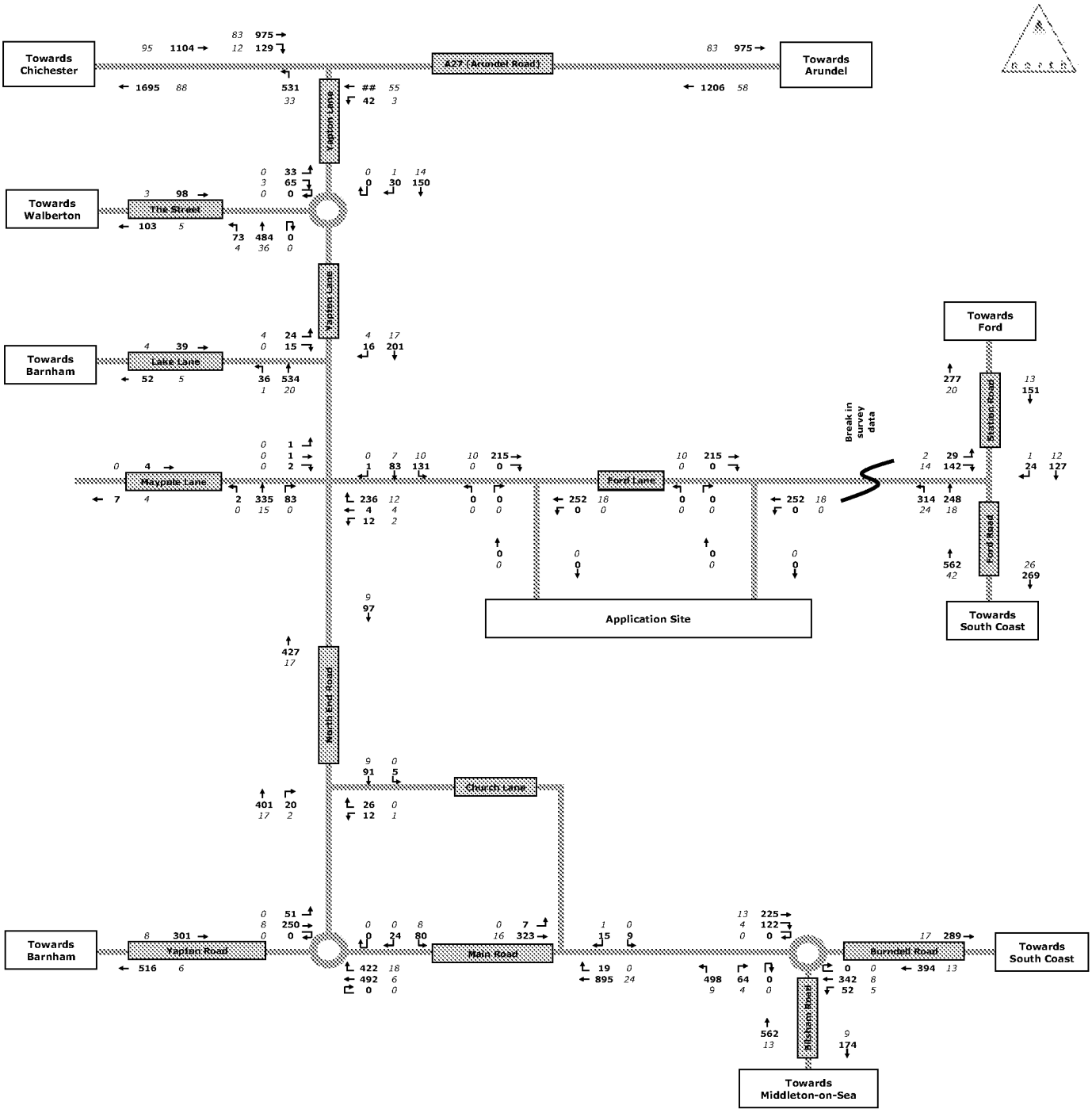
motion

Figures



Traffic Flow Summary	Flows	Veh/mi
A27/Yapton Lane	2841	47.4
Yapton Lane/The Street	835	13.9
Yapton Lane/Lake Lane	826	13.8
North End Road/Ford Lane/Maypole Lane	891	14.9
Ford Lane/Station Road	884	14.7
North End Lane/Church Lane	555	9.3
North End Road/Yapton Road/Main Road	1319	22.0
Main Road/Church Road	1268	21.1
Main Road/Burndell Road/Bilsham Road	1303	21.7
Ford Road/Station Road	884	14.7
Western Site Access/Ford Lane	467	7.8
Western Site Access/Ford Lane	467	7.8

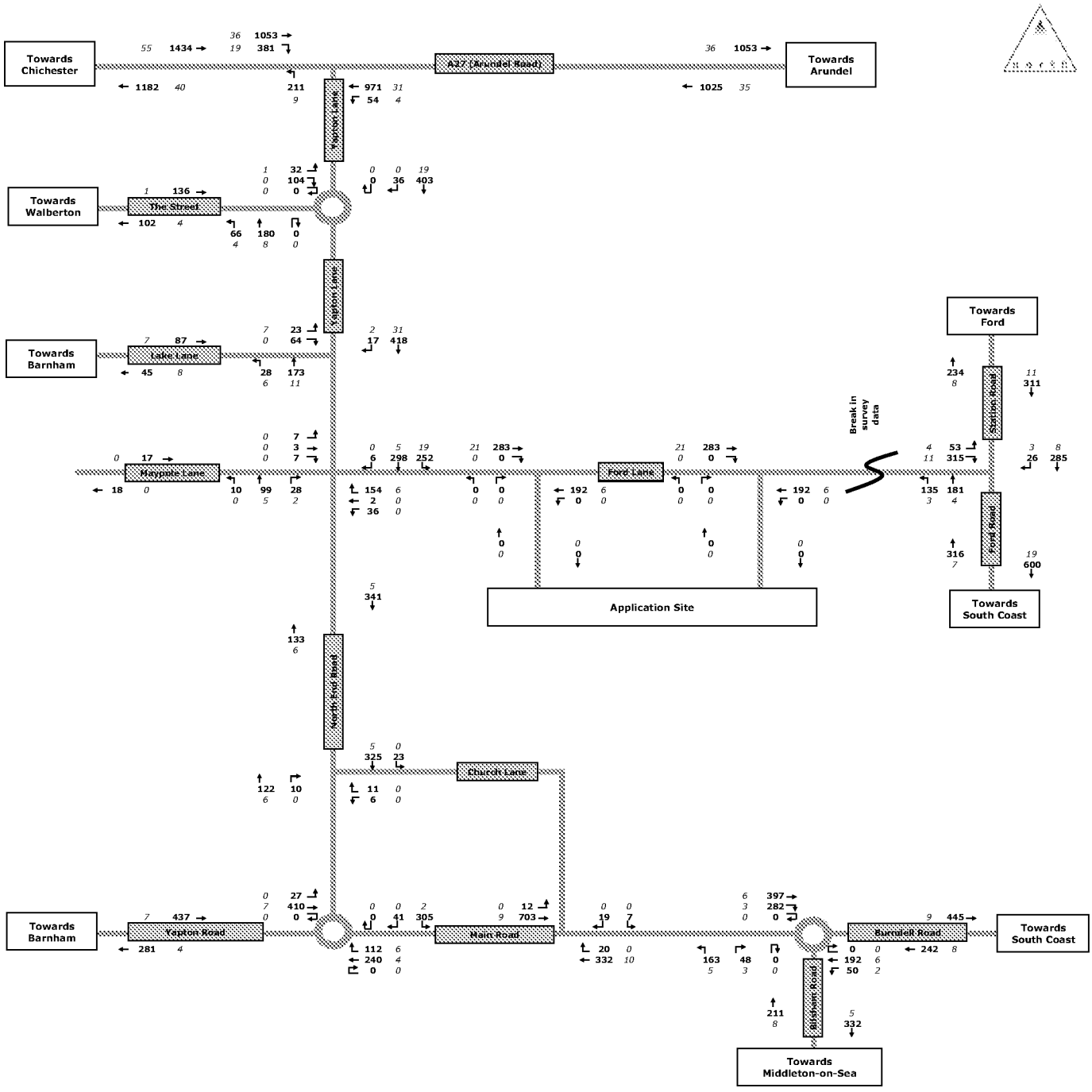
Junction

motion

Proposed Residential Development, Land off North End Road, Yapton, West Sussex

May 2013 Traffic Survey Data - AM Peak Hour (07:45-08:45)

Motion Figure No. 3.1



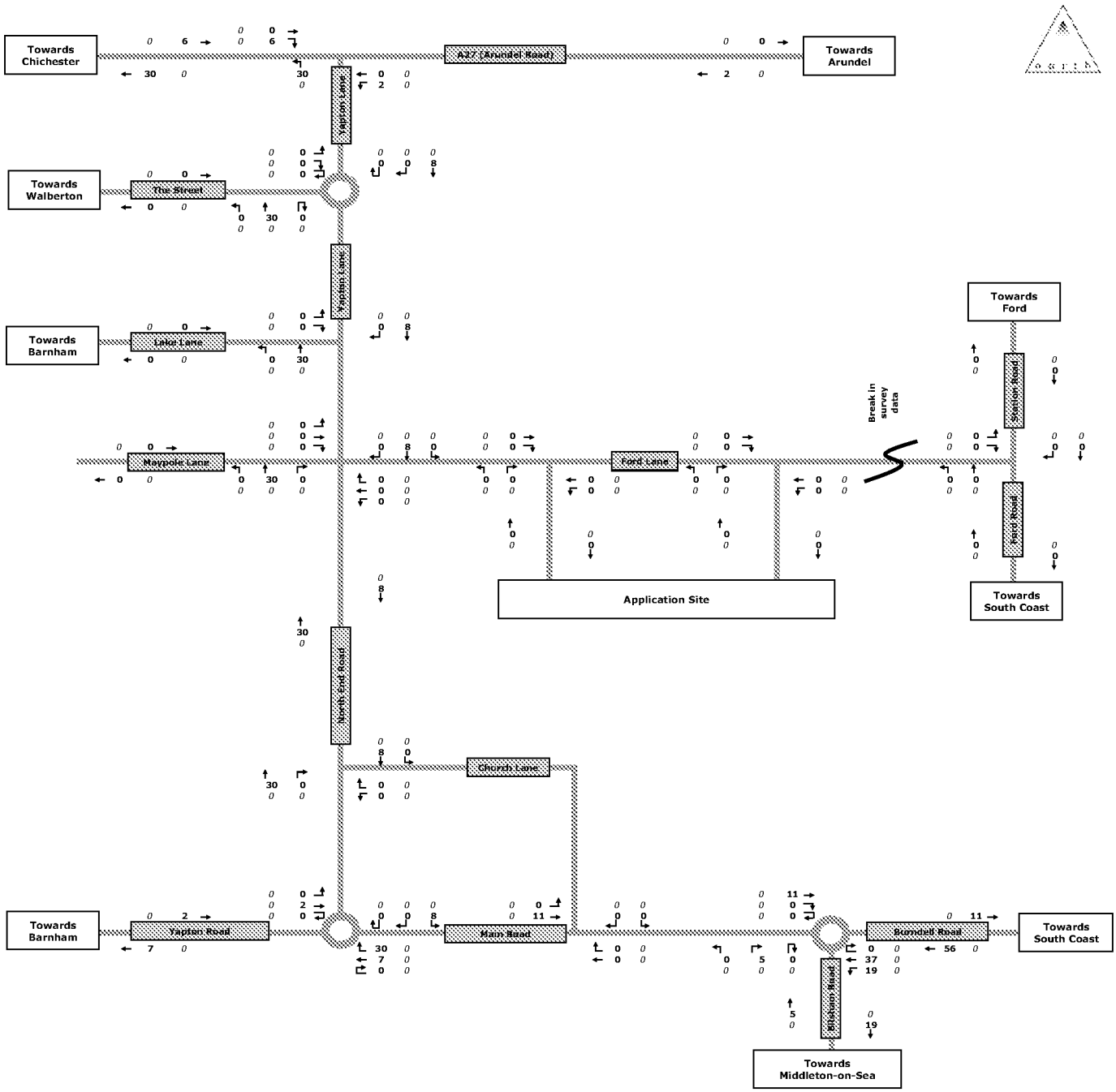
Traffic Flow Summary		Flows	Veh/mi
Junction	A27/Yapton Lane	2670	44.5
	Yapton Lane/The Street	821	13.7
	Yapton Lane/Lake Lane	723	12.1
	North End Road/Ford Lane/Maypole Lane	902	15.0
	Ford Lane/Station Road	995	16.6
	North End Lane/Church Lane	497	8.3
	North End Road/Yapton Road/Main Road	1135	18.9
	Main Road/Church Road	1093	18.2
	Main Road/Burndell Road/Bilsham Road	1132	18.9
	Ford Road/Station Road	995	16.6
	Western Site Access/Ford Lane	475	7.9
	Western Site Access/Ford Lane	475	7.9

motion

Proposed Residential Development, Land off North End Road, Yapton, West Sussex

May 2013 Traffic Surevy Data - PM Peak Hour (16:45-17:45)

Motion Figure No. 3.2

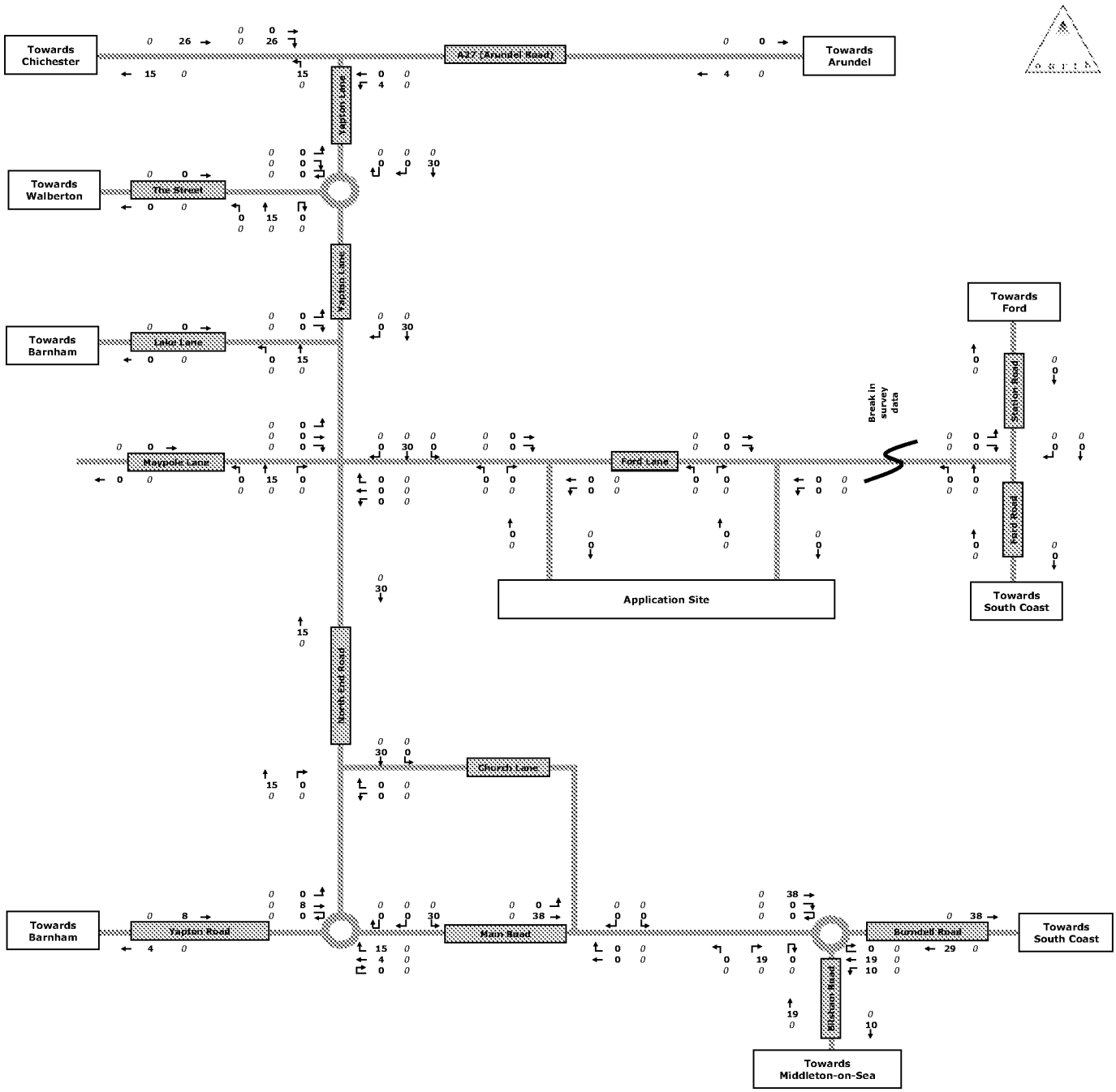


Junction	Traffic Flow Summary	Flows	Veh/min
	A27/Yapton Lane	38	0.6
	Yapton Lane/The Street	38	0.6
	Yapton Lane/Lake Lane	38	0.6
	North End Road/Ford Lane/Maypole Lane	38	0.6
	Ford Lane/Station Road	0	0.0
	North End Lane/Church Lane	38	0.6
	North End Road/Yapton Road/Main Road	47	0.8
	Main Road/Church Road	11	0.2
	Main Road/Burndell Road/Bilsham Road	72	1.2
	Ford Road/Station Road	0	0.0
	Western Site Access/Ford Lane	0	0.0
	Western Site Access/Ford Lane	0	0.0

Proposed Residential Development, Land off North End Road, Yapton, West Sussex

Land North of Burndell Road Traffic Flows - AM Peak Hour (07:45-08:45)

Motion Figure No. 3.3

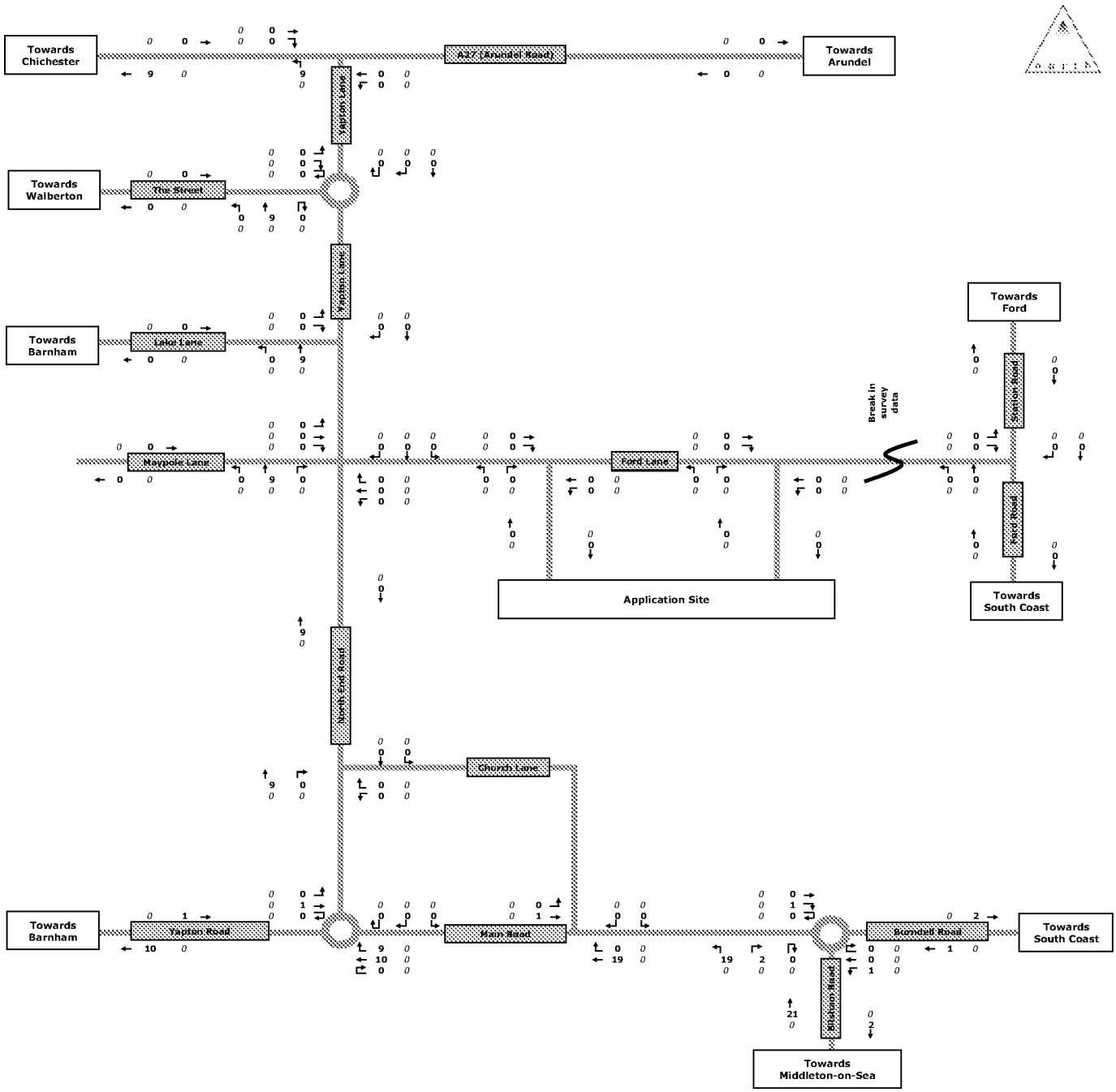


Junction	Traffic Flow Summary	Flows	Veh/min
	A27/Yapton Lane	45	0.8
	Yapton Lane/The Street	45	0.8
	Yapton Lane/Lake Lane	45	0.8
	North End Road/Ford Lane/Maypole Lane	45	0.8
	Ford Lane/Station Road	0	0.0
	North End Lane/Church Lane	45	0.8
	North End Road/Yapton Road/Main Road	57	1.0
	Main Road/Church Road	38	0.6
	Main Road/Burndell Road/Bilsham Road	86	1.4
	Ford Road/Station Road	0	0.0
	Western Site Access/Ford Lane	0	0.0
	Western Site Access/Ford Lane	0	0.0

Proposed Residential Development, Land off North End Road, Yapton, West Sussex

Land North of Burndell Road Traffic Flows - PM Peak Hour (16:45-17:45)

Motion Figure No. 3.4

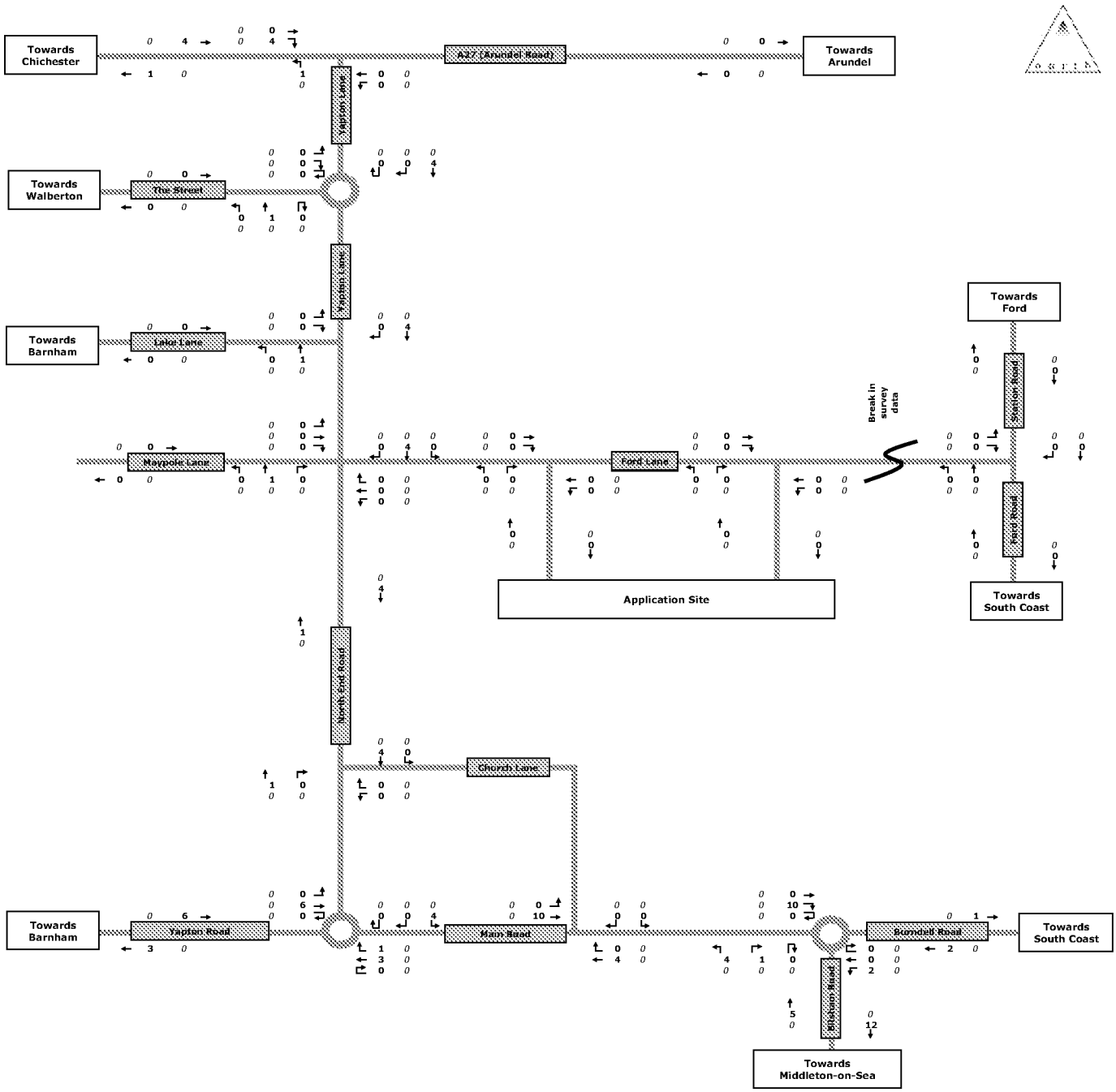


Traffic Flow Summary		Flows	Veh/min
Junction	A27/Yapton Lane	9	0.2
	Yapton Lane/The Street	9	0.2
	Yapton Lane/Lake Lane	9	0.2
	North End Road/Ford Lane/Maypole Lane	9	0.2
	Ford Lane/Station Road	0	0.0
	North End Lane/Church Lane	9	0.2
	North End Road/Yapton Road/Main Road	20	0.3
	Main Road/Church Road	20	0.3
	Main Road/Burndell Road/Bilsham Road	23	0.4
	Ford Road/Station Road	0	0.0
	Western Site Access/Ford Lane	0	0.0
	Western Site Access/Ford Lane	0	0.0

Proposed Residential Development, Land off North End Road, Yapton, West Sussex

Yapton Industrial Estate Traffic Flows - AM Peak (07:45-08:45)

Motion Figure No. 3.5

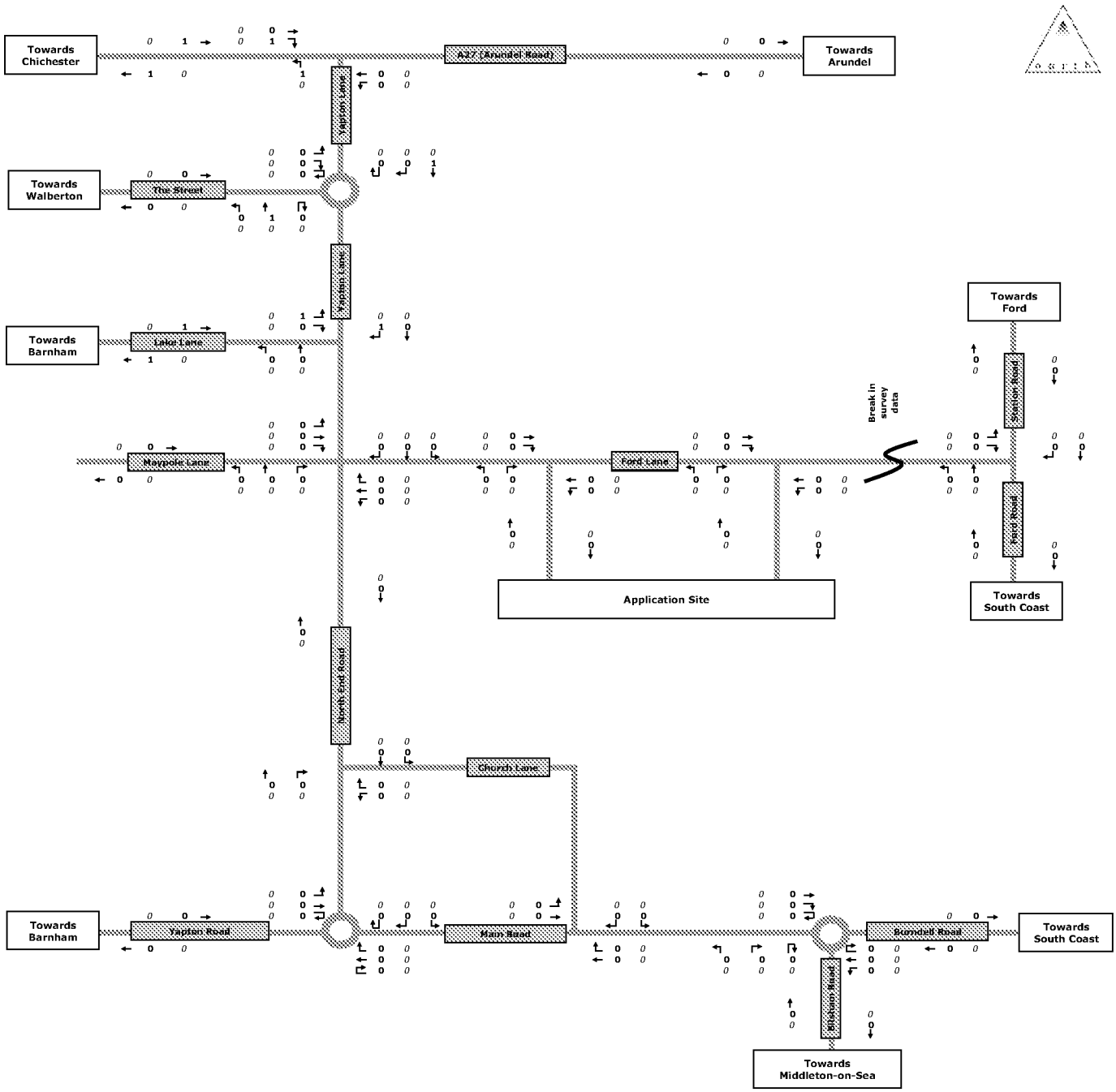


Traffic Flow Summary		Flows	Veh/min
Junction	A27/Yapton Lane	6	0.1
	Yapton Lane/The Street	6	0.1
	Yapton Lane/Lake Lane	6	0.1
	North End Road/Ford Lane/Maypole Lane	6	0.1
	Ford Lane/Station Road	0	0.0
	North End Lane/Church Lane	6	0.1
	North End Road/Yapton Road/Main Road	14	0.2
	Main Road/Church Road	14	0.2
	Main Road/Burndell Road/Bilsham Road	17	0.3
	Ford Road/Station Road	0	0.0
	Western Site Access/Ford Lane	0	0.0
	Western Site Access/Ford Lane	0	0.0

Proposed Residential Development, Land off North End Road, Yapton, West Sussex

Yapton Industrial Estate Traffic Flows - PM Peak (16:45-17:45)

Motion Figure No. 3.6

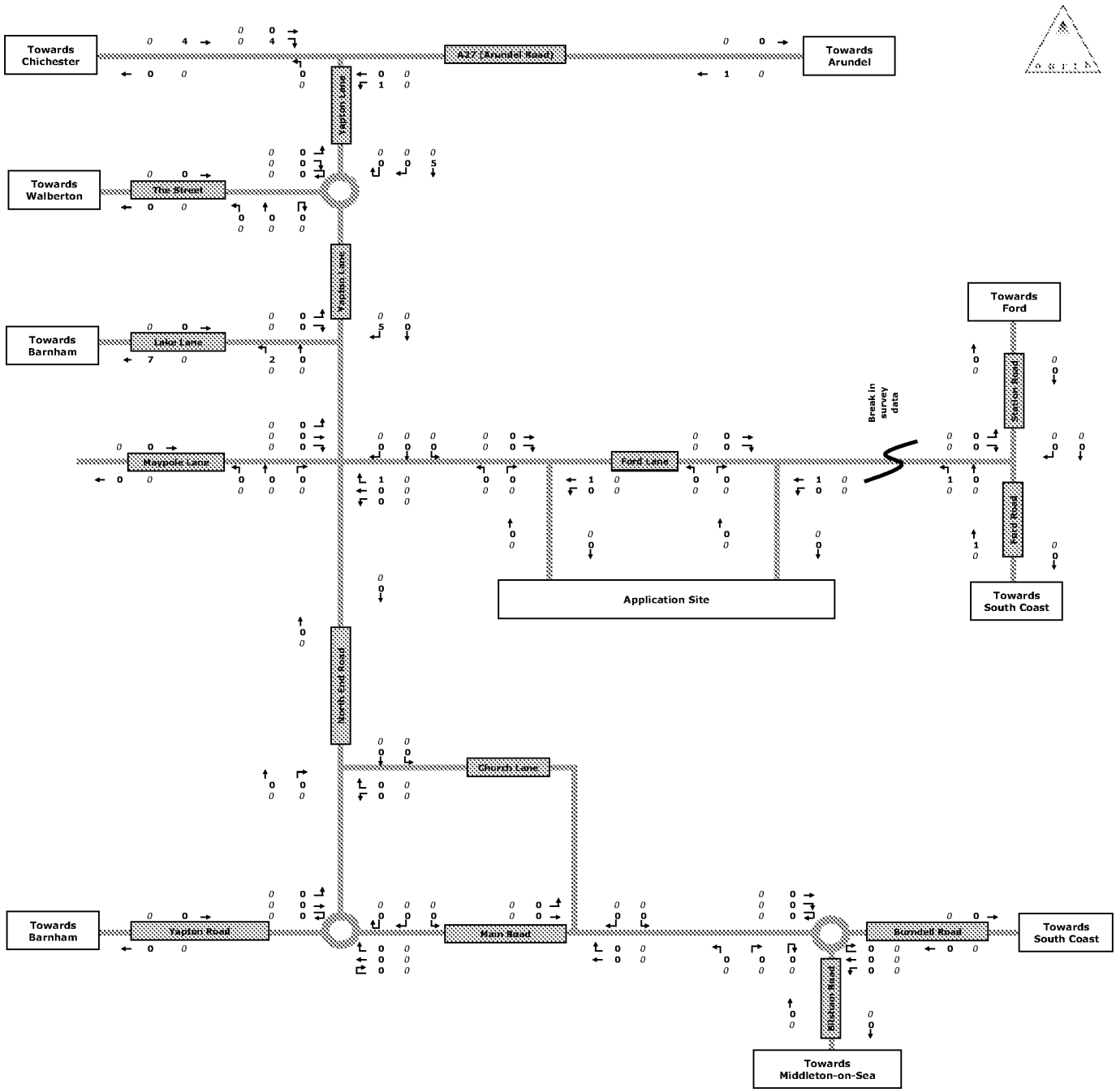


Traffic Flow Summary		Flows	Veh/min
Junction	A27/Yapton Lane	2	0.0
	Yapton Lane/The Street	2	0.0
	Yapton Lane/Lake Lane	2	0.0
	North End Road/Ford Lane/Maypole Lane	0	0.0
	Ford Lane/Station Road	0	0.0
	North End Lane/Church Lane	0	0.0
	North End Road/Yapton Road/Main Road	0	0.0
	Main Road/Church Road	0	0.0
	Main Road/Burndell Road/Bilsham Road	0	0.0
	Ford Road/Station Road	0	0.0
	Western Site Access/Ford Lane	0	0.0
	Western Site Access/Ford Lane	0	0.0

Proposed Residential Development, Land off North End Road, Yapton, West Sussex

Land east of Goodacres, Barnham Traffic Flows - AM Peak (07:45-08:45)

Motion Figure No. 3.7

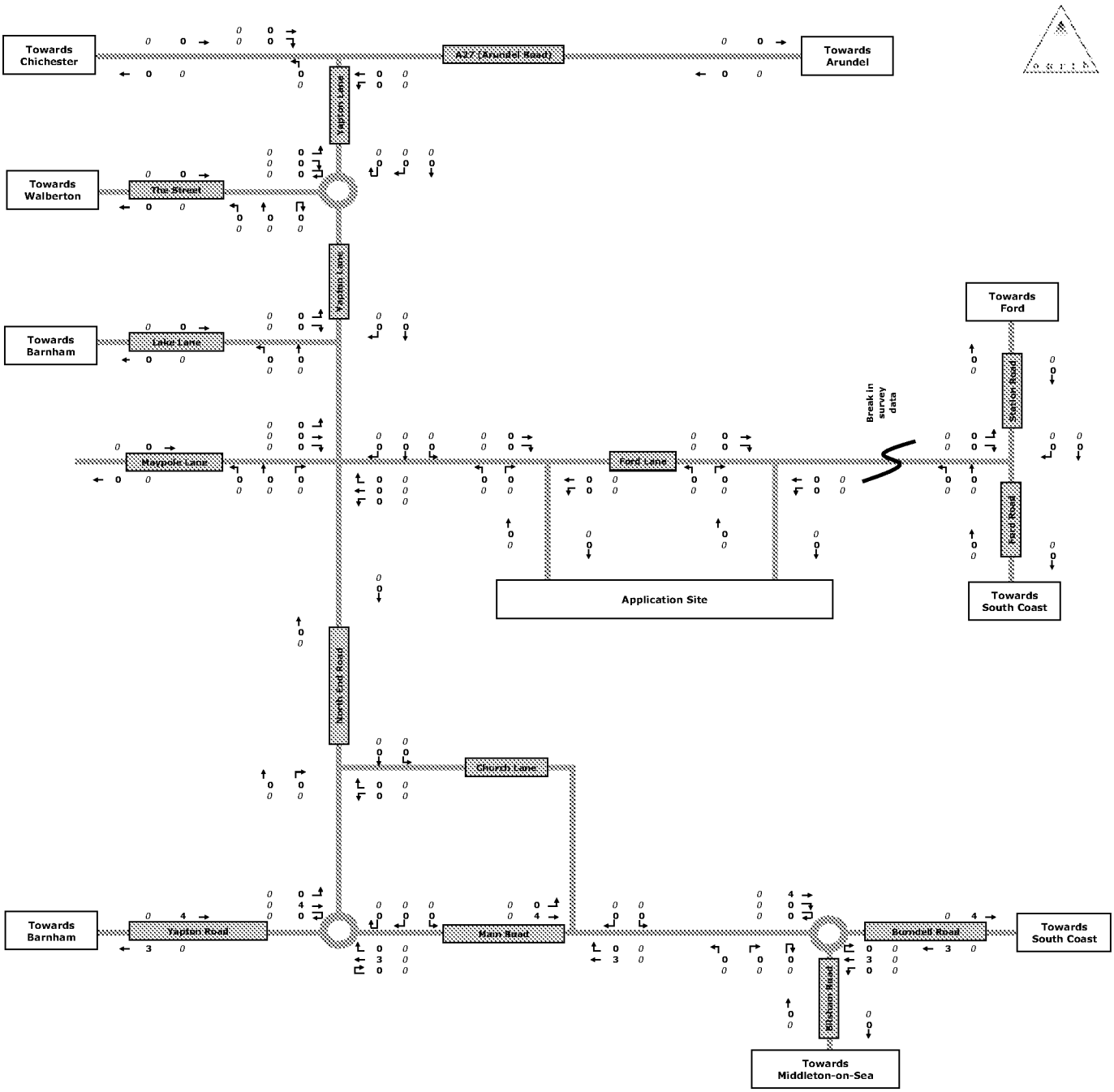


Traffic Flow Summary		Flows	Veh/min
Junction	A27/Yapton Lane	5	0.1
	Yapton Lane/The Street	5	0.1
	Yapton Lane/Lake Lane	7	0.1
	North End Road/Ford Lane/Maypole Lane	1	0.0
	Ford Lane/Station Road	1	0.0
	North End Lane/Church Lane	0	0.0
	North End Road/Yapton Road/Main Road	0	0.0
	Main Road/Church Road	0	0.0
	Main Road/Burndell Road/Bilsham Road	0	0.0
	Ford Road/Station Road	1	0.0
	Western Site Access/Ford Lane	1	0.0
	Western Site Access/Ford Lane	1	0.0

Proposed Residential Development, Land off North End Road, Yapton, West Sussex

Land east of Goodacres, Barnham Traffic Flows - PM Peak (16:45-17:45)

Motion Figure No. 3.8

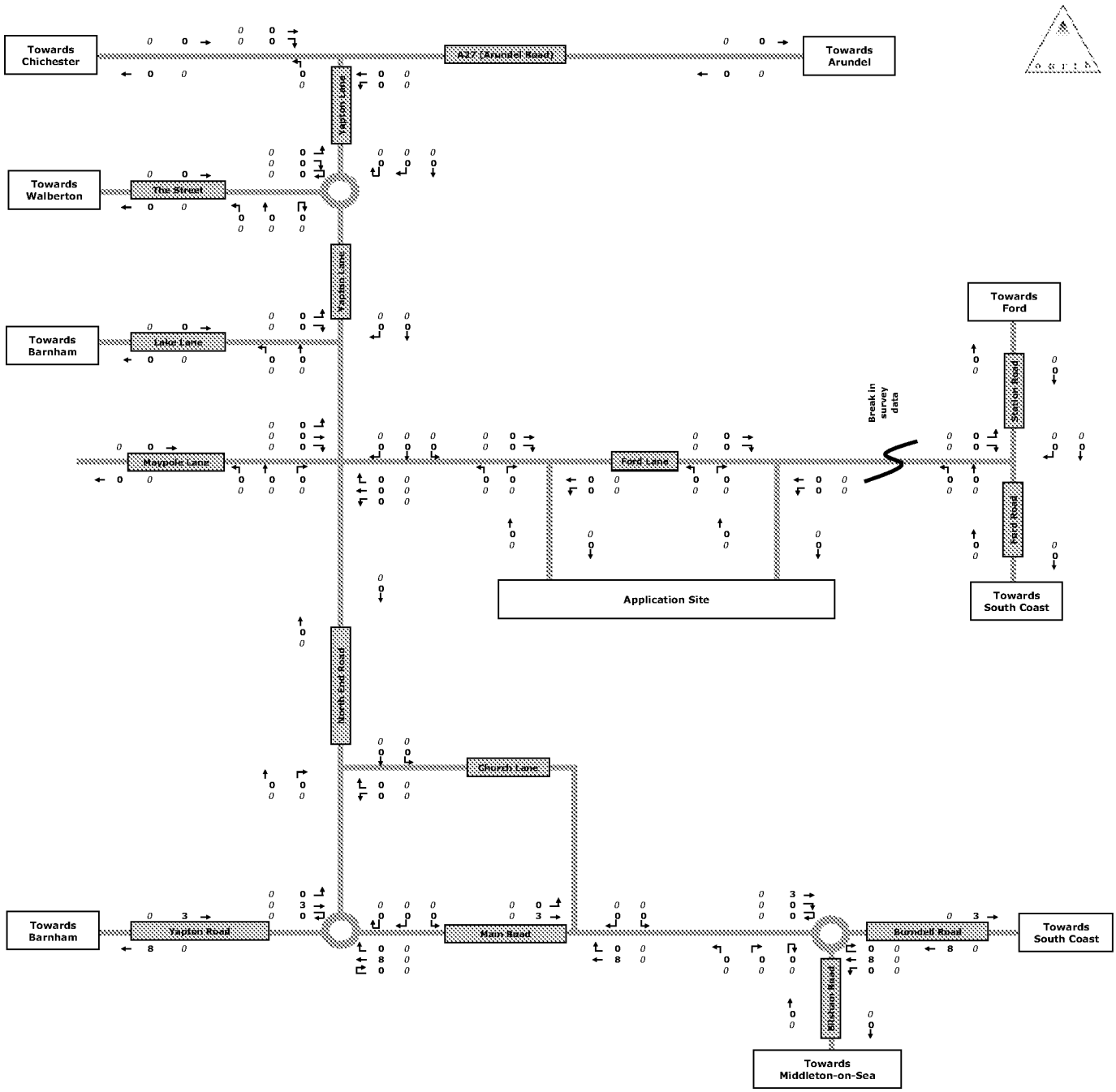


Traffic Flow Summary		Flows	Veh/mi n
Junction	A27/Yapton Lane	0	0.0
	Yapton Lane/The Street	0	0.0
	Yapton Lane/Lake Lane	0	0.0
	North End Road/Ford Lane/Maypole Lane	0	0.0
	Ford Lane/Station Road	0	0.0
	North End Lane/Church Lane	0	0.0
	North End Road/Yapton Road/Main Road	7	0.1
	Main Road/Church Road	7	0.1
	Main Road/Burndell Road/Bilsham Road	7	0.1
	Ford Road/Station Road	0	0.0
	Western Site Access/Ford Lane	0	0.0
	Western Site Access/Ford Lane	0	0.0

Proposed Residential Development, Land off North End Road, Yapton, West Sussex

Land north of Yapton Road, Barnham Traffic Flows - AM Peak (07:45-08:45)

Motion Figure No. 3.9

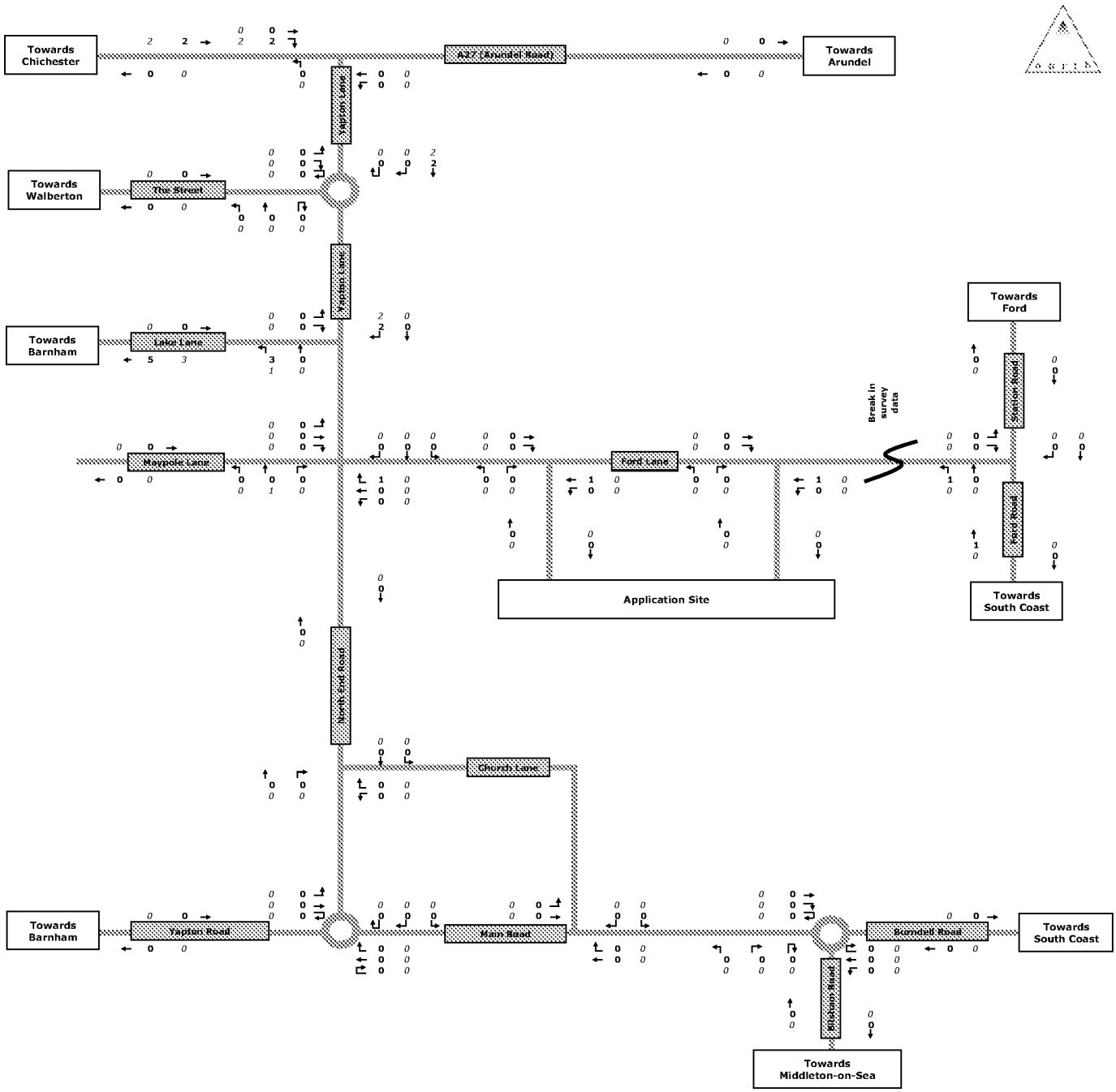


Traffic Flow Summary		Flows	Veh/mi n
Junction	A27/Yapton Lane	0	0.0
	Yapton Lane/The Street	0	0.0
	Yapton Lane/Lake Lane	0	0.0
	North End Road/Ford Lane/Maypole Lane	0	0.0
	Ford Lane/Station Road	0	0.0
	North End Lane/Church Lane	0	0.0
	North End Road/Yapton Road/Main Road	11	0.2
	Main Road/Church Road	11	0.2
	Main Road/Burndell Road/Bilsham Road	11	0.2
	Ford Road/Station Road	0	0.0
	Western Site Access/Ford Lane	0	0.0
	Western Site Access/Ford Lane	0	0.0

Proposed Residential Development, Land off North End Road, Yapton, West Sussex

Land north of Yapton Road, Barnham Traffic Flows - PM Peak (16:45-17:45)

Motion Figure No. 3.10

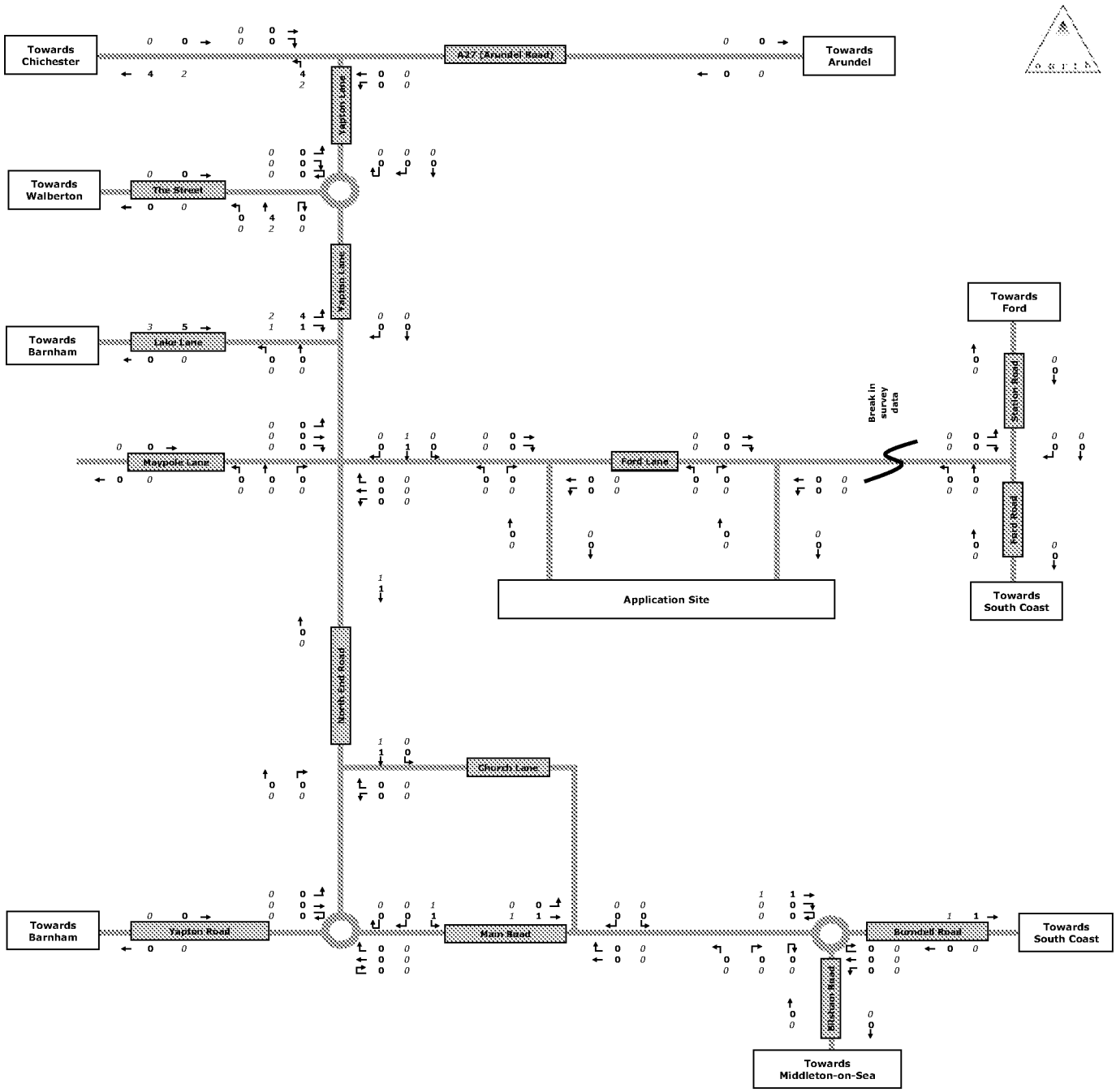


Junction	Traffic Flow Summary	Flows	Veh/min
	A27/Yapton Lane	2	0.0
	Yapton Lane/The Street	2	0.0
	Yapton Lane/Lake Lane	5	0.1
	North End Road/Ford Lane/Maypole Lane	1	0.0
	Ford Lane/Station Road	1	0.0
	North End Lane/Church Lane	0	0.0
	North End Road/Yapton Road/Main Road	0	0.0
	Main Road/Church Road	0	0.0
	Main Road/Burndell Road/Bilsham Road	0	0.0
	Ford Road/Station Road	1	0.0
	Western Site Access/Ford Lane	1	0.0
	Western Site Access/Ford Lane	1	0.0

Proposed Residential Development, Land off North End Road, Yapton, West Sussex

Land off Lane Lane, Barnham Traffic Flows - AM Peak Hour (07:45-08:45)

Motion Figure No. 3.11

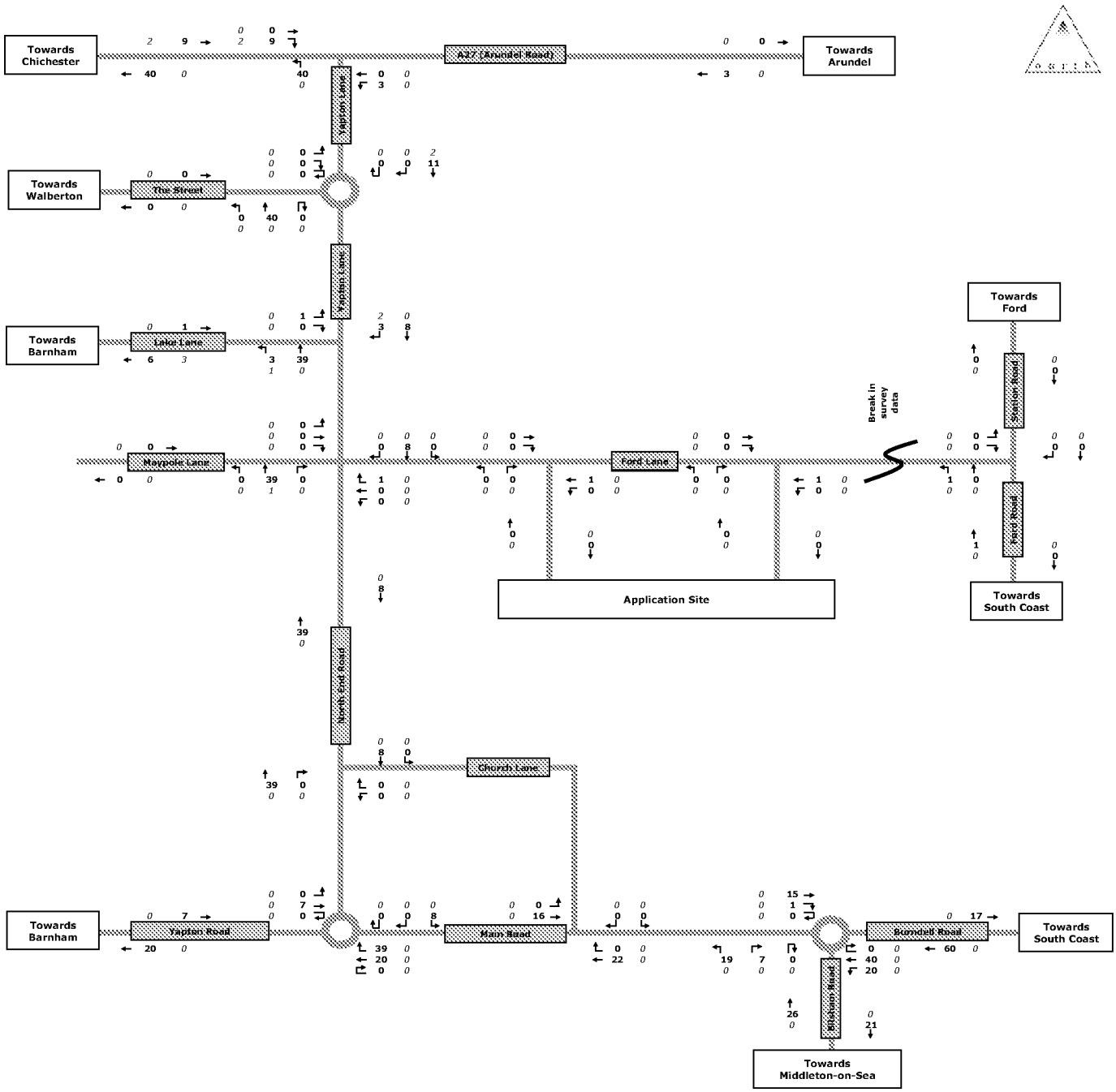


Traffic Flow Summary		Flows	Veh/min
Junction	A27/Yapton Lane	4	0.1
	Yapton Lane/The Street	4	0.1
	Yapton Lane/Lake Lane	5	0.1
	North End Road/Ford Lane/Maypole Lane	1	0.0
	Ford Lane/Station Road	0	0.0
	North End Lane/Church Lane	1	0.0
	North End Road/Yapton Road/Main Road	1	0.0
	Main Road/Church Road	1	0.0
	Main Road/Burndell Road/Bilsham Road	1	0.0
	Ford Road/Station Road	0	0.0
	Western Site Access/Ford Lane	0	0.0
	Western Site Access/Ford Lane	0	0.0

Proposed Residential Development, Land off North End Road, Yapton, West Sussex

Land off Lake Lane, Barnham Traffic Flows - PM Peak Hour (16:45-17:45)

Motion Figure No. 3.12

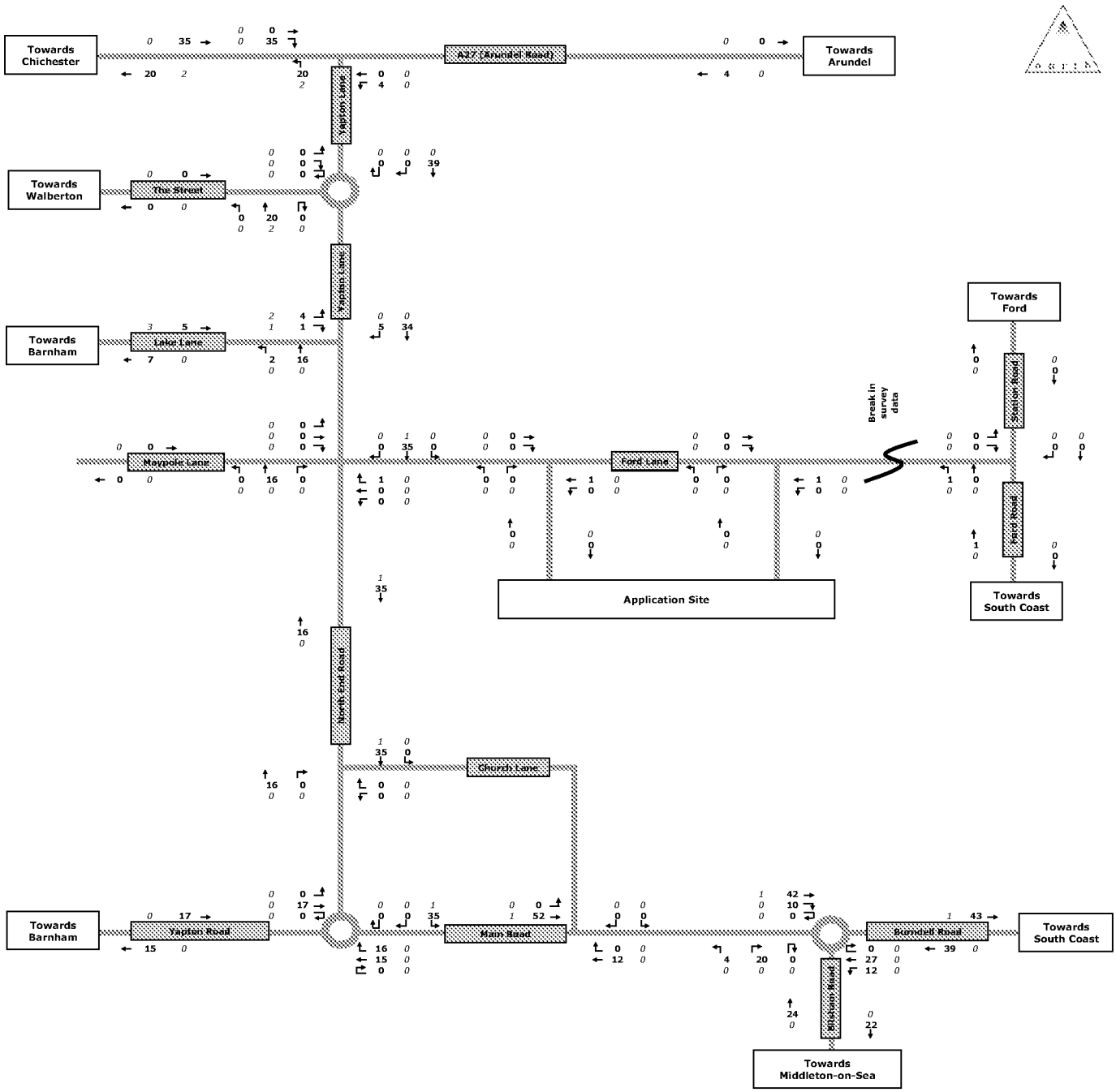


Junction	Traffic Flow Summary	Flows	Veh/min
	A27/Yapton Lane	51	0.9
	Yapton Lane/The Street	51	0.9
	Yapton Lane/Lake Lane	54	0.9
	North End Road/Ford Lane/Maypole Lane	48	0.8
	Ford Lane/Station Road	1	0.0
	North End Lane/Church Lane	47	0.8
	North End Road/Yapton Road/Main Road	74	1.2
	Main Road/Church Road	38	0.6
	Main Road/Burndell Road/Bilsham Road	102	1.7
	Ford Road/Station Road	1	0.0
	Western Site Access/Ford Lane	1	0.0
	Western Site Access/Ford Lane	1	0.0

Proposed Residential Development, Land off North End Road, Yapton, West Sussex

Total Committed Development Traffic Flows - AM Peak (07:45-08:45)

Motion Figure No. 3.13

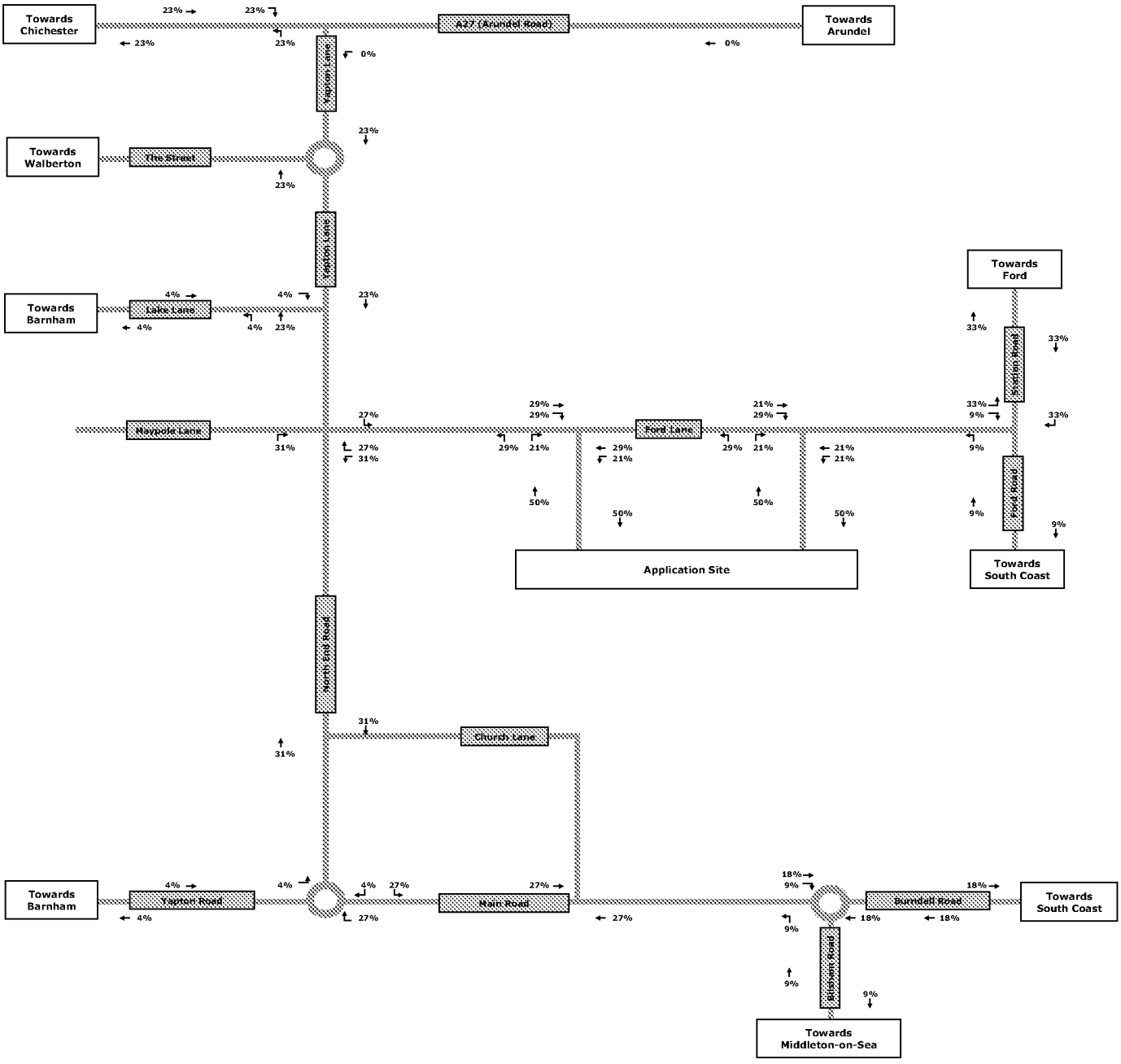


Junction	Traffic Flow Summary	Flows	Veh/min
	A27/Yapton Lane	60	1.0
	Yapton Lane/The Street	60	1.0
	Yapton Lane/Lake Lane	63	1.0
	North End Road/Ford Lane/Maypole Lane	53	0.9
	Ford Lane/Station Road	1	0.0
	North End Lane/Church Lane	52	0.9
	North End Road/Yapton Road/Main Road	83	1.4
	Main Road/Church Road	64	1.1
	Main Road/Burndell Road/Bilsham Road	115	1.9
	Ford Road/Station Road	1	0.0
	Western Site Access/Ford Lane	1	0.0
	Western Site Access/Ford Lane	1	0.0

Proposed Residential Development, Land off North End Road, Yapton, West Sussex

Total Committed Development Traffic Flows - PM Peak (16:45-17:45)

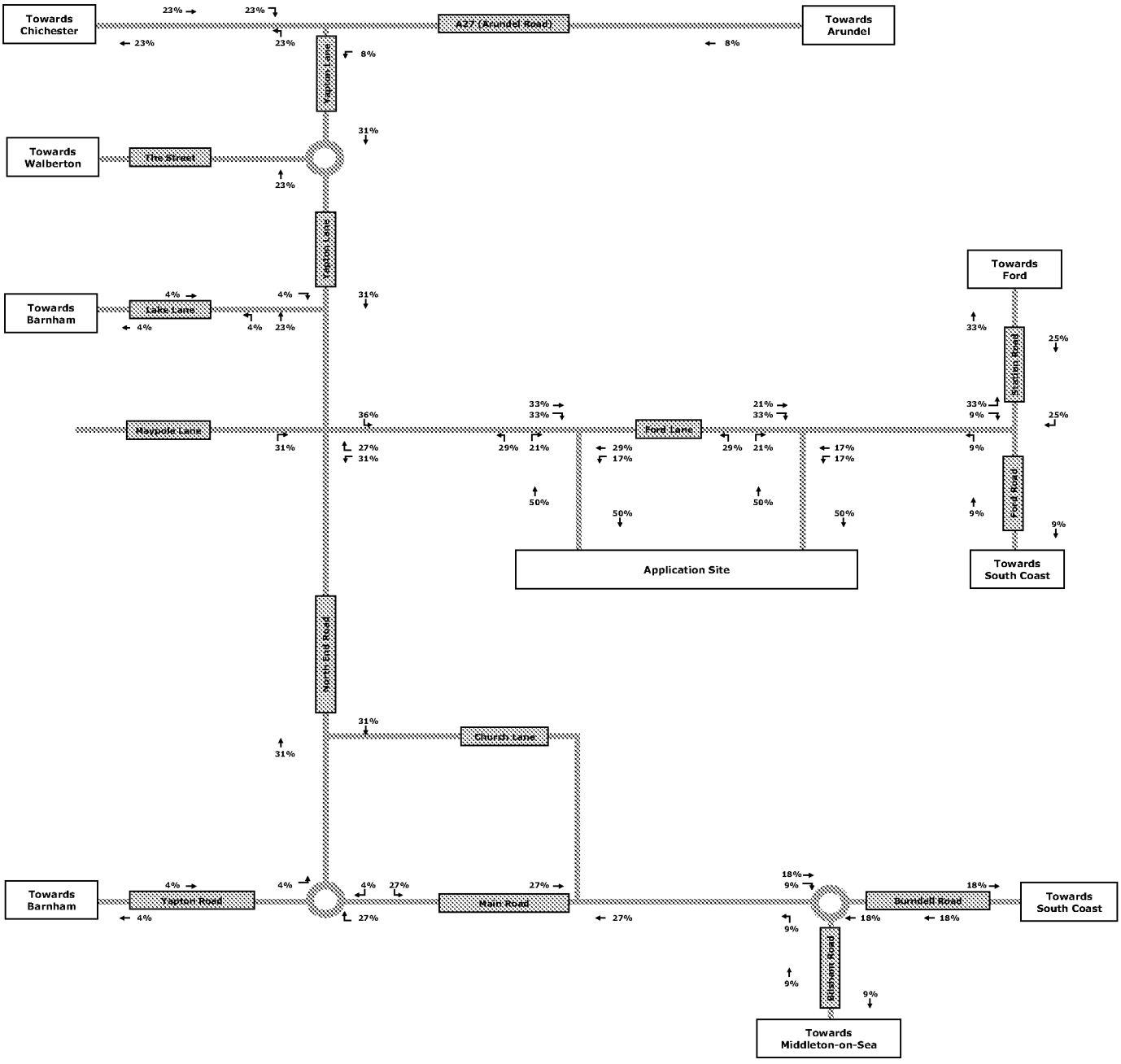
Motion Figure No. 3.14



Proposed Residential Development, Land off North End Road, Yapton, West Sussex

Development Traffic Distributions - AM Peak (07:45-08:45)

