.5	0.11
	C-A	-	-	-	-	-	-	-	-	-
	A-B	0.51	-	-	-	-	-	-	-	-
	A-C	4.42	-	-	-	-	-	-	-	-
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-	B-A	0.35	7.68	0.045	-	0.04	0.05	-	0.7	0.14
	B-C	0.28	12.38	0.022	-	0.02	0.02	-	0.3	0.08
	C-AB	0.40	9.25	0.044	-	0.04	0.05	-	0.7	0.11

17:15	C-A	-	-	-	-	-	-	-	-	-
	A-B	0.62	-	-	-	-	-	-	-	-
	A-C	5.41	-	-	-	-	-	-	-	-
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	0.35	7.68	0.045	-	0.05	0.05	-	0.7	0.14
	B-C	0.28	12.38	0.022	-	0.02	0.02	-	0.3	0.08
	C-AB	0.40	9.25	0.044	-	0.05	0.05	-	0.7	0.11
	C-A	-	-	-	-	-	-	-	-	-
	A-B	0.62	-	-	-	-	-	-	-	-
	A-C	5.41	-	-	-	-	-	-	-	-
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	0.28	8.18	0.035	-	0.05	0.04	-	0.6	0.13
	B-C	0.22	12.75	0.018	-	0.02	0.02	-	0.3	0.08
	C-AB	0.33	9.52	0.035	-	0.05	0.04	-	0.6	0.11
	C-A	-	-	-	-	-	-	-	-	-
	A-B	0.51	-	-	-	-	-	-	-	-
	A-C	4.42	-	-	-	-	-	-	-	-
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	0.24	8.54	0.028	-	0.04	0.03	-	0.4	0.12
	B-C	0.19	13.01	0.014	-	0.02	0.01	-	0.2	0.08
	C-AB	0.28	9.72	0.028	-	0.04	0.03	-	0.4	0.11
	C-A	-	-	-	-	-	-	-	-	-
	A-B	0.43	-	-	-	-	-	-	-	-
	A-C	3.70	-	-	-	-	-	-	-	-

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.

PICADY 5 Run Successful

ARCADY 7

Version: 7.1.1.245 [9th June 2011]

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The users of this computer program for the solution of an engineering problem are in no way relieved of their responsibility for the correctness of the solution

File: P:\14-111 - Land West of Bisham Road, Ysopon\Trans\Arcady\GLEESONS 250 Units\Burndell Road-Bisham Rd-Burndell Rd\Burndell Road - Bisham Road Mini Roundabout GLEESON 250.arc7

Report generation date: 07/12/2017 15:08:05

Summary of roundabout performance

	AM				PM			
	Queue (PCU)	Delay (min)	RFC	LOS	Queue (PCU)	Delay (min)	RFC	LOS
(Default Analysis Set) - 2022 Base + Dev								
Arm 1	2.45	0.23	0.71	B	1.05	0.15	0.50	A
Arm 2	4.90	0.35	0.84	C	0.40	0.07	0.28	A
Arm 3	0.92	0.13	0.46	A	4.62	0.34	0.83	C
(Default Analysis Set) - 2031 Base + Dev								
Arm 1	3.07	0.27	0.75	C	1.21	0.16	0.54	A
Arm 2	8.84	0.60	0.91	E	0.44	0.07	0.30	A
Arm 3	1.07	0.14	0.50	A	7.39	0.50	0.89	D

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

2022 Base + Dev - AM runs from 07:45:00 to 09:15:00

2022 Base + Dev - PM runs from 16:45:00 to 18:15:00

2031 Base + Dev - AM runs from 07:45:00 to 09:15:00

2031 Base + Dev - PM runs from 16:45:00 to 18:15:00

File summary

File Description

Title	(untitled)
Location	
Site Number	
Date	26/04/2016
Version	
Status	(new file)
Identifier	
Client	
Jobnumber	
Enumerator	ODYSSEY-CEtmooney
Description	

Analysis Options

RFC Threshold	Vehicle Length (m)	Do Queue Variations
0.85	5.75	

Sorting and Display

Show Arm Names	Arm Grouping	Sorting Direction	Sorting Type	Data Matrix Style	Time Style
	Order	Ascending	Numerical	By Destination	Absolute Time

Units

Distance Units	Speed Units	Traffic Units Input	Traffic Units Results	Flow Units	Average Delay Units	Total Delay Units	Rate Of Delay Units
m	kph	PCU	PCU	perHour	min	-Min	perMin

A1 - (Default Analysis Set) - D3 - 2022 Base + Dev, AM

Data Errors and Warnings

No errors or warnings

Analysis Set Details

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

Demand Set Details

Name	Scenario Name	Time Period Name	Description	Locked	Run Automatically	Use Relationship	Relationship	Start Time (HH:mm)	Finish Time (HH:mm)	Time Period Length (min)	Time Segment Length (min)	Traffic Profile Type
2022 Base + Dev, AM	2022 Base + Dev	AM			Yes			07:45	09:15	90	15	ONE HOUR

Roundabout Network

Roundabout Type(s)

ID	Name	Arm Order	Roundabout Type	Grade Separated	Large Roundabout	Do Geometric Delay
1 (united)		1,2,3	Mini-roundabout			

Roundabout Network Options

Driving Side	Lighting	Road Surface	In London
Left	Normal/unknown	Normal/unknown	

Arms

Arms

ID	Name	Description
1	B2233 Burnell Road	
2	B2132 Bilsham Road	
3	B2233 Main Road	

Capacity Options

Arm	Minimum Capacity (PCU/hr)	Maximum Capacity (PCU/hr)	Assume Flat Start Profile	Initial Queue (PCU)
1	0.00	99999.00		0.00
2	0.00	99999.00		0.00
3	0.00	99999.00		0.00

Mini Roundabout Geometry

Arm	Approach road half-width (m)	Minimum approach road half-width (m)	Entry width (m)	Effective flare length (m)	Distance to next arm (m)	Entry corner kerb line distance (m)	Gradient over 50m (%)	Kerbed central island
-----	------------------------------	--------------------------------------	-----------------	----------------------------	--------------------------	-------------------------------------	-----------------------	-----------------------

1	2.90	2.90	4.10	5.00	11.50	6.30	0.00
2	3.20	3.00	6.50	10.00	9.50	6.80	0.00
3	3.30	3.30	3.40	0.50	18.00	17.00	0.00

Pedestrian Crossings

Arm	Crossing Type
1	None
2	None
3	None

Arm Slope/ Intercept and Capacity

Slope and Intercept used in model

Arm	Enter Directly	Slope	Intercept (PCU/hr)	Final Slope	Final Intercept (PCU/hr)
1	Yes	0.50	1000.00	0.500	1000.000
2	Yes	0.50	1050.00	0.500	1050.000
3		((calculated))	((calculated))	0.651	907.361

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

Arm Capacity Adjustments

Arm	Type	Reason	Direct Capacity Adjustment (PCU/hr)	Percentage Capacity Adjustment (%)
1	None	N/A	N/A	N/A
2	Percentage		N/A	140.00
3	Percentage		N/A	125.00

Traffic Flows

Demand Set Data Options

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

Entry Flows

General Flows Data

Arm	Profile Type	Use Turning Counts	Average Demand Flow (PCU/hr)	Flow Scaling Factor (%)	PHF
1	ONE HOUR	Yes	599.00	100.000	N/A
2	ONE HOUR	Yes	608.00	100.000	N/A
3	ONE HOUR	Yes	369.00	100.000	N/A

Turning Proportions

Turning Counts or Proportions (PCU/hr) - Roundabout 1 (for whole period)

		To		
From		1	2	3
	1	0.000	69.000	530.000
	2	238.000	0.000	570.000
	3	261.000	128.000	0.000

Turning Proportions (PCU/hr) - Roundabout 1 (for whole period)

Turning Movements (TLC) - Roundabout 1 for whole period

	To		
	1	2	3
From	1	0.00/0.12/0.88	
	2	0.29/0.00/0.71	
	3	0.87/0.33/0.00	

Vehicle Mix

Average PCU Per Vehicle - Roundabout 1 (for whole period)

	To		
	1	2	3
From	1	1.000/1.220/1.010	
	2	1.030/1.000/1.010	
	3	1.050/1.110/1.000	

Heavy Vehicle Percentages - Roundabout 1 (for whole period)

	To		
	1	2	3
From	1	0.000/22.000/1.000	
	2	3.000/0.000/1.000	
	3	5.000/11.000/0.000	