Motion Figure No. 5.1

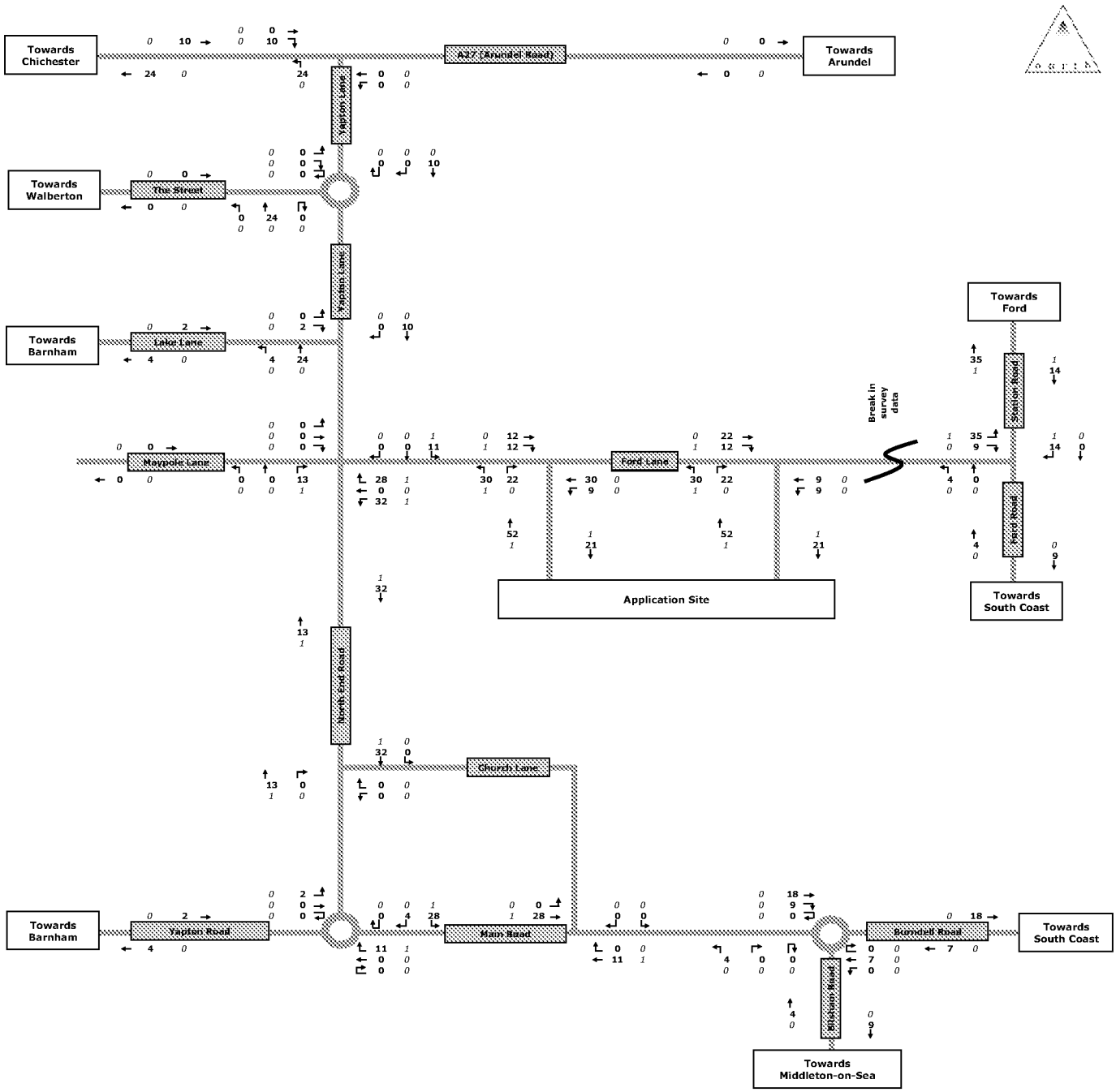


motion

Proposed Residential Development, Land off North End Road, Yapton, West Sussex

Development Traffic Distributions - PM Peak (16:45-17:45)

Motion Figure No. 5.2

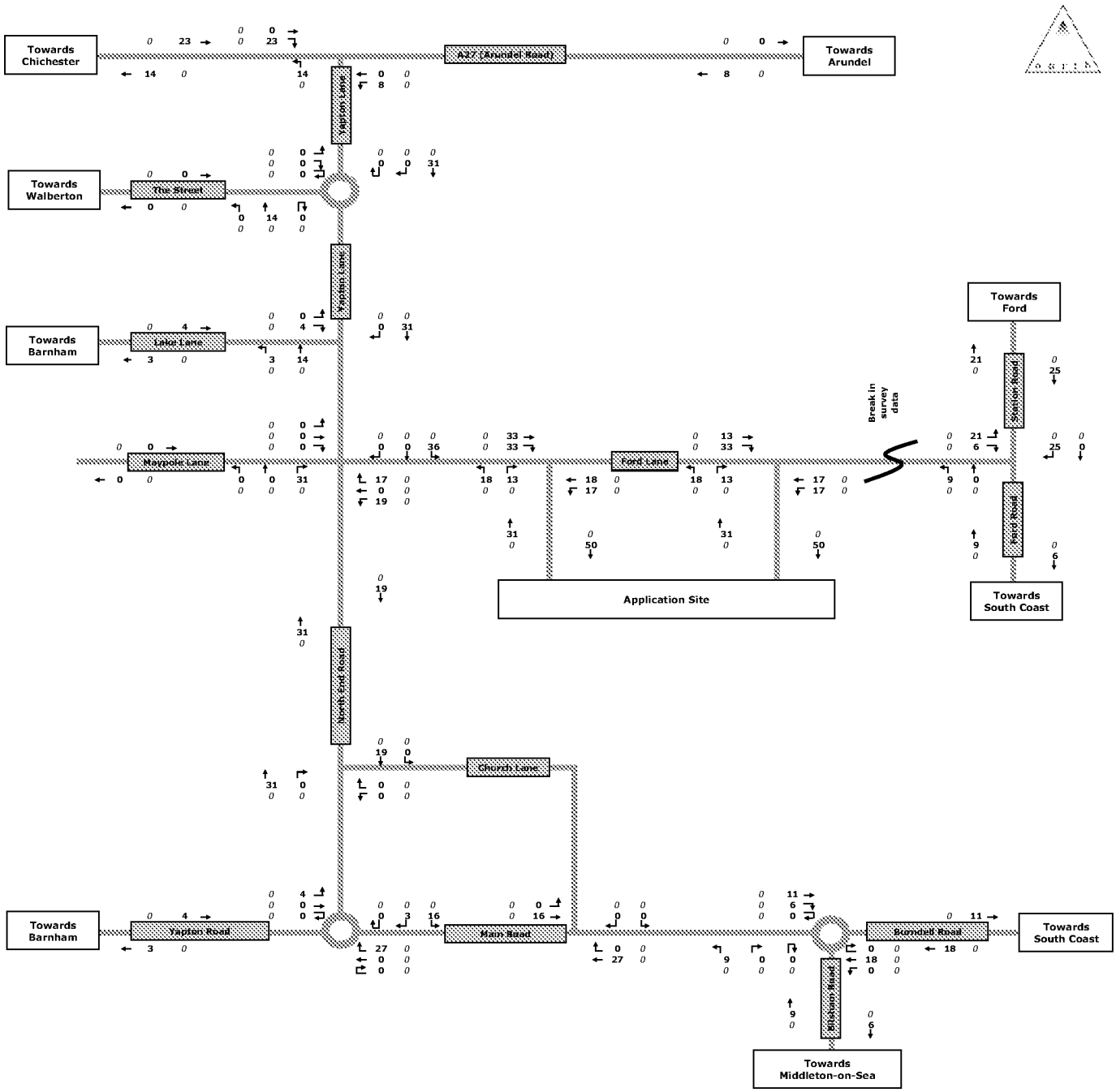


Junction	Traffic Flow Summary	Flows	Veh/min
	A27/Yapton Lane	34	0.6
	Yapton Lane/The Street	34	0.6
	Yapton Lane/Lake Lane	40	0.7
	North End Road/Ford Lane/Maypole Lane	85	1.4
	Ford Lane/Station Road	61	1.0
	North End Lane/Church Lane	45	0.8
	North End Road/Yapton Road/Main Road	45	0.8
	Main Road/Church Road	39	0.7
	Main Road/Burndell Road/Bilsham Road	39	0.7
	Ford Road/Station Road	61	1.0
	Western Site Access/Ford Lane	115	1.9
	Western Site Access/Ford Lane	104	1.7

Proposed Residential Development, Land off North End Road, Yapton, West Sussex

Residential Development Traffic - AM Peak Hour (07:45-08:45)

Motion Figure No. 5.3

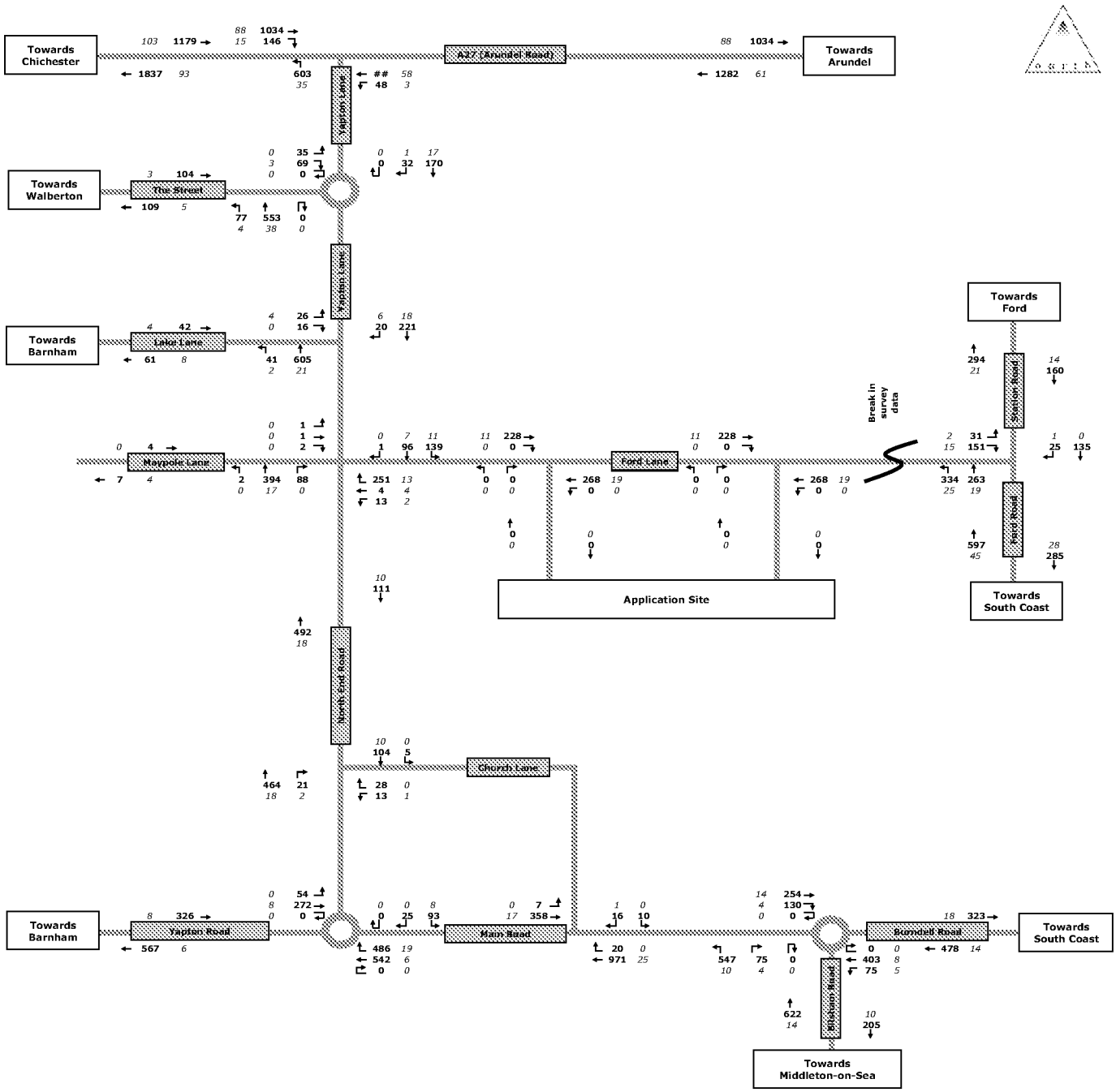


Traffic Flow Summary		Flows	Veh/min
Junction	A27/Yapton Lane	46	0.8
	Yapton Lane/The Street	46	0.8
	Yapton Lane/Lake Lane	52	0.9
	North End Road/Ford Lane/Maypole Lane	102	1.7
	Ford Lane/Station Road	60	1.0
	North End Lane/Church Lane	50	0.8
	North End Road/Yapton Road/Main Road	50	0.8
	Main Road/Church Road	43	0.7
	Main Road/Burndell Road/Bilsham Road	43	0.7
	Ford Road/Station Road	60	1.0
	Western Site Access/Ford Lane	132	2.2
	Western Site Access/Ford Lane	111	1.9

Proposed Residential Development, Land off North End Road, Yapton, West Sussex

Residential Development Traffic - PM Peak Hour (16:45-17:45)

Motion Figure No. 5.4



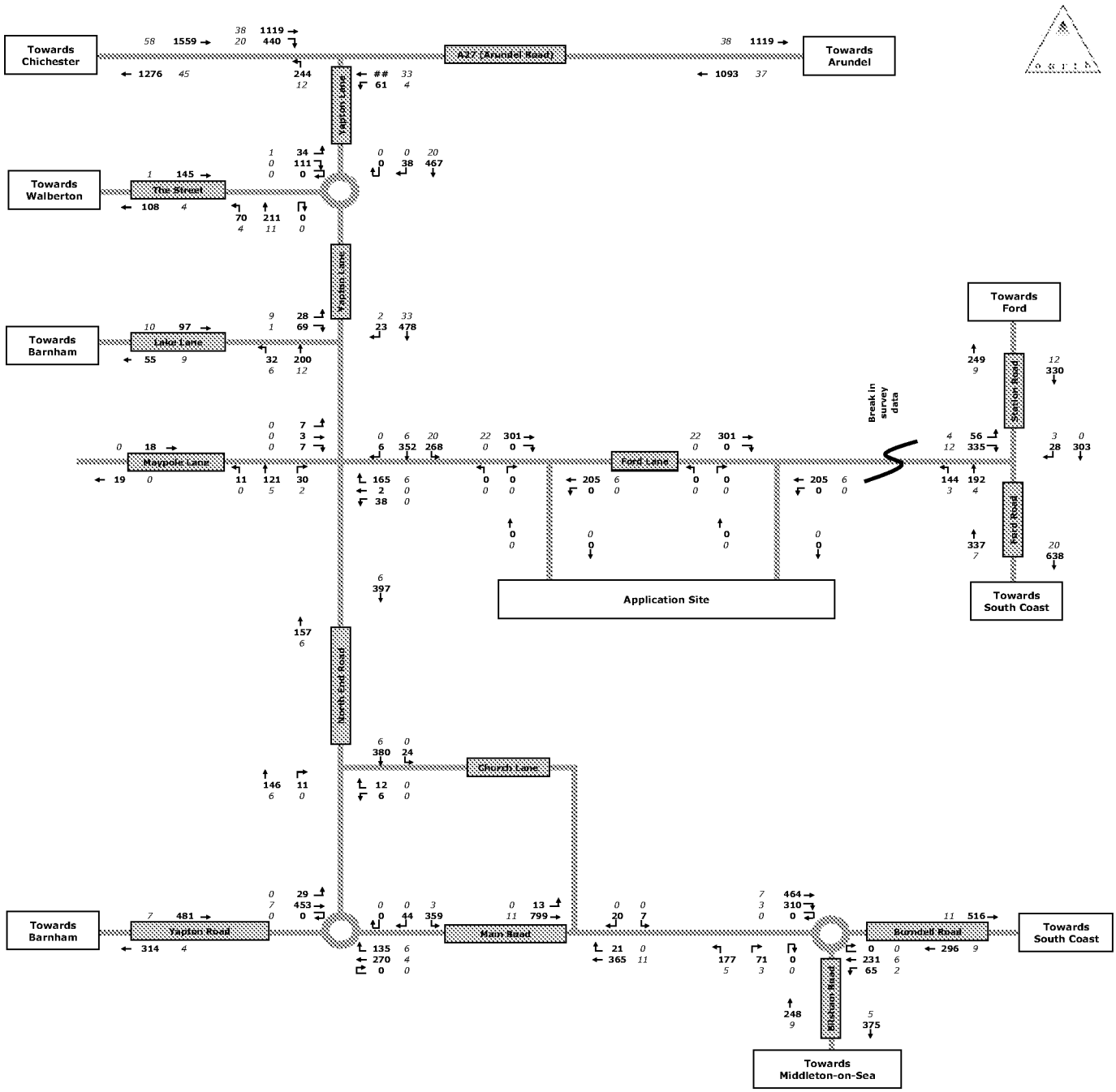
Traffic Flow Summary		Flows	Veh/mi
Junction	A27/Yapton Lane	3064	51.1
	Yapton Lane/The Street	936	15.6
	Yapton Lane/Lake Lane	929	15.5
	North End Road/Ford Lane/Maypole Lane	992	16.5
	Ford Lane/Station Road	939	15.7
	North End Lane/Church Lane	635	10.6
	North End Road/Yapton Road/Main Road	1472	24.5
	Main Road/Church Road	1382	23.0
	Main Road/Burndell Road/Bilsham Road	1484	24.7
	Ford Road/Station Road	939	15.7
	Western Site Access/Ford Lane	496	8.3
	Western Site Access/Ford Lane	496	8.3

Proposed Residential Development, Land off North End Road, Yapton, West Sussex

2018 'Without Development' - AM Peak Hour (07:45-08:45)

Motion Figure No. 6.1

ARUN DISTRICT COUNCIL Y/99/13/



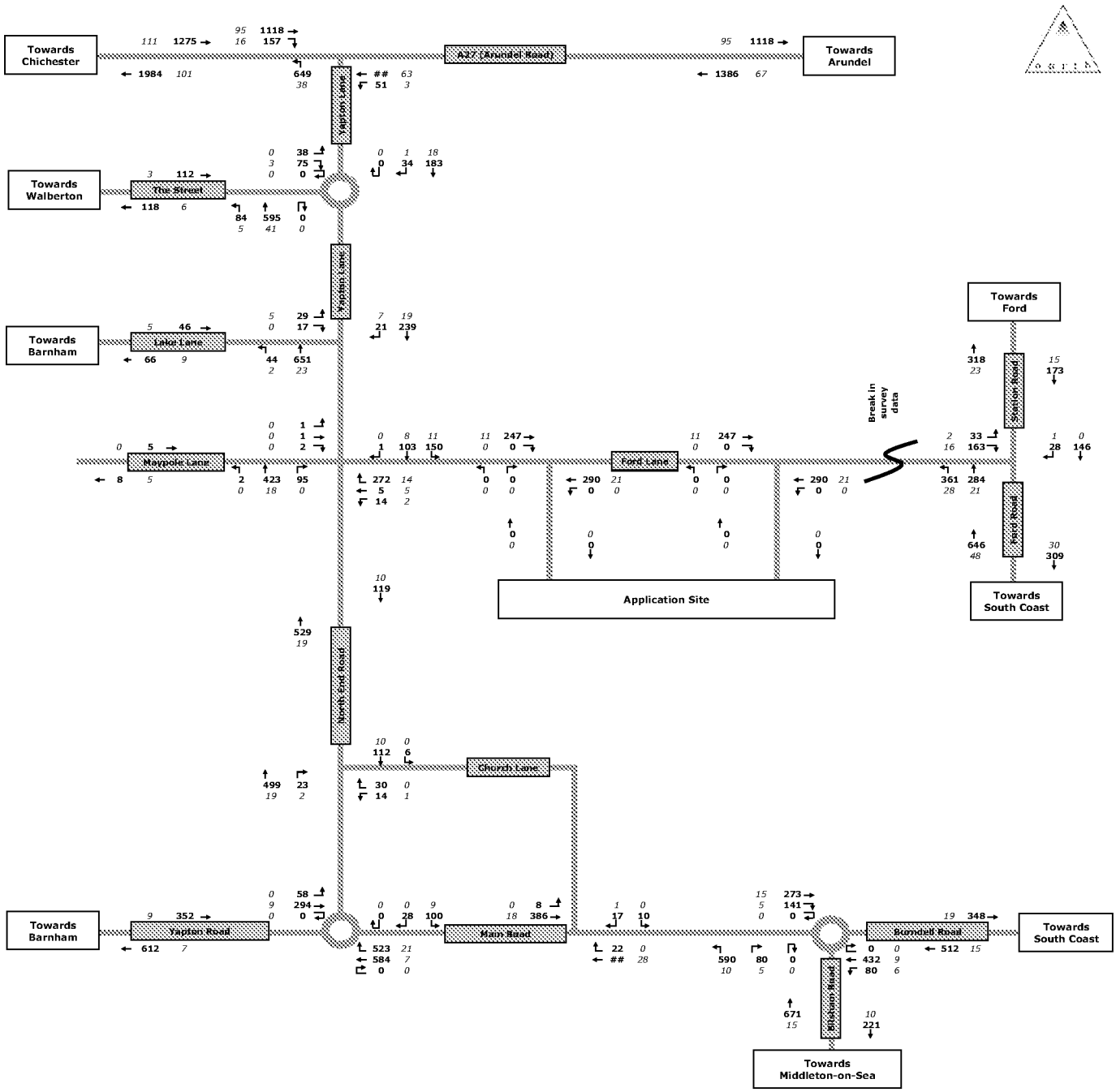
Junction	Traffic Flow Summary	Flows	Veh/min
	A27/Yapton Lane	2897	48.3
	Yapton Lane/The Street	932	15.5
	Yapton Lane/Lake Lane	831	13.8
	North End Road/Ford Lane/Maypole Lane	1011	16.9
	Ford Lane/Station Road	1058	17.6
	North End Lane/Church Lane	580	9.7
	North End Road/Yapton Road/Main Road	1290	21.5
	Main Road/Church Road	1225	20.4
	Main Road/Burndell Road/Bilsham Road	1318	22.0
	Ford Road/Station Road	1058	17.6
	Western Site Access/Ford Lane	506	8.4
	Western Site Access/Ford Lane	506	8.4

Proposed Residential Development, Land off North End Road, Yapton, West Sussex

2018 'Without Development' - PM Peak Hour (16:45-17:45)

Motion Figure No. 6.2

ARUN DISTRICT COUNCIL Y/99/13/



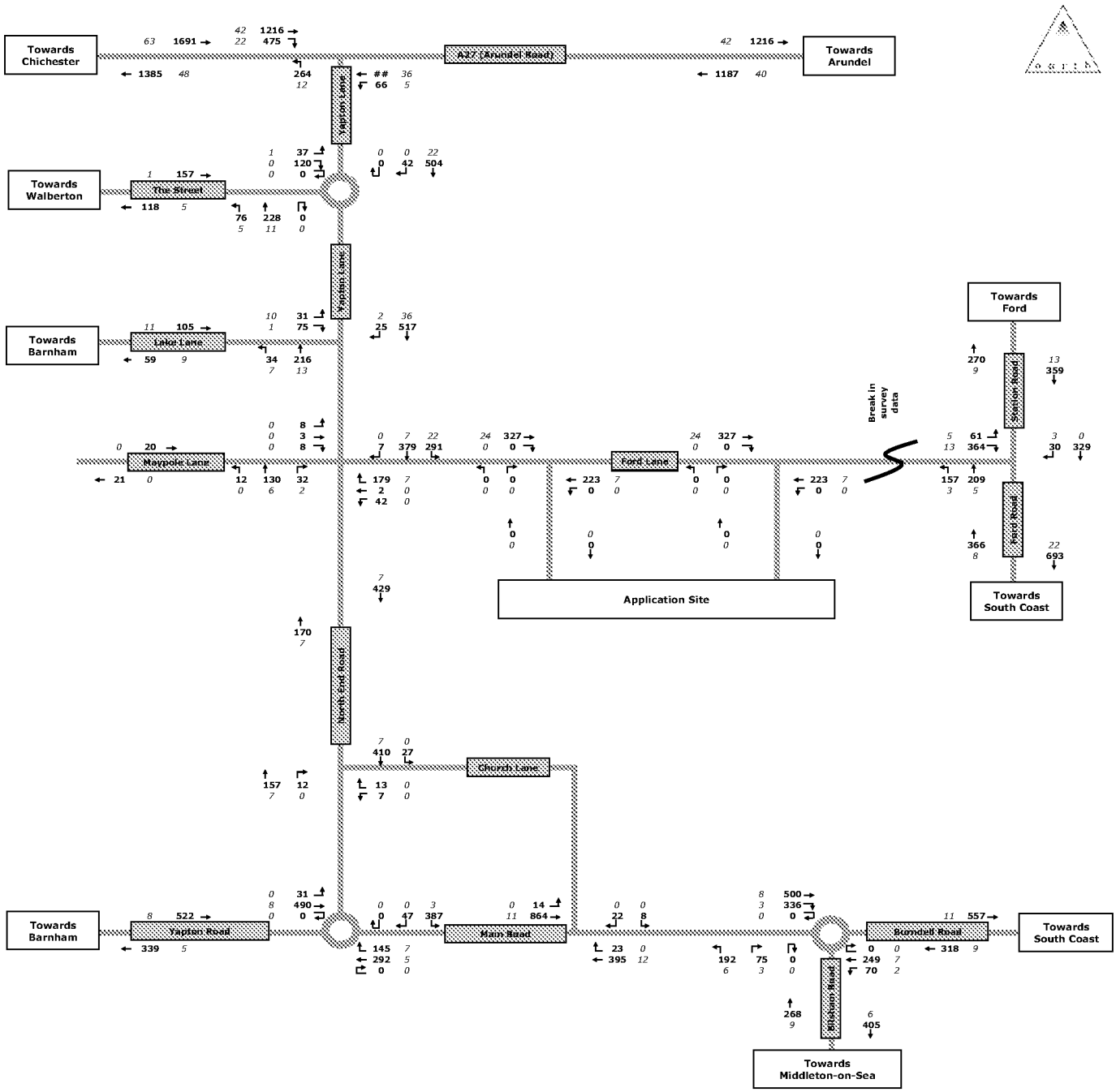
Junction	Traffic Flow Summary	Flows	Veh/min
	A27/Yapton Lane	3309	55.2
	Yapton Lane/The Street	1009	16.8
	Yapton Lane/Lake Lane	1001	16.7
	North End Road/Ford Lane/Maypole Lane	1069	17.8
	Ford Lane/Station Road	1015	16.9
	North End Lane/Church Lane	684	11.4
	North End Road/Yapton Road/Main Road	1587	26.5
	Main Road/Church Road	1491	24.9
	Main Road/Burndell Road/Bilsham Road	1596	26.6
	Ford Road/Station Road	1015	16.9
	Western Site Access/Ford Lane	537	9.0
	Western Site Access/Ford Lane	537	9.0

Proposed Residential Development, Land off North End Road, Yapton, West Sussex

2023 'Without Development' - AM Peak Hour (07:45-08:45)

Motion Figure No. 6.3

ARUN DISTRICT COUNCIL Y/99/13/



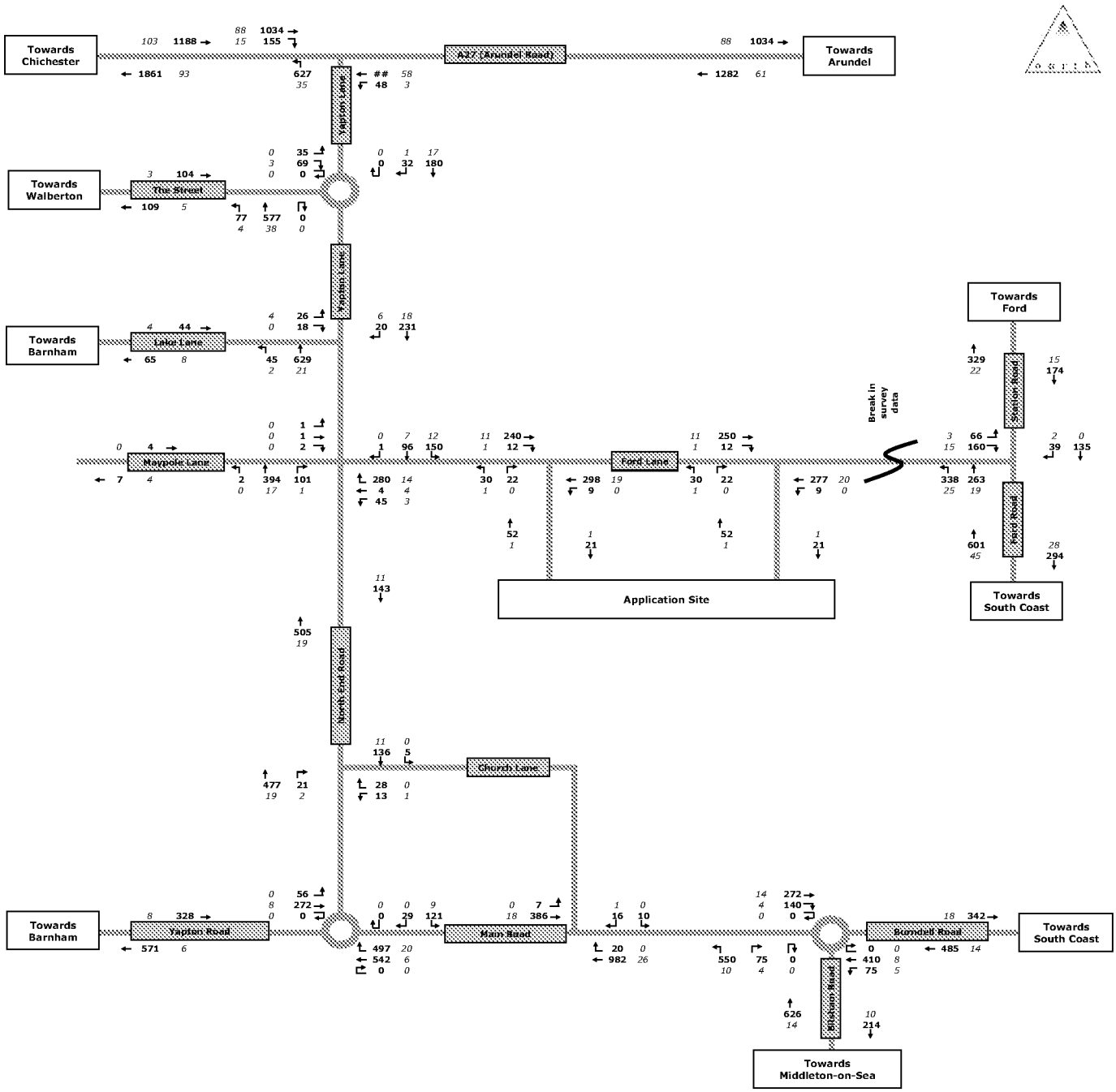
Junction	Traffic Flow Summary	Flows	Veh/min
	A27/Yapton Lane	3143	52.4
	Yapton Lane/The Street	1008	16.8
	Yapton Lane/Lake Lane	899	15.0
	North End Road/Ford Lane/Maypole Lane	1094	18.2
	Ford Lane/Station Road	1150	19.2
	North End Lane/Church Lane	627	10.4
	North End Road/Yapton Road/Main Road	1392	23.2
	Main Road/Church Road	1326	22.1
	Main Road/Burndell Road/Bilsham Road	1422	23.7
	Ford Road/Station Road	1150	19.2
	Western Site Access/Ford Lane	550	9.2
	Western Site Access/Ford Lane	550	9.2

Proposed Residential Development, Land off North End Road, Yapton, West Sussex

2023 'Without Development' - PM Peak Hour (16:45-17:45)

Motion Figure No. 6.4

ARUN DISTRICT COUNCIL Y/99/13/



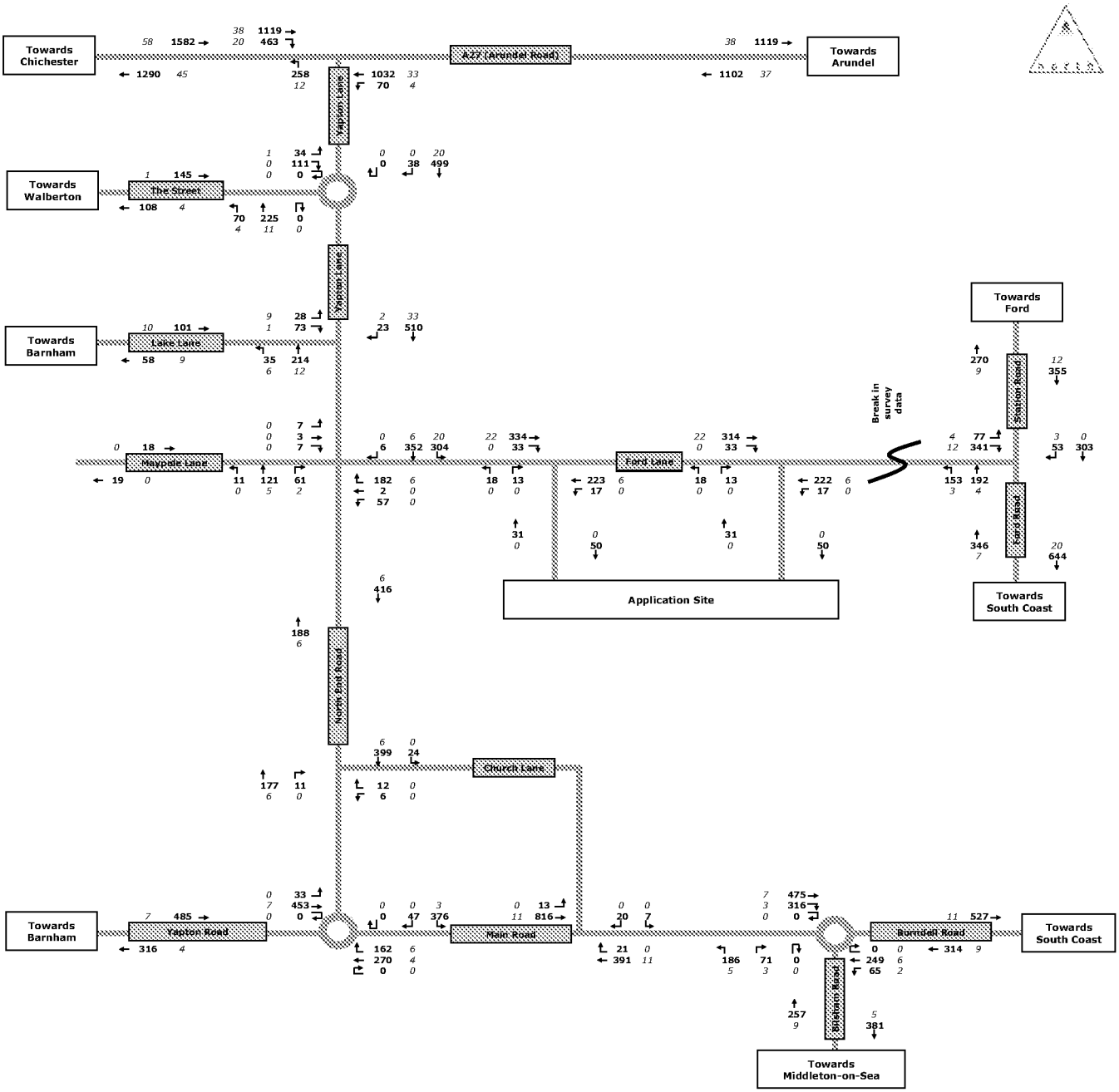
Junction	Traffic Flow Summary	Flows	Veh/min
	A27/Yapton Lane	3098	51.6
	Yapton Lane/The Street	970	16.2
	Yapton Lane/Lake Lane	969	16.1
	North End Road/Ford Lane/Maypole Lane	1077	18.0
	Ford Lane/Station Road	1001	16.7
	North End Lane/Church Lane	680	11.3
	North End Road/Yapton Road/Main Road	1517	25.3
	Main Road/Church Road	1421	23.7
	Main Road/Burndell Road/Bilsham Road	1523	25.4
	Ford Road/Station Road	1001	16.7
	Western Site Access/Ford Lane	612	10.2
	Western Site Access/Ford Lane	600	10.0

Proposed Residential Development, Land off North End Road, Yapton, West Sussex

2018 'With Development' - AM Peak Hour (07:45-08:45)

Motion Figure No. 6.5

ARUN DISTRICT COUNCIL Y/99/13/

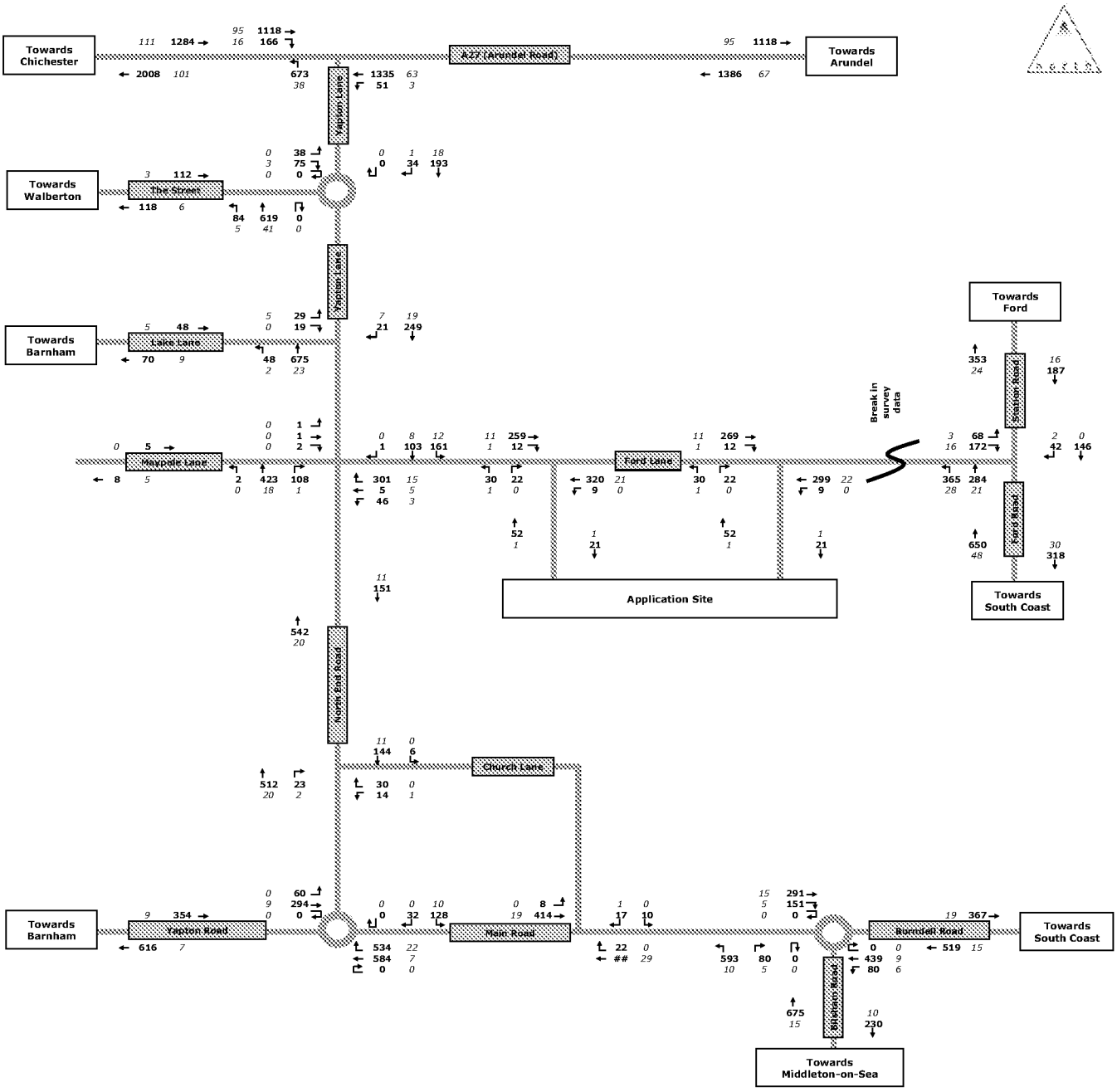


Junction	Traffic Flow Summary	Flows	Veh/mi
	A27/Yapton Lane	2942	49.0
	Yapton Lane/The Street	977	16.3
	Yapton Lane/Lake Lane	883	14.7
	North End Road/Ford Lane/Maypole Lane	1113	18.6
	Ford Lane/Station Road	1118	18.6
	North End Lane/Church Lane	629	10.5
	North End Road/Yapton Road/Main Road	1340	22.3
	Main Road/Church Road	1268	21.1
	Main Road/Burndell Road/Bilsham Road	1361	22.7
	Ford Road/Station Road	1118	18.6
	Western Site Access/Ford Lane	638	10.6
	Western Site Access/Ford Lane	617	10.3

Proposed Residential Development, Land off North End Road, Yapton, West Sussex

2018 'With Development' - PM Peak Hour (16:45-17:45)

Motion Figure No. 6.6



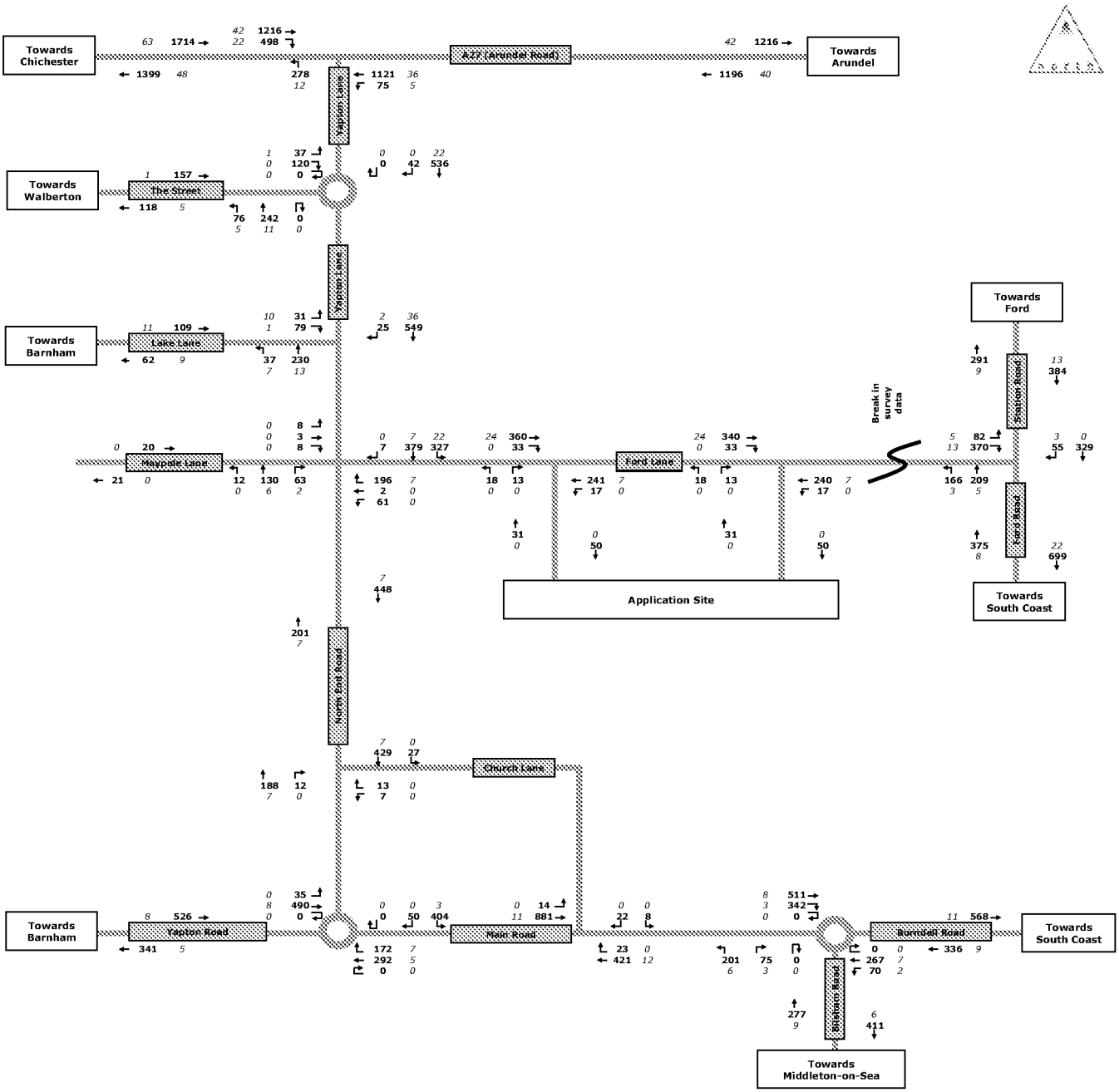
Junction	Traffic Flow Summary	Flows	Veh/mi
	A27/Yapton Lane	3343	55.7
	Yapton Lane/The Street	1043	17.4
	Yapton Lane/Lake Lane	1041	17.3
	North End Road/Ford Lane/Maypole Lane	1154	19.2
	Ford Lane/Station Road	1077	18.0
	North End Lane/Church Lane	729	12.2
	North End Road/Yapton Road/Main Road	1632	27.2
	Main Road/Church Road	1530	25.5
	Main Road/Burndell Road/Bilsham Road	1635	27.3
	Ford Road/Station Road	1077	18.0
	Western Site Access/Ford Lane	653	10.9
	Western Site Access/Ford Lane	641	10.7

Proposed Residential Development, Land off North End Road, Yapton, West Sussex

2023 'With Development' - AM Peak Hour (07:45-08:45)

Motion Figure No. 6.7

ARUN DISTRICT COUNCIL Y/99/13/



Junction	Traffic Flow Summary	Flows	Veh/mi
	A27/Yapton Lane	3188	53.1
	Yapton Lane/The Street	1053	17.6
	Yapton Lane/Lake Lane	951	15.9
	North End Road/Ford Lane/Maypole Lane	1196	19.9
	Ford Lane/Station Road	1210	20.2
	North End Lane/Church Lane	676	11.3
	North End Road/Yapton Road/Main Road	1442	24.0
	Main Road/Church Road	1369	22.8
	Main Road/Burndell Road/Bilsham Road	1465	24.4
	Ford Road/Station Road	1210	20.2
	Western Site Access/Ford Lane	682	11.4
	Western Site Access/Ford Lane	661	11.0

Proposed Residential Development, Land off North End Road, Yapton, West Sussex

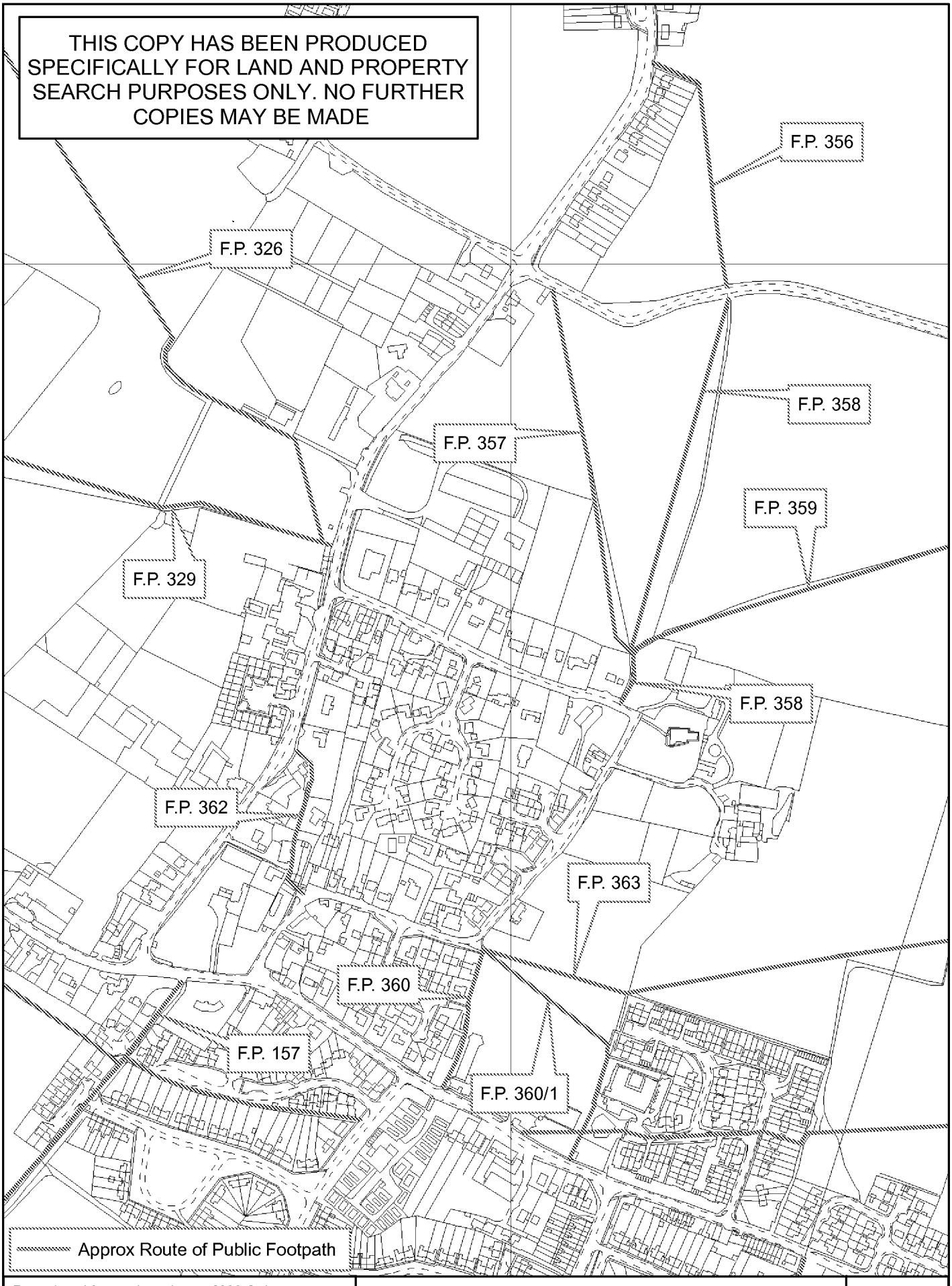
2023 'With Development' - PM Peak Hour (16:45-17:45)

Motion Figure No. 6.8

motion

Appendix A

Public Rights of Way



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Land at Yapton

Local Development

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Appendix B

Traffic Survey Results

CLASSIFIED VEHICLE TURNING SURVEY
A27 ARUNDEL ROAD / B2132 YAPTON LANE, YAPTON, WEST SUSSEX
WEDNESDAY 22/05/2013

15 MIN COUNT		COUNT OF VEHICLES ENTERING JUNCTION FROM (AND TURNING):									
		ARUNDEL ROAD (WB)			YAPTON LANE (NB)		ARUNDEL ROAD (EB)				
0700 - 0715		LEFT	AHEAD	**TOT**	LEFT	**TOT**	AHEAD	RIGHT	U - TURN	**TOT**	**TOT (ALL)**
CLASS	PC	0	0	**0**	0	**0**	0	0	0	**0**	**0**
	MC	0	1	**1**	0	**0**	0	1	0	**1**	**2**
	LIGHT	7	222	**229**	65	**65**	216	17	0	**233**	**527**
	HGV	0	7	**7**	2	**2**	25	3	0	**28**	**37**
	BUS	1	2	**3**	0	**0**	1	1	0	**2**	**5**
TOT		**8**	**232**	**240**	**67**	**67**	**242**	**22**	**0**	**264**	**571**
0715 - 0730		LEFT	AHEAD	**TOT**	LEFT	**TOT**	AHEAD	RIGHT	U - TURN	**TOT**	**TOT (ALL)**
CLASS	PC	0	1	**1**	0	**0**	0	0	0	**0**	**1**
	MC	0	5	**5**	1	**1**	1	0	0	**1**	**7**
	LIGHT	11	226	**237**	80	**80**	230	32	0	**262**	**579**
	HGV	1	15	**16**	4	**4**	25	0	0	**25**	**45**
	BUS	0	1	**1**	2	**2**	1	0	0	**1**	**4**
TOT		**12**	**248**	**260**	**87**	**87**	**257**	**32**	**0**	**289**	**636**
0730 - 0745		LEFT	AHEAD	**TOT**	LEFT	**TOT**	LEFT	RIGHT	U - TURN	**TOT**	**TOT (ALL)**
CLASS	PC	0	0	**0**	0	**0**	0	0	0	**0**	**0**
	MC	0	4	**4**	0	**0**	0	0	0	**0**	**4**
	LIGHT	4	253	**257**	112	**112**	226	28	1	**255**	**624**
	HGV	0	18	**18**	3	**3**	23	4	0	**27**	**48**
	BUS	0	0	**0**	1	**1**	1	0	0	**1**	**2**
TOT		**4**	**275**	**279**	**116**	**116**	**250**	**32**	**1**	**283**	**678**
0745 - 0800		LEFT	AHEAD	**TOT**	LEFT	**TOT**	AHEAD	RIGHT	U - TURN	**TOT**	**TOT (ALL)**
CLASS	PC	0	0	**0**	0	**0**	0	0	0	**0**	**0**
	MC	0	1	**1**	1	**1**	0	0	0	**0**	**2**
	LIGHT	10	280	**290**	129	**129**	240	32	1	**273**	**692**
	HGV	0	6	**6**	6	**6**	20	5	0	**25**	**37**
	BUS	0	0	**0**	2	**2**	1	0	0	**1**	**3**
TOT		**10**	**287**	**297**	**138**	**138**	**261**	**37**	**1**	**299**	**734**

CLASSIFIED VEHICLE TURNING SURVEY
A27 ARUNDEL ROAD / B2132 YAPTON LANE, YAPTON, WEST SUSSEX
WEDNESDAY 22/05/2013

15 MIN COUNT		COUNT OF VEHICLES ENTERING JUNCTION FROM (AND TURNING):									
		ARUNDEL ROAD (WB)			YAPTON LANE (NB)		ARUNDEL ROAD (EB)				
0800 - 0815		LEFT	AHEAD	**TOT**	LEFT	**TOT**	AHEAD	RIGHT	U - TURN	**TOT**	**TOT (ALL)**
CLASS	PC	0	0	**0**	0	**0**	0	0	0	**0**	**0**
	MC	0	3	**3**	0	**0**	1	0	0	**1**	**4**
	LIGHT	9	231	**240**	138	**138**	237	25	1	**263**	**641**
	HGV	1	14	**15**	10	**10**	16	4	0	**20**	**45**
	BUS	0	2	**2**	0	**0**	0	0	0	**0**	**2**
TOT		**10**	**250**	**260**	**148**	**148**	**254**	**29**	**1**	**284**	**692**
0815 - 0830		LEFT	AHEAD	**TOT**	LEFT	**TOT**	AHEAD	RIGHT	U - TURN	**TOT**	**TOT (ALL)**
CLASS	PC	0	0	**0**	0	**0**	0	0	0	**0**	**0**
	MC	0	1	**1**	2	**2**	2	0	0	**2**	**5**
	LIGHT	10	301	**311**	122	**122**	189	29	3	**221**	**654**
	HGV	2	12	**14**	5	**5**	24	2	0	**26**	**45**
	BUS	0	3	**3**	1	**1**	0	0	0	**0**	**4**
TOT		**12**	**317**	**329**	**130**	**130**	**215**	**31**	**3**	**249**	**708**
0830 - 0845		LEFT	AHEAD	**TOT**	LEFT	**TOT**	LEFT	RIGHT	U - TURN	**TOT**	**TOT (ALL)**
CLASS	PC	0	0	**0**	0	**0**	0	0	0	**0**	**0**
	MC	0	2	**2**	0	**0**	1	0	0	**1**	**3**
	LIGHT	10	290	**300**	106	**106**	222	31	1	**254**	**660**
	HGV	0	16	**16**	9	**9**	22	1	0	**23**	**48**
	BUS	0	2	**2**	0	**0**	0	0	0	**0**	**2**
TOT		**10**	**310**	**320**	**115**	**115**	**245**	**32**	**1**	**278**	**713**
0845 - 0900		LEFT	AHEAD	**TOT**	LEFT	**TOT**	AHEAD	RIGHT	U - TURN	**TOT**	**TOT (ALL)**
CLASS	PC	0	0	**0**	0	**0**	1	0	0	**1**	**1**
	MC	0	1	**1**	0	**0**	2	0	0	**2**	**3**
	LIGHT	16	227	**243**	91	**91**	219	23	1	**243**	**577**
	HGV	1	15	**16**	9	**9**	12	0	0	**12**	**37**
	BUS	0	2	**2**	0	**0**	0	0	0	**0**	**2**
TOT		**17**	**245**	**262**	**100**	**100**	**234**	**23**	**1**	**258**	**620**

CLASSIFIED VEHICLE TURNING SURVEY
A27 ARUNDEL ROAD / B2132 YAPTON LANE, YAPTON, WEST SUSSEX
WEDNESDAY 22/05/2013

15 MIN COUNT		COUNT OF VEHICLES ENTERING JUNCTION FROM (AND TURNING):									
		ARUNDEL ROAD (WB)			YAPTON LANE (NB)		ARUNDEL ROAD (EB)				
0900 - 0915		LEFT	AHEAD	**TOT**	LEFT	**TOT**	AHEAD	RIGHT	U - TURN	**TOT**	**TOT (ALL)**
CLASS	PC	0	0	**0**	0	**0**	0	0	0	**0**	**0**
	MC	0	1	**1**	0	**0**	2	0	0	**2**	**3**
	LIGHT	13	223	**236**	57	**57**	216	27	3	**246**	**539**
	HGV	3	16	**19**	3	**3**	23	4	0	**27**	**49**
	BUS	0	1	**1**	0	**0**	2	1	1	**4**	**5**
TOT		**16**	**241**	**257**	**60**	**60**	**243**	**32**	**4**	**279**	**596**
0915 - 0930		LEFT	AHEAD	**TOT**	LEFT	**TOT**	AHEAD	RIGHT	U - TURN	**TOT**	**TOT (ALL)**
CLASS	PC	0	0	**0**	0	**0**	0	0	0	**0**	**0**
	MC	0	0	**0**	1	**1**	0	0	0	**0**	**1**
	LIGHT	10	242	**252**	36	**36**	208	25	2	**235**	**523**
	HGV	0	29	**29**	11	**11**	31	7	0	**38**	**78**
	BUS	0	5	**5**	0	**0**	2	0	0	**2**	**7**
TOT		**10**	**276**	**286**	**48**	**48**	**241**	**32**	**2**	**275**	**609**
0930 - 0945		LEFT	AHEAD	**TOT**	LEFT	**TOT**	LEFT	RIGHT	U - TURN	**TOT**	**TOT (ALL)**
CLASS	PC	0	0	**0**	0	**0**	0	0	0	**0**	**0**
	MC	0	1	**1**	1	**1**	1	0	0	**1**	**3**
	LIGHT	6	240	**246**	49	**49**	220	19	1	**240**	**535**
	HGV	1	20	**21**	4	**4**	24	2	0	**26**	**51**
	BUS	1	2	**3**	0	**0**	1	0	0	**1**	**4**
TOT		**8**	**263**	**271**	**54**	**54**	**246**	**21**	**1**	**268**	**593**
0945 - 1000		LEFT	AHEAD	**TOT**	LEFT	**TOT**	AHEAD	RIGHT	U - TURN	**TOT**	**TOT (ALL)**
CLASS	PC	0	0	**0**	0	**0**	0	0	0	**0**	**0**
	MC	0	2	**2**	0	**0**	1	0	0	**1**	**3**
	LIGHT	6	229	**235**	35	**35**	208	18	1	**227**	**497**
	HGV	1	21	**22**	6	**6**	19	2	0	**21**	**49**
	BUS	0	3	**3**	0	**0**	1	0	0	**1**	**4**
TOT		**7**	**255**	**262**	**41**	**41**	**229**	**20**	**1**	**250**	**553**

CLASSIFIED VEHICLE TURNING SURVEY
A27 ARUNDEL ROAD / B2132 YAPTON LANE, YAPTON, WEST SUSSEX
WEDNESDAY 22/05/2013

15 MIN COUNT		COUNT OF VEHICLES ENTERING JUNCTION FROM (AND TURNING):									
		ARUNDEL ROAD (WB)			YAPTON LANE (NB)		ARUNDEL ROAD (EB)				
0700 - 1000		LEFT	AHEAD	**TOT**	LEFT	**TOT**	AHEAD	RIGHT	U - TURN	**TOT**	**TOT (ALL)**
CLASS	PC	0	1	**1**	0	**0**	1	0	0	**1**	**2**
	MC	0	22	**22**	6	**6**	11	1	0	**12**	**40**
	LIGHT	112	2964	**3076**	1020	**1020**	2631	306	15	**2952**	**7048**
	HGV	10	189	**199**	72	**72**	264	34	0	**298**	**569**
	BUS	2	23	**25**	6	**6**	10	2	1	**13**	**44**
TOT		**124**	**3199**	**3323**	**1104**	**1104**	**2917**	**343**	**16**	**3276**	**7703**

CLASSIFIED VEHICLE TURNING SURVEY
A27 ARUNDEL ROAD / B2132 YAPTON LANE, YAPTON, WEST SUSSEX
WEDNESDAY 22/05/2013

15 MIN COUNT		COUNT OF VEHICLES ENTERING JUNCTION FROM (AND TURNING):									
		ARUNDEL ROAD (WB)			YAPTON LANE (NB)		ARUNDEL ROAD (EB)				
1600 - 1615		LEFT	AHEAD	**TOT**	LEFT	**TOT**	AHEAD	RIGHT	U - TURN	**TOT**	**TOT (ALL)**
CLASS	PC	0	0	**0**	0	**0**	0	0	0	**0**	**0**
	MC	0	2	**2**	1	**1**	3	0	0	**3**	**6**
	LIGHT	7	208	**215**	34	**34**	250	54	2	**306**	**555**
	HGV	1	17	**18**	3	**3**	13	6	0	**19**	**40**
	BUS	0	3	**3**	0	**0**	3	0	0	**3**	**6**
TOT		**8**	**230**	**238**	**38**	**38**	**269**	**60**	**2**	**331**	**607**
1615 - 1630		LEFT	AHEAD	**TOT**	LEFT	**TOT**	AHEAD	RIGHT	U - TURN	**TOT**	**TOT (ALL)**
CLASS	PC	0	0	**0**	0	**0**	0	0	0	**0**	**0**
	MC	0	1	**1**	0	**0**	2	0	0	**2**	**3**
	LIGHT	8	220	**228**	28	**28**	256	58	1	**315**	**571**
	HGV	1	17	**18**	4	**4**	16	4	0	**20**	**42**
	BUS	0	1	**1**	0	**0**	1	2	0	**3**	**4**
TOT		**9**	**239**	**248**	**32**	**32**	**275**	**64**	**1**	**340**	**620**
1630 - 1645		LEFT	AHEAD	**TOT**	LEFT	**TOT**	LEFT	RIGHT	U - TURN	**TOT**	**TOT (ALL)**
CLASS	PC	0	0	**0**	0	**0**	0	0	0	**0**	**0**
	MC	0	2	**2**	0	**0**	1	1	0	**2**	**4**
	LIGHT	9	204	**213**	41	**41**	234	64	1	**299**	**553**
	HGV	2	11	**13**	7	**7**	11	7	0	**18**	**38**
	BUS	0	1	**1**	0	**0**	1	0	0	**1**	**2**
TOT		**11**	**218**	**229**	**48**	**48**	**247**	**72**	**1**	**320**	**597**
1645 - 1700		LEFT	AHEAD	**TOT**	LEFT	**TOT**	AHEAD	RIGHT	U - TURN	**TOT**	**TOT (ALL)**
CLASS	PC	0	0	**0**	0	**0**	0	0	0	**0**	**0**
	MC	0	1	**1**	1	**1**	1	1	0	**2**	**4**
	LIGHT	7	228	**235**	53	**53**	230	77	0	**307**	**595**
	HGV	1	9	**10**	1	**1**	9	9	0	**18**	**29**
	BUS	0	1	**1**	0	**0**	1	0	0	**1**	**2**
TOT		**8**	**239**	**247**	**55**	**55**	**241**	**87**	**0**	**328**	**630**

CLASSIFIED VEHICLE TURNING SURVEY
A27 ARUNDEL ROAD / B2132 YAPTON LANE, YAPTON, WEST SUSSEX
WEDNESDAY 22/05/2013

15 MIN COUNT		COUNT OF VEHICLES ENTERING JUNCTION FROM (AND TURNING):									
		ARUNDEL ROAD (WB)			YAPTON LANE (NB)		ARUNDEL ROAD (EB)				
1700 - 1715		LEFT	AHEAD	**TOT**	LEFT	**TOT**	AHEAD	RIGHT	U - TURN	**TOT**	**TOT (ALL)**
CLASS	PC	0	0	**0**	0	**0**	0	0	0	**0**	**0**
	MC	0	1	**1**	1	**1**	2	1	0	**3**	**5**
	LIGHT	10	251	**261**	54	**54**	239	96	1	**336**	**651**
	HGV	1	8	**9**	0	**0**	8	4	0	**12**	**21**
	BUS	0	1	**1**	2	**2**	1	0	0	**1**	**4**
TOT		**11**	**261**	**272**	**57**	**57**	**250**	**101**	**1**	**352**	**681**
1715 - 1730		LEFT	AHEAD	**TOT**	LEFT	**TOT**	AHEAD	RIGHT	U - TURN	**TOT**	**TOT (ALL)**
CLASS	PC	0	0	**0**	0	**0**	0	0	0	**0**	**0**
	MC	0	0	**0**	1	**1**	2	1	0	**3**	**4**
	LIGHT	15	206	**221**	48	**48**	261	90	0	**351**	**620**
	HGV	2	8	**10**	4	**4**	7	4	0	**11**	**25**
	BUS	0	0	**0**	0	**0**	1	0	0	**1**	**1**
TOT		**17**	**214**	**231**	**53**	**53**	**271**	**95**	**0**	**366**	**650**
1730 - 1745		LEFT	AHEAD	**TOT**	LEFT	**TOT**	LEFT	RIGHT	U - TURN	**TOT**	**TOT (ALL)**
CLASS	PC	0	0	**0**	0	**0**	0	0	0	**0**	**0**
	MC	0	0	**0**	0	**0**	4	0	0	**4**	**4**
	LIGHT	18	253	**271**	44	**44**	278	96	4	**378**	**693**
	HGV	0	4	**4**	2	**2**	9	2	0	**11**	**17**
	BUS	0	0	**0**	0	**0**	0	0	0	**0**	**0**
TOT		**18**	**257**	**275**	**46**	**46**	**291**	**98**	**4**	**393**	**714**
1745 - 1800		LEFT	AHEAD	**TOT**	LEFT	**TOT**	AHEAD	RIGHT	U - TURN	**TOT**	**TOT (ALL)**
CLASS	PC	0	0	**0**	0	**0**	0	0	0	**0**	**0**
	MC	1	2	**3**	0	**0**	1	3	0	**4**	**7**
	LIGHT	22	227	**249**	31	**31**	296	86	3	**385**	**665**
	HGV	1	7	**8**	2	**2**	3	2	0	**5**	**15**
	BUS	0	0	**0**	0	**0**	1	0	0	**1**	**1**
TOT		**24**	**236**	**260**	**33**	**33**	**301**	**91**	**3**	**395**	**688**

CLASSIFIED VEHICLE TURNING SURVEY
A27 ARUNDEL ROAD / B2132 YAPTON LANE, YAPTON, WEST SUSSEX
WEDNESDAY 22/05/2013

15 MIN COUNT		COUNT OF VEHICLES ENTERING JUNCTION FROM (AND TURNING):									
		ARUNDEL ROAD (WB)			YAPTON LANE (NB)		ARUNDEL ROAD (EB)				
1800 - 1815		LEFT	AHEAD	**TOT**	LEFT	**TOT**	AHEAD	RIGHT	U - TURN	**TOT**	**TOT (ALL)**
CLASS	PC	0	0	**0**	0	**0**	0	0	0	**0**	**0**
	MC	0	1	**1**	1	**1**	1	0	0	**1**	**3**
	LIGHT	6	230	**236**	33	**33**	229	63	1	**293**	**562**
	HGV	1	8	**9**	1	**1**	6	1	0	**7**	**17**
	BUS	0	0	**0**	0	**0**	4	0	0	**4**	**4**
TOT		**7**	**239**	**246**	**35**	**35**	**240**	**64**	**1**	**305**	**586**
1815 - 1830		LEFT	AHEAD	**TOT**	LEFT	**TOT**	AHEAD	RIGHT	U - TURN	**TOT**	**TOT (ALL)**
CLASS	PC	0	0	**0**	1	**1**	0	0	0	**0**	**1**
	MC	0	3	**3**	0	**0**	1	0	0	**1**	**4**
	LIGHT	19	206	**225**	25	**25**	224	56	0	**280**	**530**
	HGV	1	2	**3**	3	**3**	13	1	0	**14**	**20**
	BUS	0	0	**0**	0	**0**	3	1	0	**4**	**4**
TOT		**20**	**211**	**231**	**29**	**29**	**241**	**58**	**0**	**299**	**559**
1830 - 1845		LEFT	AHEAD	**TOT**	LEFT	**TOT**	LEFT	RIGHT	U - TURN	**TOT**	**TOT (ALL)**
CLASS	PC	0	0	**0**	0	**0**	0	0	0	**0**	**0**
	MC	0	1	**1**	0	**0**	5	0	0	**5**	**6**
	LIGHT	8	166	**174**	24	**24**	172	42	0	**214**	**412**
	HGV	0	4	**4**	1	**1**	1	0	0	**1**	**6**
	BUS	0	0	**0**	0	**0**	1	0	0	**1**	**1**
TOT		**8**	**171**	**179**	**25**	**25**	**179**	**42**	**0**	**221**	**425**
1845 - 1900		LEFT	AHEAD	**TOT**	LEFT	**TOT**	AHEAD	RIGHT	U - TURN	**TOT**	**TOT (ALL)**
CLASS	PC	0	0	**0**	0	**0**	1	0	0	**1**	**1**
	MC	0	0	**0**	1	**1**	1	0	0	**1**	**2**
	LIGHT	2	149	**151**	27	**27**	159	52	1	**212**	**390**
	HGV	0	4	**4**	1	**1**	6	2	0	**8**	**13**
	BUS	0	1	**1**	0	**0**	0	0	0	**0**	**1**
TOT		**2**	**154**	**156**	**29**	**29**	**167**	**54**	**1**	**222**	**407**

CLASSIFIED VEHICLE TURNING SURVEY
A27 ARUNDEL ROAD / B2132 YAPTON LANE, YAPTON, WEST SUSSEX
WEDNESDAY 22/05/2013

15 MIN COUNT		COUNT OF VEHICLES ENTERING JUNCTION FROM (AND TURNING):									
		ARUNDEL ROAD (WB)			YAPTON LANE (NB)		ARUNDEL ROAD (EB)				
1600 - 1900		LEFT	AHEAD	**TOT**	LEFT	**TOT**	AHEAD	RIGHT	U - TURN	**TOT**	**TOT (ALL)**
CLASS	PC	0	0	**0**	1	**1**	1	0	0	**1**	**2**
	MC	1	14	**15**	6	**6**	24	7	0	**31**	**52**
	LIGHT	131	2548	**2679**	442	**442**	2828	834	14	**3676**	**6797**
	HGV	11	99	**110**	29	**29**	102	42	0	**144**	**283**
	BUS	0	8	**8**	2	**2**	17	3	0	**20**	**30**
TOT		**143**	**2669**	**2812**	**480**	**480**	**2972**	**886**	**14**	**3872**	**7164**

CLASSIFIED VEHICLE TURNING SURVEY
B2132 YAPTON LANE / THE STREET, YAPTON, WEST SUSSEX
WEDNESDAY 22/05/2013

15 MIN COUNT		COUNT OF VEHICLES ENTERING JUNCTION FROM (AND TURNING):									
		YAPTON LANE (SB)			THE STREET (EB)			YAPTON LANE (NB)			
0700 - 0715		AHEAD	RIGHT	**TOT**	LEFT	RIGHT	**TOT**	LEFT	AHEAD	**TOT**	**TOT (ALL)**
CLASS	PC	0	0	**0**	0	1	**1**	1	0	**1**	**2**
	MC	1	0	**1**	0	0	**0**	0	0	**0**	**1**
	LIGHT	21	5	**26**	5	6	**11**	8	54	**62**	**99**
	HGV	3	0	**3**	0	0	**0**	0	2	**2**	**5**
	BUS	0	1	**1**	0	0	**0**	0	0	**0**	**1**
TOT		**25**	**6**	**31**	**5**	**7**	**12**	**9**	**56**	**65**	**108**
0715 - 0730		AHEAD	RIGHT	**TOT**	LEFT	RIGHT	**TOT**	LEFT	AHEAD	**TOT**	**TOT (ALL)**
CLASS	PC	0	0	**0**	0	0	**0**	0	0	**0**	**0**
	MC	0	0	**0**	0	0	**0**	0	1	**1**	**1**
	LIGHT	39	3	**42**	2	12	**14**	3	69	**72**	**128**
	HGV	0	0	**0**	1	1	**2**	1	4	**5**	**7**
	BUS	0	0	**0**	0	0	**0**	0	2	**2**	**2**
TOT		**39**	**3**	**42**	**3**	**13**	**16**	**4**	**76**	**80**	**138**
0730 - 0745		LEFT	RIGHT	**TOT**	LEFT	RIGHT	**TOT**	LEFT	AHEAD	**TOT**	**TOT (ALL)**
CLASS	PC	1	0	**1**	0	1	**1**	0	1	**1**	**3**
	MC	0	1	**1**	0	1	**1**	0	0	**0**	**2**
	LIGHT	34	0	**34**	9	14	**23**	22	112	**134**	**191**
	HGV	4	1	**5**	0	1	**1**	0	4	**4**	**10**
	BUS	0	0	**0**	0	0	**0**	1	1	**2**	**2**
TOT		**39**	**2**	**41**	**9**	**17**	**26**	**23**	**118**	**141**	**208**
0745 - 0800		AHEAD	RIGHT	**TOT**	LEFT	RIGHT	**TOT**	LEFT	AHEAD	**TOT**	**TOT (ALL)**
CLASS	PC	0	2	**2**	0	0	**0**	0	0	**0**	**2**
	MC	0	0	**0**	0	0	**0**	1	1	**2**	**2**
	LIGHT	34	3	**37**	9	17	**26**	12	124	**136**	**199**
	HGV	4	1	**5**	0	1	**1**	1	6	**7**	**13**
	BUS	0	0	**0**	0	0	**0**	1	2	**3**	**3**
TOT		**38**	**6**	**44**	**9**	**18**	**27**	**15**	**133**	**148**	**219**

CLASSIFIED VEHICLE TURNING SURVEY
B2132 YAPTON LANE / THE STREET, YAPTON, WEST SUSSEX
WEDNESDAY 22/05/2013

15 MIN COUNT		COUNT OF VEHICLES ENTERING JUNCTION FROM (AND TURNING):									
		YAPTON LANE (SB)			THE STREET (EB)			YAPTON LANE (NB)			
0800 - 0815		AHEAD	RIGHT	**TOT**	LEFT	RIGHT	**TOT**	LEFT	AHEAD	**TOT**	**TOT (ALL)**
CLASS	PC	0	0	**0**	0	0	**0**	0	0	**0**	**0**
	MC	0	0	**0**	0	0	**0**	0	0	**0**	**0**
	LIGHT	40	5	**45**	8	13	**21**	17	120	**137**	**203**
	HGV	7	0	**7**	0	0	**0**	1	11	**12**	**19**
	BUS	0	0	**0**	0	0	**0**	0	0	**0**	**0**
TOT		**47**	**5**	**52**	**8**	**13**	**21**	**18**	**131**	**149**	**222**
0815 - 0830		AHEAD	RIGHT	**TOT**	LEFT	RIGHT	**TOT**	LEFT	AHEAD	**TOT**	**TOT (ALL)**
CLASS	PC	0	0	**0**	0	0	**0**	1	0	**1**	**1**
	MC	0	0	**0**	1	0	**1**	2	1	**3**	**4**
	LIGHT	27	7	**34**	9	13	**22**	14	118	**132**	**188**
	HGV	3	0	**3**	0	1	**1**	1	6	**7**	**11**
	BUS	0	0	**0**	0	0	**0**	0	1	**1**	**1**
TOT		**30**	**7**	**37**	**10**	**14**	**24**	**18**	**126**	**144**	**205**
0830 - 0845		LEFT	RIGHT	**TOT**	LEFT	RIGHT	**TOT**	LEFT	AHEAD	**TOT**	**TOT (ALL)**
CLASS	PC	0	0	**0**	0	0	**0**	0	0	**0**	**0**
	MC	4	0	**4**	0	0	**0**	1	0	**1**	**5**
	LIGHT	31	14	**45**	6	19	**25**	22	84	**106**	**176**
	HGV	0	0	**0**	0	1	**1**	0	10	**10**	**11**
	BUS	0	0	**0**	0	0	**0**	0	0	**0**	**0**
TOT		**35**	**14**	**49**	**6**	**20**	**26**	**23**	**94**	**117**	**192**
0845 - 0900		AHEAD	RIGHT	**TOT**	LEFT	RIGHT	**TOT**	LEFT	AHEAD	**TOT**	**TOT (ALL)**
CLASS	PC	0	0	**0**	0	0	**0**	0	0	**0**	**0**
	MC	0	0	**0**	0	0	**0**	0	0	**0**	**0**
	LIGHT	27	12	**39**	9	23	**32**	19	66	**85**	**156**
	HGV	2	0	**2**	0	0	**0**	2	5	**7**	**9**
	BUS	0	0	**0**	0	0	**0**	1	0	**1**	**1**
TOT		**29**	**12**	**41**	**9**	**23**	**32**	**22**	**71**	**93**	**166**

CLASSIFIED VEHICLE TURNING SURVEY
B2132 YAPTON LANE / THE STREET, YAPTON, WEST SUSSEX
WEDNESDAY 22/05/2013

15 MIN COUNT		COUNT OF VEHICLES ENTERING JUNCTION FROM (AND TURNING):									
		YAPTON LANE (SB)			THE STREET (EB)			YAPTON LANE (NB)			
0900 - 0915		AHEAD	RIGHT	**TOT**	LEFT	RIGHT	**TOT**	LEFT	AHEAD	**TOT**	**TOT (ALL)**
CLASS	PC	0	0	**0**	1	1	**2**	0	0	**0**	**2**
	MC	0	0	**0**	0	0	**0**	0	0	**0**	**0**
	LIGHT	31	8	**39**	10	23	**33**	17	47	**64**	**136**
	HGV	7	1	**8**	1	0	**1**	1	5	**6**	**15**
	BUS	1	1	**2**	0	0	**0**	1	0	**1**	**3**
TOT		**39**	**10**	**49**	**12**	**24**	**36**	**19**	**52**	**71**	**156**
0915 - 0930		AHEAD	RIGHT	**TOT**	LEFT	RIGHT	**TOT**	LEFT	AHEAD	**TOT**	**TOT (ALL)**
CLASS	PC	0	0	**0**	0	0	**0**	0	0	**0**	**0**
	MC	0	0	**0**	0	0	**0**	0	1	**1**	**1**
	LIGHT	26	7	**33**	2	22	**24**	15	47	**62**	**119**
	HGV	5	0	**5**	0	0	**0**	0	7	**7**	**12**
	BUS	0	0	**0**	0	0	**0**	0	0	**0**	**0**
TOT		**31**	**7**	**38**	**2**	**22**	**24**	**15**	**55**	**70**	**132**
0930 - 0945		LEFT	RIGHT	**TOT**	LEFT	RIGHT	**TOT**	LEFT	AHEAD	**TOT**	**TOT (ALL)**
CLASS	PC	0	0	**0**	0	0	**0**	0	0	**0**	**0**
	MC	0	0	**0**	0	0	**0**	0	1	**1**	**1**
	LIGHT	27	7	**34**	12	10	**22**	7	41	**48**	**104**
	HGV	4	0	**4**	0	0	**0**	1	4	**5**	**9**
	BUS	0	1	**1**	0	0	**0**	0	0	**0**	**1**
TOT		**31**	**8**	**39**	**12**	**10**	**22**	**8**	**46**	**54**	**115**
0945 - 1000		AHEAD	RIGHT	**TOT**	LEFT	RIGHT	**TOT**	LEFT	AHEAD	**TOT**	**TOT (ALL)**
CLASS	PC	0	0	**0**	0	0	**0**	0	0	**0**	**0**
	MC	0	0	**0**	0	0	**0**	0	0	**0**	**0**
	LIGHT	20	8	**28**	7	12	**19**	11	35	**46**	**93**
	HGV	3	0	**3**	0	2	**2**	1	6	**7**	**12**
	BUS	0	0	**0**	0	0	**0**	0	0	**0**	**0**
TOT		**23**	**8**	**31**	**7**	**14**	**21**	**12**	**41**	**53**	**105**

CLASSIFIED VEHICLE TURNING SURVEY
B2132 YAPTON LANE / THE STREET, YAPTON, WEST SUSSEX
WEDNESDAY 22/05/2013

15 MIN COUNT		COUNT OF VEHICLES ENTERING JUNCTION FROM (AND TURNING):									
		YAPTON LANE (SB)			THE STREET (EB)			YAPTON LANE (NB)			
0700 - 1000		AHEAD	RIGHT	**TOT**	LEFT	RIGHT	**TOT**	LEFT	AHEAD	**TOT**	**TOT (ALL)**
CLASS	PC	1	2	**3**	1	3	**4**	2	1	**3**	**10**
	MC	5	1	**6**	1	1	**2**	4	5	**9**	**17**
	LIGHT	357	79	**436**	88	184	**272**	167	917	**1084**	**1792**
	HGV	42	3	**45**	2	7	**9**	9	70	**79**	**133**
	BUS	1	3	**4**	0	0	**0**	4	6	**10**	**14**
TOT		**406**	**88**	**494**	**92**	**195**	**287**	**186**	**999**	**1185**	**1966**

CLASSIFIED VEHICLE TURNING SURVEY
B2132 YAPTON LANE / THE STREET, YAPTON, WEST SUSSEX
WEDNESDAY 22/05/2013

15 MIN COUNT		COUNT OF VEHICLES ENTERING JUNCTION FROM (AND TURNING):									
		YAPTON LANE (SB)			THE STREET (EB)			YAPTON LANE (NB)			
1600 - 1615		AHEAD	RIGHT	**TOT**	LEFT	RIGHT	**TOT**	LEFT	AHEAD	**TOT**	**TOT (ALL)**
CLASS	PC	0	0	**0**	0	0	**0**	2	0	**2**	**2**
	MC	0	0	**0**	1	0	**1**	0	1	**1**	**2**
	LIGHT	52	13	**65**	16	20	**36**	21	33	**54**	**155**
	HGV	7	0	**7**	0	0	**0**	0	3	**3**	**10**
	BUS	0	0	**0**	0	1	**1**	0	0	**0**	**1**
TOT		**59**	**13**	**72**	**17**	**21**	**38**	**23**	**37**	**60**	**170**
1615 - 1630		AHEAD	RIGHT	**TOT**	LEFT	RIGHT	**TOT**	LEFT	AHEAD	**TOT**	**TOT (ALL)**
CLASS	PC	0	0	**0**	1	0	**1**	0	0	**0**	**1**
	MC	0	0	**0**	0	0	**0**	0	0	**0**	**0**
	LIGHT	53	8	**61**	4	29	**33**	18	27	**45**	**139**
	HGV	6	0	**6**	0	0	**0**	0	4	**4**	**10**
	BUS	2	0	**2**	0	0	**0**	0	0	**0**	**2**
TOT		**61**	**8**	**69**	**5**	**29**	**34**	**18**	**31**	**49**	**152**
1630 - 1645		LEFT	RIGHT	**TOT**	LEFT	RIGHT	**TOT**	LEFT	AHEAD	**TOT**	**TOT (ALL)**
CLASS	PC	0	0	**0**	0	0	**0**	1	0	**1**	**1**
	MC	1	1	**2**	0	0	**0**	0	0	**0**	**2**
	LIGHT	71	5	**76**	11	26	**37**	16	33	**49**	**162**
	HGV	11	0	**11**	0	2	**2**	0	7	**7**	**20**
	BUS	0	0	**0**	0	1	**1**	0	0	**0**	**1**
TOT		**83**	**6**	**89**	**11**	**29**	**40**	**17**	**40**	**57**	**186**
1645 - 1700		AHEAD	RIGHT	**TOT**	LEFT	RIGHT	**TOT**	LEFT	AHEAD	**TOT**	**TOT (ALL)**
CLASS	PC	1	0	**1**	0	0	**0**	1	0	**1**	**2**
	MC	1	0	**1**	0	0	**0**	0	1	**1**	**2**
	LIGHT	82	11	**93**	9	27	**36**	21	42	**63**	**192**
	HGV	9	0	**9**	0	0	**0**	2	1	**3**	**12**
	BUS	0	0	**0**	0	0	**0**	0	0	**0**	**0**
TOT		**93**	**11**	**104**	**9**	**27**	**36**	**24**	**44**	**68**	**208**

CLASSIFIED VEHICLE TURNING SURVEY
B2132 YAPTON LANE / THE STREET, YAPTON, WEST SUSSEX
WEDNESDAY 22/05/2013

15 MIN COUNT		COUNT OF VEHICLES ENTERING JUNCTION FROM (AND TURNING):									
		YAPTON LANE (SB)			THE STREET (EB)			YAPTON LANE (NB)			
1700 - 1715		AHEAD	RIGHT	**TOT**	LEFT	RIGHT	**TOT**	LEFT	AHEAD	**TOT**	**TOT (ALL)**
CLASS	PC	0	0	**0**	2	0	**2**	1	0	**1**	**3**
	MC	2	0	**2**	0	1	**1**	0	1	**1**	**4**
	LIGHT	94	10	**104**	6	24	**30**	11	45	**56**	**190**
	HGV	3	0	**3**	0	0	**0**	0	0	**0**	**3**
	BUS	0	0	**0**	1	0	**1**	1	1	**2**	**3**
TOT		**99**	**10**	**109**	**9**	**25**	**34**	**13**	**47**	**60**	**203**
1715 - 1730		AHEAD	RIGHT	**TOT**	LEFT	RIGHT	**TOT**	LEFT	AHEAD	**TOT**	**TOT (ALL)**
CLASS	PC	1	0	**1**	0	0	**0**	1	0	**1**	**2**
	MC	2	0	**2**	0	0	**0**	0	1	**1**	**3**
	LIGHT	101	4	**105**	10	22	**32**	23	42	**65**	**202**
	HGV	5	0	**5**	0	0	**0**	0	5	**5**	**10**
	BUS	0	0	**0**	0	0	**0**	0	0	**0**	**0**
TOT		**109**	**4**	**113**	**10**	**22**	**32**	**24**	**48**	**72**	**217**
1730 - 1745		LEFT	RIGHT	**TOT**	LEFT	RIGHT	**TOT**	LEFT	AHEAD	**TOT**	**TOT (ALL)**
CLASS	PC	0	0	**0**	0	1	**1**	0	0	**0**	**1**
	MC	0	0	**0**	0	0	**0**	0	0	**0**	**0**
	LIGHT	102	11	**113**	6	30	**36**	7	40	**47**	**196**
	HGV	2	0	**2**	0	0	**0**	1	1	**2**	**4**
	BUS	0	0	**0**	0	0	**0**	0	0	**0**	**0**
TOT		**104**	**11**	**115**	**6**	**31**	**37**	**8**	**41**	**49**	**201**
1745 - 1800		AHEAD	RIGHT	**TOT**	LEFT	RIGHT	**TOT**	LEFT	AHEAD	**TOT**	**TOT (ALL)**
CLASS	PC	0	0	**0**	0	0	**0**	1	0	**1**	**1**
	MC	3	1	**4**	0	0	**0**	0	0	**0**	**4**
	LIGHT	97	6	**103**	10	24	**34**	13	26	**39**	**176**
	HGV	3	0	**3**	0	0	**0**	0	2	**2**	**5**
	BUS	0	0	**0**	0	0	**0**	0	0	**0**	**0**
TOT		**103**	**7**	**110**	**10**	**24**	**34**	**14**	**28**	**42**	**186**

CLASSIFIED VEHICLE TURNING SURVEY
B2132 YAPTON LANE / THE STREET, YAPTON, WEST SUSSEX
WEDNESDAY 22/05/2013

15 MIN COUNT		COUNT OF VEHICLES ENTERING JUNCTION FROM (AND TURNING):									
		YAPTON LANE (SB)			THE STREET (EB)			YAPTON LANE (NB)			
1800 - 1815		AHEAD	RIGHT	**TOT**	LEFT	RIGHT	**TOT**	LEFT	AHEAD	**TOT**	**TOT (ALL)**
CLASS	PC	0	0	**0**	0	0	**0**	0	0	**0**	**0**
	MC	0	0	**0**	1	0	**1**	0	0	**0**	**1**
	LIGHT	67	4	**71**	5	13	**18**	16	27	**43**	**132**
	HGV	2	0	**2**	0	0	**0**	0	2	**2**	**4**
	BUS	0	0	**0**	0	0	**0**	0	0	**0**	**0**
TOT		**69**	**4**	**73**	**6**	**13**	**19**	**16**	**29**	**45**	**137**
1815 - 1830		AHEAD	RIGHT	**TOT**	LEFT	RIGHT	**TOT**	LEFT	AHEAD	**TOT**	**TOT (ALL)**
CLASS	PC	0	0	**0**	0	0	**0**	0	1	**1**	**1**
	MC	0	0	**0**	0	0	**0**	0	0	**0**	**0**
	LIGHT	58	6	**64**	7	20	**27**	9	22	**31**	**122**
	HGV	2	0	**2**	0	0	**0**	0	2	**2**	**4**
	BUS	1	0	**1**	0	0	**0**	1	0	**1**	**2**
TOT		**61**	**6**	**67**	**7**	**20**	**27**	**10**	**25**	**35**	**129**
1830 - 1845		LEFT	RIGHT	**TOT**	LEFT	RIGHT	**TOT**	LEFT	AHEAD	**TOT**	**TOT (ALL)**
CLASS	PC	0	0	**0**	0	0	**0**	0	0	**0**	**0**
	MC	0	0	**0**	0	0	**0**	0	0	**0**	**0**
	LIGHT	47	11	**58**	4	11	**15**	14	21	**35**	**108**
	HGV	2	0	**2**	0	0	**0**	0	1	**1**	**3**
	BUS	1	0	**1**	0	0	**0**	0	0	**0**	**1**
TOT		**50**	**11**	**61**	**4**	**11**	**15**	**14**	**22**	**36**	**112**
1845 - 1900		AHEAD	RIGHT	**TOT**	LEFT	RIGHT	**TOT**	LEFT	AHEAD	**TOT**	**TOT (ALL)**
CLASS	PC	0	0	**0**	0	0	**0**	0	0	**0**	**0**
	MC	0	0	**0**	0	0	**0**	0	1	**1**	**1**
	LIGHT	54	0	**54**	5	12	**17**	11	26	**37**	**108**
	HGV	1	0	**1**	0	0	**0**	0	1	**1**	**2**
	BUS	0	0	**0**	0	0	**0**	0	0	**0**	**0**
TOT		**55**	**0**	**55**	**5**	**12**	**17**	**11**	**28**	**39**	**111**

CLASSIFIED VEHICLE TURNING SURVEY
B2132 YAPTON LANE / THE STREET, YAPTON, WEST SUSSEX
WEDNESDAY 22/05/2013

15 MIN COUNT		COUNT OF VEHICLES ENTERING JUNCTION FROM (AND TURNING):									
		YAPTON LANE (SB)			THE STREET (EB)			YAPTON LANE (NB)			
1600 - 1900		AHEAD	RIGHT	**TOT**	LEFT	RIGHT	**TOT**	LEFT	AHEAD	**TOT**	**TOT (ALL)**
CLASS	PC	2	0	**2**	3	1	**4**	7	1	**8**	**14**
	MC	9	2	**11**	2	1	**3**	0	5	**5**	**19**
	LIGHT	878	89	**967**	93	258	**351**	180	384	**564**	**1882**
	HGV	53	0	**53**	0	2	**2**	3	29	**32**	**87**
	BUS	4	0	**4**	1	2	**3**	2	1	**3**	**10**
TOT		**946**	**91**	**1037**	**99**	**264**	**363**	**192**	**420**	**612**	**2012**

CLASSIFIED VEHICLE TURNING SURVEY
B2132 NORTH END ROAD / FORD LANE / MAYPOLE LANE, YAPTON, WEST SUSSEX
WEDNESDAY 22/05/2013

15 MIN COUNT		COUNT OF VEHICLES ENTERING JUNCTION FROM (AND TURNING):																
		NORTH END ROAD (SB)				FORD LANE (WB)				NORTH END ROAD (NB)				MAYPOLE LANE (EB)				
0700 - 0715		LEFT	AHEAD	RIGHT	**TOT**	LEFT	AHEAD	RIGHT	**TOT**	LEFT	AHEAD	RIGHT	**TOT**	LEFT	AHEAD	RIGHT	**TOT**	**TOT (ALL)**
CLASS	PC	0	1	0	**1**	0	0	2	**2**	0	0	0	**0**	0	0	0	**0**	**3**
	MC	0	1	0	**1**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	**1**
	LIGHT	19	4	0	**23**	0	1	35	**36**	0	39	9	**48**	0	1	0	**1**	**108**
	HGV	2	1	0	**3**	0	0	3	**3**	0	3	1	**4**	0	0	0	**0**	**10**
	BUS	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	**0**
TOT		**21**	**7**	**0**	**28**	**0**	**1**	**40**	**41**	**0**	**42**	**10**	**52**	**0**	**1**	**0**	**1**	**122**
0715 - 0730		LEFT	AHEAD	RIGHT	**TOT**	LEFT	AHEAD	RIGHT	**TOT**	LEFT	AHEAD	RIGHT	**TOT**	LEFT	AHEAD	RIGHT	**TOT**	**TOT (ALL)**
CLASS	PC	0	0	0	**0**	0	0	0	**0**	0	1	1	**2**	0	0	0	**0**	**2**
	MC	0	0	0	**0**	0	0	1	**1**	0	0	1	**1**	0	0	0	**0**	**2**
	LIGHT	31	12	1	**44**	1	1	39	**41**	0	60	6	**66**	0	0	0	**0**	**151**
	HGV	3	2	0	**5**	1	0	2	**3**	0	2	0	**2**	0	0	0	**0**	**10**
	BUS	0	0	0	**0**	0	0	2	**2**	0	0	0	**0**	0	0	0	**0**	**2**
TOT		**34**	**14**	**1**	**49**	**2**	**1**	**44**	**47**	**0**	**63**	**8**	**71**	**0**	**0**	**0**	**0**	**167**
0730 - 0745		LEFT	AHEAD	RIGHT	**TOT**	LEFT	AHEAD	RIGHT	**TOT**	LEFT	AHEAD	RIGHT	**TOT**	LEFT	AHEAD	RIGHT	**TOT**	**TOT (ALL)**
CLASS	PC	1	0	0	**1**	1	0	2	**3**	0	1	1	**2**	0	0	0	**0**	**6**
	MC	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	**0**
	LIGHT	28	12	0	**40**	4	0	62	**66**	0	89	6	**95**	1	2	0	**3**	**204**
	HGV	1	2	0	**3**	0	0	6	**6**	0	1	0	**1**	0	0	0	**0**	**10**
	BUS	0	0	0	**0**	0	0	0	**0**	0	3	0	**3**	0	0	0	**0**	**3**
TOT		**30**	**14**	**0**	**44**	**5**	**0**	**70**	**75**	**0**	**94**	**7**	**101**	**1**	**2**	**0**	**3**	**223**
0745 - 0800		LEFT	AHEAD	RIGHT	**TOT**	LEFT	AHEAD	RIGHT	**TOT**	LEFT	AHEAD	RIGHT	**TOT**	LEFT	AHEAD	RIGHT	**TOT**	**TOT (ALL)**
CLASS	PC	1	0	0	**1**	0	0	0	**0**	0	0	1	**1**	0	0	0	**0**	**2**
	MC	0	0	0	**0**	0	0	1	**1**	0	2	1	**3**	0	0	0	**0**	**4**
	LIGHT	29	16	0	**45**	4	0	59	**63**	0	80	23	**103**	0	0	1	**1**	**212**
	HGV	0	1	0	**1**	1	4	0	**5**	0	3	0	**3**	0	0	0	**0**	**9**
	BUS	0	0	0	**0**	0	0	0	**0**	0	2	0	**2**	0	0	0	**0**	**2**
TOT		**30**	**17**	**0**	**47**	**5**	**4**	**60**	**69**	**0**	**87**	**25**	**112**	**0**	**0**	**1**	**1**	**229**

CLASSIFIED VEHICLE TURNING SURVEY
B2132 NORTH END ROAD / FORD LANE / MAYPOLE LANE, YAPTON, WEST SUSSEX
WEDNESDAY 22/05/2013

15 MIN COUNT		COUNT OF VEHICLES ENTERING JUNCTION FROM (AND TURNING):																
		NORTH END ROAD (SB)				FORD LANE (WB)				NORTH END ROAD (NB)				MAYPOLE LANE (EB)				
0800 - 0815		LEFT	AHEAD	RIGHT	**TOT**	LEFT	AHEAD	RIGHT	**TOT**	LEFT	AHEAD	RIGHT	**TOT**	LEFT	AHEAD	RIGHT	**TOT**	**TOT (ALL)**
CLASS	PC	0	0	0	**0**	0	0	0	**0**	0	1	0	**1**	0	0	0	**0**	**1**
	MC	0	0	0	**0**	0	0	0	**0**	0	1	0	**1**	0	0	0	**0**	**1**
	LIGHT	32	18	1	**51**	0	0	57	**57**	1	99	25	**125**	0	1	0	**1**	**234**
	HGV	5	2	0	**7**	1	0	4	**5**	0	4	0	**4**	0	0	0	**0**	**16**
	BUS	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	**0**
TOT		**37**	**20**	**1**	**58**	**1**	**0**	**61**	**62**	**1**	**105**	**25**	**131**	**0**	**1**	**0**	**1**	**252**
0815 - 0830		LEFT	AHEAD	RIGHT	**TOT**	LEFT	AHEAD	RIGHT	**TOT**	LEFT	AHEAD	RIGHT	**TOT**	LEFT	AHEAD	RIGHT	**TOT**	**TOT (ALL)**
CLASS	PC	0	0	0	**0**	0	0	0	**0**	0	0	1	**1**	0	0	0	**0**	**1**
	MC	0	0	0	**0**	0	0	0	**0**	0	2	0	**2**	0	0	0	**0**	**2**
	LIGHT	32	14	0	**46**	2	0	55	**57**	1	68	20	**89**	1	0	0	**1**	**193**
	HGV	2	1	0	**3**	0	0	3	**3**	0	3	0	**3**	0	0	0	**0**	**9**
	BUS	0	1	0	**1**	0	0	0	**0**	0	1	0	**1**	0	0	0	**0**	**2**
TOT		**34**	**16**	**0**	**50**	**2**	**0**	**58**	**60**	**1**	**74**	**21**	**96**	**1**	**0**	**0**	**1**	**207**
0830 - 0845		LEFT	AHEAD	RIGHT	**TOT**	LEFT	AHEAD	RIGHT	**TOT**	LEFT	AHEAD	RIGHT	**TOT**	LEFT	AHEAD	RIGHT	**TOT**	**TOT (ALL)**
CLASS	PC	0	1	0	**1**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	**1**
	MC	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	**0**
	LIGHT	28	28	0	**56**	4	0	52	**56**	0	68	14	**82**	0	0	1	**1**	**195**
	HGV	3	2	0	**5**	0	0	5	**5**	0	2	0	**2**	0	0	0	**0**	**12**
	BUS	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	**0**
TOT		**31**	**31**	**0**	**62**	**4**	**0**	**57**	**61**	**0**	**70**	**14**	**84**	**0**	**0**	**1**	**1**	**208**
0845 - 0900		LEFT	AHEAD	RIGHT	**TOT**	LEFT	AHEAD	RIGHT	**TOT**	LEFT	AHEAD	RIGHT	**TOT**	LEFT	AHEAD	RIGHT	**TOT**	**TOT (ALL)**
CLASS	PC	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	**0**
	MC	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	**0**
	LIGHT	24	27	0	**51**	5	0	47	**52**	3	43	12	**58**	0	0	1	**1**	**162**
	HGV	0	3	0	**3**	0	0	7	**7**	0	1	0	**1**	0	0	0	**0**	**11**
	BUS	0	0	0	**0**	0	0	1	**1**	0	1	0	**1**	0	0	0	**0**	**2**
TOT		**24**	**30**	**0**	**54**	**5**	**0**	**55**	**60**	**3**	**45**	**12**	**60**	**0**	**0**	**1**	**1**	**175**

CLASSIFIED VEHICLE TURNING SURVEY
B2132 NORTH END ROAD / FORD LANE / MAYPOLE LANE, YAPTON, WEST SUSSEX
WEDNESDAY 22/05/2013

15 MIN COUNT		COUNT OF VEHICLES ENTERING JUNCTION FROM (AND TURNING):																
		NORTH END ROAD (SB)				FORD LANE (WB)				NORTH END ROAD (NB)				MAYPOLE LANE (EB)				
0900 - 0915		LEFT	AHEAD	RIGHT	**TOT**	LEFT	AHEAD	RIGHT	**TOT**	LEFT	AHEAD	RIGHT	**TOT**	LEFT	AHEAD	RIGHT	**TOT**	**TOT (ALL)**
CLASS	PC	0	1	0	**1**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	**1**
	MC	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	**0**
	LIGHT	27	27	2	**56**	5	0	29	**34**	0	39	11	**50**	0	1	0	**1**	**141**
	HGV	2	2	0	**4**	0	0	2	**2**	0	1	0	**1**	0	0	0	**0**	**7**
	BUS	1	0	0	**1**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	**1**
TOT		**30**	**30**	**2**	**62**	**5**	**0**	**31**	**36**	**0**	**40**	**11**	**51**	**0**	**1**	**0**	**1**	**150**
0915 - 0930		LEFT	AHEAD	RIGHT	**TOT**	LEFT	AHEAD	RIGHT	**TOT**	LEFT	AHEAD	RIGHT	**TOT**	LEFT	AHEAD	RIGHT	**TOT**	**TOT (ALL)**
CLASS	PC	0	1	0	**1**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	**1**
	MC	0	0	0	**0**	0	0	1	**1**	0	0	0	**0**	0	0	0	**0**	**1**
	LIGHT	24	19	1	**44**	2	0	36	**38**	2	34	8	**44**	0	2	1	**3**	**129**
	HGV	3	2	0	**5**	0	0	2	**2**	0	3	0	**3**	0	0	0	**0**	**10**
	BUS	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	**0**
TOT		**27**	**22**	**1**	**50**	**2**	**0**	**39**	**41**	**2**	**37**	**8**	**47**	**0**	**2**	**1**	**3**	**141**
0930 - 0945		LEFT	AHEAD	RIGHT	**TOT**	LEFT	AHEAD	RIGHT	**TOT**	LEFT	AHEAD	RIGHT	**TOT**	LEFT	AHEAD	RIGHT	**TOT**	**TOT (ALL)**
CLASS	PC	0	0	0	**0**	1	0	0	**1**	0	0	0	**0**	0	0	0	**0**	**1**
	MC	0	0	0	**0**	1	0	0	**1**	0	1	0	**1**	0	0	0	**0**	**2**
	LIGHT	18	21	0	**39**	4	0	21	**25**	0	22	11	**33**	0	0	0	**0**	**97**
	HGV	1	2	0	**3**	0	0	2	**2**	0	2	0	**2**	0	0	0	**0**	**7**
	BUS	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	**0**
TOT		**19**	**23**	**0**	**42**	**6**	**0**	**23**	**29**	**0**	**25**	**11**	**36**	**0**	**0**	**0**	**0**	**107**
0945 - 1000		LEFT	AHEAD	RIGHT	**TOT**	LEFT	AHEAD	RIGHT	**TOT**	LEFT	AHEAD	RIGHT	**TOT**	LEFT	AHEAD	RIGHT	**TOT**	**TOT (ALL)**
CLASS	PC	0	1	0	**1**	0	0	0	**0**	0	2	0	**2**	0	0	0	**0**	**3**
	MC	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	**0**
	LIGHT	18	18	0	**36**	4	0	16	**20**	0	29	11	**40**	0	0	0	**0**	**96**
	HGV	3	2	0	**5**	0	0	3	**3**	0	3	0	**3**	0	0	0	**0**	**11**
	BUS	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	**0**
TOT		**21**	**21**	**0**	**42**	**4**	**0**	**19**	**23**	**0**	**34**	**11**	**45**	**0**	**0**	**0**	**0**	**110**

CLASSIFIED VEHICLE TURNING SURVEY
B2132 NORTH END ROAD / FORD LANE / MAYPOLE LANE, YAPTON, WEST SUSSEX
WEDNESDAY 22/05/2013

15 MIN COUNT		COUNT OF VEHICLES ENTERING JUNCTION FROM (AND TURNING):																
		NORTH END ROAD (SB)				FORD LANE (WB)				NORTH END ROAD (NB)				MAYPOLE LANE (EB)				
0700 - 1000		LEFT	AHEAD	RIGHT	**TOT**	LEFT	AHEAD	RIGHT	**TOT**	LEFT	AHEAD	RIGHT	**TOT**	LEFT	AHEAD	RIGHT	**TOT**	**TOT (ALL)**
CLASS	PC	2	5	0	**7**	2	0	4	**6**	0	5	4	**9**	0	0	0	**0**	**22**
	MC	0	0	0	**0**	1	0	3	**4**	0	6	2	**8**	0	0	0	**0**	**12**
	LIGHT	310	216	5	**531**	35	2	508	**545**	7	670	156	**833**	2	7	4	**13**	**1922**
	HGV	25	22	0	**47**	3	4	39	**46**	0	28	1	**29**	0	0	0	**0**	**122**
	BUS	1	1	0	**2**	0	0	3	**3**	0	7	0	**7**	0	0	0	**0**	**12**
TOT		**338**	**244**	**5**	**587**	**41**	**6**	**557**	**604**	**7**	**716**	**163**	**886**	**2**	**7**	**4**	**13**	**2090**

CLASSIFIED VEHICLE TURNING SURVEY
B2132 NORTH END ROAD / FORD LANE / MAYPOLE LANE, YAPTON, WEST SUSSEX
WEDNESDAY 22/05/2013

15 MIN COUNT		COUNT OF VEHICLES ENTERING JUNCTION FROM (AND TURNING):																
		NORTH END ROAD (SB)				FORD LANE (WB)				NORTH END ROAD (NB)				MAYPOLE LANE (EB)				TOT (ALL)
1600 - 1615		LEFT	AHEAD	RIGHT	**TOT**	LEFT	AHEAD	RIGHT	**TOT**	LEFT	AHEAD	RIGHT	**TOT**	LEFT	AHEAD	RIGHT	**TOT**	
CLASS	PC	0	0	0	**0**	2	2	0	**4**	1	0	0	**1**	0	0	0	**0**	**5**
	MC	0	0	0	**0**	0	0	0	**0**	0	1	0	**1**	0	0	0	**0**	**1**
	LIGHT	40	40	1	**81**	10	0	31	**41**	2	26	6	**34**	1	0	2	**3**	**159**
	HGV	6	2	0	**8**	1	0	2	**3**	0	3	1	**4**	0	0	0	**0**	**15**
	BUS	0	1	0	**1**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	**1**
TOT		**46**	**43**	**1**	**90**	**13**	**2**	**33**	**48**	**3**	**30**	**7**	**40**	**1**	**0**	**2**	**3**	**181**
1615 - 1630		LEFT	AHEAD	RIGHT	**TOT**	LEFT	AHEAD	RIGHT	**TOT**	LEFT	AHEAD	RIGHT	**TOT**	LEFT	AHEAD	RIGHT	**TOT**	**TOT (ALL)**
CLASS	PC	1	2	0	**3**	0	0	0	**0**	0	1	0	**1**	0	0	0	**0**	**4**
	MC	0	1	0	**1**	1	0	0	**1**	0	0	0	**0**	0	0	0	**0**	**2**
	LIGHT	39	37	0	**76**	5	0	18	**23**	1	25	10	**36**	0	0	0	**0**	**135**
	HGV	4	2	0	**6**	0	0	0	**0**	0	1	0	**1**	0	0	0	**0**	**7**
	BUS	0	2	0	**2**	0	0	0	**0**	0	1	0	**1**	0	0	0	**0**	**3**
TOT		**44**	**44**	**0**	**88**	**6**	**0**	**18**	**24**	**1**	**28**	**10**	**39**	**0**	**0**	**0**	**0**	**151**
1630 - 1645		LEFT	AHEAD	RIGHT	**TOT**	LEFT	AHEAD	RIGHT	**TOT**	LEFT	AHEAD	RIGHT	**TOT**	LEFT	AHEAD	RIGHT	**TOT**	**TOT (ALL)**
CLASS	PC	1	1	0	**2**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	**2**
	MC	0	0	0	**0**	0	0	0	**0**	0	1	0	**1**	0	0	0	**0**	**1**
	LIGHT	51	57	4	**112**	3	0	24	**27**	2	20	5	**27**	2	0	1	**3**	**169**
	HGV	6	1	0	**7**	1	0	1	**2**	0	4	0	**4**	0	0	0	**0**	**13**
	BUS	0	1	0	**1**	0	0	0	**0**	0	1	0	**1**	0	0	0	**0**	**2**
TOT		**58**	**60**	**4**	**122**	**4**	**0**	**25**	**29**	**2**	**26**	**5**	**33**	**2**	**0**	**1**	**3**	**187**
1645 - 1700		LEFT	AHEAD	RIGHT	**TOT**	LEFT	AHEAD	RIGHT	**TOT**	LEFT	AHEAD	RIGHT	**TOT**	LEFT	AHEAD	RIGHT	**TOT**	**TOT (ALL)**
CLASS	PC	0	1	0	**1**	0	0	0	**0**	0	1	0	**1**	0	0	0	**0**	**2**
	MC	0	1	0	**1**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	**1**
	LIGHT	65	67	3	**135**	7	0	31	**38**	2	22	4	**28**	4	0	1	**5**	**206**
	HGV	8	2	0	**10**	0	0	2	**2**	0	1	2	**3**	0	0	0	**0**	**15**
	BUS	0	0	0	**0**	0	0	0	**0**	0	1	0	**1**	0	0	0	**0**	**1**
TOT		**73**	**71**	**3**	**147**	**7**	**0**	**33**	**40**	**2**	**25**	**6**	**33**	**4**	**0**	**1**	**5**	**225**

CLASSIFIED VEHICLE TURNING SURVEY
B2132 NORTH END ROAD / FORD LANE / MAYPOLE LANE, YAPTON, WEST SUSSEX
WEDNESDAY 22/05/2013

15 MIN COUNT		COUNT OF VEHICLES ENTERING JUNCTION FROM (AND TURNING):																
		NORTH END ROAD (SB)				FORD LANE (WB)				NORTH END ROAD (NB)				MAYPOLE LANE (EB)				
1700 - 1715		LEFT	AHEAD	RIGHT	**TOT**	LEFT	AHEAD	RIGHT	**TOT**	LEFT	AHEAD	RIGHT	**TOT**	LEFT	AHEAD	RIGHT	**TOT**	**TOT (ALL)**
CLASS	PC	0	0	0	**0**	0	0	2	**2**	0	1	0	**1**	0	0	0	**0**	**3**
	MC	1	3	0	**4**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	**4**
	LIGHT	66	69	1	**136**	9	1	45	**55**	3	27	7	**37**	1	1	1	**3**	**231**
	HGV	7	2	0	**9**	0	0	1	**1**	0	2	0	**2**	0	0	0	**0**	**12**
	BUS	0	0	0	**0**	0	0	1	**1**	0	0	0	**0**	0	0	0	**0**	**1**
TOT		**74**	**74**	**1**	**149**	**9**	**1**	**49**	**59**	**3**	**30**	**7**	**40**	**1**	**1**	**1**	**3**	**251**
1715 - 1730		LEFT	AHEAD	RIGHT	**TOT**	LEFT	AHEAD	RIGHT	**TOT**	LEFT	AHEAD	RIGHT	**TOT**	LEFT	AHEAD	RIGHT	**TOT**	**TOT (ALL)**
CLASS	PC	0	1	0	**1**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	**1**
	MC	1	0	0	**1**	0	0	0	**0**	0	1	0	**1**	0	0	0	**0**	**2**
	LIGHT	47	73	2	**122**	12	1	34	**47**	4	27	5	**36**	0	1	2	**3**	**208**
	HGV	2	1	0	**3**	0	0	1	**1**	0	1	0	**1**	0	0	0	**0**	**5**
	BUS	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	**0**
TOT		**50**	**75**	**2**	**127**	**12**	**1**	**35**	**48**	**4**	**29**	**5**	**38**	**0**	**1**	**2**	**3**	**216**
1730 - 1745		LEFT	AHEAD	RIGHT	**TOT**	LEFT	AHEAD	RIGHT	**TOT**	LEFT	AHEAD	RIGHT	**TOT**	LEFT	AHEAD	RIGHT	**TOT**	**TOT (ALL)**
CLASS	PC	0	0	0	**0**	0	0	0	**0**	0	1	0	**1**	0	0	0	**0**	**1**
	MC	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	**0**
	LIGHT	53	80	0	**133**	8	0	38	**46**	1	17	10	**28**	2	1	3	**6**	**213**
	HGV	2	0	0	**2**	0	0	1	**1**	0	0	0	**0**	0	0	0	**0**	**3**
	BUS	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	**0**
TOT		**55**	**80**	**0**	**135**	**8**	**0**	**39**	**47**	**1**	**18**	**10**	**29**	**2**	**1**	**3**	**6**	**217**
1745 - 1800		LEFT	AHEAD	RIGHT	**TOT**	LEFT	AHEAD	RIGHT	**TOT**	LEFT	AHEAD	RIGHT	**TOT**	LEFT	AHEAD	RIGHT	**TOT**	**TOT (ALL)**
CLASS	PC	0	1	0	**1**	0	0	0	**0**	0	1	1	**2**	0	0	0	**0**	**3**
	MC	0	0	0	**0**	0	0	0	**0**	1	1	0	**2**	0	0	1	**1**	**3**
	LIGHT	66	58	4	**128**	5	1	32	**38**	1	26	8	**35**	0	2	2	**4**	**205**
	HGV	2	0	0	**2**	0	0	2	**2**	0	0	1	**1**	0	0	0	**0**	**5**
	BUS	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	**0**
TOT		**68**	**59**	**4**	**131**	**5**	**1**	**34**	**40**	**2**	**28**	**10**	**40**	**0**	**2**	**3**	**5**	**216**

CLASSIFIED VEHICLE TURNING SURVEY
B2132 NORTH END ROAD / FORD LANE / MAYPOLE LANE, YAPTON, WEST SUSSEX
WEDNESDAY 22/05/2013

15 MIN COUNT		COUNT OF VEHICLES ENTERING JUNCTION FROM (AND TURNING):																
		NORTH END ROAD (SB)				FORD LANE (WB)				NORTH END ROAD (NB)				MAYPOLE LANE (EB)				
1800 - 1815		LEFT	AHEAD	RIGHT	**TOT**	LEFT	AHEAD	RIGHT	**TOT**	LEFT	AHEAD	RIGHT	**TOT**	LEFT	AHEAD	RIGHT	**TOT**	**TOT (ALL)**
CLASS	PC	0	0	0	**0**	0	0	2	**2**	0	0	0	**0**	0	0	0	**0**	**2**
	MC	0	2	0	**2**	0	0	0	**0**	0	2	0	**2**	0	0	0	**0**	**4**
	LIGHT	52	59	0	**111**	11	0	16	**27**	1	21	5	**27**	1	1	2	**4**	**169**
	HGV	2	0	0	**2**	0	0	2	**2**	0	0	0	**0**	0	0	0	**0**	**4**
	BUS	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	**0**
TOT		**54**	**61**	**0**	**115**	**11**	**0**	**20**	**31**	**1**	**23**	**5**	**29**	**1**	**1**	**2**	**4**	**179**
1815 - 1830		LEFT	AHEAD	RIGHT	**TOT**	LEFT	AHEAD	RIGHT	**TOT**	LEFT	AHEAD	RIGHT	**TOT**	LEFT	AHEAD	RIGHT	**TOT**	**TOT (ALL)**
CLASS	PC	0	0	0	**0**	1	0	0	**1**	0	0	0	**0**	0	0	1	**1**	**2**
	MC	0	1	0	**1**	0	0	0	**0**	0	1	0	**1**	0	0	0	**0**	**2**
	LIGHT	39	52	0	**91**	7	1	15	**23**	0	18	10	**28**	0	1	0	**1**	**143**
	HGV	2	1	0	**3**	0	0	0	**0**	0	1	0	**1**	0	0	0	**0**	**4**
	BUS	0	1	0	**1**	0	0	0	**0**	0	1	0	**1**	0	0	0	**0**	**2**
TOT		**41**	**55**	**0**	**96**	**8**	**1**	**15**	**24**	**0**	**21**	**10**	**31**	**0**	**1**	**1**	**2**	**153**
1830 - 1845		LEFT	AHEAD	RIGHT	**TOT**	LEFT	AHEAD	RIGHT	**TOT**	LEFT	AHEAD	RIGHT	**TOT**	LEFT	AHEAD	RIGHT	**TOT**	**TOT (ALL)**
CLASS	PC	0	0	0	**0**	0	0	0	**0**	0	1	0	**1**	0	0	0	**0**	**1**
	MC	0	0	0	**0**	0	0	0	**0**	0	1	0	**1**	0	0	0	**0**	**1**
	LIGHT	28	41	0	**69**	5	0	15	**20**	2	25	3	**30**	1	0	0	**1**	**120**
	HGV	2	1	0	**3**	0	0	1	**1**	0	0	0	**0**	0	0	0	**0**	**4**
	BUS	1	0	0	**1**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	**1**
TOT		**31**	**42**	**0**	**73**	**5**	**0**	**16**	**21**	**2**	**27**	**3**	**32**	**1**	**0**	**0**	**1**	**127**
1845 - 1900		LEFT	AHEAD	RIGHT	**TOT**	LEFT	AHEAD	RIGHT	**TOT**	LEFT	AHEAD	RIGHT	**TOT**	LEFT	AHEAD	RIGHT	**TOT**	**TOT (ALL)**
CLASS	PC	0	0	0	**0**	0	0	0	**0**	1	0	0	**1**	0	0	0	**0**	**1**
	MC	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	**0**
	LIGHT	18	51	0	**69**	3	0	12	**15**	2	24	3	**29**	0	0	0	**0**	**113**
	HGV	0	1	0	**1**	0	0	1	**1**	0	0	1	**1**	0	0	0	**0**	**3**
	BUS	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	**0**
TOT		**18**	**52**	**0**	**70**	**3**	**0**	**13**	**16**	**3**	**24**	**4**	**31**	**0**	**0**	**0**	**0**	**117**

CLASSIFIED VEHICLE TURNING SURVEY
B2132 NORTH END ROAD / FORD LANE / MAYPOLE LANE, YAPTON, WEST SUSSEX
WEDNESDAY 22/05/2013

15 MIN COUNT		COUNT OF VEHICLES ENTERING JUNCTION FROM (AND TURNING):																
		NORTH END ROAD (SB)				FORD LANE (WB)				NORTH END ROAD (NB)				MAYPOLE LANE (EB)				
1600 - 1900		LEFT	AHEAD	RIGHT	**TOT**	LEFT	AHEAD	RIGHT	**TOT**	LEFT	AHEAD	RIGHT	**TOT**	LEFT	AHEAD	RIGHT	**TOT**	**TOT (ALL)**
CLASS	PC	2	6	0	**8**	3	2	4	**9**	2	6	1	**9**	0	0	1	**1**	**27**
	MC	2	8	0	**10**	1	0	0	**1**	1	7	0	**8**	0	0	1	**1**	**20**
	LIGHT	564	684	15	**1263**	85	4	311	**400**	21	278	76	**375**	12	7	14	**33**	**2071**
	HGV	43	13	0	**56**	2	0	14	**16**	0	13	5	**18**	0	0	0	**0**	**90**
	BUS	1	5	0	**6**	0	0	1	**1**	0	4	0	**4**	0	0	0	**0**	**11**
TOT		**612**	**716**	**15**	**1343**	**91**	**6**	**330**	**427**	**24**	**308**	**82**	**414**	**12**	**7**	**16**	**35**	**2219**

CLASSIFIED VEHICLE TURNING SURVEY
NORTH END ROAD / CHURCH LANE, YAPTON, WEST SUSSEX
WEDNESDAY 22/05/2013

15 MIN COUNT		COUNT OF VEHICLES ENTERING JUNCTION FROM (AND TURNING):									
		NORTH END ROAD (SB)			CHURCH LANE (WB)			NORTH END ROAD (NB)			
0700 - 0715		LEFT	AHEAD	**TOT**	LEFT	RIGHT	**TOT**	AHEAD	RIGHT	**TOT**	**TOT (ALL)**
CLASS	PC	0	1	**1**	0	0	**0**	0	0	**0**	**1**
	MC	0	1	**1**	0	0	**0**	0	0	**0**	**1**
	LIGHT	0	5	**5**	2	4	**6**	43	0	**43**	**54**
	HGV	0	0	**0**	0	0	**0**	4	0	**4**	**4**
	BUS	0	0	**0**	0	0	**0**	0	0	**0**	**0**
TOT		**0**	**7**	**7**	**2**	**4**	**6**	**47**	**0**	**47**	**60**
0715 - 0730		LEFT	AHEAD	**TOT**	LEFT	RIGHT	**TOT**	AHEAD	RIGHT	**TOT**	**TOT (ALL)**
CLASS	PC	0	0	**0**	0	0	**0**	2	0	**2**	**2**
	MC	0	0	**0**	0	0	**0**	1	0	**1**	**1**
	LIGHT	0	15	**15**	0	3	**3**	67	0	**67**	**85**
	HGV	0	3	**3**	0	0	**0**	3	0	**3**	**6**
	BUS	0	0	**0**	0	0	**0**	0	0	**0**	**0**
TOT		**0**	**18**	**18**	**0**	**3**	**3**	**73**	**0**	**73**	**94**
0730 - 0745		LEFT	AHEAD	**TOT**	LEFT	RIGHT	**TOT**	LEFT	RIGHT	**TOT**	**TOT (ALL)**
CLASS	PC	0	1	**1**	0	0	**0**	2	0	**2**	**3**
	MC	0	0	**0**	0	0	**0**	1	0	**1**	**1**
	LIGHT	1	13	**14**	1	4	**5**	95	1	**96**	**115**
	HGV	0	2	**2**	0	0	**0**	0	1	**1**	**3**
	BUS	0	0	**0**	0	0	**0**	3	0	**3**	**3**
TOT		**1**	**16**	**17**	**1**	**4**	**5**	**101**	**2**	**103**	**125**
0745 - 0800		LEFT	AHEAD	**TOT**	LEFT	RIGHT	**TOT**	AHEAD	RIGHT	**TOT**	**TOT (ALL)**
CLASS	PC	0	0	**0**	0	0	**0**	1	0	**1**	**1**
	MC	0	0	**0**	0	0	**0**	2	0	**2**	**2**
	LIGHT	1	19	**20**	2	5	**7**	101	1	**102**	**129**
	HGV	0	3	**3**	1	0	**1**	2	0	**2**	**6**
	BUS	0	0	**0**	0	0	**0**	2	0	**2**	**2**
TOT		**1**	**22**	**23**	**3**	**5**	**8**	**108**	**1**	**109**	**140**

CLASSIFIED VEHICLE TURNING SURVEY
NORTH END ROAD / CHURCH LANE, YAPTON, WEST SUSSEX
WEDNESDAY 22/05/2013

15 MIN COUNT		COUNT OF VEHICLES ENTERING JUNCTION FROM (AND TURNING):									
		NORTH END ROAD (SB)			CHURCH LANE (WB)			NORTH END ROAD (NB)			
0800 - 0815		LEFT	AHEAD	**TOT**	LEFT	RIGHT	**TOT**	AHEAD	RIGHT	**TOT**	**TOT (ALL)**
CLASS	PC	0	0	**0**	0	1	**1**	0	0	**0**	**1**
	MC	0	0	**0**	0	0	**0**	1	0	**1**	**1**
	LIGHT	1	18	**19**	3	4	**7**	114	1	**115**	**141**
	HGV	0	3	**3**	0	0	**0**	5	2	**7**	**10**
	BUS	0	0	**0**	0	0	**0**	1	0	**1**	**1**
TOT		**1**	**21**	**22**	**3**	**5**	**8**	**121**	**3**	**124**	**154**
0815 - 0830		LEFT	AHEAD	**TOT**	LEFT	RIGHT	**TOT**	AHEAD	RIGHT	**TOT**	**TOT (ALL)**
CLASS	PC	0	0	**0**	0	0	**0**	1	0	**1**	**1**
	MC	0	0	**0**	0	0	**0**	2	0	**2**	**2**
	LIGHT	1	16	**17**	5	6	**11**	88	7	**95**	**123**
	HGV	0	0	**0**	0	0	**0**	4	0	**4**	**4**
	BUS	0	1	**1**	0	0	**0**	1	0	**1**	**2**
TOT		**1**	**17**	**18**	**5**	**6**	**11**	**96**	**7**	**103**	**132**
0830 - 0845		LEFT	AHEAD	**TOT**	LEFT	RIGHT	**TOT**	AHEAD	RIGHT	**TOT**	**TOT (ALL)**
CLASS	PC	1	0	**1**	2	0	**2**	0	0	**0**	**3**
	MC	0	0	**0**	0	0	**0**	0	0	**0**	**0**
	LIGHT	2	29	**31**	1	11	**12**	76	9	**85**	**128**
	HGV	0	2	**2**	0	0	**0**	2	0	**2**	**4**
	BUS	0	0	**0**	0	0	**0**	0	0	**0**	**0**
TOT		**3**	**31**	**34**	**3**	**11**	**14**	**78**	**9**	**87**	**135**
0845 - 0900		LEFT	AHEAD	**TOT**	LEFT	RIGHT	**TOT**	AHEAD	RIGHT	**TOT**	**TOT (ALL)**
CLASS	PC	0	0	**0**	0	0	**0**	0	1	**1**	**1**
	MC	0	0	**0**	0	0	**0**	0	0	**0**	**0**
	LIGHT	4	32	**36**	2	9	**11**	63	16	**79**	**126**
	HGV	0	3	**3**	0	0	**0**	1	0	**1**	**4**
	BUS	0	0	**0**	0	0	**0**	1	0	**1**	**1**
TOT		**4**	**35**	**39**	**2**	**9**	**11**	**65**	**17**	**82**	**132**

CLASSIFIED VEHICLE TURNING SURVEY
NORTH END ROAD / CHURCH LANE, YAPTON, WEST SUSSEX
WEDNESDAY 22/05/2013

15 MIN COUNT		COUNT OF VEHICLES ENTERING JUNCTION FROM (AND TURNING):									
		NORTH END ROAD (SB)			CHURCH LANE (WB)			NORTH END ROAD (NB)			
0900 - 0915		LEFT	AHEAD	**TOT**	LEFT	RIGHT	**TOT**	AHEAD	RIGHT	**TOT**	**TOT (ALL)**
CLASS	PC	0	0	**0**	0	0	**0**	0	0	**0**	**0**
	MC	0	0	**0**	0	0	**0**	0	0	**0**	**0**
	LIGHT	0	36	**36**	8	3	**11**	45	9	**54**	**101**
	HGV	0	2	**2**	0	0	**0**	3	0	**3**	**5**
	BUS	0	0	**0**	0	0	**0**	1	0	**1**	**1**
TOT		**0**	**38**	**38**	**8**	**3**	**11**	**49**	**9**	**58**	**107**
0915 - 0930		LEFT	AHEAD	**TOT**	LEFT	RIGHT	**TOT**	AHEAD	RIGHT	**TOT**	**TOT (ALL)**
CLASS	PC	1	0	**1**	0	0	**0**	0	0	**0**	**1**
	MC	0	0	**0**	0	0	**0**	1	0	**1**	**1**
	LIGHT	1	22	**23**	1	3	**4**	42	6	**48**	**75**
	HGV	0	3	**3**	0	0	**0**	2	0	**2**	**5**
	BUS	0	0	**0**	0	0	**0**	1	0	**1**	**1**
TOT		**2**	**25**	**27**	**1**	**3**	**4**	**46**	**6**	**52**	**83**
0930 - 0945		LEFT	AHEAD	**TOT**	LEFT	RIGHT	**TOT**	AHEAD	RIGHT	**TOT**	**TOT (ALL)**
CLASS	PC	0	1	**1**	0	0	**0**	0	0	**0**	**1**
	MC	0	0	**0**	0	0	**0**	1	0	**1**	**1**
	LIGHT	2	26	**28**	2	0	**2**	37	3	**40**	**70**
	HGV	0	2	**2**	0	0	**0**	2	0	**2**	**4**
	BUS	0	0	**0**	0	0	**0**	0	0	**0**	**0**
TOT		**2**	**29**	**31**	**2**	**0**	**2**	**40**	**3**	**43**	**76**
0945 - 1000		LEFT	AHEAD	**TOT**	LEFT	RIGHT	**TOT**	AHEAD	RIGHT	**TOT**	**TOT (ALL)**
CLASS	PC	0	0	**0**	0	0	**0**	1	0	**1**	**1**
	MC	0	0	**0**	0	0	**0**	0	0	**0**	**0**
	LIGHT	1	22	**23**	2	3	**5**	29	2	**31**	**59**
	HGV	0	3	**3**	0	0	**0**	3	0	**3**	**6**
	BUS	0	0	**0**	0	0	**0**	0	0	**0**	**0**
TOT		**1**	**25**	**26**	**2**	**3**	**5**	**33**	**2**	**35**	**66**

CLASSIFIED VEHICLE TURNING SURVEY
NORTH END ROAD / CHURCH LANE, YAPTON, WEST SUSSEX
WEDNESDAY 22/05/2013

15 MIN COUNT		COUNT OF VEHICLES ENTERING JUNCTION FROM (AND TURNING):									
		NORTH END ROAD (SB)			CHURCH LANE (WB)			NORTH END ROAD (NB)			
0700 - 1000		LEFT	AHEAD	**TOT**	LEFT	RIGHT	**TOT**	AHEAD	RIGHT	**TOT**	**TOT (ALL)**
CLASS	PC	2	3	**5**	2	1	**3**	7	1	**8**	**16**
	MC	0	1	**1**	0	0	**0**	9	0	**9**	**10**
	LIGHT	14	253	**267**	29	55	**84**	800	55	**855**	**1206**
	HGV	0	26	**26**	1	0	**1**	31	3	**34**	**61**
	BUS	0	1	**1**	0	0	**0**	10	0	**10**	**11**
TOT		**16**	**284**	**300**	**32**	**56**	**88**	**857**	**59**	**916**	**1304**

CLASSIFIED VEHICLE TURNING SURVEY
NORTH END ROAD / CHURCH LANE, YAPTON, WEST SUSSEX
WEDNESDAY 22/05/2013

15 MIN COUNT		COUNT OF VEHICLES ENTERING JUNCTION FROM (AND TURNING):									
		NORTH END ROAD (SB)			CHURCH LANE (WB)			NORTH END ROAD (NB)			
1600 - 1615		LEFT	AHEAD	**TOT**	LEFT	RIGHT	**TOT**	AHEAD	RIGHT	**TOT**	**TOT (ALL)**
CLASS	PC	0	3	**3**	0	0	**0**	1	0	**1**	**4**
	MC	0	0	**0**	0	0	**0**	1	0	**1**	**1**
	LIGHT	4	52	**56**	3	0	**3**	34	4	**38**	**97**
	HGV	0	2	**2**	0	0	**0**	1	0	**1**	**3**
	BUS	0	1	**1**	0	0	**0**	1	0	**1**	**2**
TOT		**4**	**58**	**62**	**3**	**0**	**3**	**38**	**4**	**42**	**107**
1615 - 1630		LEFT	AHEAD	**TOT**	LEFT	RIGHT	**TOT**	AHEAD	RIGHT	**TOT**	**TOT (ALL)**
CLASS	PC	2	0	**2**	0	0	**0**	1	0	**1**	**3**
	MC	0	0	**0**	0	0	**0**	1	0	**1**	**1**
	LIGHT	2	43	**45**	4	0	**4**	37	6	**43**	**92**
	HGV	0	2	**2**	0	0	**0**	2	0	**2**	**4**
	BUS	0	2	**2**	0	0	**0**	1	0	**1**	**3**
TOT		**4**	**47**	**51**	**4**	**0**	**4**	**42**	**6**	**48**	**103**
1630 - 1645		LEFT	AHEAD	**TOT**	LEFT	RIGHT	**TOT**	AHEAD	RIGHT	**TOT**	**TOT (ALL)**
CLASS	PC	0	1	**1**	0	0	**0**	0	0	**0**	**1**
	MC	0	0	**0**	0	0	**0**	1	0	**1**	**1**
	LIGHT	2	62	**64**	2	2	**4**	22	6	**28**	**96**
	HGV	0	1	**1**	0	0	**0**	4	0	**4**	**5**
	BUS	0	1	**1**	0	0	**0**	1	0	**1**	**2**
TOT		**2**	**65**	**67**	**2**	**2**	**4**	**28**	**6**	**34**	**105**
1645 - 1700		LEFT	AHEAD	**TOT**	LEFT	RIGHT	**TOT**	AHEAD	RIGHT	**TOT**	**TOT (ALL)**
CLASS	PC	1	1	**2**	0	0	**0**	1	0	**1**	**3**
	MC	0	1	**1**	0	0	**0**	0	0	**0**	**1**
	LIGHT	2	79	**81**	1	1	**2**	26	1	**27**	**110**
	HGV	0	2	**2**	0	0	**0**	3	0	**3**	**5**
	BUS	0	0	**0**	0	0	**0**	1	0	**1**	**1**
TOT		**3**	**83**	**86**	**1**	**1**	**2**	**31**	**1**	**32**	**120**

CLASSIFIED VEHICLE TURNING SURVEY
NORTH END ROAD / CHURCH LANE, YAPTON, WEST SUSSEX
WEDNESDAY 22/05/2013

15 MIN COUNT		COUNT OF VEHICLES ENTERING JUNCTION FROM (AND TURNING):									
		NORTH END ROAD (SB)			CHURCH LANE (WB)			NORTH END ROAD (NB)			
1700 - 1715		LEFT	AHEAD	**TOT**	LEFT	RIGHT	**TOT**	AHEAD	RIGHT	**TOT**	**TOT (ALL)**
CLASS	PC	0	0	**0**	0	0	**0**	1	0	**1**	**1**
	MC	1	3	**4**	0	0	**0**	0	0	**0**	**4**
	LIGHT	2	81	**83**	2	4	**6**	32	7	**39**	**128**
	HGV	0	2	**2**	0	0	**0**	1	0	**1**	**3**
	BUS	0	0	**0**	0	0	**0**	0	0	**0**	**0**
TOT		**3**	**86**	**89**	**2**	**4**	**6**	**34**	**7**	**41**	**136**
1715 - 1730		LEFT	AHEAD	**TOT**	LEFT	RIGHT	**TOT**	AHEAD	RIGHT	**TOT**	**TOT (ALL)**
CLASS	PC	0	0	**0**	0	0	**0**	0	0	**0**	**0**
	MC	0	0	**0**	0	0	**0**	1	0	**1**	**1**
	LIGHT	5	79	**84**	1	3	**4**	31	1	**32**	**120**
	HGV	0	1	**1**	0	0	**0**	1	0	**1**	**2**
	BUS	0	0	**0**	0	0	**0**	0	0	**0**	**0**
TOT		**5**	**80**	**85**	**1**	**3**	**4**	**33**	**1**	**34**	**123**
1730 - 1745		LEFT	AHEAD	**TOT**	LEFT	RIGHT	**TOT**	AHEAD	RIGHT	**TOT**	**TOT (ALL)**
CLASS	PC	0	2	**2**	0	0	**0**	2	0	**2**	**4**
	MC	0	0	**0**	0	0	**0**	0	0	**0**	**0**
	LIGHT	13	77	**90**	2	3	**5**	26	1	**27**	**122**
	HGV	0	0	**0**	0	0	**0**	0	0	**0**	**0**
	BUS	0	0	**0**	0	0	**0**	0	0	**0**	**0**
TOT		**13**	**79**	**92**	**2**	**3**	**5**	**28**	**1**	**29**	**126**
1745 - 1800		LEFT	AHEAD	**TOT**	LEFT	RIGHT	**TOT**	AHEAD	RIGHT	**TOT**	**TOT (ALL)**
CLASS	PC	1	0	**1**	0	0	**0**	1	0	**1**	**2**
	MC	0	1	**1**	0	0	**0**	1	0	**1**	**2**
	LIGHT	1	68	**69**	2	3	**5**	28	3	**31**	**105**
	HGV	0	0	**0**	0	1	**1**	0	0	**0**	**1**
	BUS	0	0	**0**	0	0	**0**	0	0	**0**	**0**
TOT		**2**	**69**	**71**	**2**	**4**	**6**	**30**	**3**	**33**	**110**

CLASSIFIED VEHICLE TURNING SURVEY
NORTH END ROAD / CHURCH LANE, YAPTON, WEST SUSSEX
WEDNESDAY 22/05/2013

15 MIN COUNT		COUNT OF VEHICLES ENTERING JUNCTION FROM (AND TURNING):									
		NORTH END ROAD (SB)			CHURCH LANE (WB)			NORTH END ROAD (NB)			
1800 - 1815		LEFT	AHEAD	**TOT**	LEFT	RIGHT	**TOT**	AHEAD	RIGHT	**TOT**	**TOT (ALL)**
CLASS	PC	0	0	**0**	0	0	**0**	0	0	**0**	**0**
	MC	0	2	**2**	0	0	**0**	2	0	**2**	**4**
	LIGHT	3	75	**78**	2	4	**6**	25	1	**26**	**110**
	HGV	0	0	**0**	0	0	**0**	0	0	**0**	**0**
	BUS	0	0	**0**	0	0	**0**	0	0	**0**	**0**
TOT		**3**	**77**	**80**	**2**	**4**	**6**	**27**	**1**	**28**	**114**
1815 - 1830		LEFT	AHEAD	**TOT**	LEFT	RIGHT	**TOT**	AHEAD	RIGHT	**TOT**	**TOT (ALL)**
CLASS	PC	1	1	**2**	0	0	**0**	0	0	**0**	**2**
	MC	0	1	**1**	0	0	**0**	1	0	**1**	**2**
	LIGHT	4	57	**61**	0	2	**2**	25	2	**27**	**90**
	HGV	0	1	**1**	0	0	**0**	1	0	**1**	**2**
	BUS	0	1	**1**	0	0	**0**	1	0	**1**	**2**
TOT		**5**	**61**	**66**	**0**	**2**	**2**	**28**	**2**	**30**	**98**
1830 - 1845		LEFT	AHEAD	**TOT**	LEFT	RIGHT	**TOT**	AHEAD	RIGHT	**TOT**	**TOT (ALL)**
CLASS	PC	0	0	**0**	0	0	**0**	1	0	**1**	**1**
	MC	0	0	**0**	0	0	**0**	1	1	**2**	**2**
	LIGHT	3	46	**49**	3	3	**6**	26	2	**28**	**83**
	HGV	0	1	**1**	0	0	**0**	0	0	**0**	**1**
	BUS	0	0	**0**	0	0	**0**	0	0	**0**	**0**
TOT		**3**	**47**	**50**	**3**	**3**	**6**	**28**	**3**	**31**	**87**
1845 - 1900		LEFT	AHEAD	**TOT**	LEFT	RIGHT	**TOT**	AHEAD	RIGHT	**TOT**	**TOT (ALL)**
CLASS	PC	0	1	**1**	0	2	**2**	0	0	**0**	**3**
	MC	0	1	**1**	0	0	**0**	1	0	**1**	**2**
	LIGHT	4	35	**39**	1	3	**4**	28	1	**29**	**72**
	HGV	0	0	**0**	0	0	**0**	0	0	**0**	**0**
	BUS	0	0	**0**	0	0	**0**	0	0	**0**	**0**
TOT		**4**	**37**	**41**	**1**	**5**	**6**	**29**	**1**	**30**	**77**

CLASSIFIED VEHICLE TURNING SURVEY
NORTH END ROAD / CHURCH LANE, YAPTON, WEST SUSSEX
WEDNESDAY 22/05/2013

15 MIN COUNT		COUNT OF VEHICLES ENTERING JUNCTION FROM (AND TURNING):									
		NORTH END ROAD (SB)			CHURCH LANE (WB)			NORTH END ROAD (NB)			
1600 - 1900		LEFT	AHEAD	**TOT**	LEFT	RIGHT	**TOT**	AHEAD	RIGHT	**TOT**	**TOT (ALL)**
CLASS	PC	5	9	**14**	0	2	**2**	8	0	**8**	**24**
	MC	1	9	**10**	0	0	**0**	10	1	**11**	**21**
	LIGHT	45	754	**799**	23	28	**51**	340	35	**375**	**1225**
	HGV	0	12	**12**	0	1	**1**	13	0	**13**	**26**
	BUS	0	5	**5**	0	0	**0**	5	0	**5**	**10**
TOT		**51**	**789**	**840**	**23**	**31**	**54**	**376**	**36**	**412**	**1306**

CLASSIFIED VEHICLE TURNING SURVEY
MAIN ROAD / NORTH END ROAD, YAPTON, WEST SUSSEX
WEDNESDAY 22/05/2013

15 MIN COUNT		COUNT OF VEHICLES ENTERING JUNCTION FROM (AND TURNING):									
		MAIN ROAD (EB)			NORTH END ROAD (SB)			MAIN ROAD (WB)			
0700 - 0715		LEFT	AHEAD	**TOT**	LEFT	RIGHT	**TOT**	AHEAD	RIGHT	**TOT**	**TOT (ALL)**
CLASS	PC	0	0	**0**	1	0	**1**	4	0	**4**	**5**
	MC	0	0	**0**	1	0	**1**	1	0	**1**	**2**
	LIGHT	4	34	**38**	3	4	**7**	50	41	**91**	**136**
	HGV	1	1	**2**	0	0	**0**	3	3	**6**	**8**
	BUS	0	0	**0**	0	0	**0**	1	0	**1**	**1**
TOT		**5**	**35**	**40**	**5**	**4**	**9**	**59**	**44**	**103**	**152**
0715 - 0730		LEFT	AHEAD	**TOT**	LEFT	RIGHT	**TOT**	AHEAD	RIGHT	**TOT**	**TOT (ALL)**
CLASS	PC	0	1	**1**	0	0	**0**	3	2	**5**	**6**
	MC	0	1	**1**	0	0	**0**	0	1	**1**	**2**
	LIGHT	3	31	**34**	11	3	**14**	67	70	**137**	**185**
	HGV	0	1	**1**	2	0	**2**	3	3	**6**	**9**
	BUS	0	1	**1**	0	0	**0**	1	0	**1**	**2**
TOT		**3**	**35**	**38**	**13**	**3**	**16**	**74**	**76**	**150**	**204**
0730 - 0745		LEFT	AHEAD	**TOT**	LEFT	RIGHT	**TOT**	AHEAD	RIGHT	**TOT**	**TOT (ALL)**
CLASS	PC	0	0	**0**	1	0	**1**	1	2	**3**	**4**
	MC	0	0	**0**	0	0	**0**	0	2	**2**	**2**
	LIGHT	6	40	**46**	12	4	**16**	91	92	**183**	**245**
	HGV	0	2	**2**	2	0	**2**	1	1	**2**	**6**
	BUS	0	0	**0**	0	0	**0**	0	3	**3**	**3**
TOT		**6**	**42**	**48**	**15**	**4**	**19**	**93**	**100**	**193**	**260**
0745 - 0800		LEFT	AHEAD	**TOT**	LEFT	RIGHT	**TOT**	AHEAD	RIGHT	**TOT**	**TOT (ALL)**
CLASS	PC	0	0	**0**	0	0	**0**	3	1	**4**	**4**
	MC	0	0	**0**	0	0	**0**	1	1	**2**	**2**
	LIGHT	12	43	**55**	17	5	**22**	137	92	**229**	**306**
	HGV	0	2	**2**	3	0	**3**	2	3	**5**	**10**
	BUS	0	0	**0**	0	0	**0**	0	2	**2**	**2**
TOT		**12**	**45**	**57**	**20**	**5**	**25**	**143**	**99**	**242**	**324**

CLASSIFIED VEHICLE TURNING SURVEY
MAIN ROAD / NORTH END ROAD, YAPTON, WEST SUSSEX
WEDNESDAY 22/05/2013

15 MIN COUNT		COUNT OF VEHICLES ENTERING JUNCTION FROM (AND TURNING):									
		MAIN ROAD (EB)			NORTH END ROAD (SB)			MAIN ROAD (WB)			
0800 - 0815		LEFT	AHEAD	**TOT**	LEFT	RIGHT	**TOT**	AHEAD	RIGHT	**TOT**	**TOT (ALL)**
CLASS	PC	0	1	**1**	0	0	**0**	2	0	**2**	**3**
	MC	0	0	**0**	0	0	**0**	2	1	**3**	**3**
	LIGHT	17	71	**88**	17	8	**25**	119	103	**222**	**335**
	HGV	0	1	**1**	3	0	**3**	3	5	**8**	**12**
	BUS	0	0	**0**	0	0	**0**	0	1	**1**	**1**
TOT		**17**	**73**	**90**	**20**	**8**	**28**	**126**	**110**	**236**	**354**
0815 - 0830		LEFT	AHEAD	**TOT**	LEFT	RIGHT	**TOT**	AHEAD	RIGHT	**TOT**	**TOT (ALL)**
CLASS	PC	0	0	**0**	0	0	**0**	1	1	**2**	**2**
	MC	0	1	**1**	0	0	**0**	1	2	**3**	**4**
	LIGHT	10	60	**70**	16	5	**21**	101	100	**201**	**292**
	HGV	0	0	**0**	0	0	**0**	0	4	**4**	**4**
	BUS	0	0	**0**	1	0	**1**	0	1	**1**	**2**
TOT		**10**	**61**	**71**	**17**	**5**	**22**	**103**	**108**	**211**	**304**
0830 - 0845		LEFT	AHEAD	**TOT**	LEFT	RIGHT	**TOT**	AHEAD	RIGHT	**TOT**	**TOT (ALL)**
CLASS	PC	0	1	**1**	0	0	**0**	0	0	**0**	**1**
	MC	0	0	**0**	0	0	**0**	2	0	**2**	**2**
	LIGHT	12	67	**79**	22	6	**28**	123	105	**228**	**335**
	HGV	0	4	**4**	1	0	**1**	1	2	**3**	**8**
	BUS	0	1	**1**	0	0	**0**	0	0	**0**	**1**
TOT		**12**	**73**	**85**	**23**	**6**	**29**	**126**	**107**	**233**	**347**
0845 - 0900		LEFT	AHEAD	**TOT**	LEFT	RIGHT	**TOT**	AHEAD	RIGHT	**TOT**	**TOT (ALL)**
CLASS	PC	0	0	**0**	0	0	**0**	3	0	**3**	**3**
	MC	0	0	**0**	0	0	**0**	1	0	**1**	**1**
	LIGHT	4	63	**67**	32	15	**47**	77	75	**152**	**266**
	HGV	0	3	**3**	3	0	**3**	2	1	**3**	**9**
	BUS	0	0	**0**	0	0	**0**	0	1	**1**	**1**
TOT		**4**	**66**	**70**	**35**	**15**	**50**	**83**	**77**	**160**	**280**