Results

Results Summary

Arm	Max RFC	Max Delay (min)	Max Queue (PCU)	Max LOS	Total Demand (PCU/hr)	Total Arrivals (PCU)	Total Queueing Delay (PCU-min)	Average Queueing Delay (min)	Rate Of Queueing Delay (PCU-min/min)	Inclusive Queueing Total Delay (PCU-min)	Inclusive Queueing Average Delay (min)	Slope	Intercept (PCU/hr)
1	0.71	0.23	2.45	B	549.65	824.48	139.06	0.17	1.55	139.09	0.17	0.500	1000.000
2	0.84	0.35	4.90	C	741.43	1112.15	218.89	0.20	2.43	218.92	0.20	0.500	1050.000
3	0.46	0.13	0.92	A	356.95	535.43	58.84	0.11	0.65	58.85	0.11	0.651	907.361

Overview: Mini-roundabout Geometry

Mini Roundabout Geometry

Arm	Approach road half-width (m)	Entry width (m)	Effective flare length (m)	Minimum approach road half-width (m)	Distance to next arm (m)	Entry corner kerb line distance (m)	Gradient over 50m (%)	Kerbed central island	Final Slope	Final Intercept (PCU/hr)
1	2.90	4.10	5.00	2.90	11.50	6.30	0.00		0.500	1000.000
2	3.20	6.50	10.00	3.00	9.50	8.80	0.00		0.500	1050.000
3	3.30	3.40	0.50	3.30	18.00	17.00	0.00		0.651	907.361

Overview: Time Segment Results

Time Segment Results

Time Segment	Arm	Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Pedestrian Demand (Ped/hr)	Start Queue (PCU)	End Queue (PCU)	Queueing Total Delay (PCU-min)	Geometric Total Delay (PCU-min)	Average Delay Per Arriving Vehicle (min)
1	1	450.95	952.11	0.474	0.00	0.00	0.91	13.05	(0.02)	0.122
1	2	688.30	1192.95	0.510	0.00	0.00	1.04	14.95	(0.02)	0.103
1	3	292.85	989.44	0.295	0.00	0.00	0.45	6.47	(0.02)	0.092
2	1	538.49	942.57	0.571	0.00	0.91	1.34	19.28	(0.02)	0.152

2	2	726.38	1137.54	0.636	0.00	1.04	1.75	24.90	(0.02)	0.146
2	3	349.70	960.83	0.364	0.00	0.45	0.61	8.85	(0.02)	0.105
3	1	859.51	929.74	0.709	0.00	1.34	2.40	33.31	(0.02)	0.222
3	2	889.62	1064.14	0.836	0.00	1.75	4.60	59.94	(0.02)	0.310
3	3	428.30	923.77	0.464	0.00	0.61	0.91	13.17	(0.02)	0.129
4	1	859.51	929.54	0.710	0.00	2.40	2.45	36.48	(0.02)	0.228
4	2	889.62	1061.66	0.838	0.00	4.60	4.90	71.76	(0.02)	0.346
4	3	428.30	921.32	0.465	0.00	0.91	0.92	13.75	(0.02)	0.130
5	1	538.49	942.27	0.571	0.00	2.45	1.41	22.26	(0.02)	0.156
5	2	726.36	1133.88	0.641	0.00	4.90	1.86	30.52	(0.02)	0.159
5	3	349.70	957.23	0.365	0.00	0.92	0.62	9.62	(0.02)	0.106
6	1	450.96	951.71	0.474	0.00	1.41	0.94	14.67	(0.02)	0.124
6	2	608.30	1189.54	0.511	0.00	1.86	1.08	16.62	(0.02)	0.106
6	3	292.86	987.69	0.297	0.00	0.62	0.45	6.98	(0.02)	0.092

A1 - (Default Analysis Set) - D6 - 2022 Base + Dev, PM

Data Errors and Warnings

No errors or warnings

Analysis Set Details

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

Demand Set Details

Name	Scenario Name	Time Period Name	Description	Locked	Run Automatically	Use Relationship	Relationship	Start Time (HH:mm)	Finish Time (HH:mm)	Time Period Length (min)	Time Segment Length (min)	Traffic Profile Type
2022 Base + Dev, PM	2022 Base + Dev	PM			Yes			16:45	18:15	90	15	ONE HOUR

Roundabout Network

Roundabout Type(s)

ID	Name	Arm Order	Roundabout Type	Grade Separated	Large Roundabout	Do Geometric Delay
1	(untitled)	1,2,3	Mini-roundabout			

Roundabout Network Options

Driving Side	Lighting	Road Surface	In London
Left	Normal/unknown	Normal/unknown	

Arms

Arms

ID	Name	Description
1	B2233 Burnell Road	
2	B2132 Blissham Road	
3	B2233 Main Road	