CLASSIFIED VEHICLE TURNING SURVEY
MAIN ROAD / NORTH END ROAD, YAPTON, WEST SUSSEX
WEDNESDAY 22/05/2013

15 MIN COUNT		COUNT OF VEHICLES ENTERING JUNCTION FROM (AND TURNING):									
		MAIN ROAD (EB)			NORTH END ROAD (SB)			MAIN ROAD (WB)			
0900 - 0915		LEFT	AHEAD	**TOT**	LEFT	RIGHT	**TOT**	AHEAD	RIGHT	**TOT**	**TOT (ALL)**
CLASS	PC	0	0	**0**	0	0	**0**	0	0	**0**	**0**
	MC	0	0	**0**	0	0	**0**	0	0	**0**	**0**
	LIGHT	12	46	**58**	45	17	**62**	74	44	**118**	**238**
	HGV	0	3	**3**	0	0	**0**	2	3	**5**	**8**
	BUS	0	2	**2**	0	0	**0**	0	2	**2**	**4**
TOT		**12**	**51**	**63**	**45**	**17**	**62**	**76**	**49**	**125**	**250**
0915 - 0930		LEFT	AHEAD	**TOT**	LEFT	RIGHT	**TOT**	AHEAD	RIGHT	**TOT**	**TOT (ALL)**
CLASS	PC	0	0	**0**	0	0	**0**	0	0	**0**	**0**
	MC	0	0	**0**	0	0	**0**	1	1	**2**	**2**
	LIGHT	10	63	**73**	23	2	**25**	61	37	**98**	**196**
	HGV	0	0	**0**	2	1	**3**	2	2	**4**	**7**
	BUS	0	0	**0**	0	0	**0**	0	0	**0**	**0**
TOT		**10**	**63**	**73**	**25**	**3**	**28**	**64**	**40**	**104**	**205**
0930 - 0945		LEFT	AHEAD	**TOT**	LEFT	RIGHT	**TOT**	AHEAD	RIGHT	**TOT**	**TOT (ALL)**
CLASS	PC	0	0	**0**	1	0	**1**	2	0	**2**	**3**
	MC	0	0	**0**	0	0	**0**	0	1	**1**	**1**
	LIGHT	7	62	**69**	23	8	**31**	63	31	**94**	**194**
	HGV	2	1	**3**	1	2	**3**	2	2	**4**	**10**
	BUS	0	0	**0**	0	0	**0**	0	0	**0**	**0**
TOT		**9**	**63**	**72**	**25**	**10**	**35**	**67**	**34**	**101**	**208**
0945 - 1000		LEFT	AHEAD	**TOT**	LEFT	RIGHT	**TOT**	AHEAD	RIGHT	**TOT**	**TOT (ALL)**
CLASS	PC	0	0	**0**	1	0	**1**	0	1	**1**	**2**
	MC	0	0	**0**	0	0	**0**	0	0	**0**	**0**
	LIGHT	6	34	**40**	20	5	**25**	57	26	**83**	**148**
	HGV	0	0	**0**	0	3	**3**	1	1	**2**	**5**
	BUS	0	0	**0**	0	0	**0**	0	0	**0**	**0**
TOT		**6**	**34**	**40**	**21**	**8**	**29**	**58**	**28**	**86**	**155**

CLASSIFIED VEHICLE TURNING SURVEY
MAIN ROAD / NORTH END ROAD, YAPTON, WEST SUSSEX
WEDNESDAY 22/05/2013

15 MIN COUNT		COUNT OF VEHICLES ENTERING JUNCTION FROM (AND TURNING):									
		MAIN ROAD (EB)			NORTH END ROAD (SB)			MAIN ROAD (WB)			
0700 - 1000		LEFT	AHEAD	**TOT**	LEFT	RIGHT	**TOT**	AHEAD	RIGHT	**TOT**	**TOT (ALL)**
CLASS	PC	0	3	**3**	4	0	**4**	19	7	**26**	**33**
	MC	0	2	**2**	1	0	**1**	9	9	**18**	**21**
	LIGHT	103	614	**717**	241	82	**323**	1020	816	**1836**	**2876**
	HGV	3	18	**21**	17	6	**23**	22	30	**52**	**96**
	BUS	0	4	**4**	1	0	**1**	2	10	**12**	**17**
TOT		**106**	**641**	**747**	**264**	**88**	**352**	**1072**	**872**	**1944**	**3043**

CLASSIFIED VEHICLE TURNING SURVEY
MAIN ROAD / NORTH END ROAD, YAPTON, WEST SUSSEX
WEDNESDAY 22/05/2013

15 MIN COUNT		COUNT OF VEHICLES ENTERING JUNCTION FROM (AND TURNING):									
		MAIN ROAD (EB)			NORTH END ROAD (SB)			MAIN ROAD (WB)			
1600 - 1615		LEFT	AHEAD	**TOT**	LEFT	RIGHT	**TOT**	AHEAD	RIGHT	**TOT**	**TOT (ALL)**
CLASS	PC	0	2	**2**	3	0	**3**	0	0	**0**	**5**
	MC	0	1	**1**	0	0	**0**	0	1	**1**	**2**
	LIGHT	14	99	**113**	52	13	**65**	41	29	**70**	**248**
	HGV	0	1	**1**	3	0	**3**	1	1	**2**	**6**
	BUS	1	1	**2**	1	0	**1**	0	0	**0**	**3**
TOT		**15**	**104**	**119**	**59**	**13**	**72**	**42**	**31**	**73**	**264**
1615 - 1630		LEFT	AHEAD	**TOT**	LEFT	RIGHT	**TOT**	AHEAD	RIGHT	**TOT**	**TOT (ALL)**
CLASS	PC	0	1	**1**	2	0	**2**	1	1	**2**	**5**
	MC	0	2	**2**	0	0	**0**	2	1	**3**	**5**
	LIGHT	8	93	**101**	50	8	**58**	54	28	**82**	**241**
	HGV	0	5	**5**	1	1	**2**	0	2	**2**	**9**
	BUS	0	0	**0**	2	0	**2**	2	1	**3**	**5**
TOT		**8**	**101**	**109**	**55**	**9**	**64**	**59**	**33**	**92**	**265**
1630 - 1645		LEFT	AHEAD	**TOT**	LEFT	RIGHT	**TOT**	AHEAD	RIGHT	**TOT**	**TOT (ALL)**
CLASS	PC	0	3	**3**	1	0	**1**	1	0	**1**	**5**
	MC	0	1	**1**	0	0	**0**	0	1	**1**	**2**
	LIGHT	9	94	**103**	56	8	**64**	61	21	**82**	**249**
	HGV	0	0	**0**	1	0	**1**	0	4	**4**	**5**
	BUS	0	1	**1**	1	0	**1**	0	1	**1**	**3**
TOT		**9**	**99**	**108**	**59**	**8**	**67**	**62**	**27**	**89**	**264**
1645 - 1700		LEFT	AHEAD	**TOT**	LEFT	RIGHT	**TOT**	AHEAD	RIGHT	**TOT**	**TOT (ALL)**
CLASS	PC	0	3	**3**	1	0	**1**	5	1	**6**	**10**
	MC	0	0	**0**	1	0	**1**	0	0	**0**	**1**
	LIGHT	6	85	**91**	79	8	**87**	55	18	**73**	**251**
	HGV	0	0	**0**	0	0	**0**	0	3	**3**	**3**
	BUS	0	1	**1**	0	0	**0**	0	1	**1**	**2**
TOT		**6**	**89**	**95**	**81**	**8**	**89**	**60**	**23**	**83**	**267**

CLASSIFIED VEHICLE TURNING SURVEY
MAIN ROAD / NORTH END ROAD, YAPTON, WEST SUSSEX
WEDNESDAY 22/05/2013

15 MIN COUNT		COUNT OF VEHICLES ENTERING JUNCTION FROM (AND TURNING):									
		MAIN ROAD (EB)			NORTH END ROAD (SB)			MAIN ROAD (WB)			
1700 - 1715		LEFT	AHEAD	**TOT**	LEFT	RIGHT	**TOT**	AHEAD	RIGHT	**TOT**	**TOT (ALL)**
CLASS	PC	1	1	**2**	2	0	**2**	1	0	**1**	**5**
	MC	0	0	**0**	1	0	**1**	1	0	**1**	**2**
	LIGHT	10	122	**132**	71	20	**91**	60	36	**96**	**319**
	HGV	0	0	**0**	1	0	**1**	1	1	**2**	**3**
	BUS	0	0	**0**	0	0	**0**	0	0	**0**	**0**
TOT		**11**	**123**	**134**	**75**	**20**	**95**	**63**	**37**	**100**	**329**
1715 - 1730		LEFT	AHEAD	**TOT**	LEFT	RIGHT	**TOT**	AHEAD	RIGHT	**TOT**	**TOT (ALL)**
CLASS	PC	1	2	**3**	0	0	**0**	0	0	**0**	**3**
	MC	0	5	**5**	0	0	**0**	0	1	**1**	**6**
	LIGHT	8	105	**113**	77	6	**83**	66	26	**92**	**288**
	HGV	0	4	**4**	1	0	**1**	2	1	**3**	**8**
	BUS	0	0	**0**	0	0	**0**	0	0	**0**	**0**
TOT		**9**	**116**	**125**	**78**	**6**	**84**	**68**	**28**	**96**	**305**
1730 - 1745		LEFT	AHEAD	**TOT**	LEFT	RIGHT	**TOT**	AHEAD	RIGHT	**TOT**	**TOT (ALL)**
CLASS	PC	1	3	**4**	0	0	**0**	4	0	**4**	**8**
	MC	0	0	**0**	0	0	**0**	0	0	**0**	**0**
	LIGHT	3	86	**89**	74	7	**81**	54	25	**79**	**249**
	HGV	0	2	**2**	0	0	**0**	1	0	**1**	**3**
	BUS	0	0	**0**	0	0	**0**	0	0	**0**	**0**
TOT		**4**	**91**	**95**	**74**	**7**	**81**	**59**	**25**	**84**	**260**
1745 - 1800		LEFT	AHEAD	**TOT**	LEFT	RIGHT	**TOT**	AHEAD	RIGHT	**TOT**	**TOT (ALL)**
CLASS	PC	0	2	**2**	0	0	**0**	0	0	**0**	**2**
	MC	0	1	**1**	1	0	**1**	0	1	**1**	**3**
	LIGHT	8	86	**94**	64	5	**69**	71	23	**94**	**257**
	HGV	0	2	**2**	0	0	**0**	1	0	**1**	**3**
	BUS	0	0	**0**	0	0	**0**	0	0	**0**	**0**
TOT		**8**	**91**	**99**	**65**	**5**	**70**	**72**	**24**	**96**	**265**

CLASSIFIED VEHICLE TURNING SURVEY
MAIN ROAD / NORTH END ROAD, YAPTON, WEST SUSSEX
WEDNESDAY 22/05/2013

15 MIN COUNT		COUNT OF VEHICLES ENTERING JUNCTION FROM (AND TURNING):									
		MAIN ROAD (EB)			NORTH END ROAD (SB)			MAIN ROAD (WB)			
1800 - 1815		LEFT	AHEAD	**TOT**	LEFT	RIGHT	**TOT**	AHEAD	RIGHT	**TOT**	**TOT (ALL)**
CLASS	PC	0	2	**2**	0	0	**0**	0	0	**0**	**2**
	MC	0	0	**0**	3	0	**3**	1	2	**3**	**6**
	LIGHT	5	95	**100**	72	7	**79**	55	24	**79**	**258**
	HGV	0	0	**0**	0	0	**0**	1	0	**1**	**1**
	BUS	0	2	**2**	0	0	**0**	0	0	**0**	**2**
TOT		**5**	**99**	**104**	**75**	**7**	**82**	**57**	**26**	**83**	**269**
1815 - 1830		LEFT	AHEAD	**TOT**	LEFT	RIGHT	**TOT**	AHEAD	RIGHT	**TOT**	**TOT (ALL)**
CLASS	PC	0	2	**2**	1	0	**1**	0	0	**0**	**3**
	MC	0	0	**0**	1	0	**1**	2	1	**3**	**4**
	LIGHT	5	90	**95**	47	11	**58**	55	23	**78**	**231**
	HGV	0	2	**2**	1	0	**1**	1	1	**2**	**5**
	BUS	0	0	**0**	0	0	**0**	0	1	**1**	**1**
TOT		**5**	**94**	**99**	**50**	**11**	**61**	**58**	**26**	**84**	**244**
1830 - 1845		LEFT	AHEAD	**TOT**	LEFT	RIGHT	**TOT**	AHEAD	RIGHT	**TOT**	**TOT (ALL)**
CLASS	PC	0	3	**3**	0	0	**0**	0	1	**1**	**4**
	MC	0	0	**0**	0	0	**0**	0	2	**2**	**2**
	LIGHT	2	82	**84**	48	7	**55**	51	22	**73**	**212**
	HGV	0	0	**0**	1	0	**1**	1	0	**1**	**2**
	BUS	0	0	**0**	0	0	**0**	0	0	**0**	**0**
TOT		**2**	**85**	**87**	**49**	**7**	**56**	**52**	**25**	**77**	**220**
1845 - 1900		LEFT	AHEAD	**TOT**	LEFT	RIGHT	**TOT**	AHEAD	RIGHT	**TOT**	**TOT (ALL)**
CLASS	PC	0	0	**0**	0	0	**0**	1	0	**1**	**1**
	MC	0	0	**0**	1	0	**1**	0	1	**1**	**2**
	LIGHT	3	62	**65**	32	4	**36**	52	26	**78**	**179**
	HGV	0	1	**1**	0	0	**0**	0	0	**0**	**1**
	BUS	0	0	**0**	0	0	**0**	0	0	**0**	**0**
TOT		**3**	**63**	**66**	**33**	**4**	**37**	**53**	**27**	**80**	**183**

CLASSIFIED VEHICLE TURNING SURVEY
MAIN ROAD / NORTH END ROAD, YAPTON, WEST SUSSEX
WEDNESDAY 22/05/2013

15 MIN COUNT		COUNT OF VEHICLES ENTERING JUNCTION FROM (AND TURNING):									
		MAIN ROAD (EB)			NORTH END ROAD (SB)			MAIN ROAD (WB)			
1600 - 1900		LEFT	AHEAD	**TOT**	LEFT	RIGHT	**TOT**	AHEAD	RIGHT	**TOT**	**TOT (ALL)**
CLASS	PC	3	24	**27**	10	0	**10**	13	3	**16**	**53**
	MC	0	10	**10**	8	0	**8**	6	11	**17**	**35**
	LIGHT	81	1099	**1180**	722	104	**826**	675	301	**976**	**2982**
	HGV	0	17	**17**	9	1	**10**	9	13	**22**	**49**
	BUS	1	5	**6**	4	0	**4**	2	4	**6**	**16**
TOT		**85**	**1155**	**1240**	**753**	**105**	**858**	**705**	**332**	**1037**	**3135**

CLASSIFIED VEHICLE TURNING SURVEY
MAIN ROAD / CHURCH LANE, YAPTON, WEST SUSSEX
WEDNESDAY 22/05/2013

15 MIN COUNT		COUNT OF VEHICLES ENTERING JUNCTION FROM (AND TURNING):									
		MAIN ROAD (EB)			CHURCH LANE (SB)			MAIN ROAD (WB)			
0700 - 0715		LEFT	AHEAD	**TOT**	LEFT	RIGHT	**TOT**	AHEAD	RIGHT	**TOT**	**TOT (ALL)**
CLASS	PC	0	1	**1**	0	0	**0**	4	0	**4**	**5**
	MC	0	1	**1**	0	0	**0**	1	0	**1**	**2**
	LIGHT	0	37	**37**	0	0	**0**	89	2	**91**	**128**
	HGV	0	1	**1**	0	0	**0**	6	0	**6**	**7**
	BUS	0	0	**0**	0	0	**0**	1	0	**1**	**1**
TOT		**0**	**40**	**40**	**0**	**0**	**0**	**101**	**2**	**103**	**143**
0715 - 0730		LEFT	AHEAD	**TOT**	LEFT	RIGHT	**TOT**	AHEAD	RIGHT	**TOT**	**TOT (ALL)**
CLASS	PC	0	1	**1**	0	2	**2**	5	0	**5**	**8**
	MC	0	1	**1**	0	0	**0**	0	1	**1**	**2**
	LIGHT	1	41	**42**	3	3	**6**	137	0	**137**	**185**
	HGV	0	3	**3**	0	0	**0**	6	0	**6**	**9**
	BUS	0	1	**1**	0	0	**0**	1	0	**1**	**2**
TOT		**1**	**47**	**48**	**3**	**5**	**8**	**149**	**1**	**150**	**206**
0730 - 0745		LEFT	AHEAD	**TOT**	LEFT	RIGHT	**TOT**	AHEAD	RIGHT	**TOT**	**TOT (ALL)**
CLASS	PC	0	1	**1**	0	0	**0**	3	0	**3**	**4**
	MC	0	0	**0**	0	0	**0**	2	0	**2**	**2**
	LIGHT	2	50	**52**	3	2	**5**	182	1	**183**	**240**
	HGV	0	4	**4**	0	0	**0**	2	0	**2**	**6**
	BUS	0	0	**0**	0	0	**0**	3	0	**3**	**3**
TOT		**2**	**55**	**57**	**3**	**2**	**5**	**192**	**1**	**193**	**255**
0745 - 0800		LEFT	AHEAD	**TOT**	LEFT	RIGHT	**TOT**	AHEAD	RIGHT	**TOT**	**TOT (ALL)**
CLASS	PC	0	0	**0**	0	0	**0**	4	0	**4**	**4**
	MC	0	0	**0**	0	0	**0**	2	0	**2**	**2**
	LIGHT	0	60	**60**	1	2	**3**	229	0	**229**	**292**
	HGV	0	5	**5**	0	0	**0**	5	0	**5**	**10**
	BUS	0	0	**0**	0	0	**0**	2	0	**2**	**2**
TOT		**0**	**65**	**65**	**1**	**2**	**3**	**242**	**0**	**242**	**310**

CLASSIFIED VEHICLE TURNING SURVEY
MAIN ROAD / CHURCH LANE, YAPTON, WEST SUSSEX
WEDNESDAY 22/05/2013

15 MIN COUNT		COUNT OF VEHICLES ENTERING JUNCTION FROM (AND TURNING):									
		MAIN ROAD (EB)			CHURCH LANE (SB)			MAIN ROAD (WB)			
0800 - 0815		LEFT	AHEAD	**TOT**	LEFT	RIGHT	**TOT**	AHEAD	RIGHT	**TOT**	**TOT (ALL)**
CLASS	PC	0	1	**1**	0	0	**0**	2	0	**2**	**3**
	MC	0	0	**0**	0	0	**0**	3	0	**3**	**3**
	LIGHT	1	87	**88**	4	2	**6**	220	2	**222**	**316**
	HGV	0	4	**4**	0	0	**0**	8	0	**8**	**12**
	BUS	0	0	**0**	0	0	**0**	1	0	**1**	**1**
TOT		**1**	**92**	**93**	**4**	**2**	**6**	**234**	**2**	**236**	**335**
0815 - 0830		LEFT	AHEAD	**TOT**	LEFT	RIGHT	**TOT**	AHEAD	RIGHT	**TOT**	**TOT (ALL)**
CLASS	PC	0	0	**0**	0	0	**0**	2	0	**2**	**2**
	MC	0	1	**1**	0	0	**0**	3	0	**3**	**4**
	LIGHT	1	75	**76**	4	0	**4**	196	5	**201**	**281**
	HGV	0	0	**0**	0	0	**0**	4	0	**4**	**4**
	BUS	0	1	**1**	0	0	**0**	1	0	**1**	**2**
TOT		**1**	**77**	**78**	**4**	**0**	**4**	**206**	**5**	**211**	**293**
0830 - 0845		LEFT	AHEAD	**TOT**	LEFT	RIGHT	**TOT**	AHEAD	RIGHT	**TOT**	**TOT (ALL)**
CLASS	PC	0	1	**1**	0	0	**0**	0	0	**0**	**1**
	MC	0	0	**0**	0	0	**0**	2	0	**2**	**2**
	LIGHT	5	84	**89**	5	5	**10**	216	12	**228**	**327**
	HGV	0	5	**5**	1	0	**1**	3	0	**3**	**9**
	BUS	0	1	**1**	0	0	**0**	0	0	**0**	**1**
TOT		**5**	**91**	**96**	**6**	**5**	**11**	**221**	**12**	**233**	**340**
0845 - 0900		LEFT	AHEAD	**TOT**	LEFT	RIGHT	**TOT**	AHEAD	RIGHT	**TOT**	**TOT (ALL)**
CLASS	PC	0	0	**0**	0	0	**0**	3	0	**3**	**3**
	MC	0	0	**0**	0	0	**0**	1	0	**1**	**1**
	LIGHT	2	93	**95**	14	1	**15**	148	4	**152**	**262**
	HGV	0	6	**6**	0	0	**0**	3	0	**3**	**9**
	BUS	0	0	**0**	0	0	**0**	1	0	**1**	**1**
TOT		**2**	**99**	**101**	**14**	**1**	**15**	**156**	**4**	**160**	**276**

CLASSIFIED VEHICLE TURNING SURVEY
MAIN ROAD / CHURCH LANE, YAPTON, WEST SUSSEX
WEDNESDAY 22/05/2013

15 MIN COUNT		COUNT OF VEHICLES ENTERING JUNCTION FROM (AND TURNING):									
		MAIN ROAD (EB)			CHURCH LANE (SB)			MAIN ROAD (WB)			
0900 - 0915		LEFT	AHEAD	**TOT**	LEFT	RIGHT	**TOT**	AHEAD	RIGHT	**TOT**	**TOT (ALL)**
CLASS	PC	0	0	**0**	0	0	**0**	0	0	**0**	**0**
	MC	0	0	**0**	0	0	**0**	0	0	**0**	**0**
	LIGHT	2	89	**91**	17	4	**21**	117	1	**118**	**230**
	HGV	0	3	**3**	0	0	**0**	5	0	**5**	**8**
	BUS	0	2	**2**	0	0	**0**	2	0	**2**	**4**
TOT		**2**	**94**	**96**	**17**	**4**	**21**	**124**	**1**	**125**	**242**
0915 - 0930		LEFT	AHEAD	**TOT**	LEFT	RIGHT	**TOT**	AHEAD	RIGHT	**TOT**	**TOT (ALL)**
CLASS	PC	0	0	**0**	0	0	**0**	0	0	**0**	**0**
	MC	0	0	**0**	0	0	**0**	2	0	**2**	**2**
	LIGHT	0	86	**86**	7	3	**10**	96	2	**98**	**194**
	HGV	0	2	**2**	0	0	**0**	4	0	**4**	**6**
	BUS	0	0	**0**	0	0	**0**	0	0	**0**	**0**
TOT		**0**	**88**	**88**	**7**	**3**	**10**	**102**	**2**	**104**	**202**
0930 - 0945		LEFT	AHEAD	**TOT**	LEFT	RIGHT	**TOT**	AHEAD	RIGHT	**TOT**	**TOT (ALL)**
CLASS	PC	0	1	**1**	0	0	**0**	2	0	**2**	**3**
	MC	0	0	**0**	0	0	**0**	1	0	**1**	**1**
	LIGHT	1	84	**85**	3	3	**6**	92	2	**94**	**185**
	HGV	0	2	**2**	0	0	**0**	4	0	**4**	**6**
	BUS	0	0	**0**	0	0	**0**	0	0	**0**	**0**
TOT		**1**	**87**	**88**	**3**	**3**	**6**	**99**	**2**	**101**	**195**
0945 - 1000		LEFT	AHEAD	**TOT**	LEFT	RIGHT	**TOT**	AHEAD	RIGHT	**TOT**	**TOT (ALL)**
CLASS	PC	0	1	**1**	0	0	**0**	1	0	**1**	**2**
	MC	0	0	**0**	0	0	**0**	0	0	**0**	**0**
	LIGHT	3	51	**54**	2	0	**2**	81	2	**83**	**139**
	HGV	0	0	**0**	0	0	**0**	1	1	**2**	**2**
	BUS	0	0	**0**	0	0	**0**	0	0	**0**	**0**
TOT		**3**	**52**	**55**	**2**	**0**	**2**	**83**	**3**	**86**	**143**

CLASSIFIED VEHICLE TURNING SURVEY
MAIN ROAD / CHURCH LANE, YAPTON, WEST SUSSEX
WEDNESDAY 22/05/2013

15 MIN COUNT		COUNT OF VEHICLES ENTERING JUNCTION FROM (AND TURNING):									
		MAIN ROAD (EB)			CHURCH LANE (SB)			MAIN ROAD (WB)			
0700 - 1000		LEFT	AHEAD	**TOT**	LEFT	RIGHT	**TOT**	AHEAD	RIGHT	**TOT**	**TOT (ALL)**
CLASS	PC	0	7	**7**	0	2	**2**	26	0	**26**	**35**
	MC	0	3	**3**	0	0	**0**	17	1	**18**	**21**
	LIGHT	18	837	**855**	63	25	**88**	1803	33	**1836**	**2779**
	HGV	0	35	**35**	1	0	**1**	51	1	**52**	**88**
	BUS	0	5	**5**	0	0	**0**	12	0	**12**	**17**
TOT		**18**	**887**	**905**	**64**	**27**	**91**	**1909**	**35**	**1944**	**2940**

CLASSIFIED VEHICLE TURNING SURVEY
MAIN ROAD / CHURCH LANE, YAPTON, WEST SUSSEX
WEDNESDAY 22/05/2013

15 MIN COUNT		COUNT OF VEHICLES ENTERING JUNCTION FROM (AND TURNING):									
		MAIN ROAD (EB)			CHURCH LANE (SB)			MAIN ROAD (WB)			
1600 - 1615		LEFT	AHEAD	**TOT**	LEFT	RIGHT	**TOT**	AHEAD	RIGHT	**TOT**	**TOT (ALL)**
CLASS	PC	0	5	**5**	0	0	**0**	0	0	**0**	**5**
	MC	0	1	**1**	0	0	**0**	1	0	**1**	**2**
	LIGHT	3	148	**151**	4	1	**5**	68	2	**70**	**226**
	HGV	0	4	**4**	0	0	**0**	2	0	**2**	**6**
	BUS	0	2	**2**	0	0	**0**	0	0	**0**	**2**
TOT		**3**	**160**	**163**	**4**	**1**	**5**	**71**	**2**	**73**	**241**
1615 - 1630		LEFT	AHEAD	**TOT**	LEFT	RIGHT	**TOT**	AHEAD	RIGHT	**TOT**	**TOT (ALL)**
CLASS	PC	0	3	**3**	0	0	**0**	2	0	**2**	**5**
	MC	0	2	**2**	0	0	**0**	3	0	**3**	**5**
	LIGHT	3	140	**143**	6	1	**7**	78	4	**82**	**232**
	HGV	0	6	**6**	0	0	**0**	2	0	**2**	**8**
	BUS	0	2	**2**	0	0	**0**	3	0	**3**	**5**
TOT		**3**	**153**	**156**	**6**	**1**	**7**	**88**	**4**	**92**	**255**
1630 - 1645		LEFT	AHEAD	**TOT**	LEFT	RIGHT	**TOT**	AHEAD	RIGHT	**TOT**	**TOT (ALL)**
CLASS	PC	0	4	**4**	0	0	**0**	1	0	**1**	**5**
	MC	0	1	**1**	0	0	**0**	1	0	**1**	**2**
	LIGHT	0	150	**150**	5	0	**5**	80	2	**82**	**237**
	HGV	0	1	**1**	0	0	**0**	4	0	**4**	**5**
	BUS	0	2	**2**	0	0	**0**	1	0	**1**	**3**
TOT		**0**	**158**	**158**	**5**	**0**	**5**	**87**	**2**	**89**	**252**
1645 - 1700		LEFT	AHEAD	**TOT**	LEFT	RIGHT	**TOT**	AHEAD	RIGHT	**TOT**	**TOT (ALL)**
CLASS	PC	1	3	**4**	0	0	**0**	6	0	**6**	**10**
	MC	0	1	**1**	0	0	**0**	0	0	**0**	**1**
	LIGHT	2	162	**164**	7	3	**10**	68	5	**73**	**247**
	HGV	0	0	**0**	0	0	**0**	3	0	**3**	**3**
	BUS	0	1	**1**	0	0	**0**	1	0	**1**	**2**
TOT		**3**	**167**	**170**	**7**	**3**	**10**	**78**	**5**	**83**	**263**

CLASSIFIED VEHICLE TURNING SURVEY
MAIN ROAD / CHURCH LANE, YAPTON, WEST SUSSEX
WEDNESDAY 22/05/2013

15 MIN COUNT		COUNT OF VEHICLES ENTERING JUNCTION FROM (AND TURNING):									
		MAIN ROAD (EB)			CHURCH LANE (SB)			MAIN ROAD (WB)			
1700 - 1715		LEFT	AHEAD	**TOT**	LEFT	RIGHT	**TOT**	AHEAD	RIGHT	**TOT**	**TOT (ALL)**
CLASS	PC	0	3	**3**	0	0	**0**	1	0	**1**	**4**
	MC	0	1	**1**	1	0	**1**	1	0	**1**	**3**
	LIGHT	5	188	**193**	3	1	**4**	89	7	**96**	**293**
	HGV	0	1	**1**	0	0	**0**	2	0	**2**	**3**
	BUS	0	0	**0**	0	0	**0**	0	0	**0**	**0**
TOT		**5**	**193**	**198**	**4**	**1**	**5**	**93**	**7**	**100**	**303**
1715 - 1730		LEFT	AHEAD	**TOT**	LEFT	RIGHT	**TOT**	AHEAD	RIGHT	**TOT**	**TOT (ALL)**
CLASS	PC	0	2	**2**	0	0	**0**	0	0	**0**	**2**
	MC	0	5	**5**	0	0	**0**	1	0	**1**	**6**
	LIGHT	3	179	**182**	2	1	**3**	89	3	**92**	**277**
	HGV	0	5	**5**	0	0	**0**	3	0	**3**	**8**
	BUS	0	0	**0**	0	0	**0**	0	0	**0**	**0**
TOT		**3**	**191**	**194**	**2**	**1**	**3**	**93**	**3**	**96**	**293**
1730 - 1745		LEFT	AHEAD	**TOT**	LEFT	RIGHT	**TOT**	AHEAD	RIGHT	**TOT**	**TOT (ALL)**
CLASS	PC	0	3	**3**	0	0	**0**	4	0	**4**	**7**
	MC	0	0	**0**	0	0	**0**	0	0	**0**	**0**
	LIGHT	2	158	**160**	6	2	**8**	74	5	**79**	**247**
	HGV	0	2	**2**	0	0	**0**	1	0	**1**	**3**
	BUS	0	0	**0**	0	0	**0**	0	0	**0**	**0**
TOT		**2**	**163**	**165**	**6**	**2**	**8**	**79**	**5**	**84**	**257**
1745 - 1800		LEFT	AHEAD	**TOT**	LEFT	RIGHT	**TOT**	AHEAD	RIGHT	**TOT**	**TOT (ALL)**
CLASS	PC	0	2	**2**	1	0	**1**	0	0	**0**	**3**
	MC	0	2	**2**	0	0	**0**	1	0	**1**	**3**
	LIGHT	3	147	**150**	5	3	**8**	91	3	**94**	**252**
	HGV	0	2	**2**	0	0	**0**	1	0	**1**	**3**
	BUS	0	0	**0**	0	0	**0**	0	0	**0**	**0**
TOT		**3**	**153**	**156**	**6**	**3**	**9**	**93**	**3**	**96**	**261**

CLASSIFIED VEHICLE TURNING SURVEY
MAIN ROAD / CHURCH LANE, YAPTON, WEST SUSSEX
WEDNESDAY 22/05/2013

15 MIN COUNT		COUNT OF VEHICLES ENTERING JUNCTION FROM (AND TURNING):									
		MAIN ROAD (EB)			CHURCH LANE (SB)			MAIN ROAD (WB)			
1800 - 1815		LEFT	AHEAD	**TOT**	LEFT	RIGHT	**TOT**	AHEAD	RIGHT	**TOT**	**TOT (ALL)**
CLASS	PC	0	2	**2**	0	0	**0**	0	0	**0**	**2**
	MC	0	3	**3**	0	0	**0**	3	0	**3**	**6**
	LIGHT	4	163	**167**	2	0	**2**	77	2	**79**	**248**
	HGV	0	0	**0**	0	0	**0**	0	1	**1**	**1**
	BUS	0	2	**2**	0	0	**0**	0	0	**0**	**2**
TOT		**4**	**170**	**174**	**2**	**0**	**2**	**80**	**3**	**83**	**259**
1815 - 1830		LEFT	AHEAD	**TOT**	LEFT	RIGHT	**TOT**	AHEAD	RIGHT	**TOT**	**TOT (ALL)**
CLASS	PC	1	2	**3**	1	0	**1**	0	0	**0**	**4**
	MC	0	1	**1**	0	0	**0**	3	0	**3**	**4**
	LIGHT	1	136	**137**	4	0	**4**	74	4	**78**	**219**
	HGV	0	3	**3**	0	0	**0**	2	0	**2**	**5**
	BUS	0	0	**0**	0	0	**0**	1	0	**1**	**1**
TOT		**2**	**142**	**144**	**5**	**0**	**5**	**80**	**4**	**84**	**233**
1830 - 1845		LEFT	AHEAD	**TOT**	LEFT	RIGHT	**TOT**	AHEAD	RIGHT	**TOT**	**TOT (ALL)**
CLASS	PC	0	3	**3**	0	0	**0**	1	0	**1**	**4**
	MC	0	0	**0**	0	0	**0**	2	0	**2**	**2**
	LIGHT	3	127	**130**	1	2	**3**	70	3	**73**	**206**
	HGV	0	1	**1**	0	0	**0**	1	0	**1**	**2**
	BUS	0	0	**0**	0	0	**0**	0	0	**0**	**0**
TOT		**3**	**131**	**134**	**1**	**2**	**3**	**74**	**3**	**77**	**214**
1845 - 1900		LEFT	AHEAD	**TOT**	LEFT	RIGHT	**TOT**	AHEAD	RIGHT	**TOT**	**TOT (ALL)**
CLASS	PC	0	0	**0**	0	0	**0**	1	0	**1**	**1**
	MC	0	1	**1**	0	0	**0**	1	0	**1**	**2**
	LIGHT	2	92	**94**	0	0	**0**	76	2	**78**	**172**
	HGV	0	1	**1**	0	0	**0**	0	0	**0**	**1**
	BUS	0	0	**0**	0	0	**0**	0	0	**0**	**0**
TOT		**2**	**94**	**96**	**0**	**0**	**0**	**78**	**2**	**80**	**176**

CLASSIFIED VEHICLE TURNING SURVEY
MAIN ROAD / CHURCH LANE, YAPTON, WEST SUSSEX
WEDNESDAY 22/05/2013

15 MIN COUNT		COUNT OF VEHICLES ENTERING JUNCTION FROM (AND TURNING):									
		MAIN ROAD (EB)			CHURCH LANE (SB)			MAIN ROAD (WB)			
1600 - 1900		LEFT	AHEAD	**TOT**	LEFT	RIGHT	**TOT**	AHEAD	RIGHT	**TOT**	**TOT (ALL)**
CLASS	PC	2	32	**34**	2	0	**2**	16	0	**16**	**52**
	MC	0	18	**18**	1	0	**1**	17	0	**17**	**36**
	LIGHT	31	1790	**1821**	45	14	**59**	934	42	**976**	**2856**
	HGV	0	26	**26**	0	0	**0**	21	1	**22**	**48**
	BUS	0	9	**9**	0	0	**0**	6	0	**6**	**15**
TOT		**33**	**1875**	**1908**	**48**	**14**	**62**	**994**	**43**	**1037**	**3007**

CLASSIFIED VEHICLE TURNING SURVEY
BURNDELL ROAD / BILSHAM ROAD / MAIN ROAD, YAPTON, WEST SUSSEX
WEDNESDAY 22/05/2013

15 MIN COUNT		COUNT OF VEHICLES ENTERING JUNCTION FROM (AND TURNING):									
		BURNDELL ROAD (WB)			BILSHAM ROAD (NB)			MAIN ROAD (EB)			
0700 - 0715		LEFT	AHEAD	**TOT**	LEFT	RIGHT	**TOT**	AHEAD	RIGHT	**TOT**	**TOT (ALL)**
CLASS	PC	0	0	**0**	3	1	**4**	0	1	**1**	**5**
	MC	0	1	**1**	0	0	**0**	1	0	**1**	**2**
	LIGHT	4	38	**42**	52	7	**59**	23	14	**37**	**138**
	HGV	0	4	**4**	0	0	**0**	0	1	**1**	**5**
	BUS	2	0	**2**	0	0	**0**	0	0	**0**	**2**
TOT		**6**	**43**	**49**	**55**	**8**	**63**	**24**	**16**	**40**	**152**
0715 - 0730		LEFT	AHEAD	**TOT**	LEFT	RIGHT	**TOT**	AHEAD	RIGHT	**TOT**	**TOT (ALL)**
CLASS	PC	1	0	**1**	2	0	**2**	1	0	**1**	**4**
	MC	0	0	**0**	1	0	**1**	1	0	**1**	**2**
	LIGHT	3	46	**49**	84	9	**93**	35	11	**46**	**188**
	HGV	0	3	**3**	2	0	**2**	2	1	**3**	**8**
	BUS	1	0	**1**	0	0	**0**	0	0	**0**	**1**
TOT		**5**	**49**	**54**	**89**	**9**	**98**	**39**	**12**	**51**	**203**
0730 - 0745		LEFT	AHEAD	**TOT**	LEFT	RIGHT	**TOT**	AHEAD	RIGHT	**TOT**	**TOT (ALL)**
CLASS	PC	1	1	**2**	3	1	**4**	1	0	**1**	**7**
	MC	0	1	**1**	1	0	**1**	0	0	**0**	**2**
	LIGHT	7	62	**69**	110	9	**119**	35	15	**50**	**238**
	HGV	0	3	**3**	0	0	**0**	4	2	**6**	**9**
	BUS	1	1	**2**	2	1	**3**	0	0	**0**	**5**
TOT		**9**	**68**	**77**	**116**	**11**	**127**	**40**	**17**	**57**	**261**
0745 - 0800		LEFT	AHEAD	**TOT**	LEFT	RIGHT	**TOT**	AHEAD	RIGHT	**TOT**	**TOT (ALL)**
CLASS	PC	0	0	**0**	1	1	**2**	0	0	**0**	**2**
	MC	0	1	**1**	0	1	**1**	0	0	**0**	**2**
	LIGHT	6	81	**87**	115	23	**138**	38	24	**62**	**287**
	HGV	0	2	**2**	1	1	**2**	4	1	**5**	**9**
	BUS	1	1	**2**	0	0	**0**	0	1	**1**	**3**
TOT		**7**	**85**	**92**	**117**	**26**	**143**	**42**	**26**	**68**	**303**

CLASSIFIED VEHICLE TURNING SURVEY
BURNDELL ROAD / BILSHAM ROAD / MAIN ROAD, YAPTON, WEST SUSSEX
WEDNESDAY 22/05/2013

15 MIN COUNT		COUNT OF VEHICLES ENTERING JUNCTION FROM (AND TURNING):									
		BURNDELL ROAD (WB)			BILSHAM ROAD (NB)			MAIN ROAD (EB)			
0800 - 0815		LEFT	AHEAD	**TOT**	LEFT	RIGHT	**TOT**	AHEAD	RIGHT	**TOT**	**TOT (ALL)**
CLASS	PC	1	2	**3**	2	0	**2**	0	1	**1**	**6**
	MC	0	3	**3**	0	0	**0**	1	0	**1**	**4**
	LIGHT	15	75	**90**	133	12	**145**	57	33	**90**	**325**
	HGV	0	2	**2**	5	0	**5**	3	1	**4**	**11**
	BUS	1	0	**1**	1	1	**2**	0	0	**0**	**3**
TOT		**17**	**82**	**99**	**141**	**13**	**154**	**61**	**35**	**96**	**349**
0815 - 0830		LEFT	AHEAD	**TOT**	LEFT	RIGHT	**TOT**	AHEAD	RIGHT	**TOT**	**TOT (ALL)**
CLASS	PC	0	0	**0**	0	0	**0**	0	0	**0**	**0**
	MC	0	0	**0**	2	0	**2**	0	0	**0**	**2**
	LIGHT	14	78	**92**	120	16	**136**	53	29	**82**	**310**
	HGV	1	2	**3**	1	0	**1**	1	0	**1**	**5**
	BUS	1	0	**1**	0	0	**0**	1	0	**1**	**2**
TOT		**16**	**80**	**96**	**123**	**16**	**139**	**55**	**29**	**84**	**319**
0830 - 0845		LEFT	AHEAD	**TOT**	LEFT	RIGHT	**TOT**	AHEAD	RIGHT	**TOT**	**TOT (ALL)**
CLASS	PC	0	0	**0**	2	0	**2**	0	0	**0**	**2**
	MC	0	1	**1**	1	0	**1**	1	0	**1**	**3**
	LIGHT	12	95	**107**	118	8	**126**	62	32	**94**	**327**
	HGV	0	1	**1**	1	1	**2**	4	1	**5**	**8**
	BUS	1	0	**1**	0	1	**1**	0	0	**0**	**2**
TOT		**13**	**97**	**110**	**122**	**10**	**132**	**67**	**33**	**100**	**342**
0845 - 0900		LEFT	AHEAD	**TOT**	LEFT	RIGHT	**TOT**	AHEAD	RIGHT	**TOT**	**TOT (ALL)**
CLASS	PC	0	0	**0**	2	0	**2**	1	1	**2**	**4**
	MC	0	0	**0**	0	0	**0**	0	0	**0**	**0**
	LIGHT	11	60	**71**	79	12	**91**	49	36	**85**	**247**
	HGV	0	1	**1**	0	0	**0**	5	0	**5**	**6**
	BUS	1	0	**1**	1	0	**1**	0	0	**0**	**2**
TOT		**12**	**61**	**73**	**82**	**12**	**94**	**55**	**37**	**92**	**259**

CLASSIFIED VEHICLE TURNING SURVEY
BURNDELL ROAD / BILSHAM ROAD / MAIN ROAD, YAPTON, WEST SUSSEX
WEDNESDAY 22/05/2013

15 MIN COUNT		COUNT OF VEHICLES ENTERING JUNCTION FROM (AND TURNING):									
		BURNDELL ROAD (WB)			BILSHAM ROAD (NB)			MAIN ROAD (EB)			
0900 - 0915		LEFT	AHEAD	**TOT**	LEFT	RIGHT	**TOT**	AHEAD	RIGHT	**TOT**	**TOT (ALL)**
CLASS	PC	0	0	**0**	0	0	**0**	0	0	**0**	**0**
	MC	0	0	**0**	0	0	**0**	0	0	**0**	**0**
	LIGHT	7	47	**54**	60	8	**68**	53	52	**105**	**227**
	HGV	0	3	**3**	1	0	**1**	3	3	**6**	**10**
	BUS	0	1	**1**	1	1	**2**	0	0	**0**	**3**
TOT		**7**	**51**	**58**	**62**	**9**	**71**	**56**	**55**	**111**	**240**
0915 - 0930		LEFT	AHEAD	**TOT**	LEFT	RIGHT	**TOT**	AHEAD	RIGHT	**TOT**	**TOT (ALL)**
CLASS	PC	0	0	**0**	0	0	**0**	0	0	**0**	**0**
	MC	0	1	**1**	1	0	**1**	0	0	**0**	**2**
	LIGHT	10	48	**58**	43	10	**53**	52	35	**87**	**198**
	HGV	1	3	**4**	1	0	**1**	3	1	**4**	**9**
	BUS	0	1	**1**	0	0	**0**	0	0	**0**	**1**
TOT		**11**	**53**	**64**	**45**	**10**	**55**	**55**	**36**	**91**	**210**
0930 - 0945		LEFT	AHEAD	**TOT**	LEFT	RIGHT	**TOT**	AHEAD	RIGHT	**TOT**	**TOT (ALL)**
CLASS	PC	0	0	**0**	1	0	**1**	1	0	**1**	**2**
	MC	0	0	**0**	0	0	**0**	0	0	**0**	**0**
	LIGHT	4	43	**47**	39	5	**44**	67	25	**92**	**183**
	HGV	0	3	**3**	0	0	**0**	0	0	**0**	**3**
	BUS	1	0	**1**	0	1	**1**	1	0	**1**	**3**
TOT		**5**	**46**	**51**	**40**	**6**	**46**	**69**	**25**	**94**	**191**
0945 - 1000		LEFT	AHEAD	**TOT**	LEFT	RIGHT	**TOT**	AHEAD	RIGHT	**TOT**	**TOT (ALL)**
CLASS	PC	0	2	**2**	0	0	**0**	0	0	**0**	**2**
	MC	0	0	**0**	0	1	**1**	0	0	**0**	**1**
	LIGHT	7	46	**53**	40	10	**50**	33	31	**64**	**167**
	HGV	0	2	**2**	2	2	**4**	0	0	**0**	**6**
	BUS	0	0	**0**	0	0	**0**	0	0	**0**	**0**
TOT		**7**	**50**	**57**	**42**	**13**	**55**	**33**	**31**	**64**	**176**

CLASSIFIED VEHICLE TURNING SURVEY
BURNDELL ROAD / BILSHAM ROAD / MAIN ROAD, YAPTON, WEST SUSSEX
WEDNESDAY 22/05/2013

15 MIN COUNT		COUNT OF VEHICLES ENTERING JUNCTION FROM (AND TURNING):									
		BURNDELL ROAD (WB)			BILSHAM ROAD (NB)			MAIN ROAD (EB)			
0700 - 1000		LEFT	AHEAD	**TOT**	LEFT	RIGHT	**TOT**	AHEAD	RIGHT	**TOT**	**TOT (ALL)**
CLASS	PC	3	5	**8**	16	3	**19**	4	3	**7**	**34**
	MC	0	8	**8**	6	2	**8**	4	0	**4**	**20**
	LIGHT	100	719	**819**	993	129	**1122**	557	337	**894**	**2835**
	HGV	2	29	**31**	14	4	**18**	29	11	**40**	**89**
	BUS	10	4	**14**	5	5	**10**	2	1	**3**	**27**
TOT		**115**	**765**	**880**	**1034**	**143**	**1177**	**596**	**352**	**948**	**3005**

CLASSIFIED VEHICLE TURNING SURVEY
BURNDELL ROAD / BILSHAM ROAD / MAIN ROAD, YAPTON, WEST SUSSEX
WEDNESDAY 22/05/2013

15 MIN COUNT		COUNT OF VEHICLES ENTERING JUNCTION FROM (AND TURNING):									
		BURNDELL ROAD (WB)			BILSHAM ROAD (NB)			MAIN ROAD (EB)			
1600 - 1615		LEFT	AHEAD	**TOT**	LEFT	RIGHT	**TOT**	AHEAD	RIGHT	**TOT**	**TOT (ALL)**
CLASS	PC	1	0	**1**	1	0	**1**	0	0	**0**	**2**
	MC	0	1	**1**	0	0	**0**	0	0	**0**	**1**
	LIGHT	13	41	**54**	33	6	**39**	75	60	**135**	**228**
	HGV	0	1	**1**	0	0	**0**	1	1	**2**	**3**
	BUS	1	0	**1**	0	1	**1**	1	0	**1**	**3**
TOT		**15**	**43**	**58**	**34**	**7**	**41**	**77**	**61**	**138**	**237**
1615 - 1630		LEFT	AHEAD	**TOT**	LEFT	RIGHT	**TOT**	AHEAD	RIGHT	**TOT**	**TOT (ALL)**
CLASS	PC	0	0	**0**	1	0	**1**	0	0	**0**	**1**
	MC	1	0	**1**	0	0	**0**	1	0	**1**	**2**
	LIGHT	12	49	**61**	38	13	**51**	66	76	**142**	**254**
	HGV	0	1	**1**	1	0	**1**	2	2	**4**	**6**
	BUS	1	1	**2**	0	0	**0**	1	0	**1**	**3**
TOT		**14**	**51**	**65**	**40**	**13**	**53**	**70**	**78**	**148**	**266**
1630 - 1645		LEFT	AHEAD	**TOT**	LEFT	RIGHT	**TOT**	AHEAD	RIGHT	**TOT**	**TOT (ALL)**
CLASS	PC	1	1	**2**	0	0	**0**	2	0	**2**	**4**
	MC	0	1	**1**	0	0	**0**	1	1	**2**	**3**
	LIGHT	17	58	**75**	43	10	**53**	93	62	**155**	**283**
	HGV	0	1	**1**	0	1	**1**	3	0	**3**	**5**
	BUS	0	0	**0**	1	1	**2**	2	0	**2**	**4**
TOT		**18**	**61**	**79**	**44**	**12**	**56**	**101**	**63**	**164**	**299**
1645 - 1700		LEFT	AHEAD	**TOT**	LEFT	RIGHT	**TOT**	AHEAD	RIGHT	**TOT**	**TOT (ALL)**
CLASS	PC	1	0	**1**	2	0	**2**	2	4	**6**	**9**
	MC	0	0	**0**	0	0	**0**	1	0	**1**	**1**
	LIGHT	13	37	**50**	38	8	**46**	92	59	**151**	**247**
	HGV	0	2	**2**	0	0	**0**	2	1	**3**	**5**
	BUS	1	0	**1**	2	1	**3**	0	0	**0**	**4**
TOT		**15**	**39**	**54**	**42**	**9**	**51**	**97**	**64**	**161**	**266**

CLASSIFIED VEHICLE TURNING SURVEY
BURNDELL ROAD / BILSHAM ROAD / MAIN ROAD, YAPTON, WEST SUSSEX
WEDNESDAY 22/05/2013

15 MIN COUNT		COUNT OF VEHICLES ENTERING JUNCTION FROM (AND TURNING):									
		BURNDELL ROAD (WB)			BILSHAM ROAD (NB)			MAIN ROAD (EB)			
1700 - 1715		LEFT	AHEAD	**TOT**	LEFT	RIGHT	**TOT**	AHEAD	RIGHT	**TOT**	**TOT (ALL)**
CLASS	PC	1	3	**4**	0	0	**0**	0	0	**0**	**4**
	MC	0	0	**0**	0	0	**0**	3	0	**3**	**3**
	LIGHT	12	51	**63**	48	15	**63**	97	78	**175**	**301**
	HGV	0	2	**2**	0	0	**0**	0	0	**0**	**2**
	BUS	0	0	**0**	0	0	**0**	0	0	**0**	**0**
TOT		**13**	**56**	**69**	**48**	**15**	**63**	**100**	**78**	**178**	**310**
1715 - 1730		LEFT	AHEAD	**TOT**	LEFT	RIGHT	**TOT**	AHEAD	RIGHT	**TOT**	**TOT (ALL)**
CLASS	PC	0	0	**0**	0	0	**0**	0	1	**1**	**1**
	MC	1	0	**1**	1	0	**1**	4	1	**5**	**7**
	LIGHT	12	54	**66**	36	7	**43**	104	74	**178**	**287**
	HGV	0	1	**1**	2	0	**2**	3	1	**4**	**7**
	BUS	1	1	**2**	0	1	**1**	0	0	**0**	**3**
TOT		**14**	**56**	**70**	**39**	**8**	**47**	**111**	**77**	**188**	**305**
1730 - 1745		LEFT	AHEAD	**TOT**	LEFT	RIGHT	**TOT**	AHEAD	RIGHT	**TOT**	**TOT (ALL)**
CLASS	PC	0	1	**1**	5	1	**6**	2	3	**5**	**12**
	MC	0	0	**0**	0	1	**1**	0	0	**0**	**1**
	LIGHT	10	44	**54**	35	14	**49**	90	67	**157**	**260**
	HGV	0	0	**0**	1	0	**1**	0	1	**1**	**2**
	BUS	0	0	**0**	0	1	**1**	1	0	**1**	**2**
TOT		**10**	**45**	**55**	**41**	**17**	**58**	**93**	**71**	**164**	**277**
1745 - 1800		LEFT	AHEAD	**TOT**	LEFT	RIGHT	**TOT**	AHEAD	RIGHT	**TOT**	**TOT (ALL)**
CLASS	PC	0	0	**0**	0	0	**0**	3	1	**4**	**4**
	MC	0	0	**0**	0	0	**0**	0	0	**0**	**0**
	LIGHT	18	52	**70**	49	12	**61**	70	83	**153**	**284**
	HGV	0	0	**0**	0	0	**0**	1	1	**2**	**2**
	BUS	1	0	**1**	0	0	**0**	0	0	**0**	**1**
TOT		**19**	**52**	**71**	**49**	**12**	**61**	**74**	**85**	**159**	**291**

CLASSIFIED VEHICLE TURNING SURVEY
BURNDELL ROAD / BILSHAM ROAD / MAIN ROAD, YAPTON, WEST SUSSEX
WEDNESDAY 22/05/2013

15 MIN COUNT		COUNT OF VEHICLES ENTERING JUNCTION FROM (AND TURNING):									
		BURNDELL ROAD (WB)			BILSHAM ROAD (NB)			MAIN ROAD (EB)			
1800 - 1815		LEFT	AHEAD	**TOT**	LEFT	RIGHT	**TOT**	AHEAD	RIGHT	**TOT**	**TOT (ALL)**
CLASS	PC	0	0	**0**	1	1	**2**	2	1	**3**	**5**
	MC	1	2	**3**	3	1	**4**	2	1	**3**	**10**
	LIGHT	16	49	**65**	32	9	**41**	65	84	**149**	**255**
	HGV	1	0	**1**	2	0	**2**	0	0	**0**	**3**
	BUS	1	0	**1**	1	1	**2**	0	1	**1**	**4**
TOT		**19**	**51**	**70**	**39**	**12**	**51**	**69**	**87**	**156**	**277**
1815 - 1830		LEFT	AHEAD	**TOT**	LEFT	RIGHT	**TOT**	AHEAD	RIGHT	**TOT**	**TOT (ALL)**
CLASS	PC	0	0	**0**	0	1	**1**	0	1	**1**	**2**
	MC	0	1	**1**	1	0	**1**	1	0	**1**	**3**
	LIGHT	9	44	**53**	32	13	**45**	64	74	**138**	**236**
	HGV	0	1	**1**	1	0	**1**	1	0	**1**	**3**
	BUS	0	0	**0**	0	1	**1**	0	1	**1**	**2**
TOT		**9**	**46**	**55**	**34**	**15**	**49**	**66**	**76**	**142**	**246**
1830 - 1845		LEFT	AHEAD	**TOT**	LEFT	RIGHT	**TOT**	AHEAD	RIGHT	**TOT**	**TOT (ALL)**
CLASS	PC	0	1	**1**	2	0	**2**	2	0	**2**	**5**
	MC	0	2	**2**	0	0	**0**	0	0	**0**	**2**
	LIGHT	10	44	**54**	35	13	**48**	58	63	**121**	**223**
	HGV	0	1	**1**	0	0	**0**	1	0	**1**	**2**
	BUS	0	0	**0**	0	1	**1**	0	0	**0**	**1**
TOT		**10**	**48**	**58**	**37**	**14**	**51**	**61**	**63**	**124**	**233**
1845 - 1900		LEFT	AHEAD	**TOT**	LEFT	RIGHT	**TOT**	AHEAD	RIGHT	**TOT**	**TOT (ALL)**
CLASS	PC	0	0	**0**	0	0	**0**	1	0	**1**	**1**
	MC	1	1	**2**	0	0	**0**	2	0	**2**	**4**
	LIGHT	7	50	**57**	27	10	**37**	36	42	**78**	**172**
	HGV	0	0	**0**	1	0	**1**	0	1	**1**	**2**
	BUS	1	0	**1**	0	1	**1**	0	0	**0**	**2**
TOT		**9**	**51**	**60**	**28**	**11**	**39**	**39**	**43**	**82**	**181**

CLASSIFIED VEHICLE TURNING SURVEY
BURNDELL ROAD / BILSHAM ROAD / MAIN ROAD, YAPTON, WEST SUSSEX
WEDNESDAY 22/05/2013

15 MIN COUNT		COUNT OF VEHICLES ENTERING JUNCTION FROM (AND TURNING):									
		BURNDELL ROAD (WB)			BILSHAM ROAD (NB)			MAIN ROAD (EB)			
1600 - 1900		LEFT	AHEAD	**TOT**	LEFT	RIGHT	**TOT**	AHEAD	RIGHT	**TOT**	**TOT (ALL)**
CLASS	PC	4	6	**10**	12	3	**15**	14	11	**25**	**50**
	MC	4	8	**12**	5	2	**7**	15	3	**18**	**37**
	LIGHT	149	573	**722**	446	130	**576**	910	822	**1732**	**3030**
	HGV	1	10	**11**	8	1	**9**	14	8	**22**	**42**
	BUS	7	2	**9**	4	9	**13**	5	2	**7**	**29**
TOT		**165**	**599**	**764**	**475**	**145**	**620**	**958**	**846**	**1804**	**3188**

VEHICLE QUEUE LENGTH SURVEY
SITE 1 - A27 ARUNDEL ROAD / B2132 YAPTON LANE, YAPTON, WEST SUSSEX
WEDNESDAY 22/05/2013

NUMBER OF STATIONARY VEHICLES QUEUING ON APPROACH TO JUNCTION:			
TIME	YAPTON LANE (NB)	ARUNDEL ROAD (EB)	ARUNDEL ROAD (WB)
	LANE 1	RIGHT TURN FILTER LANE	LEFT TURN OFF SLIP
0700	0	1	0
0705	0	0	0
0710	0	1	0
0715	0	0	0
0720	0	0	0
0725	0	4	0
0730	0	2	0
0735	0	0	0
0740	0	1	0
0745	0	2	0
0750	0	1	0
0755	0	0	0
0800	0	0	0
0805	0	0	0
0810	0	0	0
0815	0	0	0
0820	0	0	0
0825	0	1	0
0830	0	0	0
0835	0	0	0
0840	0	0	0
0845	0	0	0
0850	0	2	0
0855	0	0	0
0900	0	1	0
0905	0	0	0
0910	0	1	0
0915	0	0	0
0920	0	0	0
0925	0	0	0
0930	0	0	0
0935	0	4	0
0940	0	1	0
0945	0	0	0
0950	0	0	0
0955	0	0	0
1000	0	0	0

VEHICLE QUEUE LENGTH SURVEY
SITE 1 - A27 ARUNDEL ROAD / B2132 YAPTON LANE, YAPTON, WEST SUSSEX
WEDNESDAY 22/05/2013

NUMBER OF STATIONARY VEHICLES QUEUING ON APPROACH TO JUNCTION:			
TIME	YAPTON LANE (NB)	ARUNDEL ROAD (EB)	ARUNDEL ROAD (WB)
	LANE 1	RIGHT TURN FILTER LANE	LEFT TURN OFF SLIP
1600	0	1	0
1605	0	0	0
1610	0	3	0
1615	0	5	0
1620	0	1	0
1625	0	3	0
1630	0	1	0
1635	0	5	0
1640	0	5	0
1645	0	3	0
1650	0	2	0
1655	0	5	0
1700	0	10	0
1705	0	4	0
1710	0	3	0
1715	0	13	0
1720	0	3	0
1725	0	8	0
1730	0	9	0
1735	0	1	0
1740	0	3	0
1745	0	3	0
1750	0	0	0
1755	0	5	0
1800	0	0	0
1805	0	1	0
1810	0	0	0
1815	0	0	0
1820	0	0	0
1825	0	0	0
1830	0	0	0
1835	0	1	0
1840	0	0	0
1845	0	0	0
1850	0	0	0
1855	0	0	0
1900	0	0	0

ARUN DISTRICT COUNCIL Y/99/13/

VEHICLE QUEUE LENGTH SURVEY
SITE 2- B2132 YAPTON LANE / THE STREET, YAPTON, WEST SUSSEX
WEDNESDAY 22/05/2013

NUMBER OF STATIONARY VEHICLES QUEUING ON APPROACH TO JUNCTION:			
TIME	YAPTON LANE (SB)	THE STREET (EB)	YAPTON LANE (NB)
	LANE 1	LANE 1	LANE 1
0700	0	0	0
0705	0	0	0
0710	0	0	0
0715	0	0	0
0720	0	0	0
0725	0	0	0
0730	0	1	0
0735	0	0	0
0740	0	0	0
0745	0	0	0
0750	0	0	0
0755	0	0	0
0800	0	0	0
0805	0	0	0
0810	0	0	0
0815	0	0	0
0820	0	0	0
0825	0	0	0
0830	0	0	0
0835	0	0	0
0840	0	0	0
0845	0	0	0
0850	0	0	0
0855	0	0	0
0900	0	0	0
0905	0	0	0
0910	0	0	0
0915	0	0	0
0920	0	0	0
0925	0	0	0
0930	0	0	0
0935	0	0	0
0940	0	0	0
0945	0	0	0
0950	0	0	0
0955	0	0	0
1000	0	0	0

VEHICLE QUEUE LENGTH SURVEY
SITE 2- B2132 YAPTON LANE / THE STREET, YAPTON, WEST SUSSEX
WEDNESDAY 22/05/2013

NUMBER OF STATIONARY VEHICLES QUEUING ON APPROACH TO JUNCTION:			
TIME	YAPTON LANE (SB)	THE STREET (EB)	YAPTON LANE (NB)
	LANE 1	LANE 1	LANE 1
1600	0	0	0
1605	0	2	0
1610	0	0	0
1615	0	0	0
1620	0	0	0
1625	0	0	0
1630	0	0	0
1635	0	0	0
1640	0	0	0
1645	0	0	0
1650	0	0	0
1655	0	0	0
1700	0	0	3
1705	0	0	0
1710	0	1	0
1715	4	0	0
1720	0	0	0
1725	0	0	0
1730	0	0	0
1735	0	0	0
1740	0	0	0
1745	0	0	0
1750	0	0	1
1755	0	0	1
1800	0	0	0
1805	0	0	0
1810	0	0	0
1815	0	0	0
1820	0	0	0
1825	0	0	0
1830	0	0	0
1835	0	0	0
1840	0	0	0
1845	0	0	0
1850	0	0	0
1855	0	0	0
1900	0	0	0

VEHICLE QUEUE LENGTH SURVEY
SITE 3 - B2132 NORTH END ROAD / FORD LANE / MAYPOLE LANE, YAPTON, WEST SUSSEX
WEDNESDAY 22/05/2013

NUMBER OF STATIONARY VEHICLES QUEUING ON APPROACH TO JUNCTION:				
TIME	NORTH END ROAD (SB)	FORD LANE (WB)	NORTH END ROAD (NB)	MAYPOLE LANE (EB)
	LANE 1	LANE 1	LANE 1	LANE 1
0700	0	0	0	0
0705	0	0	0	0
0710	0	2	0	0
0715	0	0	0	0
0720	0	2	0	0
0725	0	1	0	0
0730	0	0	0	0
0735	0	2	0	0
0740	0	4	5	0
0745	0	5	0	0
0750	0	7	0	0
0755	0	2	0	0
0800	0	0	5	1
0805	0	7	0	0
0810	0	4	0	0
0815	0	4	0	0
0820	0	4	0	0
0825	0	1	0	0
0830	0	1	0	0
0835	0	3	0	1
0840	0	1	0	0
0845	0	0	0	0
0850	0	0	0	0
0855	0	3	0	0
0900	0	0	0	0
0905	0	3	0	0
0910	0	1	0	0
0915	0	2	0	0
0920	0	0	0	0
0925	0	1	0	0
0930	0	0	0	0
0935	0	0	0	0
0940	0	0	0	0
0945	0	1	1	0
0950	0	0	0	0
0955	0	1	0	0
1000	0	0	0	0

VEHICLE QUEUE LENGTH SURVEY
SITE 3 - B2132 NORTH END ROAD / FORD LANE / MAYPOLE LANE, YAPTON, WEST SUSSEX
WEDNESDAY 22/05/2013

NUMBER OF STATIONARY VEHICLES QUEUING ON APPROACH TO JUNCTION:				
TIME	NORTH END ROAD (SB)	FORD LANE (WB)	NORTH END ROAD (NB)	MAYPOLE LANE (EB)
	LANE 1	LANE 1	LANE 1	LANE 1
1600	0	0	0	0
1605	0	0	0	0
1610	0	0	0	0
1615	0	0	0	0
1620	0	0	0	0
1625	0	0	0	0
1630	0	0	0	0
1635	0	2	0	0
1640	0	0	0	0
1645	0	1	0	0
1650	0	1	0	0
1655	0	3	0	0
1700	0	0	0	0
1705	0	0	0	0
1710	0	3	0	0
1715	0	4	0	0
1720	0	6	0	0
1725	0	1	0	0
1730	0	3	0	0
1735	0	0	0	1
1740	0	0	0	0
1745	0	0	0	0
1750	0	1	0	0
1755	0	0	0	0
1800	0	2	0	0
1805	0	0	0	0
1810	0	0	0	0
1815	0	0	0	0
1820	0	0	0	0
1825	0	0	0	0
1830	0	1	0	0
1835	0	1	0	0
1840	0	1	0	0
1845	0	0	0	0
1850	0	0	0	0
1855	0	0	0	0
1900	0	0	0	0

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VEHICLE QUEUE LENGTH SURVEY
SITE 4 - NORTH END ROAD / CHURCH LANE, YAPTON, WEST SUSSEX
WEDNESDAY 22/05/2013

NUMBER OF STATIONARY VEHICLES QUEUING ON APPROACH TO JUNCTION:			
TIME	NORTH END ROAD (SB)	CHURCH LANE	NORTH END ROAD (NB)
	LANE 1	LANE 1	LANE 1
0700	0	0	0
0705	0	0	0
0710	0	0	0
0715	0	0	0
0720	0	0	0
0725	0	0	0
0730	0	0	0
0735	0	0	0
0740	0	1	0
0745	0	0	0
0750	0	2	0
0755	0	0	0
0800	0	0	0
0805	0	1	0
0810	0	0	0
0815	0	0	0
0820	0	0	0
0825	0	0	0
0830	0	0	0
0835	0	0	0
0840	0	0	0
0845	0	0	0
0850	0	0	0
0855	0	0	0
0900	0	0	0
0905	0	0	0
0910	0	1	0
0915	0	0	0
0920	0	0	0
0925	0	0	0
0930	0	0	0
0935	0	0	0
0940	0	0	0
0945	0	0	0
0950	0	0	0
0955	0	0	0
1000	0	0	0

VEHICLE QUEUE LENGTH SURVEY
SITE 4 - NORTH END ROAD / CHURCH LANE, YAPTON, WEST SUSSEX
WEDNESDAY 22/05/2013

NUMBER OF STATIONARY VEHICLES QUEUING ON APPROACH TO JUNCTION:			
TIME	NORTH END ROAD (SB)	CHURCH LANE	NORTH END ROAD (NB)
	LANE 1	LANE 1	LANE 1
1600	0	0	0
1605	0	0	0
1610	0	0	0
1615	0	0	0
1620	0	0	0
1625	0	0	0
1630	0	0	0
1635	0	0	0
1640	0	0	0
1645	0	0	0
1650	0	0	0
1655	0	0	0
1700	0	0	0
1705	0	0	0
1710	0	0	0
1715	0	0	0
1720	0	1	0
1725	0	0	0
1730	0	0	0
1735	0	0	1
1740	0	0	0
1745	0	0	0
1750	0	0	0
1755	0	1	0
1800	0	0	0
1805	0	0	0
1810	0	0	0
1815	0	0	0
1820	0	0	0
1825	0	0	0
1830	0	0	0
1835	0	0	0
1840	0	0	0
1845	0	0	0
1850	0	0	0
1855	0	0	0
1900	0	0	0

VEHICLE QUEUE LENGTH SURVEY
SITE 5 - NORTH END ROAD / MAIN ROAD, YAPTON, WEST SUSSEX
WEDNESDAY 22/05/2013

NUMBER OF STATIONARY VEHICLES QUEUING ON APPROACH TO JUNCTION:			
TIME	MAIN ROAD (EB)	NORTH END ROAD	MAIN ROAD (WB)
	LANE 1	LANE 1	LANE 1
0700	0	0	0
0705	0	0	0
0710	0	0	0
0715	0	0	0
0720	0	0	0
0725	3	1	0
0730	0	0	0
0735	0	0	0
0740	0	0	0
0745	0	0	0
0750	0	0	4
0755	0	0	0
0800	0	0	0
0805	1	0	0
0810	0	0	0
0815	0	0	0
0820	0	0	0
0825	0	0	0
0830	2	0	0
0835	0	0	0
0840	0	0	0
0845	2	0	0
0850	0	0	0
0855	0	0	0
0900	0	0	0
0905	0	4	0
0910	2	0	0
0915	0	0	0
0920	0	0	0
0925	0	0	0
0930	0	0	0
0935	0	0	0
0940	0	0	0
0945	0	0	0
0950	0	0	0
0955	0	0	0
1000	0	0	0

VEHICLE QUEUE LENGTH SURVEY
SITE 5 - NORTH END ROAD / MAIN ROAD, YAPTON, WEST SUSSEX
WEDNESDAY 22/05/2013

NUMBER OF STATIONARY VEHICLES QUEUING ON APPROACH TO JUNCTION:			
TIME	MAIN ROAD (EB)	NORTH END ROAD	MAIN ROAD (WB)
	LANE 1	LANE 1	LANE 1
1600	0	0	0
1605	0	1	0
1610	5	3	0
1615	0	0	0
1620	0	0	0
1625	0	0	0
1630	0	0	0
1635	0	0	0
1640	0	0	0
1645	0	0	0
1650	0	0	0
1655	0	4	0
1700	1	0	0
1705	0	0	0
1710	0	0	0
1715	0	0	0
1720	0	6	0
1725	0	0	0
1730	0	0	0
1735	0	0	0
1740	0	0	0
1745	0	0	0
1750	0	0	0
1755	0	0	0
1800	1	0	0
1805	0	0	0
1810	0	0	0
1815	1	0	0
1820	0	0	0
1825	0	0	0
1830	0	3	0
1835	0	0	0
1840	0	0	0
1845	0	0	0
1850	0	0	0
1855	0	0	0
1900	0	0	0

VEHICLE QUEUE LENGTH SURVEY
SITE 6 MAIN ROAD / CHURCH LANE, YAPTON, WEST SUSSEX
WEDNESDAY 22/05/2013

NUMBER OF STATIONARY VEHICLES QUEUING ON APPROACH TO JUNCTION:			
TIME	MAIN ROAD (EB)	CHURCH LANE	MAIN ROAD (WB)
	LANE 1	LANE 1	LANE 1
0700	0	0	0
0705	0	0	0
0710	0	0	0
0715	0	0	0
0720	0	0	0
0725	0	0	0
0730	0	0	0
0735	0	0	0
0740	0	0	0
0745	0	0	0
0750	0	1	0
0755	0	0	0
0800	0	0	0
0805	0	0	0
0810	0	0	0
0815	0	0	0
0820	0	0	0
0825	0	0	0
0830	0	0	0
0835	0	0	0
0840	0	1	0
0845	0	0	0
0850	0	0	0
0855	0	1	0
0900	0	0	0
0905	0	0	0
0910	0	0	0
0915	0	1	0
0920	0	0	0
0925	0	0	0
0930	0	0	0
0935	0	0	0
0940	0	0	0
0945	0	0	0
0950	0	0	0
0955	0	0	0
1000	0	0	0

VEHICLE QUEUE LENGTH SURVEY
SITE 6 MAIN ROAD / CHURCH LANE, YAPTON, WEST SUSSEX
WEDNESDAY 22/05/2013

NUMBER OF STATIONARY VEHICLES QUEUING ON APPROACH TO JUNCTION:			
TIME	MAIN ROAD (EB)	CHURCH LANE	MAIN ROAD (WB)
	LANE 1	LANE 1	LANE 1
1600	0	0	0
1605	0	0	0
1610	0	0	0
1615	0	0	0
1620	0	0	0
1625	0	0	0
1630	0	0	0
1635	0	0	0
1640	0	0	0
1645	0	0	0
1650	0	0	0
1655	0	0	0
1700	0	0	0
1705	0	0	0
1710	0	0	0
1715	0	0	0
1720	0	0	0
1725	0	0	0
1730	0	0	0
1735	0	0	0
1740	0	0	0
1745	0	0	0
1750	0	0	0
1755	0	0	0
1800	0	0	0
1805	0	0	0
1810	0	0	0
1815	0	0	0
1820	0	0	0
1825	0	0	0
1830	0	0	0
1835	0	0	0
1840	0	0	0
1845	0	0	0
1850	0	0	0
1855	0	0	0
1900	0	0	0

ARUN DISTRICT COUNCIL Y/99/13/

VEHICLE QUEUE LENGTH SURVEY
SITE 7 - BURNDELL ROAD / BILSHAM ROAD / MAIN ROAD, YAPTON, WEST SUSSEX
WEDNESDAY 22/05/2013

NUMBER OF STATIONARY VEHICLES QUEUING ON APPROACH TO JUNCTION:			
TIME	BURNDELL ROAD	BILSHAM ROAD	MAIN ROAD
	LANE 1	LANE 1	LANE 1
0700	0	0	0
0705	0	0	0
0710	0	0	0
0715	0	0	0
0720	0	0	0
0725	0	0	0
0730	0	0	0
0735	0	0	0
0740	0	0	0
0745	0	0	0
0750	0	0	0
0755	0	0	0
0800	0	0	0
0805	0	0	0
0810	0	0	0
0815	0	0	0
0820	0	0	0
0825	0	0	0
0830	0	0	0
0835	0	0	0
0840	0	0	0
0845	0	0	0
0850	0	0	0
0855	0	0	0
0900	0	0	0
0905	0	0	0
0910	0	0	0
0915	0	0	0
0920	0	0	0
0925	0	0	0
0930	0	0	0
0935	0	0	0
0940	0	0	0
0945	0	0	0
0950	0	0	0
0955	0	0	0
1000	0	0	0

VEHICLE QUEUE LENGTH SURVEY
SITE 7 - BURNDELL ROAD / BILSHAM ROAD / MAIN ROAD, YAPTON, WEST SUSSEX
WEDNESDAY 22/05/2013

NUMBER OF STATIONARY VEHICLES QUEUING ON APPROACH TO JUNCTION:			
TIME	BURNDELL ROAD	BILSHAM ROAD	MAIN ROAD
	LANE 1	LANE 1	LANE 1
1600	0	0	0
1605	0	0	0
1610	0	0	0
1615	0	0	0
1620	0	0	0
1625	0	1	0
1630	0	0	0
1635	0	0	1
1640	0	0	0
1645	1	0	0
1650	0	0	0
1655	0	0	0
1700	0	0	0
1705	0	0	0
1710	0	0	0
1715	0	0	0
1720	0	0	0
1725	0	0	0
1730	0	0	0
1735	0	0	0
1740	0	0	0
1745	0	0	0
1750	0	0	0
1755	0	0	0
1800	0	0	0
1805	0	0	0
1810	0	0	0
1815	1	0	0
1820	0	0	0
1825	4	0	0
1830	0	0	0
1835	4	0	0
1840	0	0	0
1845	0	0	0
1850	0	0	0
1855	0	0	0
1900	0	0	0

ARUN DISTRICT COUNCIL Y/99/13/

CLASSIFIED VEHICLE TURNING SURVEY
FORD ROAD / FORD LANE / STATION ROAD, YAPTON
WEDNESDAY 25/09/2013

15 MIN COUNT		COUNT OF VEHICLES ENTERING JUNCTION FROM (AND TURNING):									
		FORD ROAD (NB)			FORD LANE			FORD ROAD (SB)			
0730 - 0745		LEFT	AHEAD	**TOT**	LEFT	RIGHT	**TOT**	AHEAD	RIGHT	**TOT**	**TOT (ALL)**
CLASS	PC	1	0	**1**	0	0	**0**	0	0	**0**	**1**
	MC	0	0	**0**	0	0	**0**	0	0	**0**	**0**
	LIGHT	61	46	**107**	7	31	**38**	13	4	**17**	**162**
	HGV	1	5	**6**	1	2	**3**	1	0	**1**	**10**
	BUS	0	0	**0**	0	0	**0**	1	0	**1**	**1**
TOT		**63**	**51**	**114**	**8**	**33**	**41**	**15**	**4**	**19**	**174**
0745 - 0800		LEFT	AHEAD	**TOT**	LEFT	RIGHT	**TOT**	AHEAD	RIGHT	**TOT**	**TOT (ALL)**
CLASS	PC	1	3	**4**	0	1	**1**	1	1	**2**	**7**
	MC	1	0	**1**	0	0	**0**	0	1	**1**	**2**
	LIGHT	73	52	**125**	7	36	**43**	27	6	**33**	**201**
	HGV	4	3	**7**	0	4	**4**	4	0	**4**	**15**
	BUS	0	2	**2**	0	1	**1**	1	0	**1**	**4**
TOT		**79**	**60**	**139**	**7**	**42**	**49**	**33**	**8**	**41**	**229**
0800 - 0815		LEFT	AHEAD	**TOT**	LEFT	RIGHT	**TOT**	LEFT	RIGHT	**TOT**	**TOT (ALL)**
CLASS	PC	1	3	**4**	0	0	**0**	2	1	**3**	**7**
	MC	0	1	**1**	0	0	**0**	1	1	**2**	**3**
	LIGHT	52	60	**112**	5	41	**46**	38	3	**41**	**199**
	HGV	2	1	**3**	0	2	**2**	0	0	**0**	**5**
	BUS	0	2	**2**	0	0	**0**	2	0	**2**	**4**
TOT		**55**	**67**	**122**	**5**	**43**	**48**	**43**	**5**	**48**	**218**
0815 - 0830		LEFT	AHEAD	**TOT**	LEFT	RIGHT	**TOT**	AHEAD	RIGHT	**TOT**	**TOT (ALL)**
CLASS	PC	0	1	**1**	0	0	**0**	2	0	**2**	**3**
	MC	0	0	**0**	1	0	**1**	0	0	**0**	**1**
	LIGHT	68	53	**121**	10	28	**38**	21	3	**24**	**183**
	HGV	10	3	**13**	0	4	**4**	4	0	**4**	**21**
	BUS	1	0	**1**	0	0	**0**	0	0	**0**	**1**
TOT		**79**	**57**	**136**	**11**	**32**	**43**	**27**	**3**	**30**	**209**

CLASSIFIED VEHICLE TURNING SURVEY
FORD ROAD / FORD LANE / STATION ROAD, YAPTON
WEDNESDAY 25/09/2013

15 MIN COUNT		COUNT OF VEHICLES ENTERING JUNCTION FROM (AND TURNING):									
		FORD ROAD (NB)			FORD LANE			FORD ROAD (SB)			
0830 - 0845		LEFT	AHEAD	**TOT**	LEFT	RIGHT	**TOT**	AHEAD	RIGHT	**TOT**	**TOT (ALL)**
CLASS	PC	0	1	**1**	0	0	**0**	1	0	**1**	**2**
	MC	1	1	**2**	0	0	**0**	1	0	**1**	**3**
	LIGHT	73	72	**145**	4	23	**27**	27	9	**36**	**208**
	HGV	5	4	**9**	2	3	**5**	0	1	**1**	**15**
	BUS	0	1	**1**	0	0	**0**	1	0	**1**	**2**
TOT		**79**	**79**	**158**	**6**	**26**	**32**	**30**	**10**	**40**	**230**
0845 - 0900		LEFT	AHEAD	**TOT**	LEFT	RIGHT	**TOT**	AHEAD	RIGHT	**TOT**	**TOT (ALL)**
CLASS	PC	0	1	**1**	0	0	**0**	0	1	**1**	**2**
	MC	0	2	**2**	0	0	**0**	1	0	**1**	**3**
	LIGHT	68	38	**106**	4	28	**32**	35	10	**45**	**183**
	HGV	2	2	**4**	1	3	**4**	1	0	**1**	**9**
	BUS	0	0	**0**	0	0	**0**	0	0	**0**	**0**
TOT		**70**	**43**	**113**	**5**	**31**	**36**	**37**	**11**	**48**	**197**
0900 - 0915		LEFT	AHEAD	**TOT**	LEFT	RIGHT	**TOT**	AHEAD	RIGHT	**TOT**	**TOT (ALL)**
CLASS	PC	0	1	**1**	0	0	**0**	0	0	**0**	**1**
	MC	0	0	**0**	0	0	**0**	0	0	**0**	**0**
	LIGHT	41	46	**87**	11	32	**43**	41	7	**48**	**178**
	HGV	2	3	**5**	1	2	**3**	4	0	**4**	**12**
	BUS	0	0	**0**	0	2	**2**	2	0	**2**	**4**
TOT		**43**	**50**	**93**	**12**	**36**	**48**	**47**	**7**	**54**	**195**
0915 - 0930		LEFT	AHEAD	**TOT**	LEFT	RIGHT	**TOT**	AHEAD	RIGHT	**TOT**	**TOT (ALL)**
CLASS	PC	0	0	**0**	0	0	**0**	0	1	**1**	**1**
	MC	0	0	**0**	0	0	**0**	0	0	**0**	**0**
	LIGHT	31	36	**67**	5	26	**31**	24	8	**32**	**130**
	HGV	6	0	**6**	0	1	**1**	3	0	**3**	**10**
	BUS	0	0	**0**	0	1	**1**	0	0	**0**	**1**
TOT		**37**	**36**	**73**	**5**	**28**	**33**	**27**	**9**	**36**	**142**

CLASSIFIED VEHICLE TURNING SURVEY
FORD ROAD / FORD LANE / STATION ROAD, YAPTON
WEDNESDAY 25/09/2013

15 MIN COUNT		COUNT OF VEHICLES ENTERING JUNCTION FROM (AND TURNING):									
		FORD ROAD (NB)			FORD LANE			FORD ROAD (SB)			
0730 - 0930		LEFT	AHEAD	**TOT**	LEFT	RIGHT	**TOT**	AHEAD	RIGHT	**TOT**	**TOT (ALL)**
CLASS	PC	3	10	**13**	0	1	**1**	6	4	**10**	**24**
	MC	2	4	**6**	1	0	**1**	3	2	**5**	**12**
	LIGHT	467	403	**870**	53	245	**298**	226	50	**276**	**1444**
	HGV	32	21	**53**	5	21	**26**	17	1	**18**	**97**
	BUS	1	5	**6**	0	4	**4**	7	0	**7**	**17**
TOT		**505**	**443**	**948**	**59**	**271**	**330**	**259**	**57**	**316**	**1594**

CLASSIFIED VEHICLE TURNING SURVEY
FORD ROAD / FORD LANE / STATION ROAD, YAPTON
WEDNESDAY 25/09/2013

15 MIN COUNT		COUNT OF VEHICLES ENTERING JUNCTION FROM (AND TURNING):									
		FORD ROAD (NB)			FORD LANE			FORD ROAD (SB)			
1630 - 1645		LEFT	AHEAD	**TOT**	LEFT	RIGHT	**TOT**	AHEAD	RIGHT	**TOT**	**TOT (ALL)**
CLASS	PC	0	1	**1**	2	2	**4**	0	2	**2**	**7**
	MC	0	1	**1**	1	0	**1**	0	0	**0**	**2**
	LIGHT	28	35	**63**	8	53	**61**	55	3	**58**	**182**
	HGV	1	2	**3**	2	7	**9**	4	1	**5**	**17**
	BUS	1	1	**2**	0	0	**0**	1	0	**1**	**3**
TOT		**30**	**40**	**70**	**13**	**62**	**75**	**60**	**6**	**66**	**211**
1645 - 1700		LEFT	AHEAD	**TOT**	LEFT	RIGHT	**TOT**	AHEAD	RIGHT	**TOT**	**TOT (ALL)**
CLASS	PC	0	1	**1**	0	0	**0**	1	0	**1**	**2**
	MC	0	1	**1**	0	0	**0**	0	0	**0**	**1**
	LIGHT	21	41	**62**	12	84	**96**	70	9	**79**	**237**
	HGV	0	1	**1**	1	1	**2**	5	2	**7**	**10**
	BUS	0	0	**0**	0	0	**0**	0	0	**0**	**0**
TOT		**21**	**44**	**65**	**13**	**85**	**98**	**76**	**11**	**87**	**250**
1700 - 1715		LEFT	AHEAD	**TOT**	LEFT	RIGHT	**TOT**	AHEAD	RIGHT	**TOT**	**TOT (ALL)**
CLASS	PC	0	0	**0**	0	2	**2**	0	0	**0**	**2**
	MC	1	2	**3**	0	2	**2**	1	0	**1**	**6**
	LIGHT	41	35	**76**	13	82	**95**	60	4	**64**	**235**
	HGV	0	1	**1**	2	4	**6**	0	1	**1**	**8**
	BUS	0	0	**0**	0	0	**0**	0	0	**0**	**0**
TOT		**42**	**38**	**80**	**15**	**90**	**105**	**61**	**5**	**66**	**251**
1715 - 1730		LEFT	AHEAD	**TOT**	LEFT	RIGHT	**TOT**	AHEAD	RIGHT	**TOT**	**TOT (ALL)**
CLASS	PC	1	1	**2**	1	1	**2**	0	0	**0**	**4**
	MC	0	2	**2**	1	1	**2**	3	0	**3**	**7**
	LIGHT	34	54	**88**	11	80	**91**	67	3	**70**	**249**
	HGV	0	0	**0**	0	2	**2**	2	0	**2**	**4**
	BUS	1	1	**2**	0	0	**0**	0	0	**0**	**2**
TOT		**36**	**58**	**94**	**13**	**84**	**97**	**72**	**3**	**75**	**266**

CLASSIFIED VEHICLE TURNING SURVEY
FORD ROAD / FORD LANE / STATION ROAD, YAPTON
WEDNESDAY 25/09/2013

15 MIN COUNT		COUNT OF VEHICLES ENTERING JUNCTION FROM (AND TURNING):									
		FORD ROAD (NB)			FORD LANE			FORD ROAD (SB)			
1730 - 1745		LEFT	AHEAD	**TOT**	LEFT	RIGHT	**TOT**	AHEAD	RIGHT	**TOT**	**TOT (ALL)**
CLASS	PC	1	0	**1**	2	0	**2**	0	0	**0**	**3**
	MC	0	0	**0**	0	1	**1**	0	0	**0**	**1**
	LIGHT	35	42	**77**	12	54	**66**	76	7	**83**	**226**
	HGV	2	1	**3**	1	3	**4**	1	0	**1**	**8**
	BUS	0	0	**0**	0	1	**1**	0	0	**0**	**1**
TOT		**38**	**43**	**81**	**15**	**59**	**74**	**77**	**7**	**84**	**239**
1745 - 1800		LEFT	AHEAD	**TOT**	LEFT	RIGHT	**TOT**	AHEAD	RIGHT	**TOT**	**TOT (ALL)**
CLASS	PC	0	0	**0**	0	0	**0**	0	0	**0**	**0**
	MC	0	0	**0**	0	1	**1**	1	0	**1**	**2**
	LIGHT	23	35	**58**	10	79	**89**	80	8	**88**	**235**
	HGV	0	0	**0**	1	1	**2**	1	0	**1**	**3**
	BUS	0	0	**0**	0	0	**0**	1	0	**1**	**1**
TOT		**23**	**35**	**58**	**11**	**81**	**92**	**83**	**8**	**91**	**241**
1800 - 1815		LEFT	AHEAD	**TOT**	LEFT	RIGHT	**TOT**	AHEAD	RIGHT	**TOT**	**TOT (ALL)**
CLASS	PC	0	2	**2**	0	0	**0**	0	0	**0**	**2**
	MC	0	1	**1**	0	1	**1**	1	0	**1**	**3**
	LIGHT	30	39	**69**	7	45	**52**	43	8	**51**	**172**
	HGV	0	0	**0**	0	2	**2**	0	1	**1**	**3**
	BUS	0	0	**0**	0	1	**1**	0	0	**0**	**1**
TOT		**30**	**42**	**72**	**7**	**49**	**56**	**44**	**9**	**53**	**181**
1815 - 1830		LEFT	AHEAD	**TOT**	LEFT	RIGHT	**TOT**	AHEAD	RIGHT	**TOT**	**TOT (ALL)**
CLASS	PC	0	1	**1**	0	0	**0**	0	1	**1**	**2**
	MC	0	1	**1**	0	1	**1**	0	0	**0**	**2**
	LIGHT	22	34	**56**	6	56	**62**	70	6	**76**	**194**
	HGV	0	0	**0**	1	1	**2**	1	0	**1**	**3**
	BUS	0	0	**0**	0	1	**1**	2	0	**2**	**3**
TOT		**22**	**36**	**58**	**7**	**59**	**66**	**73**	**7**	**80**	**204**

CLASSIFIED VEHICLE TURNING SURVEY
FORD ROAD / FORD LANE / STATION ROAD, YAPTON
WEDNESDAY 25/09/2013

15 MIN COUNT		COUNT OF VEHICLES ENTERING JUNCTION FROM (AND TURNING):									
		FORD ROAD (NB)			FORD LANE			FORD ROAD (SB)			
1630 - 1830		LEFT	AHEAD	**TOT**	LEFT	RIGHT	**TOT**	AHEAD	RIGHT	**TOT**	**TOT (ALL)**
CLASS	PC	2	6	**8**	5	5	**10**	1	3	**4**	**22**
	MC	1	8	**9**	2	7	**9**	6	0	**6**	**24**
	LIGHT	234	315	**549**	79	533	**612**	521	48	**569**	**1730**
	HGV	3	5	**8**	8	21	**29**	14	5	**19**	**56**
	BUS	2	2	**4**	0	3	**3**	4	0	**4**	**11**
TOT		**242**	**336**	**578**	**94**	**569**	**663**	**546**	**56**	**602**	**1843**

VEHICLE QUEUE LENGTH SURVEY
FORD ROAD / FORD LANE / STATION ROAD, YAPTON
WEDNESDAY 25/09/2013

NUMBER OF VEHICLES QUEUING ON APPROACH TO JUNCTION:											
TIME	FORD ROAD	FORD LANE		STATION ROAD		TIME	FORD ROAD	FORD LANE		STATION ROAD	
		LANE 1	LANE 2	LANE 1	LANE 2			LANE 1	LANE 2	LANE 1	LANE 2
0730	0	0	0	0	0	1630	0	0	3	0	0
0735	0	0	0	0	0	1635	0	0	8	0	0
0740	0	0	3	0	0	1640	0	2	2	0	2
0745	0	0	0	0	0	1645	0	0	12	0	0
0750	0	0	0	0	0	1650	0	0	0	0	0
0755	0	0	1	0	0	1655	0	1	2	0	0
0800	0	0	1	0	0	1700	0	0	9	0	0
0805	0	0	0	0	0	1705	0	0	2	0	0
0810	0	0	7	0	0	1710	0	0	0	0	0
0815	0	1	2	0	0	1715	0	0	0	0	0
0820	0	0	0	0	0	1720	0	0	7	0	0
0825	0	0	1	0	1	1725	0	0	0	0	0
0830	0	0	0	0	0	1730	0	0	0	0	0
0835	0	0	0	0	0	1735	0	0	0	0	0
0840	0	0	2	0	0	1740	0	0	0	0	0
0845	0	0	0	0	0	1745	0	0	0	0	0
0850	0	0	0	0	0	1750	0	0	0	0	0
0855	0	0	1	0	0	1755	0	0	2	0	0
0900	0	0	1	0	2	1800	0	1	1	0	0
0905	0	0	2	0	0	1805	0	0	7	0	0
0910	0	1	3	0	2	1810	0	0	0	0	0
0915	0	0	6	0	0	1815	0	0	0	0	0
0920	0	0	0	0	0	1820	0	0	2	0	0
0925	0	0	0	0	0	1825	0	0	0	0	0
0930	0	0	0	0	0	1830	0	0	9	0	1

motion

Appendix C

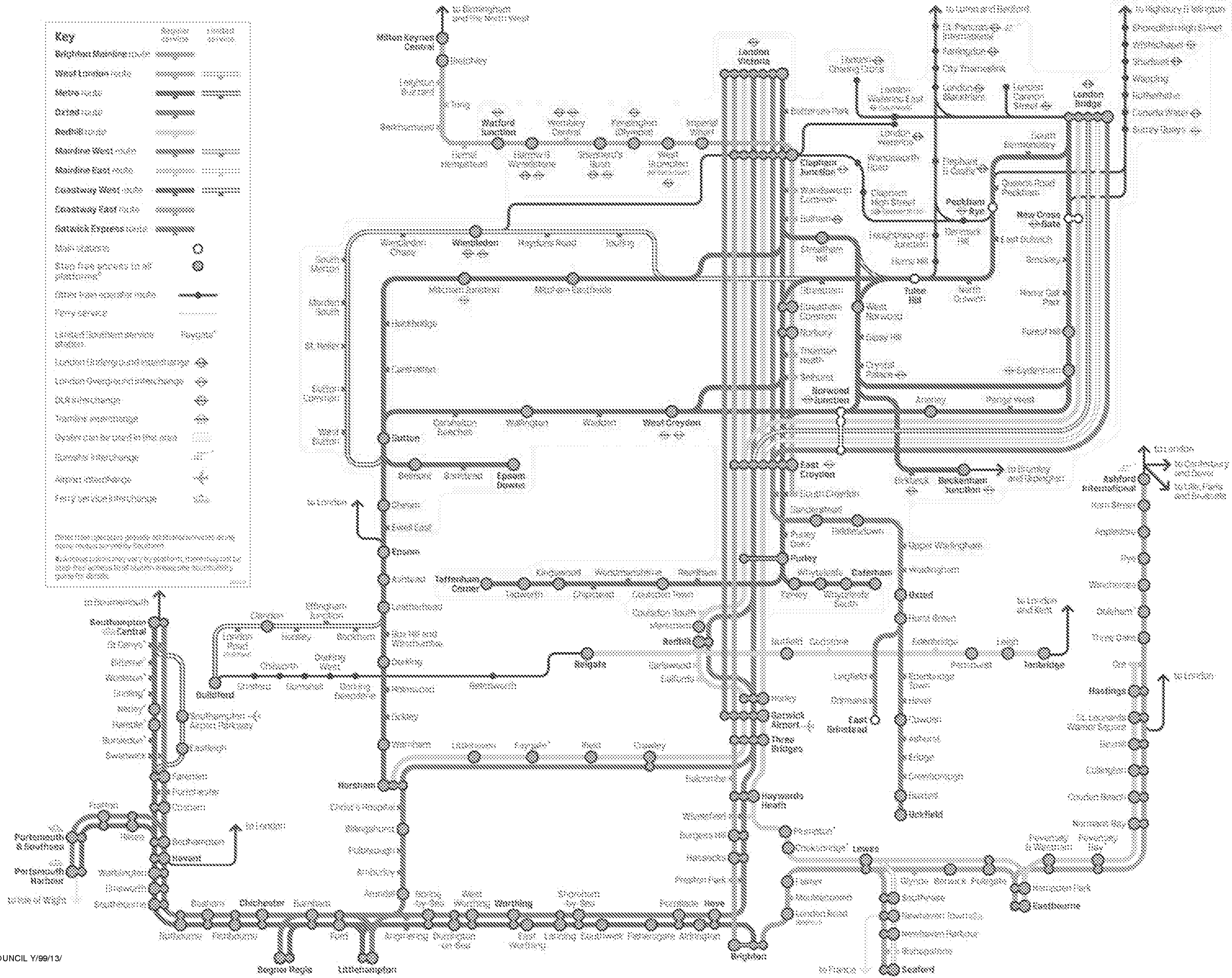
Local Cycle Routes

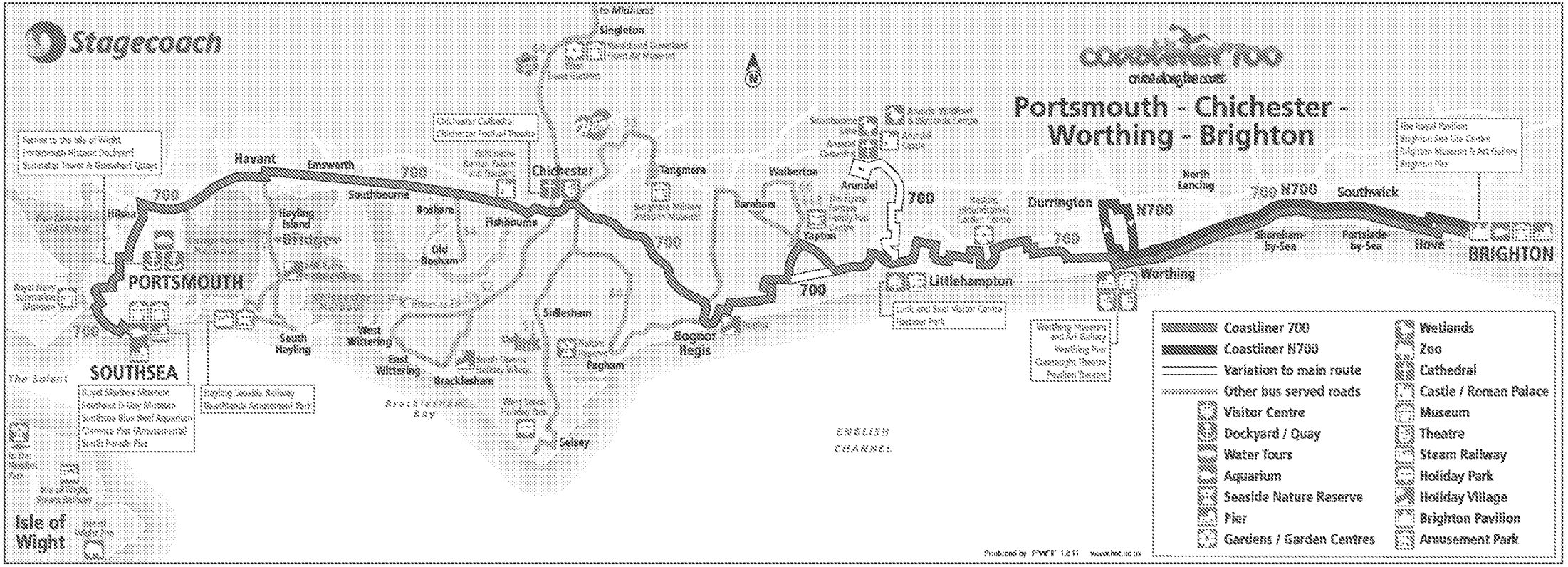
ARUN DISTRICT COUNCIL Y99/13

motion

Appendix D

Public Transport Information


Key
Brighton Mainline route
West London route
Metro route
Oxted route
Redhill route
Mainline West route
Mainline East route
Coastway West route
Coastway East route
Gatwick Express route
Main stations
Step free access to all platforms
Other train operator route
Ferry service
London Underground interchange
London Overground interchange
DLR interchange
Tramlink interchange
Oyster can be used in this area
Airport interchange
Ferry service interchange
to Birmingham and the North West
Milton Keynes Central
Bletchley
Leighton Buzzard
Tring
Berkhamsted
Hemel Hempstead
Watford Junction
Harrow & Wealdstone
Wembley Central
Shepherd's Bush
Kensington (Olympia)
West Brompton
Imperial Wharf
London Victoria
Battersea Park
Clapham Junction
Wandsworth Common
Balham
Streatham Hill
Wandsworth Road
Clapham High Street
London Waterloo East
London Waterloo
London Charing Cross
to Luton and Bedford
St. Pancras International
Farringdon
City Thameslink
London Blackfriars
London Cannon Street
London Bridge
to Highbury & Islington
Shoreditch High Street
Whitechapel
Shadwell
Wapping
Rotherhithe
Canada Water
Surrey Quays
South Bermondsey
Queens Road Peckham
Peckham Rye
New Cross Gate
Denmark Hill
East Dulwich
Loughborough Junction
Herne Hill
Tulse Hill
North Dulwich
Brockley
Honor Oak Park
Forest Hill
Sydenham
Wimbledon
Haydons Road
Tooting
Wimbledon Chase
South Merton
Morden South
St. Helier
Sutton Common
West Sutton
Mitcham Junction
Mitcham Eastfields
Hackbridge
Carshalton
Streatham
Streatham Common
Norbury
Thornton Heath
Selhurst
Norwood Junction
West Norwood
Gipsy Hill
Crystal Palace
Anerley
Penge West
Carshalton Beeches
Wallington
Waddon
West Croydon
Sutton
Belmont
Banstead
Epsom Downs
East Croydon
South Croydon
Birkbeck
Beckenham Junction
to Bromley and Orpington
Cheam
Ewell East
Epsom
Ashtead
Leatherhead
Box Hill and Westhumble
Dorking
Holmwood
Ockley
Warnham
Horsham
Sanderstead
Riddlesdown
Upper Warlingham
Woldingham
Oxted
Hurst Green
Purley Oaks
Purley
Kenley
Whyteleafe
Whyteleafe South
Caterham
Tattenham Corner
Kingswood
Woodmansterne
Reedham
Tadworth
Chipstead
Coulsdon Town
Coulsdon South
Merstham
Redhill
Earlswood
Salfords
Reigate
Betchworth
Nutfield
Godstone
Edenbridge
Penshurst
Leigh
Tonbridge
to London and Kent
Guildford
London Road
Clandon
Horsley
Effingham Junction
Bookham
Chilworth
Gomshall
Dorking West
Shalford
Dorking Deepdene
Lingfield
Dormans
East Grinstead
Edenbridge Town
Hever
Cowden
Ashurst
Eridge
Crowborough
Buxted
Uckfield
Horley
Gatwick Airport
Three Bridges
Littlehaven
Faygate
Ifield
Crawley
Balcombe
Haywards Heath
Wivelsfield
Burgess Hill
Hassocks
Preston Park
Plumpton
Cooksbridge
Lewes
Falmer
Moulsecoomb
London Road
Southease
Newhaven Town
Newhaven Harbour
Bishopstone
Seaford
to France
Glynde
Berwick
Polegate
Pevensey & Westham
Pevensey Bay
Hampden Park
Eastbourne
Normans Bay
Cooden Beach
Collington
Bexhill
St. Leonards Warrior Square
Hastings
to London
Ore
Three Oaks
Doleham
Winchelsea
Rye
Appledore
Ham Street
Ashford International
to Canterbury and Dover
to Lille, Paris and Brussels
Christ's Hospital
Billingshurst
Pulborough
Amberley
Arundel
Brighton
Hove
Portslade
Aldrington
Fishersgate
Southwick
Shoreham-by-Sea
Lancing
East Worthing
Worthing
West Worthing
Durrington-on-Sea
Goring-by-Sea
Angmering
Ford
Littlehampton
Barnham
Bognor Regis
Chichester
Fishbourne
Bosham
Nutbourne
Southbourne
Emsworth
Warblington
Havant
Bedhampton
Hilsea
Fratton
Portsmouth & Southsea
Portsmouth Harbour
to Isle of Wight
Cosham
Portchester
Fareham
Swanwick
Bursledon
Hamble
Netley
Sholing
Woolston
Bitterne
St Denys
Southampton Central
Southampton Airport Parkway
Eastleigh
to Bournemouth
to London



ARUN DISTRICT COUNCIL Y/99/13/

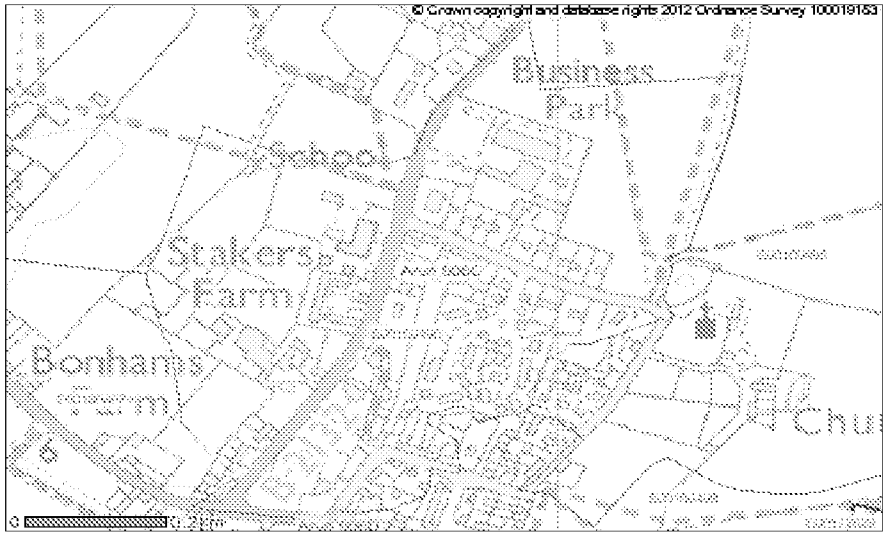
Appendix E

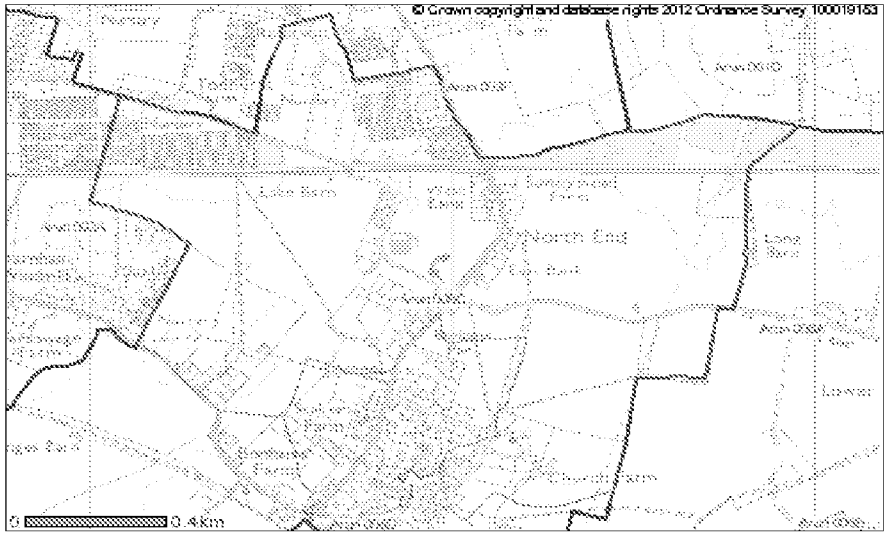
2011 Census Data – Journey to Work Statistics

2011 Census Data

Journey to Work Statistics		E00160496 Output Area	E00160495 Output Area	E00160495 & E00160496		Arun Non-Metropolitan District	
All Usual Residents Aged 16 to 74	Mar-11	231	189	420		106071	
Work Mainly at or From Home	Mar-11	15	10	25		4133	
Underground, Metro, Light Rail, Tram	Mar-11	1	0	1	0.5%	94	0.1%
Train	Mar-11	10	8	18	8.3%	3101	4.9%
Bus, Minibus or Coach	Mar-11	2	1	3	1.4%	1646	2.6%
Taxi	Mar-11	0	0	0	0.0%	239	0.4%
Motorcycle, Scooter or Moped	Mar-11	0	1	1	0.5%	608	1.0%
Driving a Car or Van	Mar-11	77	77	154	71.0%	43621	69.0%
Passenger in a Car or Van	Mar-11	6	4	10	4.6%	4199	6.6%
Bicycle	Mar-11	3	6	9	4.1%	2497	3.9%
On Foot	Mar-11	9	8	17	7.8%	6848	10.8%
Other Method of Travel to Work	Mar-11	0	4	4	1.8%	457	0.7%
Not in Employment	Mar-11	108	70	178		38628	

Car & Van Availability		E00160496 Output Area	E00160495 Output Area	E00160495 & E00160496	Arun
All Households	Mar-11	132	115	247	66706
No Cars or Vans in Household	Mar-11	15	12	27	13024
1 Car or Van in Household	Mar-11	52	48	100	30139
2 Cars or Vans in Household	Mar-11	40	36	76	18000
3 Cars or Vans in Household	Mar-11	15	16	31	4119
4 or More Cars or Vans in Household	Mar-11	10	3	13	1424
All Cars or Vans in Area	Mar-11	224	185	409	84886
Car Ownership Rates		**1.7**	**1.61**	**1.66**	**1.27**





Appendix F

2001 Census Data – Journey to Work Destinations

2001 census - UK travel flows (ward)

area of residence 45UCHG : Yapton (2003 CAS ward)
date 2001

area of workplace : local authority: district / unitary	T203:9 (Underground, metro, light rail, tram : All people)	T203:13 (Train : All people)	T203:17 (Bus, minibus or coach : All people)	T203:21 (Taxi : All people)	T203:25 (Car driver : All people)	T203:29 (Car passenger : All people)	T203:33 (Motorcycle etc : All people)	T203:37 (Bicycle : All people)	T203:41 (On foot : All people)	T203:45 (Other : All people)
Calderdale	0	0	0	0	3	0	0	0	0	0
Rochford	0	0	0	0	3	0	0	0	0	0
Camden	0	3	0	0	3	0	0	0	0	0
Hammersmith and Fulham	0	3	0	0	0	0	0	0	3	0
Kensington and Chelsea	0	3	0	0	0	0	3	0	0	0
Southwark	0	3	0	0	0	0	0	0	0	0
Wandsworth	0	3	0	0	3	0	0	0	0	0
Westminster	0	7	0	0	0	0	0	0	0	0
Croydon	0	3	0	0	4	0	0	0	0	0
Hounslow	0	0	0	0	6	0	0	0	0	0
Merton	0	0	0	0	6	0	0	3	0	0
Sutton	0	0	0	0	6	0	0	0	0	0
Brighton and Hove	0	0	0	0	35	0	3	0	0	0
Isle of Wight	0	0	0	0	3	0	0	0	0	0
Milton Keynes	0	0	0	0	3	0	0	0	0	0
Portsmouth	0	0	0	0	24	0	3	3	0	0
Southampton	0	0	0	0	6	0	0	0	0	0
West Berkshire	0	0	0	0	3	0	0	0	0	0
Wokingham	0	0	0	0	3	0	0	0	0	0
Lewes	0	0	0	0	12	0	0	0	0	0
Basingstoke and Deane	0	0	0	0	3	0	0	0	0	0
East Hampshire	0	0	0	0	12	0	0	0	0	0
Eastleigh	0	0	0	0	6	0	0	0	0	0
Fareham	0	0	0	0	12	0	0	0	0	0
Gosport	0	3	0	0	3	0	0	0	0	0
Havant	0	0	0	0	11	3	0	0	0	0
New Forest	0	0	0	0	6	0	0	0	0	0
Shepway	0	0	0	0	3	0	0	0	0	0
Elmbridge	0	0	0	0	3	3	0	0	0	0
Guildford	0	0	0	0	14	0	0	0	0	0
Mole Valley	0	0	0	0	8	0	3	0	0	0
Reigate and Banstead	0	0	0	0	12	0	0	0	0	0
Waverley	0	0	0	0	12	0	0	0	0	0
Woking	0	0	0	0	3	0	3	0	0	0
Adur	0	3	0	0	27	0	0	3	0	0
Arun	0	22	28	7	985	91	36	72	168	14
Chichester	0	9	16	3	304	25	3	3	0	0
Crawley	0	0	0	3	31	0	0	0	0	0
Horsham	0	3	0	0	46	3	0	0	0	0
Mid Sussex	0	0	0	0	12	0	0	0	0	0
Worthing	0	9	0	0	105	3	0	0	0	0
Column Total	**0**	**74**	**44**	**13**	**1,741**	**128**	**54**	**84**	**171**	**14**

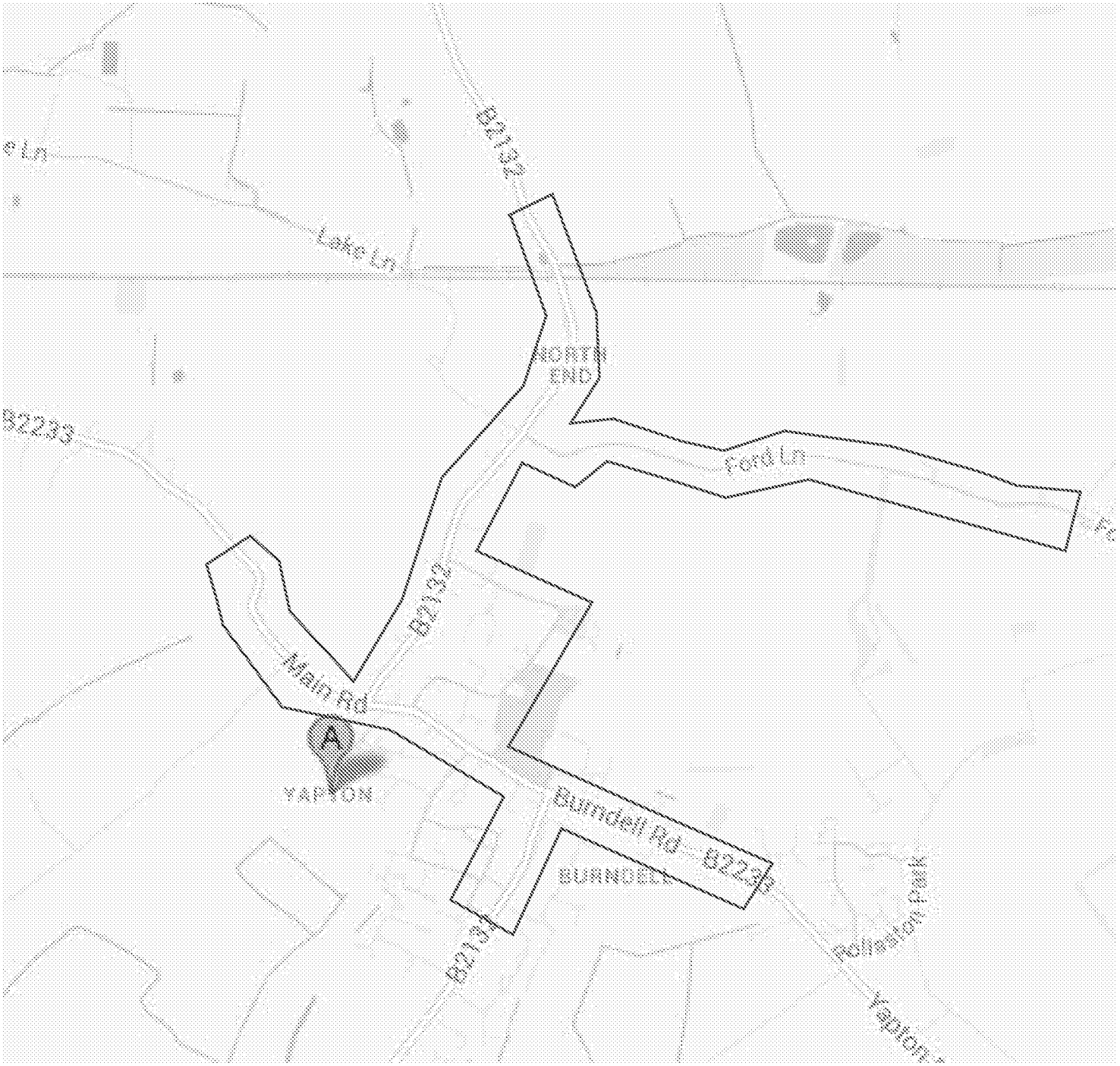
area of workplace : 2003 CAS ward	T203:9 (Underground, metro, light rail, tram : All people	T203:13 (Train : All people)	T203:17 (Bus, minibus or coach : All people)	T203:21 (Taxi : All people)	T203:25 (Car driver : All people)	T203:29 (Car passenger : All people)	T203:33 (Motorcycle etc : All people)	T203:37 (Bicycle : All people)	T203:41 (On foot : All people)	T203:45 (Other : All people)
45UCGE : Aldwick East	0	0	0	0	6	3	0	0	0	0
45UCGG : Angmering	0	0	0	0	25	0	0	0	0	0
45UCGH : Arundel	0	0	0	0	48	0	0	0	0	0
45UCGJ : Barnham	0	0	0	0	74	8	0	3	3	3
45UCGK : Beach	0	0	3	0	6	0	0	0	0	0
45UCGL : Bersted	0	3	0	0	44	3	5	3	0	0
45UCGM : Brookfield	0	0	0	0	3	0	0	0	0	0
45UCGN : East Preston with Kingston	0	0	0	0	5	0	0	0	0	0
45UCGP : Felpham East	0	0	0	0	8	0	3	0	0	0
45UCGQ : Felpham West	0	0	0	0	14	0	0	3	0	0
45UCGR : Ferring	0	0	0	0	5	0	0	0	0	0
45UCGS : Findon	0	0	0	0	3	0	0	0	0	0
45UCGT : Ham	0	3	3	0	53	6	3	3	0	0
45UCGU : Hotham	0	0	5	0	61	9	3	3	3	0
45UCGW : Marine	0	0	3	0	25	4	0	6	0	0
45UCGX : Middleton-on-Sea	0	0	0	0	17	0	0	0	0	0
45UCGY : Orchard	0	0	0	0	33	3	3	0	0	0
45UCGZ : Pagham and Rose Green	0	0	0	0	3	0	0	3	0	0
45UCHA : Pevensey	0	0	0	0	20	0	0	0	0	0
45UCHB : River	0	3	7	0	81	6	3	4	0	0
45UCHC : Rustington East	0	0	0	0	27	0	0	0	0	0
45UCHD : Rustington West	0	0	4	3	34	0	0	0	0	0
45UCHE : Walberton	0	0	0	0	67	5	3	15	3	0
45UCHF : Wick with Toddington	0	3	0	0	29	6	4	0	0	0
45UCHG : Yapton	0	10	3	4	294	38	9	29	159	11
Column Total	**0**	**22**	**28**	**7**	**985**	**91**	**36**	**72**	**168**	**14**

Destination	People	%age
Bonor Regis	299	13%
Littlehampton	297	13%
Chichester	363	16%
Worthing	117	5%
Total	**1,076**	**46%**

motion

Appendix G

Personal Injury Accident Data


B2132
Lake Ln
NORTH END
B2233
Ford Ln
B2132
Main Rd
A
YAPTON
Burndell Rd
B2238
BURNDELL
B2132
Yapton

Burndell Road – Yapton – Motion

Collision report 31/07/2010 – 01/08/2013

Date produced
24 September 2013

Sussex Safer Roads
PARTNERSHIP

Safer Roads
Safer Communities
Sharing the Responsibility

Produced by Sussex Safer Roads Partnership on behalf of Sussex Police

ARUN DISTRICT COUNCIL Y/99/13/

Data regarding personal injury collisions is recorded by Sussex Police in accordance with the DfT Stats 19 requirements. The data is subsequently used by Sussex Safer Roads Partnership for monitoring and planning. While every effort is made to ensure that this data is accurate, it is subject to change should further information become available.

This data may not be fully validated and while every effort is made to ensure its accuracy any statistics provided may not match those published elsewhere.

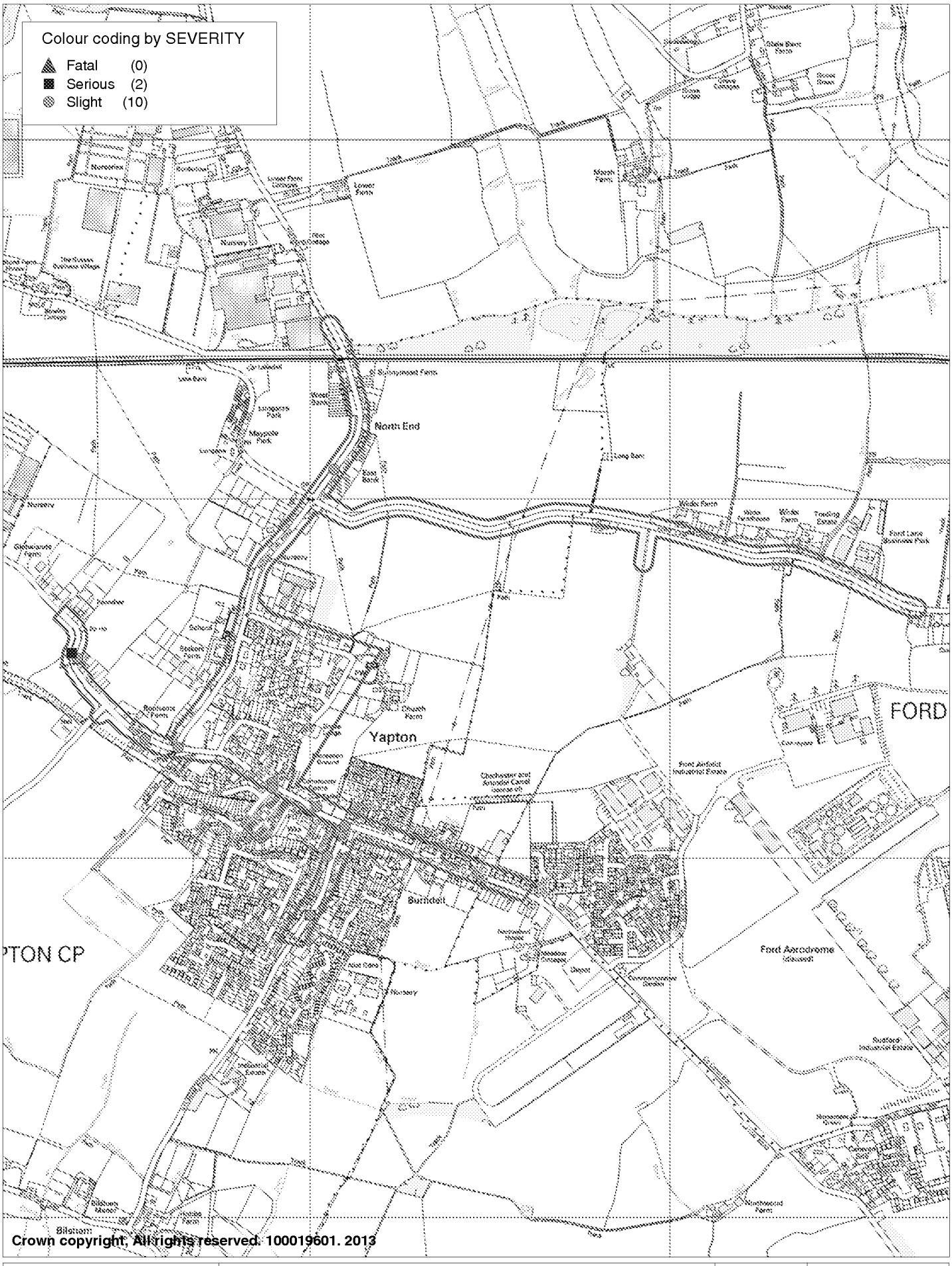
Sussex Safer Roads Partnership does not hold collision data either where there are no recorded casualties or the incident has not been reported to Sussex Police.

For further information:

web: www.sussexsaferroads.gov.uk

email: data@sussexsaferroads.gov.uk

ARUN DISTRICT COUNCIL Y/99/13/



Sussex Safer Roads Partnership

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Collision data
Burndell Rd, Yapton
31/07/2010 - 01/08/2013

SCALE	1 : 14000
DATE	24/09/2013
DRAWING No.	
DRAWN BY	

Details of Personal Injury Accidents for Period - 01/08/2010 to 31/07/2013 (36) months

Selection:
Selected using Manual Selection

Notes:

Police Ref. / Road No. / 2nd Road No. / Grid Ref.	Day / Date / Time / D/L / R.S.C / Weather / Speed / Account of Accident	Location Description	Vehicles: Veh No / Type / Age / Manv / Dir / Class							Casualties: Sex / Age / Sev
1005407	Wednesday 08/18/2010	B2233 YAPTON ROAD 187m West of U DROVE LANE WESTVIEW	Veh 2	Car	59	Go/ahead RH bend	E to NE	Dri	M	59 Slight
R1: B 2233	1343 hrs		Veh 1	Car	75	Go/ahead LH bend	NE to SE	Dri	F	75 Slight
E 497,352	Dry									
N 103,556	Fine without high winds									
	30 mph									

Causation Factor: **Participant:** **Confidence:**

1st: Fatigue — Vehicle 001 — Very Likely
2nd:
3rd:
4th:
5th:
6th:

V 1 TRAVELLING EASTBOUND LEFT CARRIDGEWAY COLLIEDED WITH V2 TRAVELLING IN OPPOSITE DIRECTION.

1006279	Tuesday 09/21/2010	B2233 YAPTON ROAD of B2132 NORTH END ROAD OLIVE BRANCH PH	Veh 1	Car	65	Go/head	E to W	Dri	M	65 Slight
R1: B 2233	1547 hrs									
R2: B 2132										
E 497,632	Dry									
N 103,307	Fine without high winds									
	40 mph									

Causation Factor: **Participant:** **Confidence:**

1st: Other — Uninjured Pedestrian — Very Likely
2nd:
3rd:
4th:
5th:
6th:

V 1 DRIVING WEST ALONG YAPTON ROAD YAPTON, WHEN A STONE WAS THROWN UP BY CONTRACTOR STRIMMING GRASS VERGE. STONE HIT OFFSIDE DRIVERS WINDOW CAUSING IT TO SMASH.

1102010	Wednesday 03/30/2011	B2233 MAIN ROAD of U CANAL ROAD	Veh 2	Car	27	Turning right	W to S	FSP	F	46 Slight
R1: B 2233	1219 hrs		Veh 2	Car	27	Turning right	W to S	Dri	F	27 Slight
R2: U			Veh 1	Car	41	Stopping	E to W			
E 497,895	Wet/Damp									
N 103,210	Raining without high winds									
	30 mph									

Details of Personal Injury Accidents for Period - 01/08/2010 to 31/07/2013 (36) months

Selection:
Selected using Manual Selection

Notes:

Police Ref. / Road No. / 2nd Road No. / Grid Ref.	Day / Date / Time / D/L / R.S.C / Weather / Speed / Account of Accident	Location Description	Vehicles: Veh No / Type / Age / Manv / Dir / Class	Casualties: Sex / Age / Sev

Causation Factor:

Causation Factor:		Participant:	Confidence:
1st:	Inadequate/Masked signs or road markings	Vehicle 001	Very Likely
2nd:	Slippery road (due to weather)	Vehicle 001	Very Likely
3rd:			
4th:			
5th:			
6th:			

VEHICLE 1 WAS TRAVELLING WB AND VEHICLE 2 WAS TRAVELLING EB. VEHICLE 2 INDICATED RIGHT TO TURN INTO CANEL ROAD. VEHICLE 1 DID NOT STOP AND HIT VEHICLE 2 ON THE FRONT NEARSIDE.

1103545	Thursday 06/09/2011	B2132 BILLSHAM ROAD 100m South of U BILLSHAM LANE	Veh 2	Bus/coach	22	Parked	S	to N				
R1: B 2132	1603 hrs		Veh 1	Car	54	O/take s/veh o/side	S	to N	Ped	F	8	Serious
E 497,999	Dry											
N 102,841	Fine without high winds											
	30 mph											

Causation Factor:		Participant:	Confidence:
1st:	Failed to look properly	Casualty 001	Very Likely
2nd:			
3rd:			
4th:			
5th:			
6th:			

V1 TRAVELLING SOUTH TO NORTH OVERTAKING A STATIONARY BUS WHEN 8 YEAR OLD FEMALE RUNS INFRONT OF BUS AND IS HIT BY V1

1104109	Saturday 07/02/2011	B2132 MAIN ROAD YAPTON of B2132 BILSHAM ROAD YAPTON	Veh 2	Car	18	Go/head	S	to N	Dri	F	18	Slight
R1: B 2132	1845 hrs		Veh 1	Car	56	Go/head	S	to N				
R2: B 2132												
E 498,097	Dry											
N 103,090	Fine without high winds											
	30 mph											

Causation Factor:		Participant:	Confidence:
1st:	Careless/Reckless/In a hurry	Vehicle 001	Possible
2nd:	Junction overshoot	Vehicle 001	Possible
3rd:			
4th:			
5th:			
6th:			

VEHICLE 2 WAS TRAVELLING NORTH WEST ON B2132 MAIN ROAD APPROACHING ROUNDABOUT JUNCTION WITH B2132 BILSHAM ROAD. VEHICLE 2 PROCEEDED ONTO ROUNDABOUT AS THE WAY WAS CLEAR. VEHICLE 1 TRAVELLING NORTH EAST ON B2132 BILSHAM ROAD APPROACHED ROUNDABOUT AND DI
D NOT GIVE WAY TO VEHICLE 2 RESULTING IN COLLISION WITH DAMAGE TO BOTH VEHICLES AND SLIGHT INJURY TO DRIVER 2.

Details of Personal Injury Accidents for Period - 01/08/2010 to 31/07/2013 (36) months

Selection:
Selected using Manual Selection

Notes:

Police Ref. / **Road No.** / **2nd Road No.** / **Grid Ref.**	Day / Date / Time / D/L / R.S.C / Weather / Speed / Account of Accident	Location Description	Vehicles: Veh No / Type / Age / Manv / Dir / Class						Casualties: Sex / Age / Sev			
1104586	Tuesday 07/26/2011	B2233 MAIN ROAD 75m West of C0 BILSHAM ROAD OPPOSITE APRIL COTTAGE	Veh 2	Car	54	Go/head	E to W					
R1: B 2233	1229 hrs		Veh 1	Pedal cycle	10	Go/head	S to N	Dri	F	10	Slight	
E 498,018	Dry											
N 103,143	Fine without high winds											
	30 mph											

Causation Factor:		**Participant:**	**Confidence:**
1st:	Failed to look properly	Vehicle 001	Very Likely
2nd:	Careless/Reckless/In a hurry	Vehicle 001	Very Likely
3rd:	Failed to judge other persons path or speed	Vehicle 001	
4th:			
5th:			
6th:			

IT WOULD APPEAR THAT THE FEMALE CHILD CYCLIST ENTERED THE ROAD FROM THE SOUTHERN SIDE WHILST HER VIEW WAS OBSCURED BY A PARKED LGV. SHE APPEARS TO HAVE ENTERED INTO THE PATH OF VEHICLE TWO AND A COLLISION OCCURRED.

1105747	Wednesday 09/14/2011	B2132 YAPTON LANE 50m North of C0 FORD LANE	Veh 1	M/C > 500 cc	60	Go/head	S to N	Dri	M	60	Slight	
R1: B 2132	2000 hrs											
	Darkness: street lighting unkno											
E 498,066	Dry											
N 104,082	Fine without high winds											
	30 mph											

Causation Factor:		**Participant:**	**Confidence:**
1st:	Animal or object in carriageway	Vehicle 001	Very Likely
2nd:			
3rd:			
4th:			
5th:			
6th:			

V1 DRIVING N COLLIDED WITH LOOSE DOG WHICH ENTERED CARRIAGEWAY FROM OFFSIDE.

1107374	Tuesday 11/22/2011	B2132 BILSHAM ROAD 35m South of U PARK ROAD BUS STOP AT LOCATION GIVEN.	Veh 2	Car	68	Go/head	N to S	Dri	M	68	Slight	
R1: B 2132	1120 hrs		Veh 1	Car	68	Starting	N to S					
E 498,048	Dry											
N 103,005	Fine without high winds											
	30 mph											

Details of Personal Injury Accidents for Period - 01/08/2010 to 31/07/2013 (36) months

Selection:
Selected using Manual Selection

Notes:

Police Ref.	Day / Location Description	Vehicles: Veh No / Type / Age / Manv / Dir / Class	Casualties: Sex / Age / Sev
	Date		
Road No.			
2nd Road No.	Time		
Grid Ref.	D/L		
	R.S.C		
	Weather		
	Speed		
	Account of Accident		

Causation Factor:

Causation Factor: | **Participant:** | **Confidence:**

1st: Failed to look properly | Vehicle 001 | Very Likely
2nd:
3rd:
4th:
5th:
6th:

V1 PARKED IN BUS STOP / LAY-BY ON SOUTHBOUND LANE, FACING SOUTH. V2 DRIVING SOUTH IN THIS ROAD ON APPROACH TO THIS LOCATION. V1 PULLED OUT INTO PATH OF V2 CAUSING IMPACT.

1106455	Thursday	B2132 BILSHAM ROAD 40m North of U											
	10/13/2011	BILSHAM LANE OS BILSHAM	Veh 2	Car	42	Starting	N	to S					
R1: B 2132	1935 hrs	STORES	Veh 1	Pedal cycle	29	Go/head	N	to S	Dri	M	29	Slight	
	Darkness: street lights present a												
E 497,999	Dry												
N 102,841	Fine without high winds												
	30 mph												

Causation Factor: | **Participant:** | **Confidence:**

1st: Not displaying lights at night or in poor visibility | Vehicle 001 | Very Likely
2nd:
3rd:
4th:
5th:
6th:

DURING HOURS OF DARKNESS. VEH 2 (CAR) PARKED NEARSIDE INITIALLY OUTSIDE SHOP WHILE DRIVER WENT INSIDE. DRIVER RETURNED GOT INTO CAR AND INDICATED TO PULL OUT. DRIVER LOOKED IN DOOR SIDE MIRROR AND OVER SHOULDER. NO LIGHTS OR VEHICLES SEEN AND PULLED
OUT. CYCLIST ON ROAD BIKE AT SPEED WAS COMING DOWN THE ROAD BEHIND VEH 2. NOT DISPLAYING LIGHTS. CYCLIST CRASHED INTO OFFSIDE WING OF CAR AS IT PULLED OUT. RIDER FELL TO THE GROUND, HOWEVER GOT UP AND SAID TO DRIVER IT WAS HIS FAULT AS HE HAD NO LIGH
TS.

1201471	Tuesday	B2132 MAIN ROAD of U CANAL											
	03/20/2012	ROAD	Veh 2	Pedal cycle	17	Go/head	SE	to NW	Dri	M	17	Slight	
R1: B 2132	0830 hrs		Veh 1	Car	45	Go/head	SW	to NW					
R2: U													
E 497,895	Dry												
N 103,196	Fine without high winds												
	30 mph												

Details of Personal Injury Accidents for Period - 01/08/2010 to 31/07/2013 (36) months

Selection:
Selected using Manual Selection

Notes:

Police Ref.	Day	Location Description	Vehicles: Veh No / Type / Age / Manv / Dir / Class	Casualties: Sex / Age / Sev
	Date			
Road No.				
2nd Road No.	Time			
Grid Ref.	D/L			
	R.S.C			
	Weather			
	Speed			
	Account of Accident			

Causation Factor:

Causation Factor:		**Participant:**	**Confidence:**
1st:	Failed to look properly	Vehicle 001	Very Likely
2nd:			
3rd:			
4th:			
5th:			
6th:			

CYCLIST TRAVELLING WEST, WAS MIDWAY THROUGH ROUNDABOUT WHEN VEHICLE ONE ENTERED ROUNDABOUT TRAVELLING NORTH, VEHICLE ONE STRUCK CYCLIST ON HER OFFSIDE, THE CYCLIST FOOT AND PEDAL WERE CAUGHT BETWEEN THE BODY PANEL AND WHEEL CAUSING CYCLIST TO BE DRAG
GED ALONG THE ROAD. FEMALE OF VEHICLE ONE STOPPED AND ASKED CYCLIST IF HE WAS OK AND OFFERED HIM A LIFT TO COLLEGE WHICH CYCLIST DECLINED. VRM WAS OBTAINED BUT NO OTHER DETAILS EXCHANGED.

1202652	Friday	B2233 MAIN ROAD 86m West of B2232											
	05/25/2012	NORTH END ROAD	Veh 2	Car	65	Go/head	E	to W	Dri	F	65	Slight	
R1: B 2233	0902 hrs		Veh 1	Car	25	Go/head	E	to W					
E 497,540	Dry												
N 103,331	Fine without high winds												
	30 mph												

Causation Factor:		**Participant:**	**Confidence:**
1st:	Failed to judge other persons path or speed	Vehicle 001	Very Likely
2nd:			
3rd:			
4th:			
5th:			
6th:			

VEHICLE TWO SLOWED TO ALLOW ANOTHER VEHICLE TO TURN, VEHICLE ONE FAILED TO SLOW SUFFICENTLY AND COLLIDED WITH REAR OF VEHICLE TWO.

1203332	Sunday	B2233 YAPTON ROAD YAPTON 180m											
	07/01/2012	West of U DROVE LANE	Veh 1	M/C < 50 cc	17	Go/head	E	to NW	Dri	M	17	Serious	
R1: B 2233	1818 hrs												
E 497,335	Dry												
N 103,570	Fine without high winds												
	40 mph												

Causation Factor:		**Participant:**	**Confidence:**
1st:	Poor turn or manoevre	Vehicle 001	Very Likely
2nd:	Exceeding speed limit	Vehicle 001	Possible
3rd:			
4th:			
5th:			
6th:			

Details of Personal Injury Accidents for Period - 01/08/2010 to 31/07/2013 (36) months

Selection:
Selected using Manual Selection

Notes:

			Vehicles	Casualties
Police Ref.	Day	Location Description	Veh No / Type / Age / Manv / Dir / Class	Sex / Age / Sev
	Date			
Road No.				
2nd Road No.	Time			
Grid Ref.	D/L			
	R.S.C			
	Weather			
	Speed			
	Account of Accident			

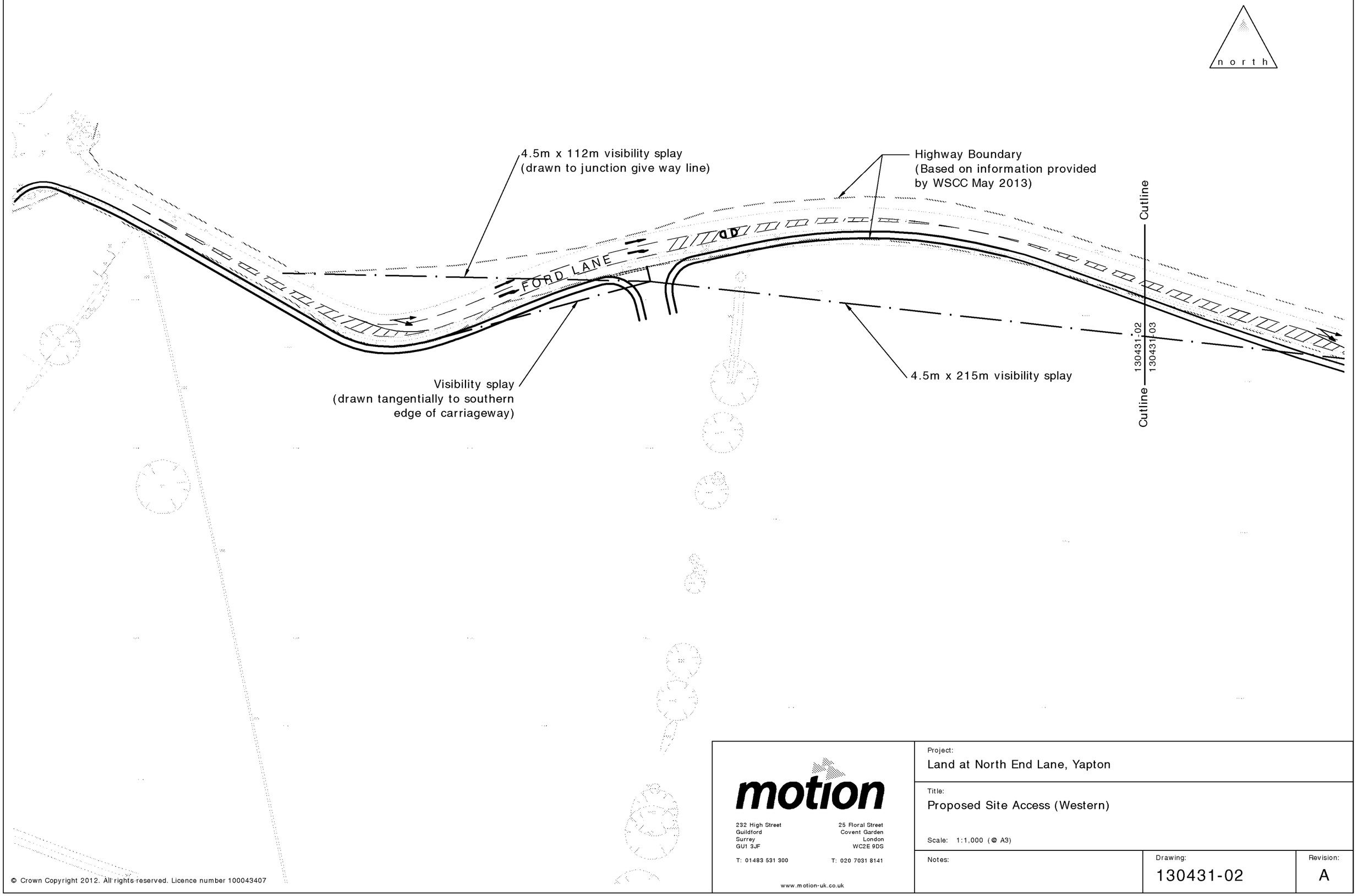
Causation Factor:

VEHICLE ONE EXCESS SPEED LOST CONTROL ON BEND AND LEFT CARRIAGEWAY AND COLLIDED WITH SIGN POST. POSSIBLE SERIOUS INJURIES WITH PELVIS

motion

Appendix H

Proposed Access Strategy



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N:\Projects\layapt 130431\Drawings\130431-02a.dwg

motion

232 High Street
Guildford
Surrey
GU1 3JF

T: 01483 531 300

25 Floral Street
Covent Garden
London
WC2E 9DS

T: 020 7031 8141

www.motion-uk.co.uk

Project:
Land at North End Lane, Yapton

Title:
Proposed Site Access (Western)

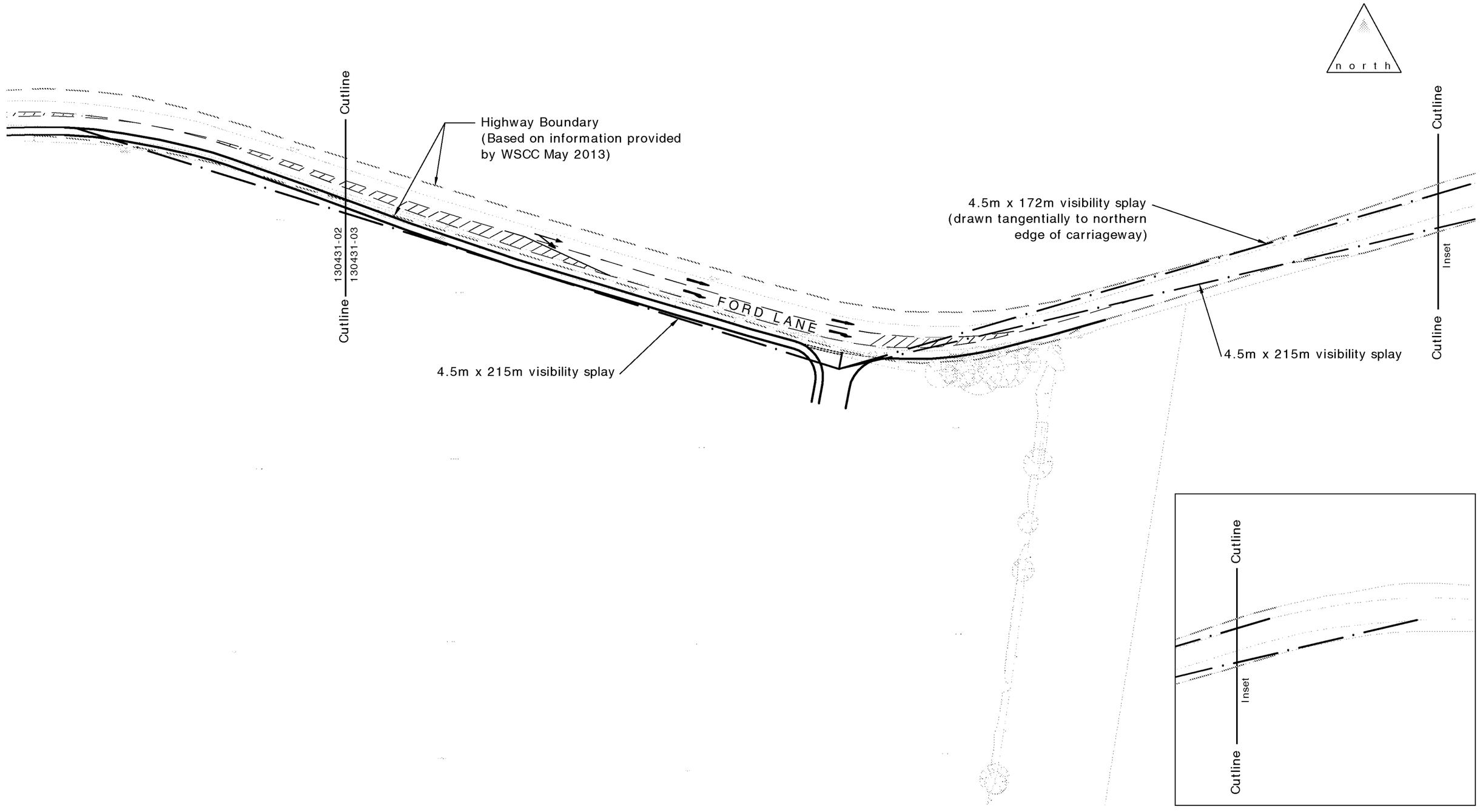
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Notes:

Drawing:
130431-02

Revision:
A

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motion

232 High Street
Guildford
Surrey
GU1 3JF

T: 01483 531 300

25 Floral Street
Covent Garden
London
WC2E 9DS

T: 020 7031 8141

www.motion-uk.co.uk

Project:
Land at North End Lane, Yapton

Title:
Propsoed Site Access (Eastern)

Scale: 1:1,000 (@ A3)

Notes:

Drawing:
130431-03

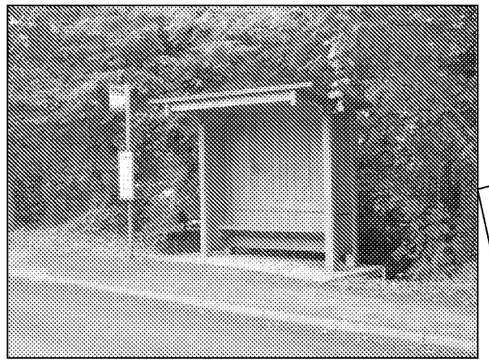
Revision:
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Appendix I

Proposed Bus Stops



Proposed bus shelter design

Tactile paving and dropped kerb

Highway Boundary

Proposed bus shelter

BUS STOP

Highway Boundary

Existing bus stop flag to be removed

Site Boundary

Existing bus stop flag to be removed

BUS STOP

Proposed bus shelter

north

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232 High Street
Guildford
Surrey
GU1 3JF

T: 01483 531 300

25 Floral Street
Covent Garden
London
WC2E 9DS

T: 020 7031 8141

www.motion-uk.co.uk

Project:
Land at North End Road, Yapton

Title:
Proposed Bus Shelters

Scale: 1:1,000 (@ A3)

Notes:

Drawing:
130431-05

Revision:

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Appendix 3

Stage 1 Safety Audit and Designer's Response

ARUN DISTRICT COUNCIL Y/89/13/

LAND AT NORTH END LANE, YAPTON

Proposed Residential Development

Stage 1 Road Safety Audit
Requested by Motion

October 2013

Gateway TSP

ARUN DISTRICT COUNCIL Y/89/13/

Project:	Land at North End Lane, Yapton Proposed Residential Development
Client:	Motion
Document:	Stage 1 Road Safety Audit
Gateway TSP ref:	SG/RP/13-1006 RSA1 DR
Issue date:	17th October 2013
Status:	DR agreed
Authorised by:	SG

© Copyright Gateway TSP 2013

Gateway TSP

Transport Planning & Design

Surrey Technology Centre
40 Occam Road
Guildford
GU2 7YG

[redacted]

ARUN DISTRICT COUNCIL Y/89/13/

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2 Items Considered by this Stage 1 RSA 6
3 Items Raised at This Stage 1 Audit 7
4 Other Matters 15
5 Audit Team Statement 16

Appendices

Appendix A: Location Plan(s)
Appendix B: Designer's Response

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1 INTRODUCTION

1.1 This report describes a Stage 1 Road Safety Audit (RSA) of highway access works proposed in association with a redevelopment of land east of North End Road and south of Ford Lane, on the north side of Yapton, West Sussex. The site is currently in agricultural use and the development is to provide up to 250 dwellings.