Capacity Options

Arm	Minimum Capacity (PCU/hr)	Maximum Capacity (PCU/hr)	Assume Flat Start Profile	Initial Queue (PCU)
1	0.00	99999.00		0.00
2	0.00	99999.00		0.00
3	0.00	99999.00		0.00

Mini Roundabout Geometry

Arm	Approach road half-width (m)	Minimum approach road half-width (m)	Entry width (m)	Effective flare length (m)	Distance to next arm (m)	Entry corner kerb line distance (m)	Gradient over 50m (%)	Kerbed central island
1	2.90	2.90	4.10	5.00	11.50	6.30	0.00	
2	3.20	3.00	6.50	10.00	9.50	8.80	0.00	
3	3.30	3.30	3.40	0.50	18.00	17.00	0.00	

Pedestrian Crossings

Arm	Crossing Type
1	None
2	None
3	None

Arm Slope/ Intercept and Capacity

Slope and Intercept used in model

Arm	Enter Directly	Slope	Intercept (PCU/hr)	Final Slope	Final Intercept (PCU/hr)
1	Yes	0.50	1000.00	0.500	1000.000
2	Yes	0.50	1050.00	0.500	1050.000
3		((calculated))	((calculated))	0.651	907.361

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

Arm Capacity Adjustments

Arm	Type	Reason	Direct Capacity Adjustment (PCU/hr)	Percentage Capacity Adjustment (%)
1	None	N/A	N/A	N/A
2	Percentage		N/A	140.00
3	Percentage		N/A	125.00

Traffic Flows

Demand Set Data Options

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

Entry Flows

General Flows Data

Arm	Profile Type	Use Turning Counts	Average Demand Flow (PCU/hr)	Flow Scaling Factor (%)	PHF
1	ONE HOUR	Yes	395.00	100.000	N/A
2	ONE HOUR	Yes	312.00	100.000	N/A
3	ONE HOUR	Yes	798.00	100.000	N/A

Turning Proportions

Turning Counts or Proportions (PCU/hr) - Roundabout 1 (for whole period)

		To		
		1	2	3
From	1	5 000	94 000	301 000
	2	51 000	0 000	221 000
	3	546 000	252 000	0 000

Turning Proportions (PCU) - Roundabout 1 (for whole period)

		To		
		1	2	3
From	1	0.00	0.24	0.75
	2	0.29	0.00	0.71
	3	0.65	0.32	0.00

Vehicle Mix

Average PCU Per Vehicle - Roundabout 1 (for whole period)

		To		
		1	2	3
From	1	1.000	1.090	1.020
	2	1.080	1.000	1.030
	3	1.020	1.010	1.000

Heavy Vehicle Percentages - Roundabout 1 (for whole period)

		To		
		1	2	3
From	1	0.000	0.000	2.000
	2	0.000	0.000	3.000
	3	2.000	1.000	0.000

Results

Results Summary

Arm	Max RFC	Max Delay (min)	Max Queue (PCU)	Max LOS	Total Demand (PCU/hr)	Total Arrivals (PCU)	Total Queueing Delay (PCU-min)	Average Queueing Delay (min)	Rate Of Queueing Delay (PCU-min/min)	Inclusive Queueing Total Delay (PCU-min)	Inclusive Queueing Average Delay (min)	Slope	Intercept (PCU/hr)
1	0.50	0.15	1.05	A	362.46	543.69	66.50	0.12	0.74	66.51	0.12	0.500	1000.000
2	0.28	0.07	0.40	A	286.30	429.44	27.46	0.06	0.31	27.46	0.06	0.500	1050.000
3	0.83	0.34	4.82	C	732.26	1098.39	232.65	0.21	2.59	232.70	0.21	0.651	907.361

Overview: Mini-roundabout Geometry

Mini Roundabout Geometry

Arm	Approach road half-width (m)	Entry width (m)	Effective flare length (m)	Minimum approach road half-width (m)	Distance to next arm (m)	Entry corner kerb line distance (m)	Gradient over 50m (%)	Kerbed central island	Final Slope	Final Intercept (PCU/hr)
1	2.90	4.10	5.00	2.90	11.50	6.30	0.00		0.500	1000.000
2	3.20	6.50	10.00	3.00	9.50	8.80	0.00		0.500	1050.000
3	3.30	3.40	0.50	3.30	18.00	17.00	0.00		0.651	907.361

ARUN DISTRICT COUNCIL Y/91/17/OUT