1.2 The proposed highway works comprise the formation of two new ghost island priority junctions on Ford Lane, with a pedestrian refuge connecting two sections of public footpath immediately east of the western access. A new footway is shown along the southern side of Ford Lane, between the westernmost site access and North End Road. An uncontrolled pedestrian crossing, with a central refuge and ghost island markings, is proposed on North End Road.

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1.3 North End Lane has a 30mph speed limit and street lighting, whereas Ford Lane is subject to the national speed limit of 60mph for single carriageway roads and is unlit. Both are approximately six metres wide. A continuous footway (broken only by side roads/accesses) runs along the east side of North End Lane into the village centre.

1.4 On-street parking is unrestricted locally except at the entrance to Yapton Primary School. We observed some limited parking within the informal lay-by north of Ford Lane but none elsewhere in the vicinity of the site.

1.5 This Stage 1 RSA was carried out by Steve Giles and Vimal Patel between 14th and 16th October 2013. The Audit consisted of a desktop study and a site visit, which was carried out on Monday 14th October, when the weather was dry/overcast and the road surface was dry. No traffic congestion was observed.

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1.6 The Audit Team is independent of the project design team and has had no involvement in the design process.

1.7 This Stage 1 RSA has been undertaken in accordance with the relevant sections of HD19/03, part of the Design Manual for Roads and Bridges (DMRB). The Safety Audit Team has examined only the road safety implications of the scheme and has not verified compliance of the design to any other criteria. Problems identified in this report are considered by the Audit Team to merit action in order to improve the safety of the scheme and to minimise accident risks for all users.

1.8 The Audit Team has not been made aware of any Departures from Standard. Whilst reference may be made to design standards, this report is not intended to provide a design check. The Auditors have only reported on matters that might have an adverse effect on road safety in the context of the chosen design and no attempt is made to justify the scheme or the appropriateness of the design.

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1.9 Recommendations contained within this report are aimed at addressing potential road safety problems. However there may be other acceptable ways to overcome a particular problem, taking into account wider constraints and opportunities; the Auditors would be pleased to discuss such alternative solutions as appropriate. The recommendations contained herein do not absolve the Designer of his/her responsibilities.

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2 ITEMS CONSIDERED BY THIS STAGE 1 RSA

Document ref.	Rev.	Originator	Title
130431-02		Motion	Suggested Site Access (west)
130431-03		Motion	Suggested Site Access (east)
130431-04		Motion	Proposed Pedestrian Crossing

Additional/background material provided to the Audit Team

- K Langmead Drawing No. 99 – Location Plan
- K Langmead Drawing No. 100C – Context Plan
- K Langmead Drawing No. 101B – Existing Pedestrian Links Plan
- K Langmead Drawing No. 102C – Proposed Indicative Layout, Strategic Landscape & Open Space Proposals

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3 ITEMS RAISED AT THIS STAGE 1 AUDIT

Item No.	Audit Team Comments		Audit Team Recommendation(s)
Checklist A1 – General Matters			
3.1	Comment: *Location:* Description:	Restricted access to/from private property *Proposed pedestrian refuge in North End Lane* The location of the proposed pedestrian refuge may restrict movements to and from the field gate immediately to the north, on the west side of North End Lane. This could result in slow or multiple manoeuvres when turning left in or right out, which in turn could lead to conflicts with other road users.	Provide swept path analysis to ensure that agricultural or other vehicles will be able to perform the left in and right out turns to/from the field gate immediately north of the proposed pedestrian refuge in North End Lane.
3.2	Comment: *Location:* Description:	No longitudinal or cross sections supplied *Proposed site access* Sections through the proposed site access have not been provided at this time and it is therefore not possible for the Audit Team to ascertain whether or not any safety issues will arise, although none were apparent during the site inspection.	Provide sections through the new access as part of detailed design, for the purposes of Stage 2 RSA.

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Item No.	Audit Team Comments		Audit Team Recommendation(s)
3.3	Comment: *Location:* Description:	No surface water drainage or other services details supplied *Proposed site access* Details of surface water drainage and other service diversions have not been provided at this time and it is therefore not possible for the Audit Team to ascertain whether or not there will be any safety implications. None were apparent during the site inspection.	Provide details of surface water drainage and any service diversions associated with the new access as part of detailed design, for the purposes of Stage 2 RSA.

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Item No.	Audit Team Comments		Audit Team Recommendation(s)
Checklist A2 – Local Alignment			
3.4	Comment: *Location:* Description:	Potential conflicts due to restricted forward visibility *Eastbound approach to western site access and pedestrian refuge in Ford Lane* It is not entirely clear whether or not adequate forward visibility will be available across the inside of the bend in Ford Lane, for eastbound traffic approaching the western access and pedestrian refuge. However, the desirable forward visibility envelope would largely overlap the access visibility splay. Inadequate forward visibility could lead to conflict between vehicles turning right from the site and those continuing east along Ford Lane. It could also cause conflict between vehicles and pedestrians crossing Ford Lane via the proposed refuge.	Confirm that the existing foliage along the northern verge of Ford Lane will be removed or cut back in order to maximise forward visibility on the eastbound approach to the western site access and pedestrian refuge in Ford Lane. If necessary, provide an advance warning sign to alert drivers to the presence of the access (e.g. Diag. 506.1 of the TSM).

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Item No.	Audit Team Comments		Audit Team Recommendation(s)
Checklist A3 – Junctions			
3.5	Comment: *Location:* Description:	Access visibility *Proposed western site access* The Audit Team acknowledges that the 4.5m x 112m westerly visibility splay shown on Motion drawing 130431-02 is likely to be adequate given the proximity of the North End Road junction and the alignment of Ford Lane. We would be concerned if wet weather speeds were in excess of 45mph on the approach to the bend, but based on our dry weather observations this seems highly unlikely. However, part of the northern highway verge is presently obscured by foliage, which could obscure the suggested visibility splay.	Confirm that the existing foliage along the northern verge of Ford Lane will be removed or cut back in order to secure the proposed westerly access visibility splay from the western access.
3.6	Comment: *Location:* Description:	Access visibility *Proposed eastern site access* The easterly visibility splays shown on Motion drawing 130431-03 pass across a small embankment retaining the farm land on either side of Ford Lane. These embankments could obscure approaching westbound vehicles from the view of emerging drivers and cause vehicle conflicts. However, due to geometric road constraints it seems unlikely that approach speeds are high enough to warrant 215m visibility splays.	Confirm that the existing embankments will be lowered or set back within land under the developer's control, as necessary to secure an appropriate easterly access visibility splay from the eastern access.

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Item No.	Audit Team Comments		Audit Team Recommendation(s)
3.7	Comment: *Location:* Description:	Junction visibility *Church Lane, junction with North End Road* The proposed pedestrian refuge involves setting back the Church Lane give way line to accommodate the associated road widening. Whilst this does not appear to affect the ability to achieve junction visibility within the public highway, existing vegetation may obscure approaching southbound vehicles from the view of emerging drivers and cause vehicle conflicts.	Confirm that the existing foliage along the eastern verge of North End Lane will not obstruct visibility from Church Lane. Cut it back if necessary.

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Item No.	Audit Team Comments		Audit Team Recommendation(s)
Checklist A4 – Non-motorized User Provision			
3.8	Comment: *Location:* Description:	Pedestrian trip hazard *Steps from public footpath to Ford Lane, 30m east of North End Road* The existing concrete steps at this location have subsided and represent a trip/slip hazard to pedestrians, which could lead them into conflict with vehicles or cause injury in their own right.	Replace the steps from the public footpath to Ford Lane, 30m east of North End Road, with a ramped access to the new footway suitable for wheeled NMUs.
3.9	Comment: *Location:* Description:	Pedestrian provision on North End Road *Northbound bus stop 100m south of Ford Lane* Drawing 102C indicates a pedestrian/cycle (and emergency) route emerging onto North End Lane a short distance south of the northbound bus stop, the nearest one to the proposed development. It is not clear whether or not there will be a strong desire line to this bus stop or if the proposed development is likely to increase its usage. At present the pedestrian facilities here are poor and could lead to conflicts with passing vehicles.	Review the likelihood and scale of increased pedestrian activity between the development and the northbound bus stop located on North End Lane, 100m south of Ford Lane. If appropriate, provide suitable crossing and waiting facilities for pedestrians.

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Item No.	Audit Team Comments		Audit Team Recommendation(s)
3.10	Comment: *Location:* Description:	Pedestrian provision along Ford Lane *Southern side, between the two accesses* No footway is proposed between the two site accesses and it is not clear whether or not direct alternative provision will be made within the site. If Ford Lane provides a more direct connection to North End Road, pedestrians may walk in the carriageway, at risk of conflict with passing vehicles.	Review the internal layout of the proposed development to ensure that a direct and attractive pedestrian/cycle link is provided for all residents, minimising the likelihood of NMUs using Ford Lane to reach North End Road. Alternatively, provide a footway extending westwards from the eastern access.

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Item No.	Audit Team Comments		Audit Team Recommendation(s)
Checklist A5 – Road Signs, Carriageway Markings and Lighting			
3.11	Comment:	The Audit Team raises no concerns at this Stage 1 RSA in respect of road signs, carriageway markings and lighting. However, details should be provided at Stage 2 RSA, following detailed design.	Provide full details of road signs, carriageway markings and lighting as part of detailed design, for the purposes of Stage 2 RSA.

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4 OTHER MATTERS

4.1 In the course of the site inspection the Audit Team noted the following additional points:

i) None

ARUN DISTRICT COUNCIL Y/89/13/

5 AUDIT TEAM STATEMENT

5.1 We certify that this Road Safety Audit has been carried out in accordance with document HD 19/03, its sole purpose being to identify features of the scheme that could be modified to improve safety. No member of the Audit Team has been involved in the scheme design.

Audit Team Leader

Stephen Giles BEng(Hons), IEng, FIHE, MCIHT, MICE, CMILT
Senior Road Safety Consultant

Signe [redacted]
Date: 17th October 2013

Audit Team Member

Vimal Patel BEng (Hons)
Senior Road Safety Consultant

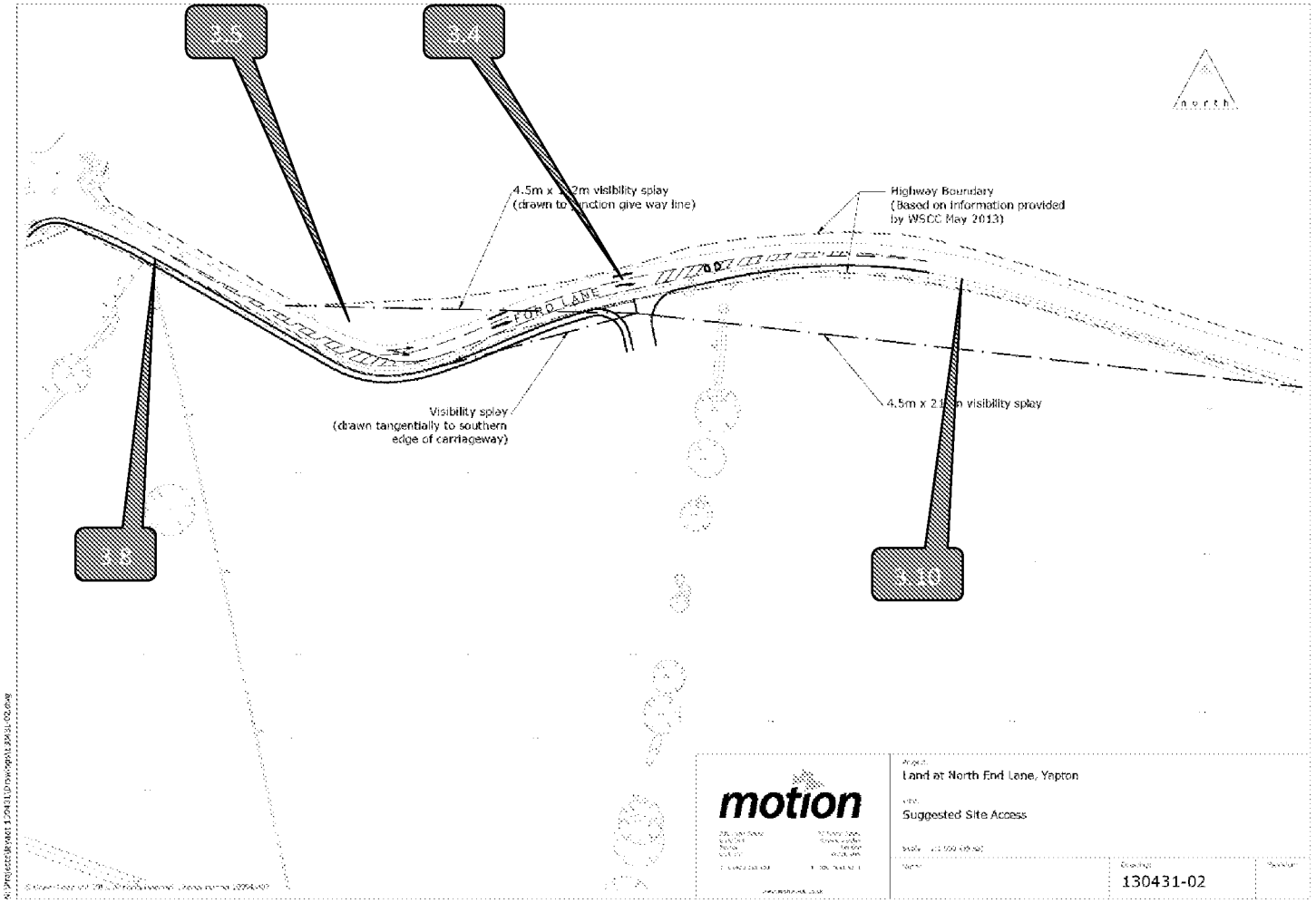
Signed [redacted]
Date: 17th October 2013

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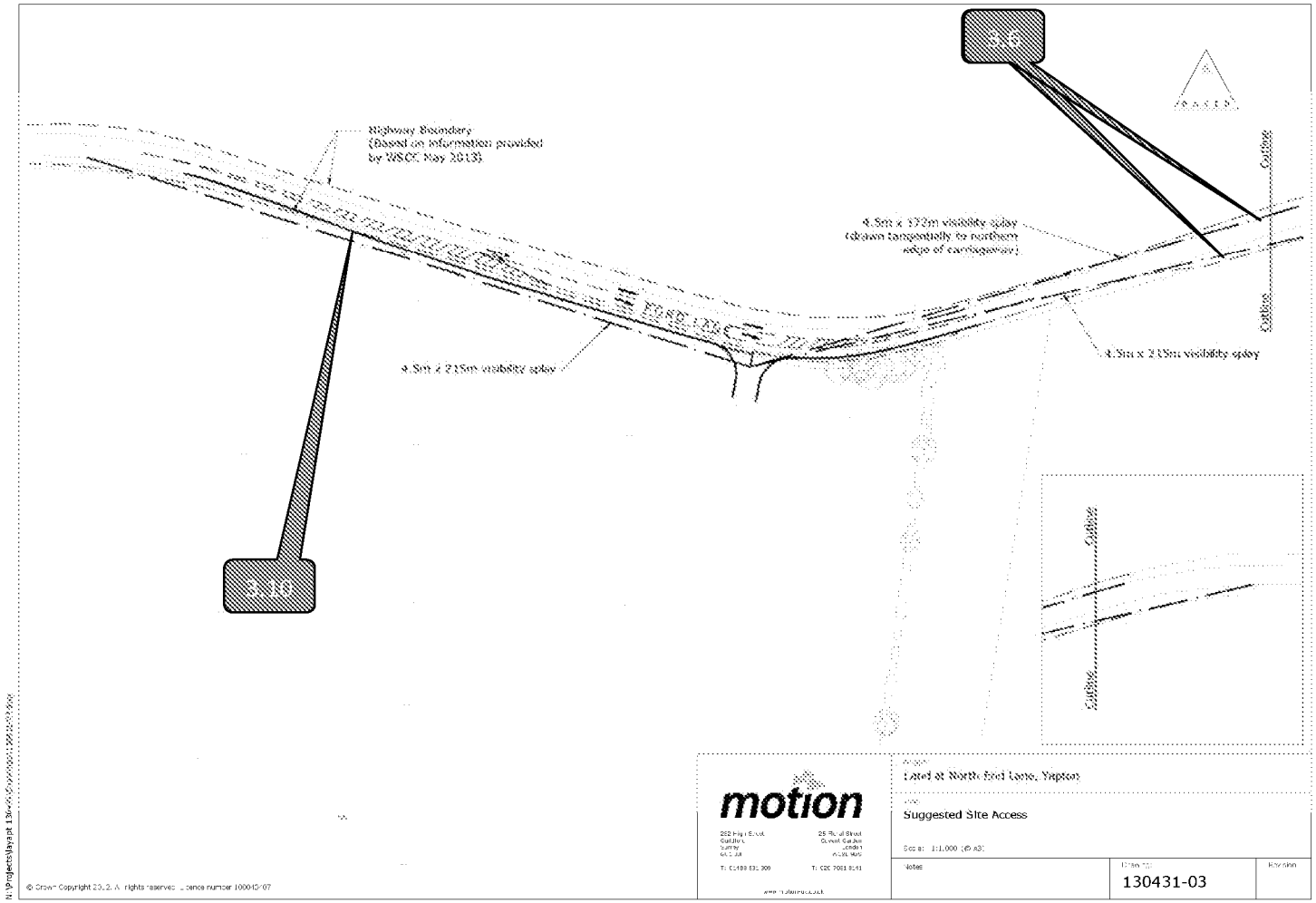
APPENDIX A

Location Plan(s)

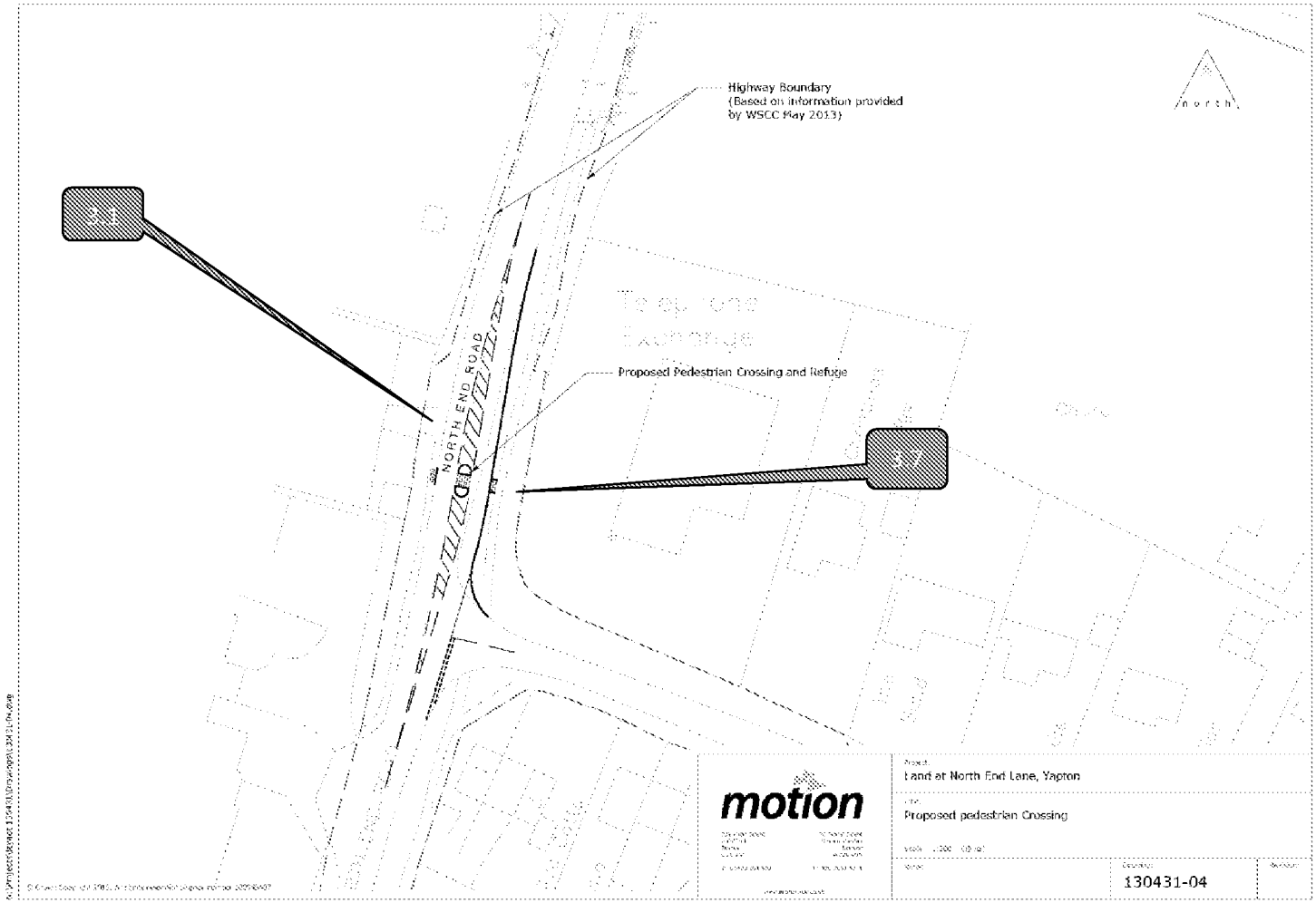
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ARUN DISTRICT COUNCIL Y/89/13/

APPENDIX B

Designer's Response

ARUN DISTRICT COUNCIL Y/89/13/

Item No.	Audit Team Recommendation(s)	Designer's Response
3.1	Provide swept path analysis to ensure that agricultural or other vehicles will be able to perform the left in and right out turns to/from the field gate immediately north of the proposed pedestrian refuge in North End Lane.	Swept path analysis is illustrated on drawings 130431-TK01 and 130431-TK02, which are attached to this Designer's Response. The drawings demonstrate that the proposed refuge does not preclude the types of vehicle that are likely to use the field gate on a regular basis.
3.2	Provide sections through the new access as part of detailed design, for the purposes of Stage 2 RSA.	Longitudinal and cross sections will be prepared in connection with the detailed design and considered as part of a Stage 2 Road Safety Audit.
3.3	Provide details of surface water drainage and any service diversions associated with the new access as part of detailed design, for the purposes of Stage 2 RSA.	Surface water drainage and alterations to Statutory Undertakers' apparatus will be considered at the detailed design stage and subject to a Stage 2 Road Safety Audit.
3.4	Confirm that the existing foliage along the northern verge of Ford Lane will be removed or cut back in order to maximise forward visibility on the eastbound approach to the western site access and pedestrian refuge in Ford Lane. If necessary, provide an advance warning sign to alert drivers to the presence of the access (e.g. Diag. 506.1 of the TSM).	It is confirmed that existing vegetation within the public highway on the north side of Ford Lane will be cut back/removed as necessary in order to maximise visibility to the proposed access and pedestrian refuge. This will be considered further at the detailed design stage as will the need for an advance warning sign. These works will be subject to a Stage 2 Road Safety Audit.

ARUN DISTRICT COUNCIL Y/89/13/

Item No.	Audit Team Recommendation(s)	Designer's Response
3.5	Confirm that the existing foliage along the northern verge of Ford Lane will be removed or cut back in order to secure the proposed westerly access visibility splay from the western access.	It is confirmed that existing vegetation within the public highway on the north side of Ford Lane will be cut back/removed as necessary in order to secure the visibility splay to the west of the proposed western access. This will be considered further at the detailed design stage and subject to a Stage 2 Road Safety Audit.
3.6	Confirm that the existing embankments will be lowered or set back within land under the developer's control, as necessary to secure an appropriate easterly access visibility splay from the eastern access.	It is doubtful that the existing bank interferes with the proposed visibility splay. In any event, although a visibility splay of 215 metres is illustrated on the drawing, it is agreed that it is unlikely that existing westbound speeds are high enough to warrant such a splay (i.e. 60mph). In the unlikely event that the bank does encroach into the visibility splay, it would only have a limited impact of reducing the Y distance by around 5 metres. On this basis, it is not intended to modify the bank in this location as this is considered unnecessary.
3.7	Confirm that the existing foliage along the eastern verge of North End Lane will not obstruct visibility from Church Lane. Cut it back if necessary.	It is not anticipated that vegetation on the east side of North End Road will interfere with visibility from the set back give-way line of Church Lane. However, if necessary, existing vegetation within the public highway will be cut back/removed as necessary. This will be considered further at the detailed design stage and subject to a Stage 2 Road Safety Audit.

ARUN DISTRICT COUNCIL Y/89/13/

Item No.	Audit Team Recommendation(s)	Designer's Response
3.8	Replace the steps from the public footpath to Ford Lane, 30m east of North End Road, with a ramped access to the new footway suitable for wheeled NMUs.	It is accepted that the existing steps on footpath 357 are unsafe and confirmed that these will be replaced with a ramped access suitable to accommodate wheeled NMUs.
3.9	Review the likelihood and scale of increased pedestrian activity between the development and the northbound bus stop located on North End Lane, 100m south of Ford Lane. If appropriate, provide suitable crossing and waiting facilities for pedestrians.	It is intended that both the northbound and southbound bus stops will be relocated such that appropriate areas of hardstanding along with bus shelters can be accommodated. The proposed works are illustrated on drawing 130431-05 which is attached to this Designer's Response.
3.10	Review the internal layout of the proposed development to ensure that a direct and attractive pedestrian/cycle link is provided for all residents, minimising the likelihood of NMUs using Ford Lane to reach North End Road. Alternatively, provide a footway extending westwards from the eastern access.	Agreed. Drawings 130431-02 and 130431-03 have been amended to illustrate a continuous footway on the south side of Ford Lane between the two proposed vehicular accesses. The updated drawings are attached to this Designer's Response. Pedestrian/cycle links within the site will be considered at the reserved matters/detailed design stage and will be subject to a Stage 2 Road Safety Audit.
3.11	Provide full details of road signs, carriageway markings and lighting as part of detailed design, for the purposes of Stage 2 RSA.	Road signs, carriageway markings and lighting will be considered at the detailed design stage and subject to a Stage 2 Road Safety Audit.

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Designer's Statement:
I confirm that I have considered the items that have arisen in the Stage 1 Road Safety Audit Report and my response to its recommendations are set out above.

[redacted] ..... Date: 17th October 2013
Designer

Audit Team Statement:
I agree~~/do not agree~~ with the Designer's Response *(delete and/or add comments as appropriate)*

[redacted] ..... Date: 17th October 2013
On behalf of Audit Team

Highway Authority/Project Sponsor/ Client Organisation Statement:
I accept/do not accept the Designer's Response *(delete as appropriate)*

..... Date:
On behalf of Highway Authority/Project Sponsor/Client Organisation
(delete as appropriate)

Appendix K

TRICS Output Reports

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 03 - RESIDENTIAL
Category : K - MIXED PRIVATE HOUSING
VEHICLES

Selected regions and areas:

04	**EAST ANGLIA**		
	SF	SUFFOLK	1 days
06	**WEST MIDLANDS**		
	ST	STAFFORDSHIRE	1 days
	WO	WORCESTERSHIRE	1 days
08	**NORTH WEST**		
	CH	CHESHIRE	1 days

This section displays the number of survey days per TRICS® sub-region in the selected set

Filtering Stage 2 selection:

This data displays the chosen trip rate parameter and its selected range. Only sites that fall within the parameter range are included in the trip rate calculation.

Parameter:	Number of dwellings
Actual Range:	99 to 211 (units:)
Range Selected by User:	80 to 300 (units:)

Public Transport Provision:
Selection by: Include all surveys

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

This data displays the range of survey dates selected. Only surveys that were conducted within this date range are included in the trip rate calculation.

Selected survey days:

Tuesday	1 days
Thursday	1 days
Friday	2 days

This data displays the number of selected surveys by day of the week.

Selected survey types:

Manual count	4 days
Directional ATC Count	0 days

This data displays the number of manual classified surveys and the number of unclassified ATC surveys, the total adding up to the overall number of surveys in the selected set. Manual surveys are undertaken using staff, whilst ATC surveys are undertaking using machines.

Selected Locations:

Suburban Area (PPS6 Out of Centre)	3
Edge of Town	1

This data displays the number of surveys per main location category within the selected set. The main location categories consist of Free Standing, Edge of Town, Suburban Area, Neighbourhood Centre, Edge of Town Centre, Town Centre and Not Known.

Selected Location Sub Categories:

Residential Zone	3
Built-Up Zone	1

This data displays the number of surveys per location sub-category within the selected set. The location sub-categories consist of Commercial Zone, Industrial Zone, Development Zone, Residential Zone, Retail Zone, Built-Up Zone, Village, Out of Town, High Street and No Sub Category.

Filtering Stage 3 selection:

Use Class:

C3	4 days

This data displays the number of surveys per Use Class classification within the selected set. The Use Classes Order 2005 has been used for this purpose, which can be found within the Library module of TRICS®.

Population within 1 mile:

10,001 to 15,000	1 days
20,001 to 25,000	1 days
25,001 to 50,000	2 days

This data displays the number of selected surveys within stated 1-mile radii of population.

Population within 5 miles:

50,001 to 75,000	1 days
100,001 to 125,000	1 days
125,001 to 250,000	1 days
250,001 to 500,000	1 days

This data displays the number of selected surveys within stated 5-mile radii of population.

Car ownership within 5 miles:

1.1 to 1.5	4 days

This data displays the number of selected surveys within stated ranges of average cars owned per residential dwelling, within a radius of 5-miles of selected survey sites.

Travel Plan:

Not Known	1 days
No	3 days

This data displays the number of surveys within the selected set that were undertaken at sites with Travel Plans in place, and the number of surveys that were undertaken at sites without Travel Plans.

LIST OF SITES relevant to selection parameters

1	**CH-03-K-03**	**MIXED HOUSING**		**CHESHIRE**
	PRIORY LANE			
	BROKEN CROSS			
	MACCLESFIELD			
	Edge of Town			
	Residential Zone			
	Total Number of dwellings:		211	
	Survey date: FRIDAY		29/06/07	Survey Type: MANUAL
2	**SF-03-K-01**	**TERRACED/FLATS**		**SUFFOLK**
	GROVE LANE			
	IPSWICH			
	Suburban Area (PPS6 Out of Centre)			
	Residential Zone			
	Total Number of dwellings:		99	
	Survey date: FRIDAY		29/09/00	Survey Type: MANUAL
3	**ST-03-K-01**	**MIXED HOUSING**		**STAFFORDSHIRE**
	ROYAL WAY			
	STOKE-ON-TRENT			
	Suburban Area (PPS6 Out of Centre)			
	Residential Zone			
	Total Number of dwellings:		162	
	Survey date: THURSDAY		27/11/08	Survey Type: MANUAL
4	**WO-03-K-03**	**TERRACED/FLATS**		**WORCESTERSHIRE**
	TALLOW HILL			
	WORCESTER			
	Suburban Area (PPS6 Out of Centre)			
	Built-Up Zone			
	Total Number of dwellings:		103	
	Survey date: TUESDAY		03/06/03	Survey Type: MANUAL

This section provides a list of all survey sites and days in the selected set. For each individual survey site, it displays a unique site reference code and site address, the selected trip rate calculation parameter and its value, the day of the week and date of each survey, and whether the survey was a manual classified count or an ATC count.

TRIP RATE for Land Use 03 - RESIDENTIAL/K - MIXED PRIVATE HOUSING

VEHICLES

Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	4	144	0.059	4	144	0.231	4	144	0.290
08:00 - 09:00	4	144	0.134	**4**	**144**	**0.419**	**4**	**144**	**0.553**
09:00 - 10:00	4	144	0.125	4	144	0.210	4	144	0.335
10:00 - 11:00	4	144	0.096	4	144	0.153	4	144	0.249
11:00 - 12:00	4	144	0.104	4	144	0.082	4	144	0.186
12:00 - 13:00	4	144	0.134	4	144	0.127	4	144	0.261
13:00 - 14:00	4	144	0.120	4	144	0.146	4	144	0.266
14:00 - 15:00	4	144	0.148	4	144	0.150	4	144	0.298
15:00 - 16:00	4	144	0.238	4	144	0.155	4	144	0.393
16:00 - 17:00	4	144	0.261	4	144	0.158	4	144	0.419
17:00 - 18:00	**4**	**144**	**0.296**	4	144	0.165	4	144	0.461
18:00 - 19:00	4	144	0.250	4	144	0.139	4	144	0.389
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			1.965			2.135			4.100

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected survey days that have count data available for the stated time period. Then, the average count is divided by the average trip rate parameter value, and multiplied by the stated calculation factor (shown just above the table and abbreviated here as FACT). So, the method is: COUNT/TRP* FACT. Trip rates are then rounded to 3 decimal places.

Parameter summary

Trip rate parameter range selected:	99 - 211 (units:)
Survey date date range:	01/01/00 - 27/11/08
Number of weekdays (Monday-Friday):	4
Number of Saturdays:	0
Number of Sundays:	0
Surveys manually removed from selection:	0

This section displays a quick summary of some of the data filtering selections made by the TRICS® user. The trip rate calculation parameter range of all selected surveys is displayed first, followed by the range of minimum and maximum survey dates selected by the user. Then, the total number of selected weekdays and weekend days in the selected set of surveys are show. Finally, the number of survey days that have been manually removed from the selected set outside of the standard filtering procedure are displayed.

TRIP RATE for Land Use 03 - RESIDENTIAL/K - MIXED PRIVATE HOUSING

OGVS

Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	4	144	0.003	4	144	0.005	4	144	0.008
08:00 - 09:00	4	144	0.003	4	144	0.003	4	144	0.006
09:00 - 10:00	4	144	0.003	4	144	0.003	4	144	0.006
10:00 - 11:00	4	144	0.000	4	144	0.000	4	144	0.000
11:00 - 12:00	4	144	0.003	4	144	0.000	4	144	0.003
12:00 - 13:00	4	144	0.003	**4**	**144**	**0.007**	4	144	0.010
13:00 - 14:00	**4**	**144**	**0.007**	4	144	0.005	**4**	**144**	**0.012**
14:00 - 15:00	4	144	0.002	4	144	0.005	4	144	0.007
15:00 - 16:00	4	144	0.000	4	144	0.000	4	144	0.000
16:00 - 17:00	4	144	0.000	4	144	0.002	4	144	0.002
17:00 - 18:00	4	144	0.000	4	144	0.000	4	144	0.000
18:00 - 19:00	4	144	0.000	4	144	0.000	4	144	0.000
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.024			0.030			0.054

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected survey days that have count data available for the stated time period. Then, the average count is divided by the average trip rate parameter value, and multiplied by the stated calculation factor (shown just above the table and abbreviated here as FACT). So, the method is: COUNT/TRP* FACT. Trip rates are then rounded to 3 decimal places.

Parameter summary

Trip rate parameter range selected:	99 - 211 (units:)
Survey date date range:	01/01/00 - 27/11/08
Number of weekdays (Monday-Friday):	4
Number of Saturdays:	0
Number of Sundays:	0
Surveys manually removed from selection:	0

This section displays a quick summary of some of the data filtering selections made by the TRICS® user. The trip rate calculation parameter range of all selected surveys is displayed first, followed by the range of minimum and maximum survey dates selected by the user. Then, the total number of selected weekdays and weekend days in the selected set of surveys are show. Finally, the number of survey days that have been manually removed from the selected set outside of the standard filtering procedure are displayed.

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 03 - RESIDENTIAL
Category : L - MIXED NON-PRIVATE HOUSING
VEHICLES

Selected regions and areas:

02	**SOUTH EAST**		
	ES	EAST SUSSEX	1 days
	HC	HAMPSHIRE	1 days
07	**YORKSHIRE & NORTH LINCOLNSHIRE**		
	NO	NORTH LINCOLNSHIRE	1 days

This section displays the number of survey days per TRICS® sub-region in the selected set

Filtering Stage 2 selection:

This data displays the chosen trip rate parameter and its selected range. Only sites that fall within the parameter range are included in the trip rate calculation.

Parameter:	Number of dwellings
Actual Range:	51 to 79 (units:)
Range Selected by User:	30 to 150 (units:)

Public Transport Provision:
Selection by: Include all surveys

Date Range: 01/01/00 to 19/12/12

This data displays the range of survey dates selected. Only surveys that were conducted within this date range are included in the trip rate calculation.

Selected survey days:

Tuesday	1 days
Wednesday	1 days
Friday	1 days

This data displays the number of selected surveys by day of the week.

Selected survey types:

Manual count	3 days
Directional ATC Count	0 days

This data displays the number of manual classified surveys and the number of unclassified ATC surveys, the total adding up to the overall number of surveys in the selected set. Manual surveys are undertaken using staff, whilst ATC surveys are undertaking using machines.

Selected Locations:

Suburban Area (PPS6 Out of Centre)	1
Edge of Town	1
Neighbourhood Centre (PPS6 Local Centre)	1

This data displays the number of surveys per main location category within the selected set. The main location categories consist of Free Standing, Edge of Town, Suburban Area, Neighbourhood Centre, Edge of Town Centre, Town Centre and Not Known.

Selected Location Sub Categories:

Residential Zone	2
Village	1

This data displays the number of surveys per location sub-category within the selected set. The location sub-categories consist of Commercial Zone, Industrial Zone, Development Zone, Residential Zone, Retail Zone, Built-Up Zone, Village, Out of Town, High Street and No Sub Category.

Filtering Stage 3 selection:

Use Class:

C3	3 days

This data displays the number of surveys per Use Class classification within the selected set. The Use Classes Order 2005 has been used for this purpose, which can be found within the Library module of TRICS®.

Population within 1 mile:

1,001 to 5,000	1 days
5,001 to 10,000	1 days
20,001 to 25,000	1 days

This data displays the number of selected surveys within stated 1-mile radii of population.

Population within 5 miles:

25,001 to 50,000	1 days
75,001 to 100,000	1 days
100,001 to 125,000	1 days

This data displays the number of selected surveys within stated 5-mile radii of population.

Car ownership within 5 miles:

0.6 to 1.0	2 days
1.1 to 1.5	1 days

This data displays the number of selected surveys within stated ranges of average cars owned per residential dwelling, within a radius of 5-miles of selected survey sites.

Travel Plan:

Yes	1 days
No	2 days

This data displays the number of surveys within the selected set that were undertaken at sites with Travel Plans in place, and the number of surveys that were undertaken at sites without Travel Plans.

LIST OF SITES relevant to selection parameters

1	**ES-03-L-02**	**TERRACED & FLATS**		**EAST SUSSEX**
	HUGHENDEN ROAD			
	ORE VALLEY			
	HASTINGS			
	Suburban Area (PPS6 Out of Centre)			
	Residential Zone			
	Total Number of dwellings:		51	
	Survey date: WEDNESDAY		19/12/12	Survey Type: MANUAL
2	**HC-03-L-02**	**HOUSES/ FLATS**		**HAMPSHIRE**
	HUNTS POND ROAD			
	TITCHFIELD			
	NEAR FAREHAM			
	Edge of Town			
	Residential Zone			
	Total Number of dwellings:		59	
	Survey date: TUESDAY		09/11/10	Survey Type: MANUAL
3	**NO-03-L-01**	**TERRACED/ FLATS**		**NORTH LINCOLNSHIRE**
	A161 HIGH STREET			
	BELTON			
	Neighbourhood Centre (PPS6 Local Centre)			
	Village			
	Total Number of dwellings:		79	
	Survey date: FRIDAY		11/04/03	Survey Type: MANUAL

This section provides a list of all survey sites and days in the selected set. For each individual survey site, it displays a unique site reference code and site address, the selected trip rate calculation parameter and its value, the day of the week and date of each survey, and whether the survey was a manual classified count or an ATC count.

TRIP RATE for Land Use 03 - RESIDENTIAL/L - MIXED NON-PRIVATE HOUSING

VEHICLES

Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	3	63	0.063	3	63	0.212	3	63	0.275
08:00 - 09:00	3	63	0.138	**3**	**63**	**0.317**	3	63	0.455
09:00 - 10:00	3	63	0.169	3	63	0.190	3	63	0.359
10:00 - 11:00	3	63	0.164	3	63	0.164	3	63	0.328
11:00 - 12:00	3	63	0.217	3	63	0.259	3	63	0.476
12:00 - 13:00	3	63	0.228	3	63	0.190	3	63	0.418
13:00 - 14:00	3	63	0.159	3	63	0.159	3	63	0.318
14:00 - 15:00	3	63	0.212	3	63	0.243	3	63	0.455
15:00 - 16:00	3	63	0.286	3	63	0.206	3	63	0.492
16:00 - 17:00	3	63	0.317	3	63	0.296	**3**	**63**	**0.613**
17:00 - 18:00	**3**	**63**	**0.333**	3	63	0.190	3	63	0.523
18:00 - 19:00	3	63	0.249	3	63	0.090	3	63	0.339
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			2.535			2.516			5.051

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected survey days that have count data available for the stated time period. Then, the average count is divided by the average trip rate parameter value, and multiplied by the stated calculation factor (shown just above the table and abbreviated here as FACT). So, the method is: COUNT/TRP* FACT. Trip rates are then rounded to 3 decimal places.

Parameter summary

Trip rate parameter range selected:	51 - 79 (units:)
Survey date date range:	01/01/00 - 19/12/12
Number of weekdays (Monday-Friday):	3
Number of Saturdays:	0
Number of Sundays:	0
Surveys manually removed from selection:	0

This section displays a quick summary of some of the data filtering selections made by the TRICS® user. The trip rate calculation parameter range of all selected surveys is displayed first, followed by the range of minimum and maximum survey dates selected by the user. Then, the total number of selected weekdays and weekend days in the selected set of surveys are show. Finally, the number of survey days that have been manually removed from the selected set outside of the standard filtering procedure are displayed.

TRIP RATE for Land Use 03 - RESIDENTIAL/L - MIXED NON-PRIVATE HOUSING

OGVS

Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	3	63	0.005	3	63	0.005	3	63	0.010
08:00 - 09:00	**3**	**63**	**0.011**	3	63	0.005	3	63	0.016
09:00 - 10:00	3	63	0.000	3	63	0.000	3	63	0.000
10:00 - 11:00	3	63	0.011	**3**	**63**	**0.011**	**3**	**63**	**0.022**
11:00 - 12:00	3	63	0.011	3	63	0.011	3	63	0.022
12:00 - 13:00	3	63	0.000	3	63	0.000	3	63	0.000
13:00 - 14:00	3	63	0.000	3	63	0.005	3	63	0.005
14:00 - 15:00	3	63	0.000	3	63	0.000	3	63	0.000
15:00 - 16:00	3	63	0.000	3	63	0.000	3	63	0.000
16:00 - 17:00	3	63	0.005	3	63	0.005	3	63	0.010
17:00 - 18:00	3	63	0.000	3	63	0.000	3	63	0.000
18:00 - 19:00	3	63	0.000	3	63	0.000	3	63	0.000
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.043			0.042			0.085

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected survey days that have count data available for the stated time period. Then, the average count is divided by the average trip rate parameter value, and multiplied by the stated calculation factor (shown just above the table and abbreviated here as FACT). So, the method is: COUNT/TRP* FACT. Trip rates are then rounded to 3 decimal places.

Parameter summary

Trip rate parameter range selected:	51 - 79 (units:)
Survey date date range:	01/01/00 - 19/12/12
Number of weekdays (Monday-Friday):	3
Number of Saturdays:	0
Number of Sundays:	0
Surveys manually removed from selection:	0

This section displays a quick summary of some of the data filtering selections made by the TRICS® user. The trip rate calculation parameter range of all selected surveys is displayed first, followed by the range of minimum and maximum survey dates selected by the user. Then, the total number of selected weekdays and weekend days in the selected set of surveys are show. Finally, the number of survey days that have been manually removed from the selected set outside of the standard filtering procedure are displayed.

Appendix L

2001 Census Data – Origin/Destination Statistics

2001 census - UK travel flows (ward)

area of residence 45UCHG : Yapton (2003 CAS ward)
date 2001

area of workplace : local authority: district / unitary	T203:27 (Car - driver : Not full-time student: in employment full-time)	T203:28 (Car - driver : Not full-time student: in employment part-time)	TOTAL	*A27 West*	*A27 East*
Calderdale	3	0	3		*3*
Rochford	3	0	3		*3*
Camden	3	0	3		*3*
Wandsworth	3	0	3		*3*
Croydon	4	0	4		*4*
Hounslow	6	0	6		*6*
Merton	6	0	6		*6*
Sutton	6	0	6		*6*
Brighton and Hove	35	0	35		*35*
Isle of Wight	3	0	3	*3*	
Milton Keynes	3	0	3	*3*	
Portsmouth	24	0	24	*24*	
Southampton	6	0	6	*6*	
West Berkshire	3	0	3	*3*	
Wokingham	3	0	3	*3*	
Lewes	12	0	12		*12*
Basingstoke and Deane	3	0	3	*3*	
East Hampshire	9	3	12	*12*	
Eastleigh	6	0	6	*6*	
Fareham	12	0	12	*12*	
Gosport	3	0	3	*3*	
Havant	11	0	11	*11*	
New Forest	6	0	6	*6*	
Shepway	3	0	3	*3*	
Elmbridge	3	0	3	*3*	
Guildford	14	0	14	*14*	
Mole Valley	5	3	8		*8*
Reigate and Banstead	9	3	12		*12*
Waverley	12	0	12	*12*	
Woking	3	0	3	*12*	
Adur	27	0	27		*27*
Arun	708	259	967		
Chichester	229	75	304	*304*	
Crawley	28	3	31		*31*
Horsham	37	6	43		*43*
Mid Sussex	12	0	12		*12*
Worthing	74	28	102		*102*
Column Total	**1,337**	**380**	**1,717**	***443***	***316***

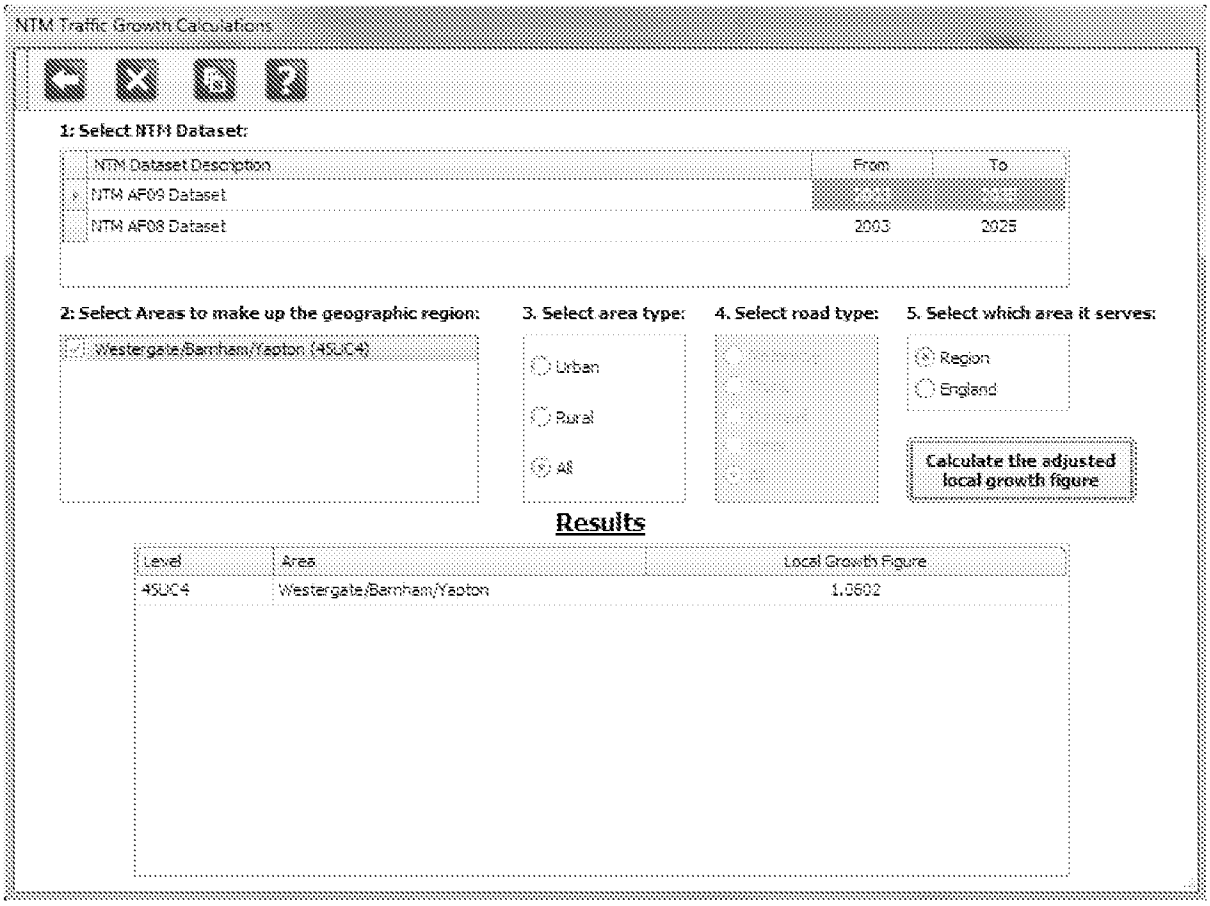
area of workplace : 2003 CAS ward	T203:27 (Car - driver : Not full-time student: in employment full-time)	T203:28 (Car - driver : Not full-time student: in employment part-time)	TOTAL	O/D
45UCGE : Aldwick East	3	3	6	South
45UCGG : Angmering	20	5	25	North
45UCGH : Arundel	36	9	45	North
45UCGJ : Barnham	45	26	71	West
45UCGK : Beach	3	3	6	East
45UCGL : Bersted	41	3	44	South
45UCGM : Brookfield	3	0	3	East
45UCGN : East Preston with Ki	5	0	5	East
45UCGP : Felpham East	5	3	8	South
45UCGQ : Felpham West	9	5	14	South
45UCGR : Ferring	5	0	5	North
45UCGS : Findon	3	0	3	North
45UCGT : Ham	32	18	50	East
45UCGU : Hotham	35	26	61	South
45UCGW : Marine	19	6	25	South
45UCGX : Middleton-on-Sea	13	4	17	South
45UCGY : Orchard	27	6	33	South
45UCGZ : Pagham and Rose G	3	0	3	South
45UCHA : Pevensey	14	6	20	South
45UCHB : River	53	25	78	East
45UCHC : Rustington East	13	14	27	East
45UCHD : Rustington West	31	3	34	East
45UCHE : Walberton	49	15	64	North
45UCHF : Wick with Toddingto	25	4	29	East
45UCHG : Yapton	216	75	291	
Column Total	**708**	**259**	**967**	

	Arun	Non-Arun		*A27 West*	*A27 East*
North	215	749	56.1%	*33.2%*	*23.7%*
East	305		17.8%		
South	304		17.7%		
West	144		8.4%		
	968	749	1,717		

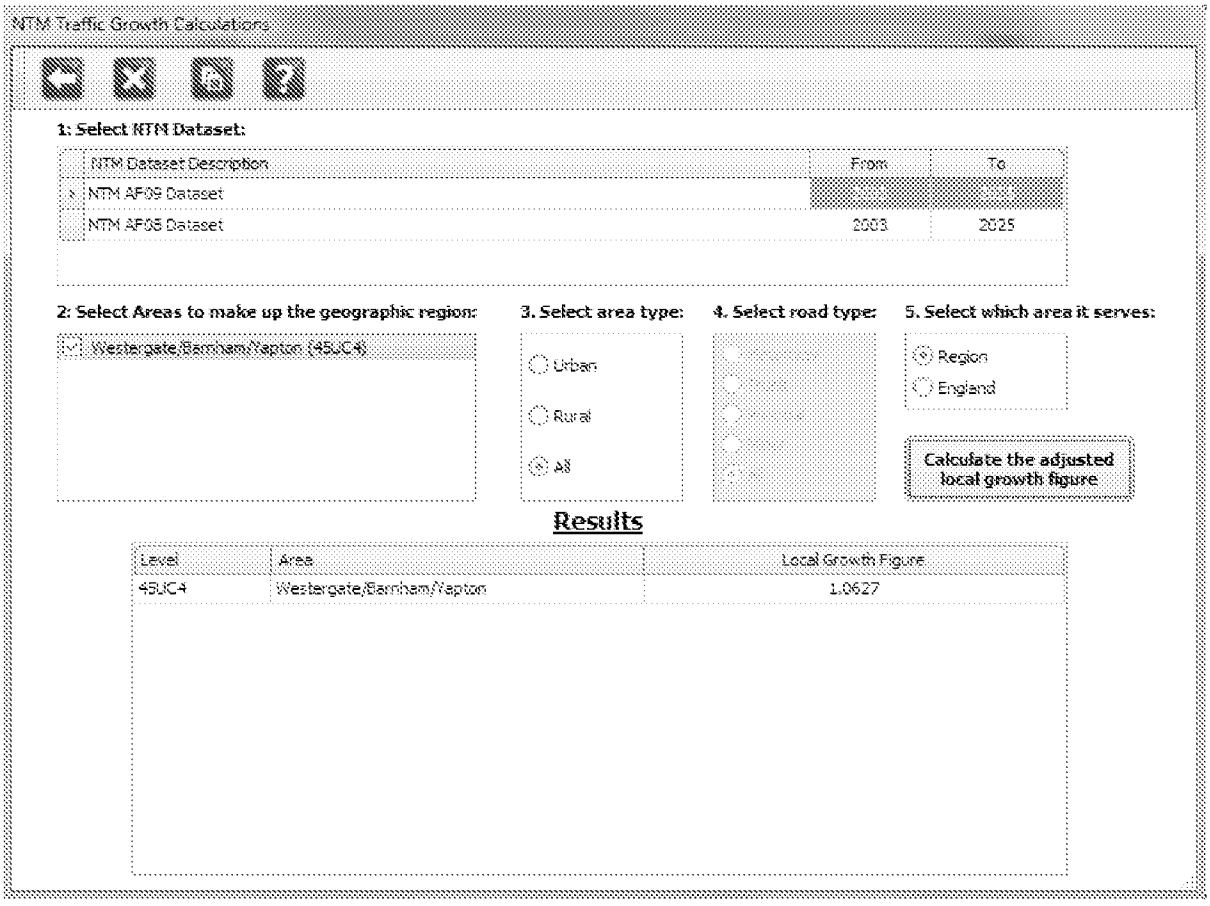
Appendix M

TEMPRO Output Reports

TEMPRO Growth Rates



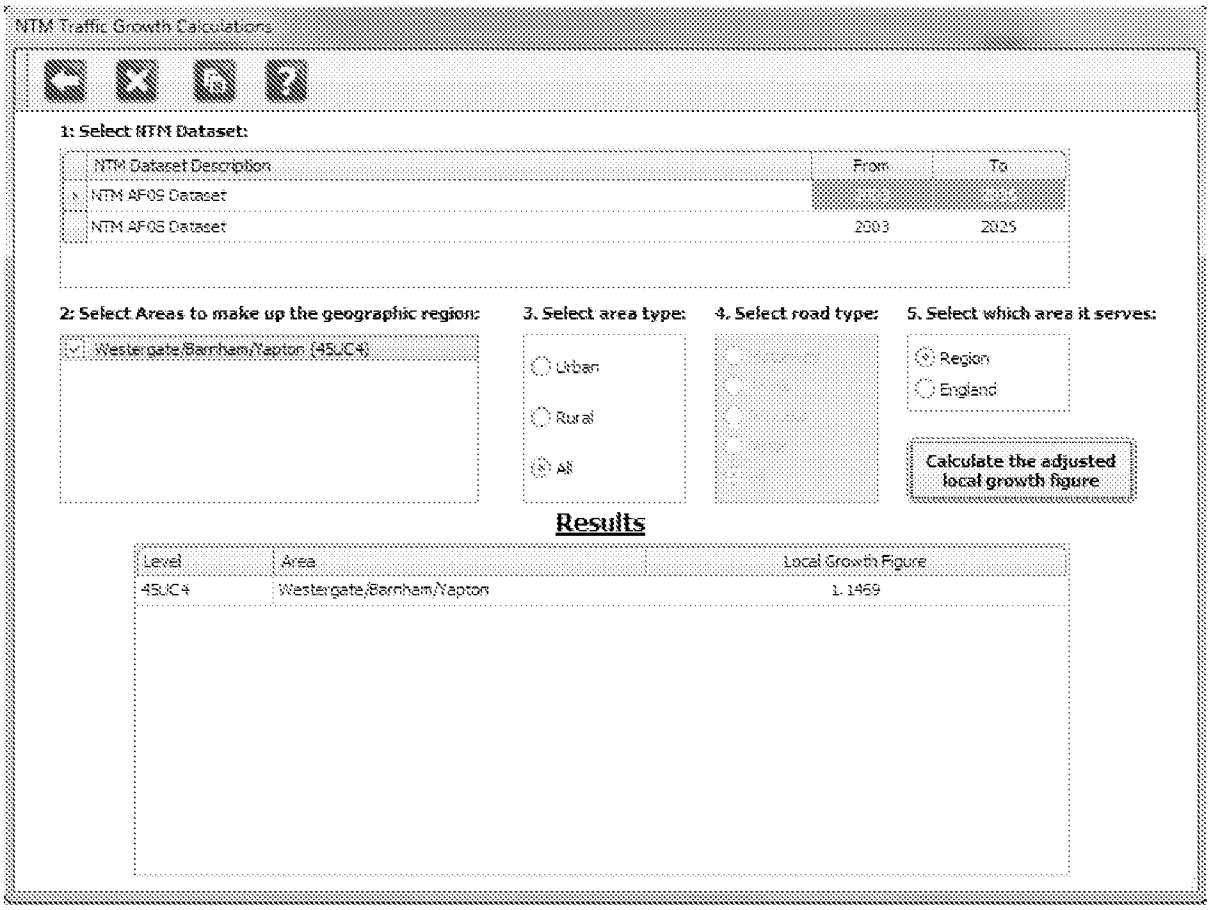
2013 to 2018 AM Peak



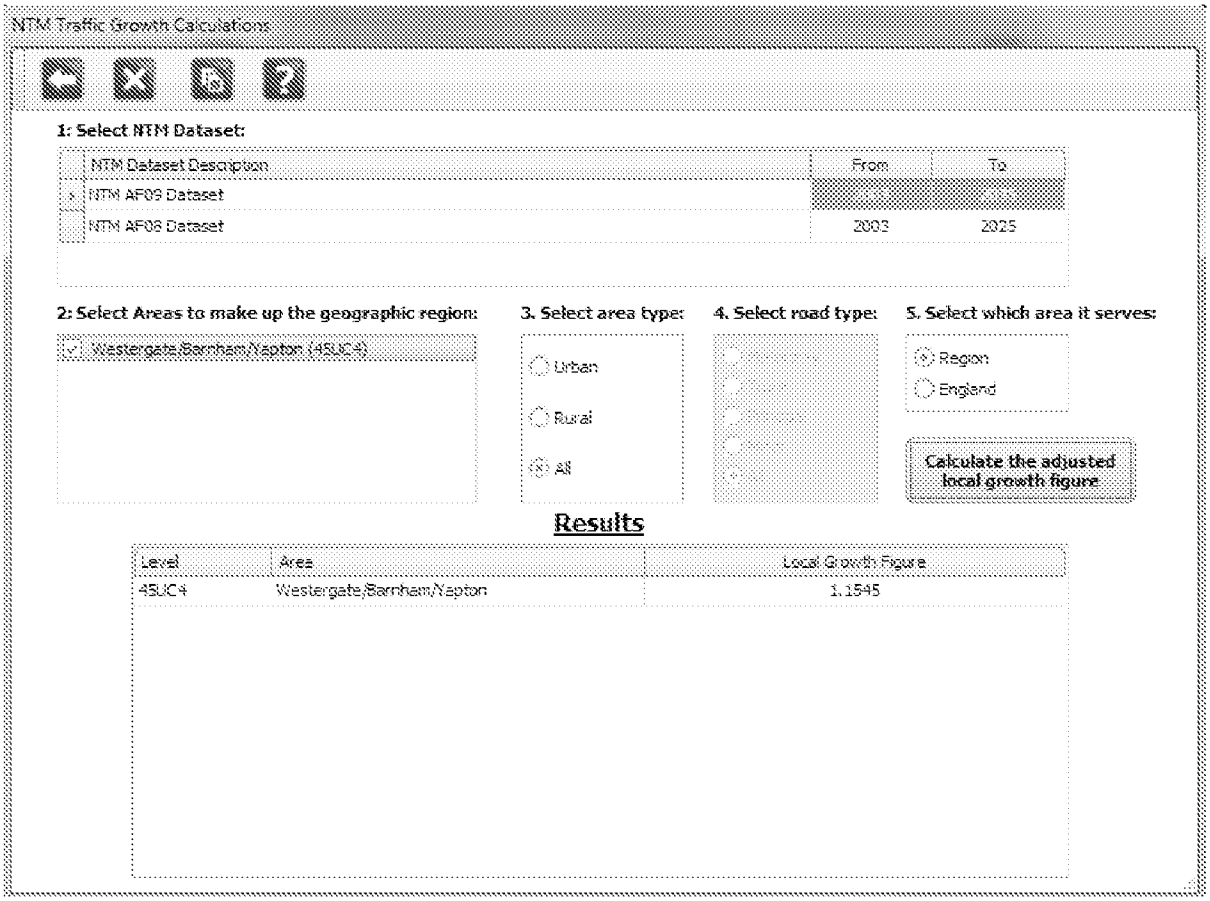
2013 to 2018 PM Peak



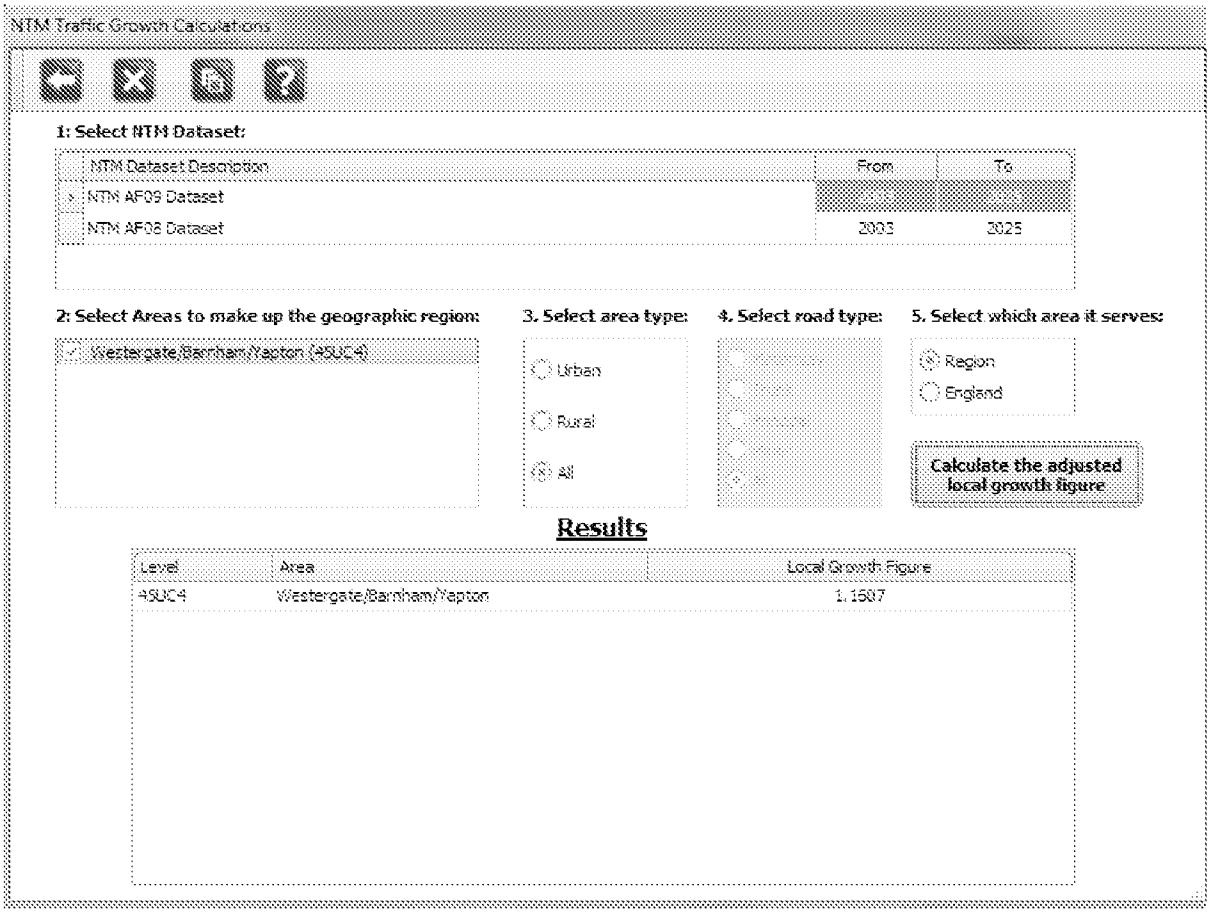
2013 to 2018 Average Weekday



2013 to 2023 AM Peak



2013 to 2023 PM Peak



2013 to 2023 Average Weekday

Appendix N

Correspondence with the Transport Research Laboratory

James Bancroft

From: Bedingfeld, James [redacted]
Sent: 27 September 2013 16:22
To: James Bancroft
Subject: RE: Yapton

Dear James,

I can confirm that further to our conversation this type of junction may not be suitable for modelling in PICADY. As discussed if vehicles are merging into free flowing traffic lanes then this is something that was not considered or researched as part of priority junction project, PICADY would assume that vehicles be slowing on approach to the junction to 'view' conflicting traffic and then giving-way, in this instance it is unlikely that vehicles will stop, give-way and queue within the acceleration lane, it is a merge situation.

In some cases merge and diverge lanes have been modelled in PICADY, with advice on how to interpret this situation into the software (see links below), but not a junction of this size, mainly for short / tapered acceleration and deceleration lanes. If you were to model the situation in PICADY using this advice we cannot guarantee the results of this as this was never researched.

https://www.trlsoftware.co.uk/support/knowledgebase/articles/67
https://www.trlsoftware.co.uk/support/knowledgebase/articles/96

With regard to mini-roundabouts then yes we are looking at investigating this type of roundabout in the future for the next release of the program. We are developing a library of sites to collect data and any further sites you might be able to provide video survey data (and if available accurate geometric data from CAD files etc) could prove to be helpful in our investigation. If you do have any such information this can be posted to me at the address below.

If you have any further queries please do not hesitate to contact me.

Regards

James Bedingfeld AMCIHT AMSoRSA
Traffic Engineer - Transportation

TRL, Crowthorne House, Nine Mile Ride, Wokingham, Berkshire, RG40 3GA

[redacted]

From: James Bancroft [redacted]
Sent: 27 September 2013 14:03
To: Bedingfeld, James
Subject: Yapton

James,

Many thanks for taking the time to discuss the A27/Yapton Lane junction this morning, and in particular that appropriateness of using PICADY when modelling its performance. On the basis of our discussions it is my understanding that the PICADY is not capable of modelling junctions that include large merge lanes, and that

ARUN DISTRICT COUNCIL Y/99/13/

this relates to the fact that PICADY assumes drivers will be stationary when determining gap acceptance. It would be much appreciated if you could confirm that my understanding is correct.

I would also very much appreciate it if you could confirm that TRL are currently reviewing the mini-roundabout option within Junctions/PICADY in recognition of the fact that the current formulae are subject to some limitations that do not accurately model this type of junction. As we discussed, I will ask my colleagues to (wherever possible) forward you copies of videos we commission of this type of junction to assist TRL with its on-going review.

Kind regards

James Bancroft
Motion
232 High Street
Guildford
Surrey
GU1 3JF



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Appendix C

Junction Capacity Assessments – 2013

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

PICADY 5.1 ANALYSIS PROGRAM
RELEASE 5.0 (JUNE 2010)

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EMAIL: [redacted]

THE USER OF THIS COMPUTER PROGRAM FOR THE SOLUTION OF AN ENGINEERING PROBLEM IS
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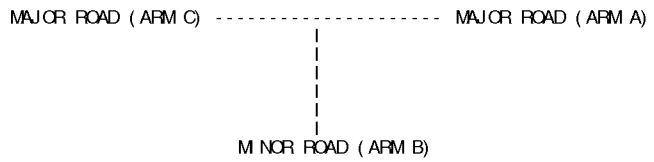
Run with file:-
"N:\Projects\layapt 130431\Analysis\PICADY\Ford Lane_Station Road\2013 AM Peak.vpi"
(drive-on-the-left) at 15:10:02 on Monday, 30 September 2013

.RUN INFORMATION

RUN TITLE	: Ford Lane/Station Road
LOCATION	: Yapton
DATE	: 30/09/13
CLIENT	:
ENUMERATOR	: [TECHNICIAN-2]
JOB NUMBER	: layapt
STATUS	:
DESCRIPTION	:

.MAJOR/MINOR JUNCTION CAPACITY AND DELAY

INPUT DATA



ARM A IS Station Road (Northbound)
ARM B IS Ford Lane
ARM C IS Station Road (Southbound)

.STREAM LABELLING CONVENTION

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

.GEOMETRIC DATA

DATA ITEM	MINOR ROAD B
TOTAL MAJOR ROAD CARRIAGEWAY WIDTH	(W) 6.00 M
CENTRAL RESERVE WIDTH	(WCR) 0.00 M
MAJOR ROAD RIGHT TURN - WIDTH	(WC-B) 3.50 M
- VISIBILITY	(VC-B) 120.00 M
- BLOCKS TRAFFIC (SPACES)	NO (0)
MINOR ROAD - VISIBILITY TO LEFT	(VB-C) 30.0 M
- VISIBILITY TO RIGHT	(VB-A) 150.0 M
- LANE 1 WIDTH	(WB-C) -
- LANE 2 WIDTH	(WB-A) -
WIDTH AT 0 M FROM JUNCTION	10.00 M
WIDTH AT 5 M FROM JUNCTION	10.00 M
WIDTH AT 10 M FROM JUNCTION	7.00 M
WIDTH AT 15 M FROM JUNCTION	4.50 M
WIDTH AT 20 M FROM JUNCTION	3.50 M
- LENGTH OF FLARED SECTION	DERIVED: 2 PCU

.SLOPES AND INTERCEPT

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

ARUN DISTRICT COUNCIL Y/99/13/

Intercept For STREAM B-C	Slope For Opposing STREAM A-C	Slope For Opposing STREAM A-B
0.00	0.00	0.00

* Due to the presence of a flare, data is not available

Intercept For STREAM B-A	Slope For Opposing STREAM A-C	Slope For Opposing STREAM A-B	Slope For Opposing STREAM C-A	Slope For Opposing STREAM C-B
0.00	0.00	0.00	0.00	0.00

* Due to the presence of a flare, data is not available

Intercept For STREAM C-B	Slope For Opposing STREAM A-C	Slope For Opposing STREAM A-B
734.50	0.28	0.28

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

.TRAFFIC DEMAND DATA

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

.Demand set: 2013 AM Peak

TIME PERIOD BEGINS 07.45 AND ENDS 08.45

LENGTH OF TIME PERIOD - 60 MIN.
LENGTH OF TIME SEGMENT - 15 MIN.
DEMAND FLOW PROFILES ARE INPUT DIRECTLY

.Demand set: 2013 AM Peak

TIME	FROM/TO	TURNING PROPORTIONS / TURNING COUNTS (PERCENTAGE OF H.V.S) ARM A	ARM B	ARM C
07.45 - 08.00	ARM A	0.000 0.0 (0.0)	0.578 78.0 (7.6)	0.422 57.0 (7.3)
	ARM B	0.854 41.0 (9.9)	0.000 0.0 (0.0)	0.146 7.0 (6.9)
	ARM C	0.821 32.0 (9.4)	0.179 7.0 (4.2)	0.000 0.0 (0.0)
08.00 - 08.15	ARM A	0.000 0.0 (0.0)	0.578 78.0 (7.6)	0.422 57.0 (7.3)
	ARM B	0.896 43.0 (9.9)	0.000 0.0 (0.0)	0.104 5.0 (6.9)
	ARM C	0.911 41.0 (9.4)	0.089 4.0 (4.2)	0.000 0.0 (0.0)
08.15 - 08.30	ARM A	0.000 0.0 (0.0)	0.585 79.0 (7.6)	0.415 56.0 (7.3)
	ARM B	0.744 32.0 (9.9)	0.000 0.0 (0.0)	0.256 11.0 (6.9)
	ARM C	0.893 25.0 (9.4)	0.107 3.0 (4.2)	0.000 0.0 (0.0)
08.30 - 08.45	ARM A	0.000 0.0 (0.0)	0.503 79.0 (7.6)	0.497 78.0 (7.3)

	ARM B	0.813	0.000	0.188
		26.0	0.0	6.0
		(9.9)	(0.0)	(6.9)
	ARM C	0.744	0.256	0.000
		29.0	10.0	0.0
		(9.4)	(4.2)	(0.0)

TURNING PROPORTIONS ARE CALCULATED FROM TURNING COUNT DATA
THE TURNING PROPORTIONS USED VARY BETWEEN TIME SEGMENTS
THE PERCENTAGE OF HEAVY VEHICLES VARIES OVER TURNING MOVEMENTS

QUEUE AND DELAY INFORMATION FOR EACH 15 MIN TIME SEGMENT

FOR COMBINED DEMAND SETS
AND FOR TIME PERIOD 1

TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)
07.45-08.00									
B-C	0.47	8.70	0.054		0.00	0.06	0.8		0.12
B-A	2.73	7.48	0.365		0.00	0.56	7.9		0.21
C-A	2.13								
C-B	0.47	9.11	0.051		0.00	0.05	0.8		0.12
A-B	5.20								
A-C	3.80								

TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)
08.00-08.15									
B-C	0.33	8.55	0.039		0.06	0.04	0.6		0.12
B-A	2.87	7.47	0.384		0.56	0.61	9.0		0.22
C-A	2.73								
C-B	0.27	9.11	0.029		0.05	0.03	0.5		0.11
A-B	5.20								
A-C	3.80								

TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)
08.15-08.30									
B-C	0.73	9.12	0.081		0.04	0.09	1.3		0.12
B-A	2.14	7.76	0.275		0.61	0.39	6.0		0.18
C-A	1.67								
C-B	0.20	9.11	0.022		0.03	0.02	0.3		0.11
A-B	5.27								
A-C	3.73								

TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)
08.30-08.45									
B-C	0.40	8.74	0.046		0.09	0.05	0.7		0.12
B-A	1.73	7.00	0.247		0.39	0.33	5.1		0.19
C-A	1.93								
C-B	0.67	8.68	0.077		0.02	0.08	1.2		0.12
A-B	5.27								
A-C	5.20								

QUEUE FOR STREAM B-C

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE	
08.00	0.1	
08.15	0.0	
08.30	0.1	
08.45	0.0	

QUEUE FOR STREAM B-A

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

QUEUE FOR STREAM C-B

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE

08.00	0.1
08.15	0.0
08.30	0.0
08.45	0.1

QUEUEING DELAY INFORMATION OVER WHOLE PERIOD

STREAM	TOTAL DEMAND		* QUEUEING * DELAY *		* INCLUSIVE QUEUEING * DELAY *	
	(VEH)	(VEH/H)	(MIN)	(MIN/VEH)	(MIN)	(MIN/VEH)
B-C	29.0	29.0	3.5	0.12	3.5	0.12
B-A	142.0	142.0	28.1	0.20	28.1	0.20
C-A	127.0	127.0				
C-B	24.0	24.0	2.8	0.12	2.8	0.12
A-B	314.0	314.0				
A-C	248.0	248.0				
ALL	884.1	884.1	34.3	0.04	34.3	0.04

* DELAY IS THAT OCCURRING ONLY WITHIN THE TIME PERIOD
* INCLUSIVE DELAY INCLUDES DELAY SUFFERED BY VEHICLES
WHICH ARE STILL QUEUEING AFTER THE END OF THE TIME PERIOD
* THESE WILL ONLY BE SIGNIFICANTLY DIFFERENT IF THERE IS
A LARGE QUEUE REMAINING AT THE END OF THE TIME PERIOD.

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

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

PICADY 5.1 ANALYSIS PROGRAM
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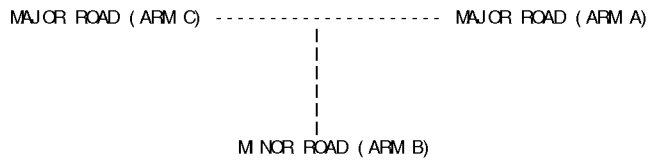
Run with file:-
"N:\Projects\layapt 130431\Analysis\PICADY\Ford Lane_Station Road\2013 PM Peak.vpi"
(drive-on-the-left) at 15:04:06 on Monday, 30 September 2013

.RUN INFORMATION

RUN TITLE	: Ford Lane/Station Road
LOCATION	: Yapton
DATE	: 30/09/13
CLIENT	:
ENUMERATOR	: [TECHNICIAN-2]
JOB NUMBER	: layapt
STATUS	:
DESCRIPTION	:

.MAJOR/MINOR JUNCTION CAPACITY AND DELAY

INPUT DATA



ARM A IS Station Road (Northbound)
ARM B IS Ford Lane
ARM C IS Station Road (Southbound)

.STREAM LABELLING CONVENTION

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

.GEOMETRIC DATA

DATA ITEM	MINOR ROAD B
TOTAL MAJOR ROAD CARRIAGEWAY WIDTH	(W) 6.00 M
CENTRAL RESERVE WIDTH	(WCR) 0.00 M
MAJOR ROAD RIGHT TURN - WIDTH	(WC-B) 3.50 M
- VISIBILITY	(VC-B) 120.00 M
- BLOCKS TRAFFIC (SPACES)	NO (0)
MINOR ROAD - VISIBILITY TO LEFT	(VB-C) 150.0 M
- VISIBILITY TO RIGHT	(VB-A) 30.0 M
- LANE 1 WIDTH	(WB-C) -
- LANE 2 WIDTH	(WB-A) -
WIDTH AT 0 M FROM JUNCTION	10.00 M
WIDTH AT 5 M FROM JUNCTION	10.00 M
WIDTH AT 10 M FROM JUNCTION	7.00 M
WIDTH AT 15 M FROM JUNCTION	4.50 M
WIDTH AT 20 M FROM JUNCTION	3.50 M
- LENGTH OF FLARED SECTION	DERIVED: 2 PCU

.SLOPES AND INTERCEPT

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

ARUN DISTRICT COUNCIL Y/99/13/

Intercept For STREAM B-C	Slope For Opposing STREAM A-C	Slope For Opposing STREAM A-B
0.00	0.00	0.00

* Due to the presence of a flare, data is not available

Intercept For STREAM B-A	Slope For Opposing STREAM A-C	Slope For Opposing STREAM A-B	Slope For Opposing STREAM C-A	Slope For Opposing STREAM C-B
0.00	0.00	0.00	0.00	0.00

* Due to the presence of a flare, data is not available

Intercept For STREAM C-B	Slope For Opposing STREAM A-C	Slope For Opposing STREAM A-B
734.50	0.28	0.28

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

.TRAFFIC DEMAND DATA

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

.Demand set: 2013 PM Peak

TIME PERIOD BEGINS 16.45 AND ENDS 17.45

LENGTH OF TIME PERIOD - 60 MIN.
LENGTH OF TIME SEGMENT - 15 MIN.
DEMAND FLOW PROFILES ARE INPUT DIRECTLY

.Demand set: 2013 PM Peak

TIME	FROM/TO	TURNING PROPORTIONS / TURNING COUNTS (PERCENTAGE OF H.V.S) ARM A	ARM B	ARM C
16.45 - 17.00	ARM A	0.000	0.328	0.672
		0.0	21.0	43.0
		(0.0)	(2.2)	(2.2)
	ARM B	0.867	0.000	0.133
		85.0	0.0	13.0
		(3.5)	(0.0)	(7.5)
	ARM C	0.872	0.128	0.000
		75.0	11.0	0.0
		(2.8)	(11.5)	(0.0)
17.00 - 17.15	ARM A	0.000	0.525	0.475
		0.0	42.0	38.0
		(0.0)	(2.2)	(2.2)
	ARM B	0.854	0.000	0.146
		88.0	0.0	15.0
		(3.5)	(0.0)	(7.5)
	ARM C	0.924	0.076	0.000
		61.0	5.0	0.0
		(2.8)	(11.5)	(0.0)
17.15 - 17.30	ARM A	0.000	0.380	0.620
		0.0	35.0	57.0
		(0.0)	(2.2)	(2.2)
	ARM B	0.874	0.000	0.126
		83.0	0.0	12.0
		(3.5)	(0.0)	(7.5)
	ARM C	0.960	0.040	0.000
		72.0	3.0	0.0
		(2.8)	(11.5)	(0.0)
17.30 - 17.45	ARM A	0.000	0.463	0.538
		0.0	37.0	43.0
		(0.0)	(2.2)	(2.2)

	ARM B	0.819	0.000	0.181
		59.0	0.0	13.0
		(3.5)	(0.0)	(7.5)
	ARM C	0.917	0.083	0.000
		77.0	7.0	0.0
		(2.8)	(11.5)	(0.0)

TURNING PROPORTIONS ARE CALCULATED FROM TURNING COUNT DATA
THE TURNING PROPORTIONS USED VARY BETWEEN TIME SEGMENTS
THE PERCENTAGE OF HEAVY VEHICLES VARIES OVER TURNING MOVEMENTS

QUEUE AND DELAY INFORMATION FOR EACH 15 MIN TIME SEGMENT

FOR COMBINED DEMAND SETS
AND FOR TIME PERIOD 1

TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)
16.45-17.00									
B-C	0.87	5.82	0.149		0.00	0.17	2.5		0.20
B-A	5.66	7.81	0.725		0.00	2.38	30.6		0.41
C-A	5.00								
C-B	0.73	9.87	0.074		0.00	0.08	1.2		0.11
A-B	1.40								
A-C	2.87								

TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)
17.00-17.15									
B-C	1.00	5.59	0.179		0.17	0.21	3.1		0.22
B-A	5.87	8.08	0.726		2.38	2.52	37.0		0.45
C-A	4.07								
C-B	0.33	9.59	0.035		0.08	0.04	0.6		0.11
A-B	2.80								
A-C	2.53								

TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)
17.15-17.30									
B-C	0.80	5.46	0.146		0.21	0.17	2.7		0.21
B-A	5.53	7.72	0.716		2.52	2.52	37.7		0.46
C-A	4.80								
C-B	0.20	9.38	0.021		0.04	0.02	0.3		0.11
A-B	2.33								
A-C	3.80								

TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)
17.30-17.45									
B-C	0.87	7.51	0.115		0.17	0.13	2.0		0.15
B-A	3.93	7.76	0.507		2.52	1.06	17.5		0.27
C-A	5.13								
C-B	0.47	9.59	0.049		0.02	0.05	0.7		0.11
A-B	2.47								
A-C	2.86								

QUEUE FOR STREAM B-C

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

QUEUE FOR STREAM B-A

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE	
17.00	2.4	**
17.15	2.5	***
17.30	2.5	***
17.45	1.1	*

QUEUE FOR STREAM C-B

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE

17.00	0.1
17.15	0.0
17.30	0.0
17.45	0.1

QUEUEING DELAY INFORMATION OVER WHOLE PERIOD

STREAM	TOTAL DEMAND		* QUEUEING * DELAY *		* INCLUSIVE QUEUEING * DELAY *	
	(VEH)	(VEH/H)	(MIN)	(MIN/VEH)	(MIN)	(MIN/VEH)
B-C	53.0	53.0	10.3	0.19	10.3	0.19
B-A	315.0	315.0	122.8	0.39	122.9	0.39
C-A	285.0	285.0				
C-B	26.0	26.0	2.8	0.11	2.8	0.11
A-B	134.9	134.9				
A-C	181.0	181.0				
ALL	994.8	994.8	135.9	0.14	136.0	0.14

* DELAY IS THAT OCCURRING ONLY WITHIN THE TIME PERIOD
* INCLUSIVE DELAY INCLUDES DELAY SUFFERED BY VEHICLES
WHICH ARE STILL QUEUEING AFTER THE END OF THE TIME PERIOD
* THESE WILL ONLY BE SIGNIFICANTLY DIFFERENT IF THERE IS
A LARGE QUEUE REMAINING AT THE END OF THE TIME PERIOD.

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

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

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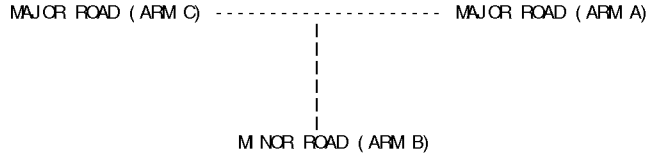
Run with file:-
"N:\Projects\layapt 130431\Analysis\PICADY\Main Road_Church Road\2013 Observed AM Peak.vpi"
(drive-on-the-left) at 17:18:01 on Thursday, 26 September 2013

.RUN INFORMATION

RUN TITLE	: Main Road/Church Road
LOCATION	: Yapton
DATE	: 26/09/13
CLIENT	:
ENUMERATOR	: juliancclementsmith [TECHNICIAN-2]
JOB NUMBER	:
STATUS	:
DESCRIPTION	:

.MAJOR/MINOR JUNCTION CAPACITY AND DELAY

INPUT DATA



ARM A IS Main Road West
ARM B IS Church Road
ARM C IS Main Road East

.STREAM LABELLING CONVENTION

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

.GEOMETRIC DATA

DATA ITEM	MINOR ROAD B
TOTAL MAJOR ROAD CARRIAGEWAY WIDTH	(W) 7.00 M
CENTRAL RESERVE WIDTH	(WCR) 0.00 M
MAJOR ROAD RIGHT TURN - WIDTH	(WC-B) 2.20 M
- VISIBILITY	(VC-B) 70.00 M
- BLOCKS TRAFFIC (SPACES)	YES (0)
MINOR ROAD - VISIBILITY TO LEFT	(VB-C) 27.0 M
- VISIBILITY TO RIGHT	(VB-A) 31.0 M
- LANE 1 WIDTH	(WB-C) -
- LANE 2 WIDTH	(WB-A) -
WIDTH AT 0 M FROM JUNCTION	10.00 M
WIDTH AT 5 M FROM JUNCTION	10.00 M
WIDTH AT 10 M FROM JUNCTION	6.25 M
WIDTH AT 15 M FROM JUNCTION	4.50 M
WIDTH AT 20 M FROM JUNCTION	3.50 M
- LENGTH OF FLARED SECTION	DERIVED: 2 PCU

.SLOPES AND INTERCEPT

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

ARUN DISTRICT COUNCIL Y/99/13/

Intercept For STREAM B-C	Slope For Opposing STREAM A-C	Slope For Opposing STREAM A-B
0.00	0.00	0.00

* Due to the presence of a flare, data is not available

Intercept For STREAM B-A	Slope For Opposing STREAM A-C	Slope For Opposing STREAM A-B	Slope For Opposing STREAM C-A	Slope For Opposing STREAM C-B
0.00	0.00	0.00	0.00	0.00

* Due to the presence of a flare, data is not available

Intercept For STREAM C-B	Slope For Opposing STREAM A-C	Slope For Opposing STREAM A-B
614.50	0.23	0.23

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

.TRAFFIC DEMAND DATA

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

.Demand set: 2013 Observed AM Peak

TIME PERIOD BEGINS 07.45 AND ENDS 08.45

LENGTH OF TIME PERIOD - 60 MIN.
LENGTH OF TIME SEGMENT - 15 MIN.
DEMAND FLOW PROFILES ARE INPUT DIRECTLY

.Demand set: 2013 Observed AM Peak

TIME	FROM/TO	TURNING PROPORTIONS / TURNING COUNTS (PERCENTAGE OF H.V.S) ARM A	ARM B	ARM C
07.45 - 08.00	ARM A	0.000 0.0 (0.0)	0.000 0.0 (0.0)	1.000 65.0 (5.0)
	ARM B	0.333 1.0 (6.7)	0.000 0.0 (0.0)	0.667 2.0 (0.0)
	ARM C	1.000 238.0 (2.7)	0.000 0.0 (0.0)	0.000 0.0 (0.0)
08.00 - 08.15	ARM A	0.000 0.0 (0.0)	0.011 1.0 (0.0)	0.989 91.0 (5.0)
	ARM B	0.667 4.0 (6.7)	0.000 0.0 (0.0)	0.333 2.0 (0.0)
	ARM C	0.991 232.0 (2.7)	0.009 2.0 (0.0)	0.000 0.0 (0.0)
08.15 - 08.30	ARM A	0.000 0.0 (0.0)	0.013 1.0 (0.0)	0.987 77.0 (5.0)
	ARM B	1.000 4.0 (6.7)	0.000 0.0 (0.0)	0.000 0.0 (0.0)
	ARM C	0.976 204.0 (2.7)	0.024 5.0 (0.0)	0.000 0.0 (0.0)
08.30 - 08.45	ARM A	0.000 0.0 (0.0)	0.053 5.0 (0.0)	0.947 90.0 (5.0)

	ARM B	0.545	0.000	0.455
		6.0	0.0	5.0
		(6.7)	(0.0)	(0.0)
	ARM C	0.948	0.052	0.000
		221.0	12.0	0.0
		(2.7)	(0.0)	(0.0)

TURNING PROPORTIONS ARE CALCULATED FROM TURNING COUNT DATA
THE TURNING PROPORTIONS USED VARY BETWEEN TIME SEGMENTS
THE PERCENTAGE OF HEAVY VEHICLES VARIES OVER TURNING MOVEMENTS

QUEUE AND DELAY INFORMATION FOR EACH 15 MIN TIME SEGMENT

FOR COMBINED DEMAND SETS
AND FOR TIME PERIOD 1

TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)
07.45-08.00									
B-C	0.13	10.85	0.012		0.00	0.01	0.2		0.09
B-A	0.07	4.96	0.013		0.00	0.01	0.2		0.20
C-AB	0.00	8.37	0.000		0.00	0.00	0.0		0.00
C-A	15.87								
A-B	0.00								
A-C	4.33								

TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)
08.00-08.15									
B-C	0.13	9.44	0.014		0.01	0.01	0.2		0.11
B-A	0.27	4.97	0.054		0.01	0.06	0.8		0.21
C-AB	0.42	17.94	0.023		0.00	0.03	0.4		0.06
C-A	15.18								
A-B	0.07								
A-C	6.06								

TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)
08.15-08.30									
B-C	0.00	9.14	0.000		0.01	0.00	0.0		0.00
B-A	0.27	5.56	0.049		0.06	0.05	0.8		0.19
C-AB	1.12	17.88	0.062		0.03	0.10	1.5		0.06
C-A	12.81								
A-B	0.07								
A-C	5.13								

TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)
08.30-08.45									
B-C	0.33	9.64	0.034		0.00	0.04	0.5		0.11
B-A	0.40	4.71	0.085		0.05	0.09	1.3		0.23
C-AB	3.38	18.89	0.179		0.10	0.56	8.3		0.06
C-A	12.15								
A-B	0.33								
A-C	6.00								

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

QUEUE FOR STREAM B-C

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE
08.00	0.0
08.15	0.0
08.30	0.0
08.45	0.0

QUEUE FOR STREAM B-A

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE
08.00	0.0
08.15	0.1
08.30	0.1
08.45	0.1

QUEUE FOR STREAM C-AB

TIME SEGMENT	NO. OF VEHICLES

ENDING	IN QUEUE	
08.00	0.0	
08.15	0.0	
08.30	0.1	
08.45	0.6	*

QUEUEING DELAY INFORMATION OVER WHOLE PERIOD

STREAM	TOTAL DEMAND		* QUEUEING *		* INCLUSIVE QUEUEING *	
			* DELAY *		* DELAY *	
	(VEH)	(VEH/H)	(MIN)	(MIN/VEH)	(MIN)	(MIN/VEH)
B-C	9.0	9.0	0.9	0.10	0.9	0.10
B-A	15.0	15.0	3.1	0.21	3.1	0.21
C-AB	73.7	73.7	10.2	0.14	10.2	0.14
C-A	840.2	840.2				
A-B	7.0	7.0				
A-C	322.9	322.9				
ALL	1267.8	1267.8	14.2	0.01	14.2	0.01

* DELAY IS THAT OCCURRING ONLY WITHIN THE TIME PERIOD
* INCLUSIVE DELAY INCLUDES DELAY SUFFERED BY VEHICLES
WHICH ARE STILL QUEUEING AFTER THE END OF THE TIME PERIOD
* THESE WILL ONLY BE SIGNIFICANTLY DIFFERENT IF THERE IS
A LARGE QUEUE REMAINING AT THE END OF THE TIME PERIOD.

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

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

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RELEASE 5.0 (JUNE 2010)

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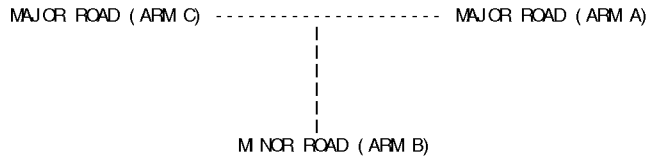
Run with file:-
"N:\Projects\layapt 130431\Analysis\PICADY\Main Road_Church Road\2013 Observed PM Peak.vpi"
(drive-on-the-left) at 17:28:34 on Thursday, 26 September 2013

.RUN INFORMATION

RUN TITLE	: Main Road/Church Road
LOCATION	: Yapton
DATE	: 26/09/13
CLIENT	:
ENUMERATOR	: juliancclementsmith [TECHNICIAN-2]
JOB NUMBER	:
STATUS	:
DESCRIPTION	:

.MAJOR/MINOR JUNCTION CAPACITY AND DELAY

INPUT DATA



ARM A IS Main Road West
ARM B IS Church Road
ARM C IS Main Road East

.STREAM LABELLING CONVENTION

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

.GEOMETRIC DATA

DATA ITEM	MINOR ROAD B
TOTAL MAJOR ROAD CARRIAGEWAY WIDTH	(W) 7.00 M
CENTRAL RESERVE WIDTH	(WCR) 0.00 M
MAJOR ROAD RIGHT TURN - WIDTH	(WC-B) 2.20 M
- VISIBILITY	(VC-B) 70.00 M
- BLOCKS TRAFFIC (SPACES)	YES (0)
MINOR ROAD - VISIBILITY TO LEFT	(VB-C) 27.0 M
- VISIBILITY TO RIGHT	(VB-A) 31.0 M
- LANE 1 WIDTH	(WB-C) -
- LANE 2 WIDTH	(WB-A) -
WIDTH AT 0 M FROM JUNCTION	10.00 M
WIDTH AT 5 M FROM JUNCTION	10.00 M
WIDTH AT 10 M FROM JUNCTION	6.25 M
WIDTH AT 15 M FROM JUNCTION	4.50 M
WIDTH AT 20 M FROM JUNCTION	3.50 M
- LENGTH OF FLARED SECTION	DERIVED: 2 PCU

.SLOPES AND INTERCEPT

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

Intercept For STREAM B-C	Slope For Opposing STREAM A-C	Slope For Opposing STREAM A-B
0.00	0.00	0.00

* Due to the presence of a flare, data is not available

Intercept For STREAM B-A	Slope For Opposing STREAM A-C	Slope For Opposing STREAM A-B	Slope For Opposing STREAM C-A	Slope For Opposing STREAM C-B
0.00	0.00	0.00	0.00	0.00

* Due to the presence of a flare, data is not available

Intercept For STREAM C-B	Slope For Opposing STREAM A-C	Slope For Opposing STREAM A-B
614.50	0.23	0.23

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

.TRAFFIC DEMAND DATA

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

.Demand set: 2013 Observed PM Peak

TIME PERIOD BEGINS 16.45 AND ENDS 17.45

LENGTH OF TIME PERIOD - 60 MIN.
LENGTH OF TIME SEGMENT - 15 MIN.
DEMAND FLOW PROFILES ARE INPUT DIRECTLY

.Demand set: 2013 Observed PM Peak

TIME	FROM/TO	TURNING PROPORTIONS / TURNING COUNTS (PERCENTAGE OF H.V.S) ARM A	ARM B	ARM C
16.45 - 17.00	ARM A	0.000	0.012	0.988
		0.0	2.0	164.0
		(0.0)	(0.0)	(1.3)
	ARM B	0.700	0.000	0.300
		7.0	0.0	3.0
		(0.0)	(0.0)	(0.0)
	ARM C	0.935	0.065	0.000
		72.0	5.0	0.0
		(3.0)	(0.0)	(0.0)
17.00 - 17.15	ARM A	0.000	0.026	0.974
		0.0	5.0	190.0
		(0.0)	(0.0)	(1.3)
	ARM B	0.800	0.000	0.200
		4.0	0.0	1.0
		(0.0)	(0.0)	(0.0)
	ARM C	0.929	0.071	0.000
		92.0	7.0	0.0
		(3.0)	(0.0)	(0.0)
17.15 - 17.30	ARM A	0.000	0.016	0.984
		0.0	3.0	189.0
		(0.0)	(0.0)	(1.3)
	ARM B	0.667	0.000	0.333
		2.0	0.0	1.0
		(0.0)	(0.0)	(0.0)
	ARM C	0.969	0.031	0.000
		93.0	3.0	0.0
		(3.0)	(0.0)	(0.0)
17.30 - 17.45	ARM A	0.000	0.012	0.988
		0.0	2.0	160.0
		(0.0)	(0.0)	(1.3)

	ARM B	0.750	0.000	0.250
		6.0	0.0	2.0
		(0.0)	(0.0)	(0.0)
	ARM C	0.938	0.063	0.000
		75.0	5.0	0.0
		(3.0)	(0.0)	(0.0)

TURNING PROPORTIONS ARE CALCULATED FROM TURNING COUNT DATA
THE TURNING PROPORTIONS USED VARY BETWEEN TIME SEGMENTS
THE PERCENTAGE OF HEAVY VEHICLES VARIES OVER TURNING MOVEMENTS

QUEUE AND DELAY INFORMATION FOR EACH 15 MIN TIME SEGMENT

FOR COMBINED DEMAND SETS
AND FOR TIME PERIOD 1

TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)
16.45-17.00									
B-C	0.20	8.15	0.025		0.00	0.03	0.4		0.13
B-A	0.47	5.82	0.081		0.00	0.09	1.2		0.19
C-AB	0.56	11.14	0.050		0.00	0.08	1.1		0.09
C-A	4.57								
A-B	0.13								
A-C	10.94								

TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)
17.00-17.15									
B-C	0.07	7.56	0.009		0.03	0.01	0.1		0.13
B-A	0.26	5.11	0.052		0.09	0.06	0.9		0.21
C-AB	0.96	11.82	0.081		0.08	0.15	2.3		0.09
C-A	5.64								
A-B	0.33								
A-C	12.67								

TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)
17.15-17.30									
B-C	0.07	7.91	0.008		0.01	0.01	0.1		0.13
B-A	0.13	5.16	0.026		0.06	0.03	0.4		0.20
C-AB	0.40	11.78	0.034		0.15	0.05	0.7		0.09
C-A	6.00								
A-B	0.20								
A-C	12.60								

TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)
17.30-17.45									
B-C	0.13	8.14	0.016		0.01	0.02	0.2		0.12
B-A	0.40	5.92	0.067		0.03	0.07	1.0		0.18
C-AB	0.57	11.33	0.050		0.05	0.08	1.1		0.09
C-A	4.76								
A-B	0.13								
A-C	10.67								

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

QUEUE FOR STREAM B-C

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE
17.00	0.0
17.15	0.0
17.30	0.0
17.45	0.0

QUEUE FOR STREAM B-A

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE
17.00	0.1
17.15	0.1
17.30	0.0
17.45	0.1

QUEUE FOR STREAM C-AB

TIME SEGMENT	NO. OF VEHICLES

ENDING	IN QUEUE
17.00	0.1
17.15	0.2
17.30	0.0
17.45	0.1

QUEUEING DELAY INFORMATION OVER WHOLE PERIOD

STREAM	TOTAL DEMAND		* QUEUEING * DELAY *		* INCLUSIVE QUEUEING * DELAY *	
	(VEH)	(VEH/H)	(MIN)	(MIN/VEH)	(MIN)	(MIN/VEH)
B-C	7.0	7.0	0.9	0.12	0.9	0.12
B-A	19.0	19.0	3.5	0.19	3.5	0.19
C-AB	37.3	37.3	5.2	0.14	5.2	0.14
C-A	314.6	314.6				
A-B	12.0	12.0				
A-C	703.0	703.0				
ALL	1092.9	1092.9	9.7	0.01	9.7	0.01

* DELAY IS THAT OCCURRING ONLY WITHIN THE TIME PERIOD
* INCLUSIVE DELAY INCLUDES DELAY SUFFERED BY VEHICLES
WHICH ARE STILL QUEUEING AFTER THE END OF THE TIME PERIOD
* THESE WILL ONLY BE SIGNIFICANTLY DIFFERENT IF THERE IS
A LARGE QUEUE REMAINING AT THE END OF THE TIME PERIOD.

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

TRL LIMITED

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

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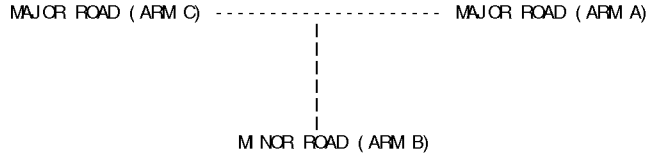
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"N:\Projects\layapt 130431\Analysis\PICADY\North End Road_Church Lane\2013 Observed AM Peak.vpi"
(drive-on-the-left) at 16:28:58 on Thursday, 26 September 2013

.RUN INFORMATION

RUN TITLE	: North End Road/Church Lane
LOCATION	: Yapton
DATE	: 26/09/13
CLIENT	:
ENUMERATOR	: juliancclementsmith [TECHNICIAN-2]
JOB NUMBER	:
STATUS	:
DESCRIPTION	:

.MAJOR/MINOR JUNCTION CAPACITY AND DELAY

INPUT DATA



ARM A IS North End Road North
ARM B IS Church Lane
ARM C IS North End Road South

.STREAM LABELLING CONVENTION

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

.GEOMETRIC DATA

DATA ITEM	MINOR ROAD B
TOTAL MAJOR ROAD CARRIAGEWAY WIDTH	(W) 6.00 M
CENTRAL RESERVE WIDTH	(WCR) 0.00 M
MAJOR ROAD RIGHT TURN - WIDTH	(WC-B) 2.20 M
- VISIBILITY	(VC-B) 150.00 M
- BLOCKS TRAFFIC (SPACES)	YES (0)
MINOR ROAD - VISIBILITY TO LEFT	(VB-C) 50.0 M
- VISIBILITY TO RIGHT	(VB-A) 65.0 M
- LANE 1 WIDTH	(WB-C) -
- LANE 2 WIDTH	(WB-A) -
WIDTH AT 0 M FROM JUNCTION	10.00 M
WIDTH AT 5 M FROM JUNCTION	4.75 M
WIDTH AT 10 M FROM JUNCTION	2.50 M
WIDTH AT 15 M FROM JUNCTION	2.20 M
WIDTH AT 20 M FROM JUNCTION	2.20 M
- LENGTH OF FLARED SECTION	DERIVED: 1 PCU

.SLOPES AND INTERCEPT

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

Intercept For STREAM B-C	Slope For Opposing STREAM A-C	Slope For Opposing STREAM A-B
0.00	0.00	0.00

* Due to the presence of a flare, data is not available

Intercept For STREAM B-A	Slope For Opposing STREAM A-C	Slope For Opposing STREAM A-B	Slope For Opposing STREAM C-A	Slope For Opposing STREAM C-B
0.00	0.00	0.00	0.00	0.00

* Due to the presence of a flare, data is not available

Intercept For STREAM C-B	Slope For Opposing STREAM A-C	Slope For Opposing STREAM A-B
660.83	0.26	0.26

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

.TRAFFIC DEMAND DATA

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

.Demand set: 2013 Observed AM Peak

TIME PERIOD BEGINS 07.45 AND ENDS 08.45

LENGTH OF TIME PERIOD - 60 MIN.
LENGTH OF TIME SEGMENT - 15 MIN.
DEMAND FLOW PROFILES ARE INPUT DIRECTLY

.Demand set: 2013 Observed AM Peak

TIME	FROM/TO	TURNING PROPORTIONS / TURNING COUNTS (PERCENTAGE OF H.V.S) ARM A	ARM B	ARM C
07.45 - 08.00	ARM A	0.000 0.0 (0.0)	0.043 1.0 (0.0)	0.957 22.0 (9.9)
	ARM B	0.625 5.0 (0.0)	0.000 0.0 (0.0)	0.375 3.0 (8.3)
	ARM C	0.991 107.0 (4.2)	0.009 1.0 (10.0)	0.000 0.0 (0.0)
08.00 - 08.15	ARM A	0.000 0.0 (0.0)	0.045 1.0 (0.0)	0.955 21.0 (9.9)
	ARM B	0.571 4.0 (0.0)	0.000 0.0 (0.0)	0.429 3.0 (8.3)
	ARM C	0.976 121.0 (4.2)	0.024 3.0 (10.0)	0.000 0.0 (0.0)
08.15 - 08.30	ARM A	0.000 0.0 (0.0)	0.056 1.0 (0.0)	0.944 17.0 (9.9)
	ARM B	0.545 6.0 (0.0)	0.000 0.0 (0.0)	0.455 5.0 (8.3)
	ARM C	0.931 95.0 (4.2)	0.069 7.0 (10.0)	0.000 0.0 (0.0)
08.30 - 08.45	ARM A	0.000 0.0 (0.0)	0.061 2.0 (0.0)	0.939 31.0 (9.9)

	ARM B	0.917	0.000	0.083
		11.0	0.0	1.0
		(0.0)	(0.0)	(8.3)
	ARM C	0.897	0.103	0.000
		78.0	9.0	0.0
		(4.2)	(10.0)	(0.0)

TURNING PROPORTIONS ARE CALCULATED FROM TURNING COUNT DATA
THE TURNING PROPORTIONS USED VARY BETWEEN TIME SEGMENTS
THE PERCENTAGE OF HEAVY VEHICLES VARIES OVER TURNING MOVEMENTS

QUEUE AND DELAY INFORMATION FOR EACH 15 MIN TIME SEGMENT

FOR COMBINED DEMAND SETS
AND FOR TIME PERIOD 1

TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)
07.45-08.00									
B-C	0.20	10.11	0.020		0.00	0.02	0.3		0.10
B-A	0.33	7.19	0.046		0.00	0.05	0.7		0.15
C-AB	0.12	14.13	0.009		0.00	0.01	0.1		0.07
C-A	7.08								
A-B	0.07								
A-C	1.46								

TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)
08.00-08.15									
B-C	0.20	10.27	0.020		0.02	0.02	0.3		0.10
B-A	0.27	6.97	0.039		0.05	0.04	0.6		0.15
C-AB	0.39	14.67	0.027		0.01	0.03	0.5		0.07
C-A	7.88								
A-B	0.07								
A-C	1.40								

TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)
08.15-08.30									
B-C	0.33	10.36	0.032		0.02	0.03	0.5		0.10
B-A	0.40	7.20	0.055		0.04	0.06	0.8		0.15
C-AB	0.85	13.87	0.061		0.03	0.10	1.5		0.08
C-A	5.95								
A-B	0.07								
A-C	1.13								

TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)
08.30-08.45									
B-C	0.07	9.15	0.007		0.03	0.01	0.1		0.11
B-A	0.73	7.33	0.100		0.06	0.11	1.6		0.15
C-AB	1.00	12.93	0.077		0.10	0.14	2.1		0.08
C-A	4.80								
A-B	0.13								
A-C	2.07								

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

QUEUE FOR STREAM B-C

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE
08.00	0.0
08.15	0.0
08.30	0.0
08.45	0.0

QUEUE FOR STREAM B-A

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE
08.00	0.0
08.15	0.0
08.30	0.1
08.45	0.1

QUEUE FOR STREAM C-AB

TIME SEGMENT	NO. OF VEHICLES

ENDING	IN QUEUE
08.00	0.0
08.15	0.0
08.30	0.1
08.45	0.1

QUEUEING DELAY INFORMATION OVER WHOLE PERIOD

STREAM	TOTAL DEMAND		* QUEUEING * DELAY *		* INCLUSIVE QUEUEING * DELAY *	
	(VEH)	(VEH/H)	(MIN)	(MIN/VEH)	(MIN)	(MIN/VEH)
B-C	12.0	12.0	1.2	0.10	1.2	0.10
B-A	26.0	26.0	3.8	0.14	3.8	0.14
C-AB	35.4	35.4	4.2	0.12	4.2	0.12
C-A	385.7	385.7				
A-B	5.0	5.0				
A-C	91.0	91.0				
ALL	555.0	555.0	9.2	0.02	9.2	0.02

* DELAY IS THAT OCCURRING ONLY WITHIN THE TIME PERIOD
* INCLUSIVE DELAY INCLUDES DELAY SUFFERED BY VEHICLES WHICH ARE STILL QUEUEING AFTER THE END OF THE TIME PERIOD
* THESE WILL ONLY BE SIGNIFICANTLY DIFFERENT IF THERE IS A LARGE QUEUE REMAINING AT THE END OF THE TIME PERIOD.

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

TRL LIMITED

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

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RELEASE 5.0 (JUNE 2010)

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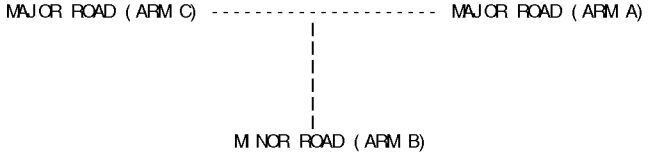
Run with file:-
"N:\Projects\layapt 130431\Analysis\PICADY\North End Road_Church Lane\2013 Observed PM Peak.vpi"
(drive-on-the-left) at 16:41:23 on Thursday, 26 September 2013

.RUN INFORMATION

RUN TITLE : North End Road/Church Lane
LOCATION : Yapton
DATE : 26/09/13
CLIENT :
ENUMERATOR : juliancleмentsmith [TECHNICIAN-2]
JOB NUMBER :
STATUS :
DESCRIPTION :

.MAJOR/MINOR JUNCTION CAPACITY AND DELAY

INPUT DATA



ARM A IS North End Road North
ARM B IS Church Lane
ARM C IS North End Road South

.STREAM LABELLING CONVENTION

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

.GEOMETRIC DATA

DATA ITEM	MINOR ROAD B
TOTAL MAJOR ROAD CARRIAGEWAY WIDTH	(W) 6.00 M
CENTRAL RESERVE WIDTH	(WCR) 0.00 M
MAJOR ROAD RIGHT TURN - WIDTH	(WC-B) 2.20 M
- VISIBILITY	(VC-B) 150.00 M
- BLOCKS TRAFFIC (SPACES)	YES (0)
MINOR ROAD - VISIBILITY TO LEFT	(VB-C) 50.0 M
- VISIBILITY TO RIGHT	(VB-A) 65.0 M
- LANE 1 WIDTH	(WB-C) -
- LANE 2 WIDTH	(WB-A) -
WIDTH AT 0 M FROM JUNCTION	10.00 M
WIDTH AT 5 M FROM JUNCTION	4.75 M
WIDTH AT 10 M FROM JUNCTION	2.50 M
WIDTH AT 15 M FROM JUNCTION	2.20 M
WIDTH AT 20 M FROM JUNCTION	2.20 M
- LENGTH OF FLARED SECTION	DERIVED: 1 PCU

.SLOPES AND INTERCEPT

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

ARUN DISTRICT COUNCIL Y/99/13/

Intercept For STREAM B-C	Slope For Opposing STREAM A-C	Slope For Opposing STREAM A-B
0.00	0.00	0.00

* Due to the presence of a flare, data is not available

Intercept For STREAM B-A	Slope For Opposing STREAM A-C	Slope For Opposing STREAM A-B	Slope For Opposing STREAM C-A	Slope For Opposing STREAM C-B
0.00	0.00	0.00	0.00	0.00

* Due to the presence of a flare, data is not available

Intercept For STREAM C-B	Slope For Opposing STREAM A-C	Slope For Opposing STREAM A-B
660.83	0.26	0.26

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

.TRAFFIC DEMAND DATA

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

.Demand set: 2013 Observed PM Peak

TIME PERIOD BEGINS 16.45 AND ENDS 17.45

LENGTH OF TIME PERIOD - 60 MIN.
LENGTH OF TIME SEGMENT - 15 MIN.
DEMAND FLOW PROFILES ARE INPUT DIRECTLY

.Demand set: 2013 Observed PM Peak

TIME	FROM TO	TURNING PROPORTIONS / TURNING COUNTS (PERCENTAGE OF H.V.S) ARM A	ARM B	ARM C
16.45 - 17.00	ARM A	0.000	0.024	0.976
		0.0	2.0	82.0
		(0.0)	(0.0)	(1.5)
	ARM B	0.500	0.000	0.500
		1.0	0.0	1.0
		(0.0)	(0.0)	(0.0)
	ARM C	0.968	0.032	0.000
		30.0	1.0	0.0
		(4.9)	(0.0)	(0.0)
17.00 - 17.15	ARM A	0.000	0.034	0.966
		0.0	3.0	86.0
		(0.0)	(0.0)	(1.5)
	ARM B	0.667	0.000	0.333
		4.0	0.0	2.0
		(0.0)	(0.0)	(0.0)
	ARM C	0.825	0.175	0.000
		33.0	7.0	0.0
		(4.9)	(0.0)	(0.0)
17.15 - 17.30	ARM A	0.000	0.059	0.941
		0.0	5.0	80.0
		(0.0)	(0.0)	(1.5)
	ARM B	0.750	0.000	0.250
		3.0	0.0	1.0
		(0.0)	(0.0)	(0.0)
	ARM C	0.971	0.029	0.000
		33.0	1.0	0.0
		(4.9)	(0.0)	(0.0)
17.30 - 17.45	ARM A	0.000	0.144	0.856
		0.0	13.0	77.0
		(0.0)	(0.0)	(1.5)

	ARM B	0.600	0.000	0.400
		3.0	0.0	2.0
		(0.0)	(0.0)	(0.0)
	ARM C	0.963	0.037	0.000
		26.0	1.0	0.0
		(4.9)	(0.0)	(0.0)

TURNING PROPORTIONS ARE CALCULATED FROM TURNING COUNT DATA
THE TURNING PROPORTIONS USED VARY BETWEEN TIME SEGMENTS
THE PERCENTAGE OF HEAVY VEHICLES VARIES OVER TURNING MOVEMENTS

QUEUE AND DELAY INFORMATION FOR EACH 15 MIN TIME SEGMENT

FOR COMBINED DEMAND SETS
AND FOR TIME PERIOD 1

TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)
16.45-17.00									
B-C	0.06	10.28	0.006		0.00	0.01	0.1		0.10
B-A	0.06	7.55	0.009		0.00	0.01	0.1		0.13
C-AB	0.08	10.89	0.007		0.00	0.01	0.1		0.09
C-A	1.99								
A-B	0.13								
A-C	5.47								

TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)
17.00-17.15									
B-C	0.13	9.74	0.014		0.01	0.01	0.2		0.10
B-A	0.27	6.83	0.039		0.01	0.04	0.6		0.15
C-AB	0.58	10.94	0.053		0.01	0.08	1.1		0.10
C-A	2.09								
A-B	0.20								
A-C	5.73								

TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)
17.15-17.30									
B-C	0.07	9.67	0.007		0.01	0.01	0.1		0.10
B-A	0.20	7.11	0.028		0.04	0.03	0.5		0.14
C-AB	0.08	11.00	0.008		0.08	0.01	0.1		0.09
C-A	2.19								
A-B	0.33								
A-C	5.34								

TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)
17.30-17.45									
B-C	0.13	10.01	0.013		0.01	0.01	0.2		0.10
B-A	0.20	7.09	0.028		0.03	0.03	0.4		0.15
C-AB	0.08	10.62	0.007		0.01	0.01	0.1		0.09
C-A	1.72								
A-B	0.87								
A-C	5.13								

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

QUEUE FOR STREAM B-C

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE
17.00	0.0
17.15	0.0
17.30	0.0
17.45	0.0

QUEUE FOR STREAM B-A

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE
17.00	0.0
17.15	0.0
17.30	0.0
17.45	0.0

QUEUE FOR STREAM C-AB

TIME SEGMENT	NO. OF VEHICLES

ENDING	IN QUEUE
17.00	0.0
17.15	0.1
17.30	0.0
17.45	0.0

QUEUEING DELAY INFORMATION OVER WHOLE PERIOD

STREAM	TOTAL DEMAND		* QUEUEING * DELAY *		* INCLUSIVE QUEUEING * DELAY *	
	(VEH)	(VEH/H)	(MIN)	(MIN/VEH)	(MIN)	(MIN/VEH)
B-C	6.0	6.0	0.6	0.10	0.6	0.10
B-A	11.0	11.0	1.6	0.15	1.6	0.15
C-AB	12.4	12.4	1.5	0.12	1.5	0.12
C-A	119.8	119.8				
A-B	23.0	23.0				
A-C	325.0	325.0				
ALL	497.1	497.1	3.7	0.01	3.7	0.01

* DELAY IS THAT OCCURRING ONLY WITHIN THE TIME PERIOD
* INCLUSIVE DELAY INCLUDES DELAY SUFFERED BY VEHICLES
WHICH ARE STILL QUEUEING AFTER THE END OF THE TIME PERIOD
* THESE WILL ONLY BE SIGNIFICANTLY DIFFERENT IF THERE IS
A LARGE QUEUE REMAINING AT THE END OF THE TIME PERIOD.

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

TRL LIMITED

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

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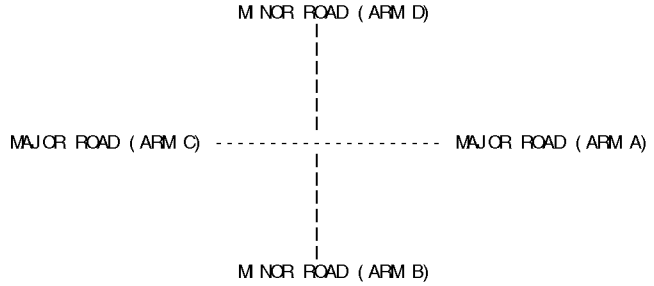
Run with file:-
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(drive-on-the-left) at 14:29:42 on Thursday, 26 September 2013

.RUN INFORMATION

RUN TITLE	: Yapton Lane/Ford Lane/North End Road/Maypole Lane
LOCATION	: Yapton
DATE	: 26/09/13
CLIENT	:
ENUMERATOR	: juliancclementsmith [TECHNICIAN-2]
JOB NUMBER	:
STATUS	:
DESCRIPTION	:

.MAJOR/MINOR JUNCTION CAPACITY AND DELAY

INPUT DATA



ARM A IS Yapton Road
ARM B IS Ford Lane
ARM C IS North End Road
ARM D IS Maypole Lane

.STREAM LABELLING CONVENTION

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

.GEOMETRIC DATA

DATA ITEM	MINOR ROAD B	MINOR ROAD D
TOTAL MAJOR ROAD CARRIAGEWAY WIDTH	(W) 7.00 M	(W) 7.00 M
CENTRAL RESERVE WIDTH	(WCR) 0.00 M	(WCR) 0.00 M
MAJOR ROAD RIGHT TURN - WIDTH	(WC-B) 2.20 M	(WA-D) 2.20 M
- VISIBILITY	(VC-B) 150.00 M	(VA-D) 150.00 M
- BLOCKS TRAFFIC (SPACES)	YES (0)	YES (0)
MINOR ROAD - VISIBILITY TO LEFT	(VB-C) 35.0 M	(VD-A) 120.0 M
- VISIBILITY TO RIGHT	(VB-A) 44.0 M	(VD-C) 23.0 M
- LANE 1 WIDTH	(WB-C) -	(WD-A) -
- LANE 2 WIDTH	(WB-A) -	(WD-C) -
WIDTH AT 0 M FROM JUNCTION	10.00 M	7.00 M
WIDTH AT 5 M FROM JUNCTION	5.75 M	2.50 M
WIDTH AT 10 M FROM JUNCTION	3.50 M	2.50 M
WIDTH AT 15 M FROM JUNCTION	3.10 M	2.50 M
WIDTH AT 20 M FROM JUNCTION	3.00 M	2.50 M
- LENGTH OF FLARED SECTION	DERIVED: 1 PCU	DERIVED: 0 PCU

.SLOPES AND INTERCEPT

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

STREAM B-C

Intercept For STREAM B-C	Slope For Opposing STREAM A-C	Slope For Opposing STREAM A-B
0.00	0.00	0.00

* Due to the presence of a flare, data is not available

STREAM D-A

Intercept For STREAM D-A	Slope For Opposing STREAM C-A	Slope For Opposing STREAM C-D
0.00	0.00	0.00

* Due to the presence of a flare, data is not available

STREAM B-A

Intercept For STREAM B-A	Slope For Opposing STREAM A-C	Slope For Opposing STREAM A-D	Slope For Opposing STREAM D-A	Slope For Opposing STREAM D-B
0.00	0.00	0.00	0.00	0.00

	Slope For Opposing STREAM A-B	Slope For Opposing STREAM C-A	Slope For Opposing STREAM C-B	Slope For Opposing STREAM D-C
	0.00	0.00	0.00	0.00

* Due to the presence of a flare, data is not available

STREAM D-C

Intercept For STREAM D-C	Slope For Opposing STREAM C-A	Slope For Opposing STREAM C-B	Slope For Opposing STREAM B-C	Slope For Opposing STREAM B-D
0.00	0.00	0.00	0.00	0.00

	Slope For Opposing STREAM C-D	Slope For Opposing STREAM A-C	Slope For Opposing STREAM A-D	Slope For Opposing STREAM B-A
	0.00	0.00	0.00	0.00

* Due to the presence of a flare, data is not available

STREAM C-B

Intercept For STREAM C-B	Slope For Opposing STREAM A-B	Slope For Opposing STREAM A-C	Slope For Opposing STREAM A-D
660.83	0.24	0.24	0.35

STREAM A-D

Intercept For STREAM A-D	Slope For Opposing STREAM C-A	Slope For Opposing STREAM C-B	Slope For Opposing STREAM C-D
660.83	0.24	0.35	0.24

B-D Stream From Left Hand Lane

Intercept For STREAM B-D	Slope For Opposing STREAM A-C	Slope For Opposing STREAM A-D	Slope For Opposing STREAM A-B	Slope For Opposing STREAM C-B
0.00	0.00	0.00	0.00	0.00

	Slope For Opposing STREAM C-A	Slope For Opposing STREAM C-D
	0.00	0.00

* Due to the presence of a flare, data is not available

B-D Stream From Right Hand Lane

Intercept For	Slope For Opposing	Slope For Opposing	Slope For Opposing	Slope For Opposing

STREAM B-D	STREAM A-C	STREAM A-D	STREAM A-B	STREAM C-B
0.00	0.00	0.00	0.00	0.00

Slope For Opposing STREAM C-A	Slope For Opposing STREAM C-D	Slope For Opposing	Slope For Opposing
0.00	0.00		

* Due to the presence of a flare, data is not available

D-B Stream From Left Hand Lane

Intercept For STREAM D-B	Slope For Opposing STREAM C-A	Slope For Opposing STREAM C-B	Slope For Opposing STREAM C-D	Slope For Opposing STREAM A-D
0.00	0.00	0.00	0.00	0.00

Slope For Opposing STREAM A-C	Slope For Opposing STREAM A-B	Slope For Opposing	Slope For Opposing
0.00	0.00		

* Due to the presence of a flare, data is not available

D-B Stream From Right Hand Lane

Intercept For STREAM B-D	Slope For Opposing STREAM C-A	Slope For Opposing STREAM C-B	Slope For Opposing STREAM C-D	Slope For Opposing STREAM A-D
0.00	0.00	0.00	0.00	0.00

Slope For Opposing STREAM A-C	Slope For Opposing STREAM A-B	Slope For Opposing	Slope For Opposing
0.00	0.00		

* Due to the presence of a flare, data is not available

.TRAFFIC DEMAND DATA

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

.Demand set: 2013 Observed AM Peak

TIME PERIOD BEGINS 07.45 AND ENDS 08.45

LENGTH OF TIME PERIOD - 60 MIN.
LENGTH OF TIME SEGMENT - 15 MIN.
DEMAND FLOW PROFILES ARE INPUT DIRECTLY

.Demand set: 2013 Observed AM Peak

TIME	FROM/TO	ARM A	ARM B	ARM C	ARM D
07.45 - 08.00					
	ARM A	0.000	0.630	0.370	0.000
		0.0	29.0	17.0	0.0
		(0.0)	(7.6)	(8.4)	(0.0)
	ARM B	0.870	0.000	0.072	0.058
		60.0	0.0	5.0	4.0
		(5.1)	(0.0)	(16.7)	(100.0)
	ARM C	0.784	0.216	0.000	0.000
		87.0	24.0	0.0	0.0
		(4.5)	(0.0)	(0.0)	(0.0)
	ARM D	0.000	0.000	1.000	0.000
		0.0	0.0	0.0	0.0
		(0.0)	(0.0)	(0.0)	(0.0)
08.00 - 08.15					
	ARM A	0.000	0.638	0.345	0.017
		0.0	37.0	20.0	1.0
		(0.0)	(7.6)	(8.4)	(0.0)
	ARM B	0.984	0.000	0.016	0.000
		61.0	0.0	1.0	0.0
		(5.1)	(0.0)	(16.7)	(100.0)

	ARM C	0.800	0.192	0.000	0.008
		104.0	25.0	0.0	1.0
		(4.5)	(0.0)	(0.0)	(0.0)
	ARM D	0.000	1.000	0.000	0.000
		0.0	0.0	0.0	0.0
		(0.0)	(0.0)	(0.0)	(0.0)
08.15 - 08.30					
	ARM A	0.000	0.680	0.320	0.000
		0.0	34.0	16.0	0.0
		(0.0)	(7.6)	(8.4)	(0.0)
	ARM B	0.967	0.000	0.033	0.000
		58.0	0.0	2.0	0.0
		(5.1)	(0.0)	(16.7)	(100.0)
	ARM C	0.779	0.211	0.000	0.011
		74.0	20.0	0.0	1.0
		(4.5)	(0.0)	(0.0)	(0.0)
	ARM D	1.000	0.000	0.000	0.000
		0.0	0.0	0.0	0.0
		(0.0)	(0.0)	(0.0)	(0.0)
08.30 - 08.45					
	ARM A	0.000	0.508	0.492	0.000
		0.0	31.0	30.0	0.0
		(0.0)	(7.6)	(8.4)	(0.0)
	ARM B	0.934	0.000	0.066	0.000
		57.0	0.0	4.0	0.0
		(5.1)	(0.0)	(16.7)	(100.0)
	ARM C	0.833	0.167	0.000	0.000
		70.0	14.0	0.0	0.0
		(4.5)	(0.0)	(0.0)	(0.0)
	ARM D	0.000	0.000	1.000	0.000
		0.0	0.0	0.0	0.0
		(0.0)	(0.0)	(0.0)	(0.0)

TURNING PROPORTIONS ARE CALCULATED FROM TURNING COUNT DATA
THE TURNING PROPORTIONS USED VARY BETWEEN TIME SEGMENTS
THE PERCENTAGE OF HEAVY VEHICLES VARIES OVER TURNING MOVEMENTS

QUEUE AND DELAY INFORMATION FOR EACH 15 MIN TIME SEGMENT

FOR COMBINED DEMAND SETS
AND FOR TIME PERIOD 1

TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)
07.45-08.00									
B-CD	0.54	3.75	0.145		0.00	0.17	2.3		0.31
B-AD	4.06	6.75	0.601		0.00	1.42	19.0		0.35
A-BCD	0.00	8.15	0.000		0.00	0.00	0.0		0.00
A-B	1.94								
A-C	1.13								
D-AB	0.00	7.51	0.000		0.00	0.00	0.0		0.00
D-BC	0.07	6.13	0.011		0.00	0.01	0.2		0.16
C-ABD	2.71	13.92	0.195		0.00	0.38	5.6		0.09
C-D	0.00								
C-A	4.69								

TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)
08.00-08.15									
B-CD	0.07	4.62	0.014		0.17	0.01	0.3		0.22
B-AD	4.06	6.60	0.616		1.42	1.54	22.4		0.39
A-BCD	0.10	11.22	0.009		0.00	0.01	0.1		0.09
A-B	2.45								
A-C	1.32								
D-AB	0.04	7.30	0.005		0.00	0.00	0.1		0.14
D-BC	0.03	5.48	0.006		0.01	0.01	0.1		0.18
C-ABD	3.21	14.55	0.221		0.38	0.47	7.2		0.09
C-D	0.05								
C-A	5.40								

TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)
08.15-08.30									
B-CD	0.13	6.25	0.021		0.01	0.02	0.3		0.16
B-AD	3.87	7.12	0.543		1.54	1.23	19.4		0.31
A-BCD	0.00	11.46	0.000		0.01	0.00	0.0		0.00

A-B	2.26							
A-C	1.07							
D-AB	0.07	9.39	0.007	0.00	0.01	0.1		0.11
D-BC	0.00	6.07	0.000	0.01	0.00	0.0		0.00
C-ABD	2.13	13.37	0.159	0.47	0.30	4.5		0.09
C-D	0.06							
C-A	4.15							

TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)
08.30-08.45									
B-CD	0.27	6.24	0.043		0.02	0.04	0.6		0.17
B-AD	3.80	7.08	0.537		1.23	1.19	18.1		0.31
A-BCD	0.00	9.28	-0.000		0.00	0.00	0.0		0.00
A-B	2.07								
A-C	2.00								
D-AB	0.00	8.49	0.000		0.01	0.00	0.0		0.00
D-BC	0.07	6.57	0.011		0.00	0.01	0.2		0.15
C-ABD	1.46	12.98	0.112		0.30	0.21	3.1		0.09
C-D	0.00								
C-A	4.14								

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

QUEUE FOR STREAM B-CD

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE	
08.00	0.2	
08.15	0.0	
08.30	0.0	
08.45	0.0	

QUEUE FOR STREAM B-AD

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE	
08.00	1.4	*
08.15	1.5	**
08.30	1.2	*
08.45	1.2	*

QUEUE FOR STREAM A-BCD

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE
08.00	0.0
08.15	0.0
08.30	0.0
08.45	0.0

QUEUE FOR STREAM D-AB

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE
08.00	0.0
08.15	0.0
08.30	0.0
08.45	0.0

QUEUE FOR STREAM D-BC

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE
08.00	0.0
08.15	0.0
08.30	0.0
08.45	0.0

QUEUE FOR STREAM C-ABD

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE
08.00	0.4
08.15	0.5
08.30	0.3
08.45	0.2

QUEUEING DELAY INFORMATION OVER WHOLE PERIOD

STREAM	TOTAL DEMAND		* QUEUEING * DELAY *		* INCLUSIVE QUEUEING * DELAY *	
	(VEH)	(VEH/H)	(MIN)	(MIN/VEH)	(MIN)	(MIN/VEH)
B-CD	15.2	15.2	3.5	0.23	3.5	0.23

B-AD	236.8	236.8	78.9	0.33	79.0	0.33	
A-BCD	1.5	1.5	0.1	0.10	0.1	0.10	
A-B	130.7	130.7					
A-C	82.9	82.9					
D-AB	1.6	1.6	0.2	0.11	0.2	0.11	
D-BC	2.6	2.6	0.4	0.16	0.4	0.16	
C-ABD	142.6	142.6	20.3	0.14	20.3	0.14	
C-D	1.6	1.6					
C-A	275.8	275.8					
ALL	891.3	891.3	103.5	0.12	103.6	0.12	

* DELAY IS THAT OCCURRING ONLY WITHIN THE TIME PERIOD
* INCLUSIVE DELAY INCLUDES DELAY SUFFERED BY VEHICLES
WHICH ARE STILL QUEUEING AFTER THE END OF THE TIME PERIOD
* THESE WILL ONLY BE SIGNIFICANTLY DIFFERENT IF THERE IS
A LARGE QUEUE REMAINING AT THE END OF THE TIME PERIOD.

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

TRL LIMITED

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

PICADY 5.1 ANALYSIS PROGRAM
RELEASE 5.0 (JUNE 2010)

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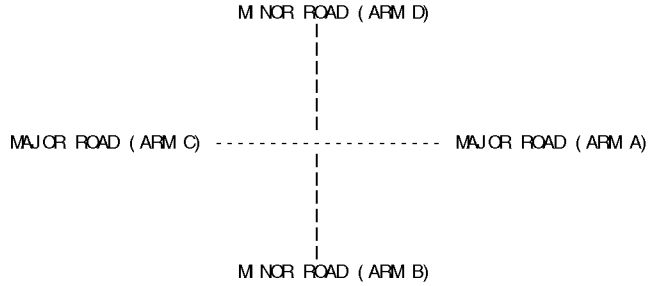
Run with file:-
"N:\Projects\layapt 130431\Analysis\PICADY\North End Road_Ford Lane\2013 Observed PM Peak.vpi"
(drive-on-the-left) at 14:49:01 on Thursday, 26 September 2013

.RUN INFORMATION

RUN TITLE	:	Yapton Lane/Ford Lane/North End Road/Maypole Lane
LOCATION	:	Yapton
DATE	:	26/09/13
CLIENT	:	
ENUMERATOR	:	juliancclementsmith [TECHNICIAN-2]
JOB NUMBER	:	
STATUS	:	
DESCRIPTION	:	

.MAJOR/MINOR JUNCTION CAPACITY AND DELAY

INPUT DATA



ARM A IS Yapton Road
ARM B IS Ford Lane
ARM C IS North End Road
ARM D IS Maypole Lane

.STREAM LABELLING CONVENTION

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

.GEOMETRIC DATA

DATA ITEM	MINOR ROAD B	MINOR ROAD D
TOTAL MAJOR ROAD CARRIAGEWAY WIDTH	(W) 7.00 M	(W) 7.00 M
CENTRAL RESERVE WIDTH	(WCR) 0.00 M	(WCR) 0.00 M
MAJOR ROAD RIGHT TURN - WIDTH	(WC-B) 2.20 M	(WA-D) 2.20 M
- VISIBILITY	(VC-B) 150.00 M	(VA-D) 150.00 M
- BLOCKS TRAFFIC (SPACES)	YES (0)	YES (0)
MINOR ROAD - VISIBILITY TO LEFT	(VB-C) 35.0 M	(VD-A) 120.0 M
- VISIBILITY TO RIGHT	(VB-A) 44.0 M	(VD-C) 23.0 M
- LANE 1 WIDTH	(WB-C) -	(WD-A) -
- LANE 2 WIDTH	(WB-A) -	(WD-C) -
WIDTH AT 0 M FROM JUNCTION	10.00 M	7.00 M
WIDTH AT 5 M FROM JUNCTION	5.75 M	2.50 M
WIDTH AT 10 M FROM JUNCTION	3.50 M	2.50 M
WIDTH AT 15 M FROM JUNCTION	3.10 M	2.50 M
WIDTH AT 20 M FROM JUNCTION	3.00 M	2.50 M
- LENGTH OF FLARED SECTION	DERIVED: 1 PCU	DERIVED: 0 PCU

.SLOPES AND INTERCEPT

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

STREAM B-C

Intercept For STREAM B-C	Slope For Opposing STREAM A-C	Slope For Opposing STREAM A-B
0.00	0.00	0.00

* Due to the presence of a flare, data is not available

STREAM D-A

Intercept For STREAM D-A	Slope For Opposing STREAM C-A	Slope For Opposing STREAM C-D
0.00	0.00	0.00

* Due to the presence of a flare, data is not available

STREAM B-A

Intercept For STREAM B-A	Slope For Opposing STREAM A-C	Slope For Opposing STREAM A-D	Slope For Opposing STREAM D-A	Slope For Opposing STREAM D-B
0.00	0.00	0.00	0.00	0.00

	Slope For Opposing STREAM A-B	Slope For Opposing STREAM C-A	Slope For Opposing STREAM C-B	Slope For Opposing STREAM D-C
	0.00	0.00	0.00	0.00

* Due to the presence of a flare, data is not available

STREAM D-C

Intercept For STREAM D-C	Slope For Opposing STREAM C-A	Slope For Opposing STREAM C-B	Slope For Opposing STREAM B-C	Slope For Opposing STREAM B-D
0.00	0.00	0.00	0.00	0.00

	Slope For Opposing STREAM C-D	Slope For Opposing STREAM A-C	Slope For Opposing STREAM A-D	Slope For Opposing STREAM B-A
	0.00	0.00	0.00	0.00

* Due to the presence of a flare, data is not available

STREAM C-B

Intercept For STREAM C-B	Slope For Opposing STREAM A-B	Slope For Opposing STREAM A-C	Slope For Opposing STREAM A-D
660.83	0.24	0.24	0.35

STREAM A-D

Intercept For STREAM A-D	Slope For Opposing STREAM C-A	Slope For Opposing STREAM C-B	Slope For Opposing STREAM C-D
660.83	0.24	0.35	0.24

B-D Stream From Left Hand Lane

Intercept For STREAM B-D	Slope For Opposing STREAM A-C	Slope For Opposing STREAM A-D	Slope For Opposing STREAM A-B	Slope For Opposing STREAM C-B
0.00	0.00	0.00	0.00	0.00

	Slope For Opposing STREAM C-A	Slope For Opposing STREAM C-D
	0.00	0.00

* Due to the presence of a flare, data is not available

B-D Stream From Right Hand Lane

Intercept For	Slope For Opposing	Slope For Opposing	Slope For Opposing	Slope For Opposing

STREAM B-D	STREAM A-C	STREAM A-D	STREAM A-B	STREAM C-B
0.00	0.00	0.00	0.00	0.00

	Slope For Opposing STREAM C-A	Slope For Opposing STREAM C-D	Slope For Opposing	Slope For Opposing
	0.00	0.00		

* Due to the presence of a flare, data is not available

D-B Stream From Left Hand Lane

Intercept For STREAM D-B	Slope For Opposing STREAM C-A	Slope For Opposing STREAM C-B	Slope For Opposing STREAM C-D	Slope For Opposing STREAM A-D
0.00	0.00	0.00	0.00	0.00

	Slope For Opposing STREAM A-C	Slope For Opposing STREAM A-B	Slope For Opposing	Slope For Opposing
	0.00	0.00		

* Due to the presence of a flare, data is not available

D-B Stream From Right Hand Lane

Intercept For STREAM B-D	Slope For Opposing STREAM C-A	Slope For Opposing STREAM C-B	Slope For Opposing STREAM C-D	Slope For Opposing STREAM A-D
0.00	0.00	0.00	0.00	0.00

	Slope For Opposing STREAM A-C	Slope For Opposing STREAM A-B	Slope For Opposing	Slope For Opposing
	0.00	0.00		

* Due to the presence of a flare, data is not available

.TRAFFIC DEMAND DATA

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

.Demand set: 2013 Observed PM Peak

TIME PERIOD BEGINS 16.45 AND ENDS 17.45

LENGTH OF TIME PERIOD - 60 MIN.
LENGTH OF TIME SEGMENT - 15 MIN.
DEMAND FLOW PROFILES ARE INPUT DIRECTLY

.Demand set: 2013 Observed PM Peak

TIME	FROM/TO	TURNING PROPORTIONS / TURNING COUNTS (PERCENTAGE OF H.V.S) ARM A	ARM B	ARM C	ARM D
16.45 - 17.00	ARM A	0.000	0.500	0.479	0.021
		0.0	73.0	70.0	3.0
		(0.0)	(7.5)	(1.7)	(0.0)
	ARM B	0.825	0.000	0.175	0.000
		33.0	0.0	7.0	0.0
		(3.9)	(0.0)	(0.0)	(0.0)
	ARM C	0.750	0.188	0.000	0.063
		24.0	6.0	0.0	2.0
		(5.1)	(7.1)	(0.0)	(0.0)
	ARM D	0.800	0.000	0.200	0.000
		4.0	0.0	1.0	0.0
		(0.0)	(0.0)	(0.0)	(0.0)
17.00 - 17.15	ARM A	0.000	0.497	0.497	0.007
		0.0	74.0	74.0	1.0
		(0.0)	(7.5)	(1.7)	(0.0)
	ARM B	0.825	0.000	0.158	0.018
		47.0	0.0	9.0	1.0
		(3.9)	(0.0)	(0.0)	(0.0)

	ARM C	0.744	0.179	0.000	0.077
		29.0	7.0	0.0	3.0
		(5.1)	(7.1)	(0.0)	(0.0)
	ARM D	0.333	0.333	0.333	0.000
		1.0	1.0	1.0	0.0
		(0.0)	(0.0)	(0.0)	(0.0)
17.15 - 17.30					
	ARM A	0.000	0.397	0.587	0.016
		0.0	50.0	74.0	2.0
		(0.0)	(7.5)	(1.7)	(0.0)
	ARM B	0.729	0.000	0.250	0.021
		35.0	0.0	12.0	1.0
		(3.9)	(0.0)	(0.0)	(0.0)
	ARM C	0.763	0.132	0.000	0.105
		29.0	5.0	0.0	4.0
		(5.1)	(7.1)	(0.0)	(0.0)
	ARM D	0.000	1.000	0.000	0.000
		0.0	0.0	0.0	0.0
		(0.0)	(0.0)	(0.0)	(0.0)
17.30 - 17.45					
	ARM A	0.000	0.407	0.593	0.000
		0.0	55.0	80.0	0.0
		(0.0)	(7.5)	(1.7)	(0.0)
	ARM B	0.830	0.000	0.170	0.000
		39.0	0.0	8.0	0.0
		(3.9)	(0.0)	(0.0)	(0.0)
	ARM C	0.607	0.357	0.000	0.036
		17.0	10.0	0.0	1.0
		(5.1)	(7.1)	(0.0)	(0.0)
	ARM D	0.333	0.167	0.500	0.000
		2.0	1.0	3.0	0.0
		(0.0)	(0.0)	(0.0)	(0.0)

TURNING PROPORTIONS ARE CALCULATED FROM TURNING COUNT DATA
THE TURNING PROPORTIONS USED VARY BETWEEN TIME SEGMENTS
THE PERCENTAGE OF HEAVY VEHICLES VARIES OVER TURNING MOVEMENTS

QUEUE AND DELAY INFORMATION FOR EACH 15 MIN TIME SEGMENT

FOR COMBINED DEMAND SETS
AND FOR TIME PERIOD 1

TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)
16.45-17.00									
B-CD	0.47	8.21	0.057		0.00	0.06	0.9		0.13
B-AD	2.20	6.78	0.325		0.00	0.47	6.6		0.22
A-BCD	0.41	16.05	0.026		0.00	0.03	0.5		0.06
A-B	4.76								
A-C	4.56								
D-AB	0.26	10.20	0.026		0.00	0.03	0.4		0.10
D-BC	0.07	6.44	0.010		0.00	0.01	0.1		0.16
C-ABD	0.49	9.18	0.053		0.00	0.07	1.1		0.11
C-D	0.13								
C-A	1.51								

TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)
17.00-17.15									
B-CD	0.65	7.07	0.092		0.06	0.10	1.5		0.16
B-AD	3.15	6.68	0.471		0.47	0.86	12.1		0.28
A-BCD	0.14	16.13	0.009		0.03	0.01	0.1		0.06
A-B	4.89								
A-C	4.89								
D-AB	0.10	10.05	0.010		0.03	0.01	0.2		0.10
D-BC	0.10	6.36	0.016		0.01	0.02	0.2		0.16
C-ABD	0.60	9.44	0.064		0.07	0.09	1.4		0.11
C-D	0.19								
C-A	1.81								

TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)
17.15-17.30									
B-CD	0.85	8.21	0.103		0.10	0.11	1.7		0.14
B-AD	2.35	6.80	0.346		0.86	0.54	8.5		0.23
A-BCD	0.26	15.33	0.017		0.01	0.02	0.3		0.07

A-B	3.28							
A-C	4.86							
D-AB	0.10	8.27	0.012	0.01	0.01	0.2		0.12
D-BC	0.10	6.22	0.016	0.02	0.02	0.2		0.16
C-ABD	0.43	9.83	0.043	0.09	0.06	1.0		0.11
C-D	0.25							
C-A	1.85							

TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)
17.30-17.45									
B-CD	0.53	7.84	0.068		0.11	0.07	1.1		0.14
B-AD	2.60	6.76	0.384		0.54	0.61	8.9		0.24
A-BCD	0.00	15.82	0.000		0.02	0.00	0.0		0.00
A-B	3.67								
A-C	5.33								
D-AB	0.17	9.79	0.017		0.01	0.02	0.3		0.10
D-BC	0.23	6.87	0.034		0.02	0.03	0.5		0.15
C-ABD	0.77	9.00	0.086		0.06	0.11	1.6		0.12
C-D	0.06								
C-A	1.04								

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

QUEUE FOR STREAM B-CD

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

QUEUE FOR STREAM B-AD

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE	
17.00	0.5	
17.15	0.9	*
17.30	0.5	*
17.45	0.6	*

QUEUE FOR STREAM A-BCD

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE
17.00	0.0
17.15	0.0
17.30	0.0
17.45	0.0

QUEUE FOR STREAM D-AB

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE
17.00	0.0
17.15	0.0
17.30	0.0
17.45	0.0

QUEUE FOR STREAM D-BC

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE
17.00	0.0
17.15	0.0
17.30	0.0
17.45	0.0

QUEUE FOR STREAM C-ABD

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

QUEUEING DELAY INFORMATION OVER WHOLE PERIOD

STREAM	TOTAL DEMAND		* QUEUEING * DELAY *		* INCLUSIVE QUEUEING * DELAY *	
	(VEH)	(VEH/H)	(MIN)	(MIN/VEH)	(MIN)	(MIN/VEH)
B-CD	37.4	37.4	5.1	0.14	5.1	0.14

B-AD	154.6	154.6	36.2	0.23	36.3	0.23	
A-BCD	12.1	12.1	0.9	0.08	0.9	0.08	
A-B	249.0	249.0					
A-C	294.7	294.7					
D-AB	9.5	9.5	1.0	0.10	1.0	0.10	
D-BC	7.5	7.5	1.1	0.15	1.1	0.15	
C-ABD	34.3	34.3	5.1	0.15	5.1	0.15	
C-D	9.4	9.4					
C-A	93.2	93.2					
ALL	901.8	901.8	49.5	0.05	49.5	0.05	

* DELAY IS THAT OCCURRING ONLY WITHIN THE TIME PERIOD
* INCLUSIVE DELAY INCLUDES DELAY SUFFERED BY VEHICLES
WHICH ARE STILL QUEUEING AFTER THE END OF THE TIME PERIOD
* THESE WILL ONLY BE SIGNIFICANTLY DIFFERENT IF THERE IS
A LARGE QUEUE REMAINING AT THE END OF THE TIME PERIOD.

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

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

PICADY 5.1 ANALYSIS PROGRAM
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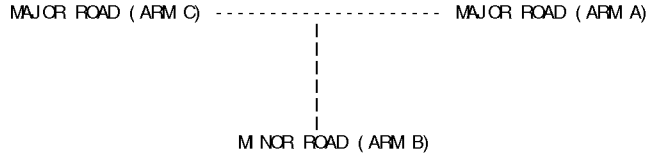
Run with file:-
"N:\Projects\layapt 130431\Analysis\PICADY\Yapton Lane _Lake Lane\2013 AM Peak.vpi"
(drive-on-the-left) at 16:35:50 on Wednesday, 2 October 2013

.RUN INFORMATION

RUN TITLE	: Yapton Lane/Lake Lane
LOCATION	: Yapton
DATE	: 27/09/13
CLIENT	:
ENUMERATOR	: [TECHNICIAN-2]
JOB NUMBER	: layapt
STATUS	:
DESCRIPTION	:

.MAJOR/MINOR JUNCTION CAPACITY AND DELAY

INPUT DATA



ARM A IS North End Road
ARM B IS Lake Lane
ARM C IS Yapton Lane

.STREAM LABELLING CONVENTION

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

.GEOMETRIC DATA

DATA ITEM	MINOR ROAD B
TOTAL MAJOR ROAD CARRIAGEWAY WIDTH	(W) 6.00 M
CENTRAL RESERVE WIDTH	(WCR) 0.00 M
MAJOR ROAD RIGHT TURN - WIDTH	(WC-B) 2.20 M
- VISIBILITY	(VC-B) 0.00 M
- BLOCKS TRAFFIC (SPACES)	NO (0)
MINOR ROAD - VISIBILITY TO LEFT	(VB-C) 90.0 M
- VISIBILITY TO RIGHT	(VB-A) 10.0 M
- LANE 1 WIDTH	(WB-C) -
- LANE 2 WIDTH	(WB-A) -
WIDTH AT 0 M FROM JUNCTION	10.00 M
WIDTH AT 5 M FROM JUNCTION	5.60 M
WIDTH AT 10 M FROM JUNCTION	3.30 M
WIDTH AT 15 M FROM JUNCTION	3.10 M
WIDTH AT 20 M FROM JUNCTION	2.90 M
- LENGTH OF FLARED SECTION	DERIVED: 1 PCU

.SLOPES AND INTERCEPT

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

Intercept For STREAM B-C	Slope For Opposing STREAM A-C	Slope For Opposing STREAM A-B
0.00	0.00	0.00

* Due to the presence of a flare, data is not available

Intercept For STREAM B-A	Slope For Opposing STREAM A-C	Slope For Opposing STREAM A-B	Slope For Opposing STREAM C-A	Slope For Opposing STREAM C-B
0.00	0.00	0.00	0.00	0.00

* Due to the presence of a flare, data is not available

Intercept For STREAM C-B	Slope For Opposing STREAM A-C	Slope For Opposing STREAM A-B
573.96	0.22	0.22

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

.TRAFFIC DEMAND DATA

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

.Demand set: 2013 AM Peak

TIME PERIOD BEGINS 08.00 AND ENDS 09.00

LENGTH OF TIME PERIOD - 60 MIN.
LENGTH OF TIME SEGMENT - 15 MIN.
DEMAND FLOW PROFILES ARE INPUT DIRECTLY

.Demand set: 2013 AM Peak

TIME	FROM/TO	TURNING PROPORTIONS / TURNING COUNTS (PERCENTAGE OF H.V.S) ARM A	ARM B	ARM C
08.00 - 08.15	ARM A	0.000 0.0 (0.0)	0.019 3.0 (2.8)	0.981 156.0 (3.7)
	ARM B	0.700 7.0 (0.0)	0.000 0.0 (0.0)	0.300 3.0 (26.7)
	ARM C	0.935 43.0 (8.5)	0.065 3.0 (25.0)	0.000 0.0 (0.0)
08.15 - 08.30	ARM A	0.000 0.0 (0.0)	0.049 7.0 (2.8)	0.951 135.0 (3.7)
	ARM B	0.333 1.0 (0.0)	0.000 0.0 (0.0)	0.667 2.0 (26.7)
	ARM C	0.922 47.0 (8.5)	0.078 4.0 (25.0)	0.000 0.0 (0.0)
08.30 - 08.45	ARM A	0.000 0.0 (0.0)	0.085 11.0 (2.8)	0.915 119.0 (3.7)
	ARM B	0.692 9.0 (0.0)	0.000 0.0 (0.0)	0.308 4.0 (26.7)
	ARM C	0.947 54.0 (8.5)	0.053 3.0 (25.0)	0.000 0.0 (0.0)
08.45 - 09.00	ARM A	0.000 0.0 (0.0)	0.108 15.0 (2.8)	0.892 124.0 (3.7)

	ARM B	0.538	0.000	0.462
		7.0	0.0	6.0
		(0.0)	(0.0)	(26.7)
	ARM C	0.905	0.095	0.000
		57.0	6.0	0.0
		(8.5)	(25.0)	(0.0)

TURNING PROPORTIONS ARE CALCULATED FROM TURNING COUNT DATA
THE TURNING PROPORTIONS USED VARY BETWEEN TIME SEGMENTS
THE PERCENTAGE OF HEAVY VEHICLES VARIES OVER TURNING MOVEMENTS

QUEUE AND DELAY INFORMATION FOR EACH 15 MIN TIME SEGMENT

FOR COMBINED DEMAND SETS
AND FOR TIME PERIOD 1

TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)
08.00-08.15									
B-C	0.20	6.27	0.032		0.00	0.03	0.5		0.16
B-A	0.47	5.77	0.081		0.00	0.09	1.3		0.19
C-A	2.87								
C-B	0.20	5.70	0.035		0.00	0.04	0.5		0.18
A-B	0.20								
A-C	10.40								

TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)
08.15-08.30									
B-C	0.13	6.83	0.020		0.03	0.02	0.3		0.15
B-A	0.07	5.91	0.011		0.09	0.01	0.2		0.17
C-A	3.13								
C-B	0.27	5.91	0.045		0.04	0.05	0.7		0.18
A-B	0.47								
A-C	9.00								

TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)
08.30-08.45									
B-C	0.27	6.72	0.040		0.02	0.04	0.6		0.15
B-A	0.60	6.22	0.097		0.01	0.11	1.5		0.18
C-A	3.60								
C-B	0.20	6.05	0.033		0.05	0.03	0.5		0.17
A-B	0.73								
A-C	7.94								

TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)
08.45-09.00									
B-C	0.40	6.94	0.058		0.04	0.06	0.9		0.15
B-A	0.47	6.19	0.076		0.11	0.08	1.3		0.17
C-A	3.80								
C-B	0.40	5.94	0.067		0.03	0.07	1.0		0.18
A-B	1.00								
A-C	8.27								

QUEUE FOR STREAM B-C

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE
08.15	0.0
08.30	0.0
08.45	0.0
09.00	0.1

QUEUE FOR STREAM B-A

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE
08.15	0.1
08.30	0.0
08.45	0.1
09.00	0.1

QUEUE FOR STREAM C-B

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE

08.15	0.0
08.30	0.0
08.45	0.0
09.00	0.1

QUEUEING DELAY INFORMATION OVER WHOLE PERIOD

STREAM	TOTAL DEMAND		* QUEUEING * DELAY *		* INCLUSIVE QUEUEING * DELAY *	
	(VEH)	(VEH/H)	(MIN)	(MIN/VEH)	(MIN)	(MIN/VEH)
B-C	15.1	15.1	2.3	0.15	2.3	0.15
B-A	24.1	24.1	4.2	0.18	4.2	0.18
C-A	201.0	201.0				
C-B	16.0	16.0	2.8	0.17	2.8	0.17
A-B	36.0	36.0				
A-C	534.1	534.1				
ALL	826.4	826.4	9.3	0.01	9.3	0.01

* DELAY IS THAT OCCURRING ONLY WITHIN THE TIME PERIOD
* INCLUSIVE DELAY INCLUDES DELAY SUFFERED BY VEHICLES
WHICH ARE STILL QUEUEING AFTER THE END OF THE TIME PERIOD
* THESE WILL ONLY BE SIGNIFICANTLY DIFFERENT IF THERE IS
A LARGE QUEUE REMAINING AT THE END OF THE TIME PERIOD.

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

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

PICADY 5.1 ANALYSIS PROGRAM
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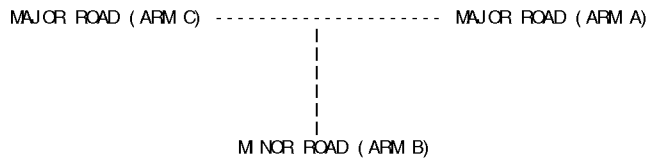
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.RUN INFORMATION

RUN TITLE	: Yapton Lane/Lake Lane
LOCATION	: Yapton
DATE	: 27/09/13
CLIENT	:
ENUMERATOR	: [TECHNICIAN-2]
JOB NUMBER	: layapt
STATUS	:
DESCRIPTION	:

.MAJOR/MINOR JUNCTION CAPACITY AND DELAY

INPUT DATA



ARM A IS North End Road
ARM B IS Lake Lane
ARM C IS Yapton Lane

.STREAM LABELLING CONVENTION

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

.GEOMETRIC DATA

DATA ITEM	MINOR ROAD B
TOTAL MAJOR ROAD CARRIAGEWAY WIDTH	(W) 6.00 M
CENTRAL RESERVE WIDTH	(WCR) 0.00 M
MAJOR ROAD RIGHT TURN - WIDTH	(WC-B) 2.20 M
- VISIBILITY	(VC-B) 0.00 M
- BLOCKS TRAFFIC (SPACES)	NO (0)
MINOR ROAD - VISIBILITY TO LEFT	(VB-C) 90.0 M
- VISIBILITY TO RIGHT	(VB-A) 10.0 M
- LANE 1 WIDTH	(WB-C) -
- LANE 2 WIDTH	(WB-A) -
WIDTH AT 0 M FROM JUNCTION	10.00 M
WIDTH AT 5 M FROM JUNCTION	5.60 M
WIDTH AT 10 M FROM JUNCTION	3.30 M
WIDTH AT 15 M FROM JUNCTION	3.10 M
WIDTH AT 20 M FROM JUNCTION	2.90 M
- LENGTH OF FLARED SECTION	DERIVED: 1 PCU

.SLOPES AND INTERCEPT

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

ARUN DISTRICT COUNCIL Y/99/13/

Intercept For STREAM B-C	Slope For Opposing STREAM A-C	Slope For Opposing STREAM A-B
0.00	0.00	0.00

* Due to the presence of a flare, data is not available

Intercept For STREAM B-A	Slope For Opposing STREAM A-C	Slope For Opposing STREAM A-B	Slope For Opposing STREAM C-A	Slope For Opposing STREAM C-B
0.00	0.00	0.00	0.00	0.00

* Due to the presence of a flare, data is not available

Intercept For STREAM C-B	Slope For Opposing STREAM A-C	Slope For Opposing STREAM A-B
573.96	0.22	0.22

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

.TRAFFIC DEMAND DATA

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

.Demand set: 2013 PM Peak

TIME PERIOD BEGINS 16.45 AND ENDS 17.45

LENGTH OF TIME PERIOD - 60 MIN.
LENGTH OF TIME SEGMENT - 15 MIN.
DEMAND FLOW PROFILES ARE INPUT DIRECTLY

.Demand set: 2013 PM Peak

TIME	FROM/TO	TURNING PROPORTIONS / TURNING COUNTS (PERCENTAGE OF H.V.S) ARM A	ARM B	ARM C
16.45 - 17.00	ARM A	0.000	0.190	0.810
		0.0	8.0	34.0
		(0.0)	(21.4)	(6.4)
	ARM B	0.833	0.000	0.167
		10.0	0.0	2.0
		(10.9)	(0.0)	(30.4)
	ARM C	0.975	0.025	0.000
		79.0	2.0	0.0
		(7.4)	(11.8)	(0.0)
17.00 - 17.15	ARM A	0.000	0.176	0.824
		0.0	9.0	42.0
		(0.0)	(21.4)	(6.4)
	ARM B	0.667	0.000	0.333
		16.0	0.0	8.0
		(10.9)	(0.0)	(30.4)
	ARM C	0.972	0.028	0.000
		105.0	3.0	0.0
		(7.4)	(11.8)	(0.0)
17.15 - 17.30	ARM A	0.000	0.058	0.942
		0.0	3.0	49.0
		(0.0)	(21.4)	(6.4)
	ARM B	0.720	0.000	0.280
		18.0	0.0	7.0
		(10.9)	(0.0)	(30.4)
	ARM C	0.927	0.073	0.000
		115.0	9.0	0.0
		(7.4)	(11.8)	(0.0)
17.30 - 17.45	ARM A	0.000	0.143	0.857
		0.0	8.0	48.0
		(0.0)	(21.4)	(6.4)

ARUN DISTRICT COUNCIL Y/99/13/

	ARM B	0.769	0.000	0.231
		20.0	0.0	6.0
		(10.9)	(0.0)	(30.4)
	ARM C	0.975	0.025	0.000
		119.0	3.0	0.0
		(7.4)	(11.8)	(0.0)

TURNING PROPORTIONS ARE CALCULATED FROM TURNING COUNT DATA
THE TURNING PROPORTIONS USED VARY BETWEEN TIME SEGMENTS
THE PERCENTAGE OF HEAVY VEHICLES VARIES OVER TURNING MOVEMENTS

QUEUE AND DELAY INFORMATION FOR EACH 15 MIN TIME SEGMENT

FOR COMBINED DEMAND SETS
AND FOR TIME PERIOD 1

TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)
16.45-17.00									
B-C	0.13	7.34	0.018		0.00	0.02	0.3		0.14
B-A	0.67	6.82	0.098		0.00	0.11	1.5		0.16
C-A	5.27								
C-B	0.13	7.95	0.017		0.00	0.02	0.2		0.13
A-B	0.53								
A-C	2.27								

TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)
17.00-17.15									
B-C	0.53	7.40	0.072		0.02	0.08	1.1		0.15
B-A	1.07	6.27	0.170		0.11	0.20	2.9		0.19
C-A	7.00								
C-B	0.20	7.82	0.026		0.02	0.03	0.4		0.13
A-B	0.60								
A-C	2.80								

TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)
17.15-17.30									
B-C	0.47	7.16	0.065		0.08	0.07	1.1		0.15
B-A	1.20	5.99	0.201		0.20	0.25	3.6		0.21
C-A	7.67								
C-B	0.60	7.82	0.077		0.03	0.08	1.2		0.14
A-B	0.20								
A-C	3.27								

TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)
17.30-17.45									
B-C	0.40	7.00	0.057		0.07	0.06	0.9		0.15
B-A	1.33	6.11	0.218		0.25	0.27	4.0		0.21
C-A	7.93								
C-B	0.20	7.75	0.026		0.08	0.03	0.4		0.13
A-B	0.53								
A-C	3.20								

QUEUE FOR STREAM B-C

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE
17.00	0.0
17.15	0.1
17.30	0.1
17.45	0.1

QUEUE FOR STREAM B-A

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

QUEUE FOR STREAM C-B

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE

17.00	0.0
17.15	0.0
17.30	0.1
17.45	0.0

QUEUEING DELAY INFORMATION OVER WHOLE PERIOD

STREAM	TOTAL DEMAND		* QUEUEING * DELAY *		* INCLUSIVE QUEUEING * DELAY *	
	(VEH)	(VEH/H)	(MIN)	(MIN/VEH)	(MIN)	(MIN/VEH)
B-C	23.0	23.0	3.4	0.15	3.4	0.15
B-A	64.0	64.0	12.1	0.19	12.1	0.19
C-A	418.0	418.0				
C-B	17.0	17.0	2.2	0.13	2.2	0.13
A-B	28.0	28.0				
A-C	173.0	173.0				
ALL	723.0	723.0	17.7	0.02	17.7	0.02

* DELAY IS THAT OCCURRING ONLY WITHIN THE TIME PERIOD
* INCLUSIVE DELAY INCLUDES DELAY SUFFERED BY VEHICLES
WHICH ARE STILL QUEUEING AFTER THE END OF THE TIME PERIOD
* THESE WILL ONLY BE SIGNIFICANTLY DIFFERENT IF THERE IS
A LARGE QUEUE REMAINING AT THE END OF THE TIME PERIOD.

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

_____ A R C A D Y 6 _____

ASSESSMENT OF ROUNDABOUT CAPACITY AND DELAY

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RG40 3GA, UK

Tel: [redacted]
Fax:
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Run with file:-
"n:\Projects\layapt 130431\Analysis\ARCADY\Bilsham Road_Burndell Road\2013 Observed AM Peak.vai"
(drive-on-the-left) at 16:38:12 on Thursday, 3 October 2013

.FILE PROPERTIES
****

RUN TITLE: Bilsham Road/Burndell Road Junction
LOCATION: Yapton
DATE: 26/09/13
CLIENT:
ENUMERATOR: juliancleverentsmith [TECHNICIAN-2]
JOB NUMBER:
STATUS:
DESCRIPTION:

.INPUT DATA
****
ARM A - Main Road
ARM B - Burndell Road
ARM C - Bilsham Road

.MINI-ROUNDABOUT GEOMETRIC DATA

LIGHTING CONDITIONS : NORMAL
ROAD SURFACE CONDITION: NORMAL
ARM C HAS A CENTRAL ISLAND

T5

ARM	V (M)	E (M)	Lm(M)	Vm(M)	A (M)	K (M)	G (%)	SLOPE	INTERCEPT (PCU/MIN)
ARM A	3.40	3.60	10.50	3.40	13.00	13.00	0.00	0.551	15.413
ARM B	2.90	4.00	3.00	2.90	7.00	5.00	0.00	0.525	15.115
ARM C	2.80	5.00	9.50	2.80	7.00	4.75	0.00	0.425	20.426*

V = approach half-width Lm = effective flare length A = distance between arms
E = entry width Vm = minimum approach half-width K= entry corner kerb line G=gradient over 50 m
WARNING One or more intercept values (flagged * in the table)
have been adjusted according to local input values
from a previous run and listed below-

T6

	ADJUSTMENT TO INTERCEPT (PCU/MIN)
ARM C	5.000

.TRAFFIC DEMAND DATA

Only sets included in the current run are shown

.SCALING FACTORS

T13

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

TIME PERIOD BEGINS(07.45) AND ENDS(08.45)
LENGTH OF TIME PERIOD - (60) MINUTES
LENGTH OF TIME SEGMENT - (15) MINUTES

DEMAND FLOW PROFILES ARE INPUT DIRECTLY.
DEMAND SET TITLE: 2013 Observed AM Peak

DEMAND SET TITLE: 2013 Observed AM Peak

T33

TIME	FROM/TO	TURNING PROPORTIONS / TURNING COUNTS (PERCENTAGE OF H.V.S) ARM A	ARM B	ARM C
07.45 - 08.00	ARM A	0.000 0.0 (0.0)	0.618 42.0 (5.8)	0.382 26.0 (3.3)
	ARM B	0.924 85.0 (2.3)	0.000 0.0 (0.0)	0.076 7.0 (9.6)
	ARM C	0.823 116.0 (1.8)	0.177 25.0 (6.3)	0.000 0.0 (0.0)
08.00 - 08.15	ARM A	0.000 0.0 (0.0)	0.642 61.0 (5.8)	0.358 34.0 (3.3)
	ARM B	0.833 80.0 (2.3)	0.000 0.0 (0.0)	0.167 16.0 (9.6)
	ARM C	0.914 139.0 (1.8)	0.086 13.0 (6.3)	0.000 0.0 (0.0)
08.15 - 08.30	ARM A	0.000 0.0 (0.0)	0.655 55.0 (5.8)	0.345 29.0 (3.3)
	ARM B	0.833 80.0 (2.3)	0.000 0.0 (0.0)	0.167 16.0 (9.6)
	ARM C	0.885 123.0 (1.8)	0.115 16.0 (6.3)	0.000 0.0 (0.0)
08.30 - 08.45	ARM A	0.000 0.0 (0.0)	0.670 67.0 (5.8)	0.330 33.0 (3.3)
	ARM B	0.882 97.0 (2.3)	0.000 0.0 (0.0)	0.118 13.0 (9.6)
	ARM C	0.923 120.0 (1.8)	0.077 10.0 (6.3)	0.000 0.0 (0.0)

QUEUE AND DELAY INFORMATION FOR EACH 15 MIN TIME SEGMENT

T70

TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)
07.45-08.00								
ARM A	4.53	13.78	0.329	- - -	0.0	0.5	7.0 -	0.107
ARM B	6.13	13.79	0.445	- - -	0.0	0.8	11.3 -	0.129
ARM C	9.40	17.53	0.536	- - -	0.0	1.1	16.2 -	0.121

TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)
08.00-08.15								
ARM A	6.33	14.21	0.446	- - -	0.5	0.8	11.5	- 0.126
ARM B	6.40	13.42	0.477	- - -	0.8	0.9	13.1	- 0.142
ARM C	10.13	17.72	0.572	- - -	1.1	1.3	19.2	- 0.131

TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)
08.15-08.30								
ARM A	5.60	14.09	0.397	- - -	0.8	0.7	10.2	- 0.118
ARM B	6.40	13.59	0.471	- - -	0.9	0.9	13.4	- 0.139
ARM C	9.27	17.69	0.524	- - -	1.3	1.1	17.2	- 0.119

TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)
08.30-08.45								
ARM A	6.67	14.31	0.466	- - -	0.7	0.9	12.5	- 0.130
ARM B	7.33	13.50	0.543	- - -	0.9	1.2	16.8	- 0.161
ARM C	8.67	17.25	0.503	- - -	1.1	1.0	15.6	- 0.117

.QUEUE AT ARM A

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE	
08.00	0.5	
08.15	0.8	*
08.30	0.7	*
08.45	0.9	*

.QUEUE AT ARM B

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE	
08.00	0.8	*
08.15	0.9	*
08.30	0.9	*
08.45	1.2	*

.QUEUE AT ARM C

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE	
08.00	1.1	*
08.15	1.3	*
08.30	1.1	*
08.45	1.0	*

.QUEUEING DELAY INFORMATION OVER WHOLE PERIOD

T75

ARM	TOTAL DEMAND		* QUEUEING * DELAY *		* INCLUSIVE QUEUEING * DELAY *	
	(VEH)	(VEH/H)	(MIN)	(MIN/VEH)	(MIN)	(MIN/VEH)
A	347.0	347.0	41.2	0.12	41.2	0.12
B	393.9	393.9	54.7	0.14	54.7	0.14
C	562.1	562.1	68.2	0.12	68.2	0.12
ALL	1302.9	1302.9	164.1	0.13	164.2	0.13

* DELAY IS THAT OCCURRING ONLY WITHIN THE TIME PERIOD.
* INCLUSIVE DELAY INCLUDES DELAY SUFFERED BY VEHICLES WHICH ARE STILL QUEUEING AFTER THE END OF THE TIME PERIOD.
* THESE WILL ONLY BE SIGNIFICANTLY DIFFERENT IF THERE IS A LARGE QUEUE REMAINING AT THE END OF THE TIME PERIOD.

END OF JOB

_____ A R C A D Y 6 _____

ASSESSMENT OF ROUNDABOUT CAPACITY AND DELAY

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Run with file:-
"n:\Projects\layapt 130431\Analysis\ARCADY\Bilsham Road_Burndell Road\2013 Observed PM Peak.vai"
(drive-on-the-left) at 16:37:01 on Thursday, 3 October 2013

.FILE PROPERTIES
****

RUN TITLE: Bilsham Road/Burndell Road Junction
LOCATION: Yapton
DATE: 26/09/13
CLIENT:
ENUMERATOR: juliancleverentsmith [TECHNICIAN-2]
JOB NUMBER:
STATUS:
DESCRIPTION:

.INPUT DATA
****
ARM A - Main Road
ARM B - Burndell Road
ARM C - Bilsham Road

.MINI-ROUNDABOUT GEOMETRIC DATA

LIGHTING CONDITIONS : NORMAL
ROAD SURFACE CONDITION: NORMAL
ARM C HAS A CENTRAL ISLAND

T5

ARM	V (M)	E (M)	Lm(M)	Vm(M)	A (M)	K (M)	G (%)	SLOPE	INTERCEPT (PCU/MIN)
ARM A	3.40	3.60	10.50	3.40	13.00	13.00	0.00	0.551	20.413*
ARM B	2.90	4.00	3.00	2.90	7.00	5.00	0.00	0.525	15.115
ARM C	2.80	5.00	9.50	2.80	7.00	4.75	0.00	0.425	15.426

V = approach half-width Lm = effective flare length A = distance between arms
E = entry width Vm = minimum approach half-width K= entry corner kerb line G=gradient over 50 m
WARNING One or more intercept values (flagged * in the table)
have been adjusted according to local input values
from a previous run and listed below -

T6

ARM	ADJUSTMENT TO INTERCEPT (PCU/MIN)
ARM A	5.000

.TRAFFIC DEMAND DATA

Only sets included in the current run are shown

.SCALING FACTORS

T13

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

TIME PERIOD BEGINS(16.45) AND ENDS(17.45)
LENGTH OF TIME PERIOD - (60) MINUTES
LENGTH OF TIME SEGMENT - (15) MINUTES

DEMAND FLOW PROFILES ARE INPUT DIRECTLY.
DEMAND SET TITLE: 2013 Observed PM Peak

DEMAND SET TITLE: 2013 Observed PM Peak

T33

TIME	FROM/TO	TURNING PROPORTIONS / TURNING COUNTS (PERCENTAGE OF H.V.S) ARM A	ARM B	ARM C
16.45 - 17.00	ARM A	0.000	0.613	0.387
		0.0	95.0	60.0
		(0.0)	(1.5)	(1.1)
	ARM B	0.736	0.000	0.264
		39.0	0.0	14.0
		(3.1)	(0.0)	(4.0)
	ARM C	0.816	0.184	0.000
		40.0	9.0	0.0
		(3.1)	(6.3)	(0.0)
17.00 - 17.15	ARM A	0.000	0.562	0.438
		0.0	100.0	78.0
		(0.0)	(1.5)	(1.1)
	ARM B	0.815	0.000	0.185
		53.0	0.0	12.0
		(3.1)	(0.0)	(4.0)
	ARM C	0.762	0.238	0.000
		48.0	15.0	0.0
		(3.1)	(6.3)	(0.0)
17.15 - 17.30	ARM A	0.000	0.594	0.406
		0.0	111.0	76.0
		(0.0)	(1.5)	(1.1)
	ARM B	0.800	0.000	0.200
		56.0	0.0	14.0
		(3.1)	(0.0)	(4.0)
	ARM C	0.830	0.170	0.000
		39.0	8.0	0.0
		(3.1)	(6.3)	(0.0)
17.30 - 17.45	ARM A	0.000	0.572	0.428
		0.0	91.0	68.0
		(0.0)	(1.5)	(1.1)
	ARM B	0.815	0.000	0.185
		44.0	0.0	10.0
		(3.1)	(0.0)	(4.0)
	ARM C	0.692	0.308	0.000
		36.0	16.0	0.0
		(3.1)	(6.3)	(0.0)

QUEUE AND DELAY INFORMATION FOR EACH 15 MIN TIME SEGMENT

T70

TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)
16.45-17.00								
ARM A	10.33	19.80	0.522	- - -	0.0	1.1	15.4 -	0.104
ARM B	3.53	12.59	0.280	- - -	0.0	0.4	5.6 -	0.110
ARM C	3.27	13.79	0.237	- - -	0.0	0.3	4.5 -	0.095

TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)		AVERAGE DELAY PER ARRIVING VEHICLE (MIN)
17.00-17.15									
ARM A	11.87	19.57	0.607	- - -	1.1	1.5	21.8	-	0.129
ARM B	4.33	11.97	0.362	- - -	0.4	0.6	8.1	-	0.131
ARM C	4.20	13.37	0.314	- - -	0.3	0.5	6.6	-	0.109

TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)		AVERAGE DELAY PER ARRIVING VEHICLE (MIN)
17.15-17.30									
ARM A	12.47	19.83	0.629	- - -	1.5	1.7	24.4	-	0.135
ARM B	4.67	12.03	0.388	- - -	0.6	0.6	9.2	-	0.136
ARM C	3.13	13.30	0.235	- - -	0.5	0.3	4.8	-	0.099

TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)		AVERAGE DELAY PER ARRIVING VEHICLE (MIN)
17.30-17.45									
ARM A	10.60	19.53	0.543	- - -	1.7	1.2	18.7	-	0.113
ARM B	3.60	12.30	0.293	- - -	0.6	0.4	6.5	-	0.115
ARM C	3.47	13.58	0.256	- - -	0.3	0.3	5.0	-	0.099

.QUEUE AT ARM A

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE	
17.00	1.1	*
17.15	1.5	**
17.30	1.7	**
17.45	1.2	*

.QUEUE AT ARM B

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE	
17.00	0.4	
17.15	0.6	*
17.30	0.6	*
17.45	0.4	

.QUEUE AT ARM C

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE
17.00	0.3
17.15	0.5
17.30	0.3
17.45	0.3

.QUEUEING DELAY INFORMATION OVER WHOLE PERIOD

T75

ARM	TOTAL DEMAND		* QUEUEING * DELAY *		* INCLUSIVE QUEUEING * DELAY *	
	(VEH)	(VEH/H)	(MIN)	(MIN/VEH)	(MIN)	(MIN/VEH)
A	679.0	679.0	80.3	0.12	80.3	0.12
B	242.0	242.0	29.4	0.12	29.4	0.12
C	211.0	211.0	20.9	0.10	20.9	0.10
ALL	1132.0	1132.0	130.5	0.12	130.6	0.12

* DELAY IS THAT OCCURRING ONLY WITHIN THE TIME PERIOD.
* INCLUSIVE DELAY INCLUDES DELAY SUFFERED BY VEHICLES WHICH ARE STILL QUEUEING AFTER THE END OF THE TIME PERIOD.
* THESE WILL ONLY BE SIGNIFICANTLY DIFFERENT IF THERE IS A LARGE QUEUE REMAINING AT THE END OF THE TIME PERIOD.

END OF JOB

_____ A R C A D Y 6 _____

ASSESSMENT OF ROUNDABOUT CAPACITY AND DELAY

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Run with file:-
"n:\Projects\layapt 130431\Analysis\ARCADY\North End Road_Yapton Lane\2013 Observed AM Peak.vai"
(drive-on-the-left) at 16:35:23 on Thursday, 3 October 2013

.FILE PROPERTIES
****

RUN TITLE: North End Road/Main Road
LOCATION: Yapton
DATE: 26/09/13
CLIENT:
ENUMERATOR: juliancleverentsmith [TECHNICIAN-2]
JOB NUMBER:
STATUS:
DESCRIPTION:

.INPUT DATA
****
ARM A - Yapton Road
ARM B - North End Road
ARM C - Main Road

.MINI-ROUNDABOUT GEOMETRIC DATA

LIGHTING CONDITIONS : NORMAL
ROAD SURFACE CONDITION: NORMAL
ARM A HAS A CENTRAL ISLAND
ARM B HAS A CENTRAL ISLAND
ARM C HAS A CENTRAL ISLAND

T5

ARM	V (M)	E (M)	Lm(M)	Vm(M)	A (M)	K (M)	G (%)	SLOPE	INTERCEPT (PCU/MIN)
ARM A	4.60	4.60	0.00	4.60	12.00	6.00	0.00	0.453	15.876
ARM B	3.25	6.25	5.00	3.25	10.50	7.00	0.00	0.437	14.896
ARM C	3.60	4.75	2.00	3.60	15.00	16.00	0.00	0.500	20.922*

V = approach half-width Lm = effective flare length A = distance between arms
E = entry width Vm = minimum approach half-width K= entry corner kerb line G=gradient over 50 m
WARNING One or more intercept values (flagged * in the table)
have been adjusted according to local input values
from a previous run and listed below -

T6

ARM	ADJUSTMENT TO INTERCEPT (PCU/MIN)
ARM C	5.000

.TRAFFIC DEMAND DATA

Only sets included in the current run are shown

. SCALING FACTORS

T13

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

TIME PERIOD BEGINS(07.45) AND ENDS(08.45)
. LENGTH OF TIME PERIOD - (60) MINUTES
. LENGTH OF TIME SEGMENT - (15) MINUTES

. DEMAND FLOW PROFILES ARE INPUT DIRECTLY.
. DEMAND SET TITLE: 2013 Observed AM Peak

DEMAND SET TITLE: 2013 Observed AM Peak

T33

TIME	FROM/TO	TURNING PROPORTIONS / TURNING COUNTS (PERCENTAGE OF H.V.S) ARM A	ARM B	ARM C
07.45 - 08.00				
	ARM A	0.000	0.211	0.789
		0.0	12.0	45.0
		(0.0)	(0.0)	(3.2)
	ARM B	0.200	0.000	0.800
		5.0	0.0	20.0
		(10.0)	(0.0)	(0.0)
	ARM C	0.588	0.412	0.000
		140.0	98.0	0.0
		(1.2)	(4.3)	(0.0)
08.00 - 08.15				
	ARM A	0.000	0.191	0.809
		0.0	17.0	72.0
		(0.0)	(0.0)	(3.2)
	ARM B	0.286	0.000	0.714
		8.0	0.0	20.0
		(10.0)	(0.0)	(0.0)
	ARM C	0.530	0.470	0.000
		124.0	110.0	0.0
		(1.2)	(4.3)	(0.0)
08.15 - 08.30				
	ARM A	0.000	0.141	0.859
		0.0	10.0	61.0
		(0.0)	(0.0)	(3.2)
	ARM B	0.227	0.000	0.773
		5.0	0.0	17.0
		(10.0)	(0.0)	(0.0)
	ARM C	0.488	0.512	0.000
		102.0	107.0	0.0
		(1.2)	(4.3)	(0.0)
08.30 - 08.45				
	ARM A	0.000	0.143	0.857
		0.0	12.0	72.0
		(0.0)	(0.0)	(3.2)
	ARM B	0.207	0.000	0.793
		6.0	0.0	23.0
		(10.0)	(0.0)	(0.0)
	ARM C	0.541	0.459	0.000
		126.0	107.0	0.0
		(1.2)	(4.3)	(0.0)

. QUEUE AND DELAY INFORMATION FOR EACH 15 MIN TIME SEGMENT

T70

TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)
07.45-08.00								
ARM A	3.80	12.52	0.304	- - -	0.0	0.4	6.2 -	0.114
ARM B	1.67	13.29	0.126	- - -	0.0	0.1	2.1 -	0.086
ARM C	15.87	20.24	0.784	- - -	0.0	3.4	45.3 -	0.208

TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)
08.00-08.15								
ARM A	5.93	12.11	0.490	- - -	0.4	0.9	13.4 -	0.160
ARM B	1.87	12.39	0.151	- - -	0.1	0.2	2.6 -	0.095
ARM C	15.60	20.10	0.776	- - -	3.4	3.4	51.2 -	0.222

TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)
08.15-08.30								
ARM A	4.73	12.16	0.389	- - -	0.9	0.6	10.0 -	0.135
ARM B	1.47	12.77	0.115	- - -	0.2	0.1	2.0 -	0.089
ARM C	13.93	20.18	0.690	- - -	3.4	2.3	36.6 -	0.164

TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)
08.30-08.45								
ARM A	5.60	12.18	0.460	- - -	0.6	0.8	12.1 -	0.151
ARM B	1.93	12.48	0.155	- - -	0.1	0.2	2.7 -	0.095
ARM C	15.53	20.17	0.770	- - -	2.3	3.2	44.6 -	0.210

.QUEUE AT ARM A

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE	
08.00	0.4	
08.15	0.9	*
08.30	0.6	*
08.45	0.8	*

.QUEUE AT ARM B

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

.QUEUE AT ARM C

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE	
08.00	3.4	***
08.15	3.4	***
08.30	2.3	**
08.45	3.2	***

.QUEUEING DELAY INFORMATION OVER WHOLE PERIOD

T75

ARM	TOTAL DEMAND		* QUEUEING * DELAY *		* INCLUSIVE QUEUEING * DELAY *	
	(VEH)	(VEH/H)	(MIN)	(MIN/VEH)	(MIN)	(MIN/VEH)
A	300.9	300.9	41.8	0.14	41.8	0.14
B	104.1	104.1	9.4	0.09	9.4	0.09
C	914.0	914.0	177.8	0.19	178.0	0.19
ALL	1318.9	1318.9	228.9	0.17	229.2	0.17

* DELAY IS THAT OCCURRING ONLY WITHIN THE TIME PERIOD.
* INCLUSIVE DELAY INCLUDES DELAY SUFFERED BY VEHICLES WHICH ARE STILL QUEUEING AFTER THE END OF THE TIME PERIOD.
* THESE WILL ONLY BE SIGNIFICANTLY DIFFERENT IF THERE IS A LARGE QUEUE REMAINING AT THE END OF THE TIME PERIOD.

END OF JOB

_____ A R C A D Y 6 _____

ASSESSMENT OF ROUNDABOUT CAPACITY AND DELAY

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Run with file:-
"n:\Projects\layapt 130431\Analysis\ARCADY\North End Road_Yapton Lane\2013 Observed PM Peak.vai"
(drive-on-the-left) at 20:45:43 on Wednesday, 2 October 2013

.FILE PROPERTIES
****

RUN TITLE: North End Road/Main Road
LOCATION: Yapton
DATE: 26/09/13
CLIENT:
ENUMERATOR: julianclementsmith [TECHNICIAN-2]
JOB NUMBER:
STATUS:
DESCRIPTION:

.INPUT DATA
****
ARM A - Yapton Road
ARM B - North End Road
ARM C - Main Road

.MINI-ROUNDABOUT GEOMETRIC DATA

LIGHTING CONDITIONS : NORMAL
ROAD SURFACE CONDITION: NORMAL
ARM A HAS A CENTRAL ISLAND
ARM B HAS A CENTRAL ISLAND
ARM C HAS A CENTRAL ISLAND

T5

ARM	V (M)	E (M)	Lm(M)	Vm(M)	A (M)	K (M)	G (%)	SLOPE	INTERCEPT (PCU/MIN)
ARM A	4.60	4.60	0.00	4.60	12.00	6.00	0.00	0.453	15.876
ARM B	3.25	6.25	5.00	3.25	10.50	7.00	0.00	0.437	14.896
ARM C	3.60	4.75	2.00	3.60	15.00	16.00	0.00	0.500	15.922

V = approach half-width Lm = effective flare length A = distance between arms
E = entry width Vm = minimum approach half-width K= entry corner kerb line G=gradient over 50 m

.TRAFFIC DEMAND DATA

Only sets included in the current run are shown

.SCALING FACTORS

T13

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

TIME PERIOD BEGINS(16.45) AND ENDS(17.45)
. LENGTH OF TIME PERIOD - (60) MINUTES
. LENGTH OF TIME SEGMENT - (15) MINUTES

. DEMAND FLOW PROFILES ARE INPUT DIRECTLY.
. DEMAND SET TITLE: 2013 Observed PM Peak

DEMAND SET TITLE: 2013 Observed PM Peak

T33

TIME	FROM/TO	TURNING PROPORTIONS / TURNING COUNTS (PERCENTAGE OF H.V.S) ARM A	ARM B	ARM C
16.45 - 17.00				
	ARM A	0.000	0.065	0.935
		0.0	6.0	86.0
		(0.0)	(0.0)	(1.7)
	ARM B	0.091	0.000	0.909
		8.0	0.0	80.0
		(0.7)	(0.0)	(0.0)
	ARM C	0.714	0.286	0.000
		55.0	22.0	0.0
		(1.7)	(5.4)	(0.0)
17.00 - 17.15				
	ARM A	0.000	0.076	0.924
		0.0	10.0	122.0
		(0.0)	(0.0)	(1.7)
	ARM B	0.215	0.000	0.785
		20.0	0.0	73.0
		(0.7)	(0.0)	(0.0)
	ARM C	0.626	0.374	0.000
		62.0	37.0	0.0
		(1.7)	(5.4)	(0.0)
17.15 - 17.30				
	ARM A	0.000	0.066	0.934
		0.0	8.0	114.0
		(0.0)	(0.0)	(1.7)
	ARM B	0.082	0.000	0.918
		7.0	0.0	78.0
		(0.7)	(0.0)	(0.0)
	ARM C	0.708	0.292	0.000
		68.0	28.0	0.0
		(1.7)	(5.4)	(0.0)
17.30 - 17.45				
	ARM A	0.000	0.033	0.967
		0.0	3.0	88.0
		(0.0)	(0.0)	(1.7)
	ARM B	0.086	0.000	0.914
		7.0	0.0	74.0
		(0.7)	(0.0)	(0.0)
	ARM C	0.688	0.313	0.000
		55.0	25.0	0.0
		(1.7)	(5.4)	(0.0)

. QUEUE AND DELAY INFORMATION FOR EACH 15 MIN TIME SEGMENT

T70

TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)
16.45-17.00								
ARM A	6.13	14.94	0.410	- - -	0.0	0.7	9.9 -	0.112
ARM B	5.87	12.36	0.475	- - -	0.0	0.9	12.6 -	0.151
ARM C	5.13	15.24	0.337	- - -	0.0	0.5	7.3 -	0.098

TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)
17.00-17.15								
ARM A	8.80	14.48	0.608	- - -	0.7	1.5	21.2 -	0.173
ARM B	6.20	11.29	0.549	- - -	0.9	1.2	17.0 -	0.195
ARM C	6.60	14.80	0.446	- - -	0.5	0.8	11.5 -	0.121

TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)
17.15-17.30								
ARM A	8.13	14.75	0.551	- - -	1.5	1.3	19.4 -	0.152
ARM B	5.60	11.51	0.487	- - -	1.2	1.0	15.0 -	0.170
ARM C	6.40	15.26	0.419	- - -	0.8	0.7	11.1 -	0.113

TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)
17.30-17.45								
ARM A	6.07	14.84	0.409	- - -	1.3	0.7	10.9 -	0.115
ARM B	5.40	12.27	0.440	- - -	1.0	0.8	12.3 -	0.146
ARM C	5.33	15.25	0.349	- - -	0.7	0.5	8.4 -	0.101

.QUEUE AT ARM A

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE	
17.00	0.7	*
17.15	1.5	**
17.30	1.3	*
17.45	0.7	*

.QUEUE AT ARM B

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE	
17.00	0.9	*
17.15	1.2	*
17.30	1.0	*
17.45	0.8	*

.QUEUE AT ARM C

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE	
17.00	0.5	*
17.15	0.8	*
17.30	0.7	*
17.45	0.5	*

.QUEUEING DELAY INFORMATION OVER WHOLE PERIOD

T75

ARM	TOTAL DEMAND		* QUEUEING * DELAY *		* INCLUSIVE QUEUEING * DELAY *	
	(VEH)	(VEH/H)	(MIN)	(MIN/VEH)	(MIN)	(MIN/VEH)
A	437.0	437.0	61.5	0.14	61.5	0.14
B	346.0	346.0	57.0	0.16	57.0	0.16
C	351.9	351.9	38.3	0.11	38.3	0.11
ALL	1134.9	1134.9	156.7	0.14	156.7	0.14

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

END OF JOB

_____ A R C A D Y 6 _____

ASSESSMENT OF ROUNDABOUT CAPACITY AND DELAY

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Wokingham, Berks.
RG40 3GA, UK

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Run with file:-
"n:\Projects\layapt 130431\Analysis\ARCADY\The Street_Yapton Lane\2013 Observed AM Peak.vai"
(drive-on-the-left) at 09:01:15 on Friday, 27 September 2013

.FILE PROPERTIES
****

RUN TITLE: Yapton Lane/The Street
LOCATION: Yapton
DATE: 26/09/13
CLIENT:
ENUMERATOR: julianclementsmith [TECHNICIAN-2]
JOB NUMBER:
STATUS:
DESCRIPTION:

.INPUT DATA
****
ARM A - Yapton Lane North
ARM B - Yapton Lane South
ARM C - The Street

.MINI-ROUNDABOUT GEOMETRIC DATA

LIGHTING CONDITIONS : NORMAL
ROAD SURFACE CONDITION: NORMAL
ARM B HAS A CENTRAL ISLAND
ARM C HAS A CENTRAL ISLAND

T5

ARM	V (M)	E (M)	Lm(M)	Vm(M)	A (M)	K (M)	G (%)	SLOPE	INTERCEPT (PCU/MIN)
ARM A	2.75	4.50	8.00	2.75	16.00	16.00	0.00	0.621	15.341
ARM B	3.25	5.00	11.50	3.25	14.50	12.00	0.00	0.454	15.949
ARM C	3.00	4.50	5.50	3.00	14.00	12.00	0.00	0.423	13.361

V = approach half-width Lm = effective flare length A = distance between arms
E = entry width Vm = minimum approach half-width K= entry corner kerb line G=gradient over 50 m

.TRAFFIC DEMAND DATA

Only sets included in the current run are shown

.SCALING FACTORS

T13

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

TIME PERIOD BEGINS(07.45) AND ENDS(08.45)

. LENGTH OF TIME PERIOD - (60) MINUTES
. LENGTH OF TIME SEGMENT - (15) MINUTES

. DEMAND FLOW PROFILES ARE INPUT DIRECTLY.
. DEMAND SET TITLE: 2013 Observed AM Peak

DEMAND SET TITLE: 2013 Observed AM Peak

T33

TIME	FROM/TO	TURNING PROPORTIONS / TURNING COUNTS (PERCENTAGE OF H.V.S) ARM A	ARM B	ARM C
07.45 - 08.00				
	ARM A	0.000	0.905	0.095
		0.0	38.0	4.0
		(0.0)	(9.3)	(3.3)
	ARM B	0.899	0.000	0.101
		133.0	0.0	15.0
		(7.4)	(0.0)	(5.5)
	ARM C	0.333	0.667	0.000
		9.0	18.0	0.0
		(0.0)	(4.6)	(0.0)
08.00 - 08.15				
	ARM A	0.000	0.904	0.096
		0.0	47.0	5.0
		(0.0)	(9.3)	(3.3)
	ARM B	0.879	0.000	0.121
		131.0	0.0	18.0
		(7.4)	(0.0)	(5.5)
	ARM C	0.381	0.619	0.000
		8.0	13.0	0.0
		(0.0)	(4.6)	(0.0)
08.15 - 08.30				
	ARM A	0.000	0.811	0.189
		0.0	30.0	7.0
		(0.0)	(9.3)	(3.3)
	ARM B	0.881	0.000	0.119
		126.0	0.0	17.0
		(7.4)	(0.0)	(5.5)
	ARM C	0.417	0.583	0.000
		10.0	14.0	0.0
		(0.0)	(4.6)	(0.0)
08.30 - 08.45				
	ARM A	0.000	0.714	0.286
		0.0	35.0	14.0
		(0.0)	(9.3)	(3.3)
	ARM B	0.803	0.000	0.197
		94.0	0.0	23.0
		(7.4)	(0.0)	(5.5)
	ARM C	0.231	0.769	0.000
		6.0	20.0	0.0
		(0.0)	(4.6)	(0.0)

. QUEUE AND DELAY INFORMATION FOR EACH 15 MIN TIME SEGMENT

T70

TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)		AVERAGE DELAY PER ARRIVING VEHICLE (MIN)
07.45-08.00									
ARM A	2.80	13.40	0.209	- - -	0.0	0.3	3.8	-	0.094
ARM B	9.87	14.76	0.669	- - -	0.0	1.9	26.6	-	0.195
ARM C	1.80	9.11	0.198	- - -	0.0	0.2	3.5	-	0.136

TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)		AVERAGE DELAY PER ARRIVING VEHICLE (MIN)
08.00-08.15									
ARM A	3.47	13.59	0.255	- - -	0.3	0.3	5.0	-	0.099
ARM B	9.93	14.74	0.674	- - -	1.9	2.0	29.8	-	0.207
ARM C	1.40	9.14	0.153	- - -	0.2	0.2	2.8	-	0.129

TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)
08.15-08.30								
ARM A	2.47	13.62	0.181	- - -	0.3	0.2	3.4 -	0.090
ARM B	9.53	14.68	0.649	- - -	2.0	1.9	29.0 -	0.195
ARM C	1.60	9.30	0.172	- - -	0.2	0.2	3.0 -	0.130

TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)
08.30-08.45								
ARM A	3.27	13.46	0.243	- - -	0.2	0.3	4.7 -	0.098
ARM B	7.80	14.49	0.538	- - -	1.9	1.2	18.7 -	0.152
ARM C	1.73	10.14	0.171	- - -	0.2	0.2	3.1 -	0.119

.QUEUE AT ARM A

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

.QUEUE AT ARM B

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE	
08.00	1.9	**
08.15	2.0	**
08.30	1.9	**
08.45	1.2	*

.QUEUE AT ARM C

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

.QUEUEING DELAY INFORMATION OVER WHOLE PERIOD

T75

ARM	TOTAL DEMAND		* QUEUEING * DELAY *		* INCLUSIVE QUEUEING * DELAY *	
	(VEH)	(VEH/H)	(MIN)	(MIN/VEH)	(MIN)	(MIN/VEH)
A	180.2	180.2	16.9	0.09	16.9	0.09
B	557.0	557.0	104.2	0.19	104.2	0.19
C	97.9	97.9	12.4	0.13	12.4	0.13
ALL	835.1	835.1	133.5	0.16	133.6	0.16

* DELAY IS THAT OCCURRING ONLY WITHIN THE TIME PERIOD.
* INCLUSIVE DELAY INCLUDES DELAY SUFFERED BY VEHICLES WHICH ARE STILL QUEUEING AFTER THE END OF THE TIME PERIOD.
* THESE WILL ONLY BE SIGNIFICANTLY DIFFERENT IF THERE IS A LARGE QUEUE REMAINING AT THE END OF THE TIME PERIOD.

END OF JOB

_____ A R C A D Y 6 _____

ASSESSMENT OF ROUNDABOUT CAPACITY AND DELAY

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Run with file:-
"n:\Projects\layapt 130431\Analysis\ARCADY\The Street_Yapton Lane\2013 Observed PM Peak.vai"
(drive-on-the-left) at 09:02:09 on Friday, 27 September 2013

.FILE PROPERTIES
****

RUN TITLE: Yapton Lane/The Street
LOCATION: Yapton
DATE: 26/09/13
CLIENT:
ENUMERATOR: julianclementsmith [TECHNICIAN-2]
JOB NUMBER:
STATUS:
DESCRIPTION:

.INPUT DATA
****
ARM A - Yapton Lane North
ARM B - Yapton Lane South
ARM C - The Street

.MINI-ROUNDABOUT GEOMETRIC DATA

LIGHTING CONDITIONS : NORMAL
ROAD SURFACE CONDITION: NORMAL
ARM B HAS A CENTRAL ISLAND
ARM C HAS A CENTRAL ISLAND

T5

ARM	V (M)	E (M)	Lm(M)	Vm(M)	A (M)	K (M)	G (%)	SLOPE	INTERCEPT (PCU/MIN)
ARM A	2.75	4.50	8.00	2.75	16.00	16.00	0.00	0.621	15.341
ARM B	3.25	5.00	11.50	3.25	14.50	12.00	0.00	0.454	15.949
ARM C	3.00	4.50	5.50	3.00	14.00	12.00	0.00	0.423	13.361

V = approach half-width Lm = effective flare length A = distance between arms
E = entry width Vm = minimum approach half-width K= entry corner kerb line G=gradient over 50 m

.TRAFFIC DEMAND DATA

Only sets included in the current run are shown

.SCALING FACTORS

T13

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

TIME PERIOD BEGINS(16.45) AND ENDS(17.45)

. LENGTH OF TIME PERIOD - (60) MINUTES
. LENGTH OF TIME SEGMENT - (15) MINUTES

. DEMAND FLOW PROFILES ARE INPUT DIRECTLY.
. DEMAND SET TITLE: 2013 Observed PM Peak

DEMAND SET TITLE: 2013 Observed PM Peak

T33

TIME	FROM/TO	TURNING PROPORTIONS / TURNING COUNTS (PERCENTAGE OF H.V.S) ARM A	ARM B	ARM C
16.45 - 17.00	ARM A	0.000	0.893	0.107
		0.0	92.0	11.0
		(0.0)	(4.7)	(0.0)
	ARM B	0.657	0.000	0.343
		44.0	0.0	23.0
		(4.4)	(0.0)	(6.1)
	ARM C	0.250	0.750	0.000
		9.0	27.0	0.0
		(3.1)	(0.0)	(0.0)
17.00 - 17.15	ARM A	0.000	0.908	0.092
		0.0	99.0	10.0
		(0.0)	(4.7)	(0.0)
	ARM B	0.797	0.000	0.203
		47.0	0.0	12.0
		(4.4)	(0.0)	(6.1)
	ARM C	0.219	0.781	0.000
		7.0	25.0	0.0
		(3.1)	(0.0)	(0.0)
17.15 - 17.30	ARM A	0.000	0.964	0.036
		0.0	108.0	4.0
		(0.0)	(4.7)	(0.0)
	ARM B	0.676	0.000	0.324
		48.0	0.0	23.0
		(4.4)	(0.0)	(6.1)
	ARM C	0.313	0.688	0.000
		10.0	22.0	0.0
		(3.1)	(0.0)	(0.0)
17.30 - 17.45	ARM A	0.000	0.904	0.096
		0.0	104.0	11.0
		(0.0)	(4.7)	(0.0)
	ARM B	0.837	0.000	0.163
		41.0	0.0	8.0
		(4.4)	(0.0)	(6.1)
	ARM C	0.167	0.833	0.000
		6.0	30.0	0.0
		(3.1)	(0.0)	(0.0)

. QUEUE AND DELAY INFORMATION FOR EACH 15 MIN TIME SEGMENT

T70

TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)		AVERAGE DELAY PER ARRIVING VEHICLE (MIN)
16.45-17.00									
ARM A	6.87	13.66	0.503	- - -	0.0	1.0	14.1	-	0.145
ARM B	4.47	14.88	0.300	- - -	0.0	0.4	6.2	-	0.095
ARM C	2.40	11.98	0.200	- - -	0.0	0.2	3.6	-	0.104

TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)		AVERAGE DELAY PER ARRIVING VEHICLE (MIN)
17.00-17.15									
ARM A	7.27	13.72	0.530	- - -	1.0	1.1	16.2	-	0.155
ARM B	3.93	14.94	0.263	- - -	0.4	0.4	5.5	-	0.091
ARM C	2.13	11.90	0.179	- - -	0.2	0.2	3.3	-	0.102

TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)
17.15-17.30								
ARM A	7.47	13.80	0.541	- - -	1.1	1.2	17.2 -	0.158
ARM B	4.73	15.08	0.314	- - -	0.4	0.5	6.7 -	0.097
ARM C	2.13	11.84	0.180	- - -	0.2	0.2	3.3 -	0.103

TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)
17.30-17.45								
ARM A	7.67	13.53	0.567	- - -	1.2	1.3	18.8 -	0.170
ARM B	3.27	14.92	0.219	- - -	0.5	0.3	4.3 -	0.086
ARM C	2.40	12.09	0.199	- - -	0.2	0.2	3.6 -	0.103

.QUEUE AT ARM A

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE	
17.00	1.0	*
17.15	1.1	*
17.30	1.2	*
17.45	1.3	*

.QUEUE AT ARM B

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE
17.00	0.4
17.15	0.4
17.30	0.5
17.45	0.3

.QUEUE AT ARM C

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

.QUEUEING DELAY INFORMATION OVER WHOLE PERIOD

T75

ARM	TOTAL DEMAND		* QUEUEING * DELAY *		* INCLUSIVE QUEUEING * DELAY *	
	(VEH)	(VEH/H)	(MIN)	(MIN/VEH)	(MIN)	(MIN/VEH)
A	439.2	439.2	66.2	0.15	66.3	0.15
B	246.0	246.0	22.7	0.09	22.7	0.09
C	135.9	135.9	13.9	0.10	13.9	0.10
ALL	821.1	821.1	102.8	0.13	102.8	0.13

* DELAY IS THAT OCCURRING ONLY WITHIN THE TIME PERIOD.
* INCLUSIVE DELAY INCLUDES DELAY SUFFERED BY VEHICLES WHICH ARE STILL QUEUEING AFTER THE END OF THE TIME PERIOD.
* THESE WILL ONLY BE SIGNIFICANTLY DIFFERENT IF THERE IS A LARGE QUEUE REMAINING AT THE END OF THE TIME PERIOD.

END OF JOB

Appendix P

Junction Capacity Assessments - 2018

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

PICADY 5.1 ANALYSIS PROGRAM
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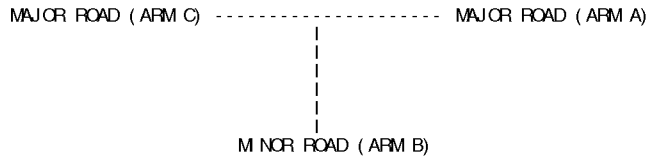
Run with file:-
"N:\Projects\layapt 130431\Analysis\PICADY\Ford Lane_Station Road\2018 Base AM Peak.vpi"
(drive-on-the-left) at 15:10:49 on Monday, 30 September 2013

.RUN INFORMATION

RUN TITLE	: Ford Lane/Station Road
LOCATION	: Yapton
DATE	: 30/09/13
CLIENT	:
ENUMERATOR	: [TECHNICIAN-2]
JOB NUMBER	: layapt
STATUS	:
DESCRIPTION	:

.MAJOR/MINOR JUNCTION CAPACITY AND DELAY

INPUT DATA



ARM A IS Station Road (Northbound)
ARM B IS Ford Lane
ARM C IS Station Road (Southbound)

.STREAM LABELLING CONVENTION

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

.GEOMETRIC DATA

DATA ITEM	MINOR ROAD B
TOTAL MAJOR ROAD CARRIAGEWAY WIDTH	(W) 6.00 M
CENTRAL RESERVE WIDTH	(WCR) 0.00 M
MAJOR ROAD RIGHT TURN - WIDTH	(WC-B) 3.50 M
- VISIBILITY	(VC-B) 120.00 M
- BLOCKS TRAFFIC (SPACES)	NO (0)
MINOR ROAD - VISIBILITY TO LEFT	(VB-C) 150.0 M
- VISIBILITY TO RIGHT	(VB-A) 30.0 M
- LANE 1 WIDTH	(WB-C) -
- LANE 2 WIDTH	(WB-A) -
WIDTH AT 0 M FROM JUNCTION	10.00 M
WIDTH AT 5 M FROM JUNCTION	10.00 M
WIDTH AT 10 M FROM JUNCTION	7.00 M
WIDTH AT 15 M FROM JUNCTION	4.50 M
WIDTH AT 20 M FROM JUNCTION	3.50 M
- LENGTH OF FLARED SECTION	DERIVED: 2 PCU

.SLOPES AND INTERCEPT

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

ARUN DISTRICT COUNCIL Y/99/13/

Intercept For STREAM B-C	Slope For Opposing STREAM A-C	Slope For Opposing STREAM A-B
0.00	0.00	0.00

* Due to the presence of a flare, data is not available

Intercept For STREAM B-A	Slope For Opposing STREAM A-C	Slope For Opposing STREAM A-B	Slope For Opposing STREAM C-A	Slope For Opposing STREAM C-B
0.00	0.00	0.00	0.00	0.00

* Due to the presence of a flare, data is not available

Intercept For STREAM C-B	Slope For Opposing STREAM A-C	Slope For Opposing STREAM A-B
734.50	0.28	0.28

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

.TRAFFIC DEMAND DATA

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

.Demand set: 2018 Without Development AM Peak

TIME PERIOD BEGINS 07.45 AND ENDS 08.45

LENGTH OF TIME PERIOD - 60 MIN.
LENGTH OF TIME SEGMENT - 15 MIN.
DEMAND FLOW PROFILES ARE INPUT DIRECTLY

.Demand set: 2018 Without Development AM Peak

TIME	FROM/TO	TURNING PROPORTIONS / TURNING COUNTS (PERCENTAGE OF H.V.S) ARM A	ARM B	ARM C
07.45 - 08.00	ARM A	0.000 0.0 (0.0)	0.580 83.0 (7.6)	0.420 60.0 (7.3)
	ARM B	0.860 43.0 (9.9)	0.000 0.0 (0.0)	0.140 7.0 (6.9)
	ARM C	0.829 34.0 (9.4)	0.171 7.0 (4.2)	0.000 0.0 (0.0)
08.00 - 08.15	ARM A	0.000 0.0 (0.0)	0.580 83.0 (7.6)	0.420 60.0 (7.3)
	ARM B	0.902 46.0 (9.9)	0.000 0.0 (0.0)	0.098 5.0 (6.9)
	ARM C	0.915 43.0 (9.4)	0.085 4.0 (4.2)	0.000 0.0 (0.0)
08.15 - 08.30	ARM A	0.000 0.0 (0.0)	0.587 84.0 (7.6)	0.413 59.0 (7.3)
	ARM B	0.739 34.0 (9.9)	0.000 0.0 (0.0)	0.261 12.0 (6.9)
	ARM C	0.900 27.0 (9.4)	0.100 3.0 (4.2)	0.000 0.0 (0.0)
08.30 - 08.45	ARM A	0.000 0.0 (0.0)	0.503 84.0 (7.6)	0.497 83.0 (7.3)

	ARM B	0.824	0.000	0.176
		28.0	0.0	6.0
		(9.9)	(0.0)	(6.9)
	ARM C	0.738	0.262	0.000
		31.0	11.0	0.0
		(9.4)	(4.2)	(0.0)

TURNING PROPORTIONS ARE CALCULATED FROM TURNING COUNT DATA
THE TURNING PROPORTIONS USED VARY BETWEEN TIME SEGMENTS
THE PERCENTAGE OF HEAVY VEHICLES VARIES OVER TURNING MOVEMENTS

QUEUE AND DELAY INFORMATION FOR EACH 15 MIN TIME SEGMENT

FOR COMBINED DEMAND SETS
AND FOR TIME PERIOD 1

TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)
07.45-08.00									
B-C	0.47	7.53	0.063		0.00	0.07	1.0		0.14
B-A	2.92	7.09	0.411		0.00	0.68	9.5		0.23
C-A	2.29								
C-B	0.47	8.94	0.053		0.00	0.06	0.8		0.12
A-B	5.55								
A-C	4.01								

TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)
08.00-08.15									
B-C	0.33	7.37	0.045		0.07	0.05	0.7		0.14
B-A	3.06	7.08	0.432		0.68	0.74	10.9		0.25
C-A	2.91								
C-B	0.27	8.94	0.030		0.06	0.03	0.5		0.12
A-B	5.55								
A-C	4.01								

TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)
08.15-08.30									
B-C	0.79	7.99	0.099		0.05	0.11	1.6		0.14
B-A	2.25	7.36	0.305		0.74	0.45	7.0		0.20
C-A	1.78								
C-B	0.20	8.94	0.022		0.03	0.02	0.4		0.11
A-B	5.62								
A-C	3.94								

TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)
08.30-08.45									
B-C	0.40	7.61	0.052		0.11	0.06	0.9		0.14
B-A	1.86	6.59	0.282		0.45	0.40	6.1		0.21
C-A	2.04								
C-B	0.72	8.49	0.085		0.02	0.09	1.3		0.13
A-B	5.59								
A-C	5.52								

QUEUE FOR STREAM B-C

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE	
08.00	0.1	
08.15	0.0	
08.30	0.1	
08.45	0.1	

QUEUE FOR STREAM B-A

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

QUEUE FOR STREAM C-B

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE

08.00	0.1
08.15	0.0
08.30	0.0
08.45	0.1

QUEUEING DELAY INFORMATION OVER WHOLE PERIOD

STREAM	TOTAL DEMAND		* QUEUEING * DELAY *		* INCLUSIVE QUEUEING * DELAY *	
	(VEH)	(VEH/H)	(MIN)	(MIN/VEH)	(MIN)	(MIN/VEH)
B-C	30.0	30.0	4.1	0.14	4.1	0.14
B-A	151.2	151.2	33.6	0.22	33.6	0.22
C-A	135.3	135.3				
C-B	24.9	24.9	3.0	0.12	3.0	0.12
A-B	334.5	334.5				
A-C	262.3	262.3				
ALL	938.3	938.3	40.7	0.04	40.7	0.04

* DELAY IS THAT OCCURRING ONLY WITHIN THE TIME PERIOD
* INCLUSIVE DELAY INCLUDES DELAY SUFFERED BY VEHICLES WHICH ARE STILL QUEUEING AFTER THE END OF THE TIME PERIOD
* THESE WILL ONLY BE SIGNIFICANTLY DIFFERENT IF THERE IS A LARGE QUEUE REMAINING AT THE END OF THE TIME PERIOD.

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

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

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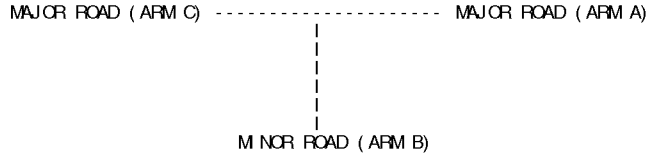
Run with file:-
"N:\Projects\layapt 130431\Analysis\PICADY\Ford Lane_Station Road\2018 Base + Development AM Peak.vpi"
(drive-on-the-left) at 16:28:55 on Wednesday, 2 October 2013

.RUN INFORMATION

RUN TITLE	: Ford Lane/Station Road
LOCATION	: Yapton
DATE	: 30/09/13
CLIENT	:
ENUMERATOR	: [TECHNICIAN-2]
JOB NUMBER	: layapt
STATUS	:
DESCRIPTION	:

.MAJOR/MINOR JUNCTION CAPACITY AND DELAY

INPUT DATA



ARM A IS Station Road (Northbound)
ARM B IS Ford Lane
ARM C IS Station Road (Southbound)

.STREAM LABELLING CONVENTION

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

.GEOMETRIC DATA

DATA ITEM	MINOR ROAD B
TOTAL MAJOR ROAD CARRIAGEWAY WIDTH	(W) 6.00 M
CENTRAL RESERVE WIDTH	(WCR) 0.00 M
MAJOR ROAD RIGHT TURN - WIDTH	(WC-B) 3.50 M
- VISIBILITY	(VC-B) 120.00 M
- BLOCKS TRAFFIC (SPACES)	NO (0)
MINOR ROAD - VISIBILITY TO LEFT	(VB-C) 150.0 M
- VISIBILITY TO RIGHT	(VB-A) 30.0 M
- LANE 1 WIDTH	(WB-C) -
- LANE 2 WIDTH	(WB-A) -
WIDTH AT 0 M FROM JUNCTION	10.00 M
WIDTH AT 5 M FROM JUNCTION	10.00 M
WIDTH AT 10 M FROM JUNCTION	7.00 M
WIDTH AT 15 M FROM JUNCTION	4.50 M
WIDTH AT 20 M FROM JUNCTION	3.50 M
- LENGTH OF FLARED SECTION	DERIVED: 2 PCU

.SLOPES AND INTERCEPT

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

Intercept For STREAM B-C	Slope For Opposing STREAM A-C	Slope For Opposing STREAM A-B
0.00	0.00	0.00

* Due to the presence of a flare, data is not available

Intercept For STREAM B-A	Slope For Opposing STREAM A-C	Slope For Opposing STREAM A-B	Slope For Opposing STREAM C-A	Slope For Opposing STREAM C-B
0.00	0.00	0.00	0.00	0.00

* Due to the presence of a flare, data is not available

Intercept For STREAM C-B	Slope For Opposing STREAM A-C	Slope For Opposing STREAM A-B
734.50	0.28	0.28

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

.TRAFFIC DEMAND DATA

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

.Demand set: 2018 With Development AM Peak

TIME PERIOD BEGINS 07.45 AND ENDS 08.45

LENGTH OF TIME PERIOD - 60 MIN.
LENGTH OF TIME SEGMENT - 15 MIN.
DEMAND FLOW PROFILES ARE INPUT DIRECTLY

.Demand set: 2018 With Development AM Peak

TIME	FROM/TO	TURNING PROPORTIONS / TURNING COUNTS (PERCENTAGE OF H.V.S) ARM A	ARM B	ARM C
07.45 - 08.00	ARM A	0.000	0.583	0.417
		0.0	84.0	60.0
		(0.0)	(7.5)	(7.3)
	ARM B	0.742	0.000	0.258
		46.0	0.0	16.0
		(9.9)	(0.0)	(3.2)
	ARM C	0.756	0.244	0.000
		34.0	11.0	0.0
		(9.4)	(5.2)	(0.0)
08.00 - 08.15	ARM A	0.000	0.583	0.417
		0.0	84.0	60.0
		(0.0)	(7.5)	(7.3)
	ARM B	0.774	0.000	0.226
		48.0	0.0	14.0
		(9.9)	(0.0)	(3.2)
	ARM C	0.843	0.157	0.000
		43.0	8.0	0.0
		(9.4)	(5.2)	(0.0)
08.15 - 08.30	ARM A	0.000	0.590	0.410
		0.0	85.0	59.0
		(0.0)	(7.5)	(7.3)
	ARM B	0.643	0.000	0.357
		36.0	0.0	20.0
		(9.9)	(0.0)	(3.2)
	ARM C	0.794	0.206	0.000
		27.0	7.0	0.0
		(9.4)	(5.2)	(0.0)
08.30 - 08.45	ARM A	0.000	0.506	0.494
		0.0	85.0	83.0
		(0.0)	(7.5)	(7.3)

	ARM B	0.667	0.000	0.333
		30.0	0.0	15.0
		(9.9)	(0.0)	(3.2)
	ARM C	0.689	0.311	0.000
		31.0	14.0	0.0
		(9.4)	(5.2)	(0.0)

TURNING PROPORTIONS ARE CALCULATED FROM TURNING COUNT DATA
THE TURNING PROPORTIONS USED VARY BETWEEN TIME SEGMENTS
THE PERCENTAGE OF HEAVY VEHICLES VARIES OVER TURNING MOVEMENTS

QUEUE AND DELAY INFORMATION FOR EACH 15 MIN TIME SEGMENT

FOR COMBINED DEMAND SETS
AND FOR TIME PERIOD 1

TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)
07.45-08.00									
B-C	1.07	7.82	0.136		0.00	0.16	2.2		0.15
B-A	3.06	7.05	0.435		0.00	0.75	10.4		0.25
C-A	2.26								
C-B	0.73	8.84	0.083		0.00	0.09	1.3		0.12
A-B	5.62								
A-C	4.01								

TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)
08.00-08.15									
B-C	0.93	7.67	0.122		0.16	0.14	2.1		0.15
B-A	3.20	7.03	0.455		0.75	0.81	11.9		0.26
C-A	2.88								
C-B	0.53	8.84	0.061		0.09	0.06	1.0		0.12
A-B	5.62								
A-C	4.01								

TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)
08.15-08.30									
B-C	1.35	8.35	0.161		0.14	0.19	2.8		0.14
B-A	2.42	7.11	0.341		0.81	0.53	8.3		0.22
C-A	1.75								
C-B	0.46	8.84	0.051		0.06	0.05	0.8		0.12
A-B	5.68								
A-C	3.95								

TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)
08.30-08.45									
B-C	1.00	8.01	0.125		0.19	0.14	2.2		0.14
B-A	2.00	6.48	0.309		0.53	0.46	7.0		0.22
C-A	2.06								
C-B	0.93	8.39	0.111		0.05	0.12	1.8		0.13
A-B	5.66								
A-C	5.52								

QUEUE FOR STREAM B-C

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

QUEUE FOR STREAM B-A

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE	
08.00	0.7	*
08.15	0.8	*
08.30	0.5	*
08.45	0.5	

QUEUE FOR STREAM C-B

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE

08.00	0.1
08.15	0.1
08.30	0.1
08.45	0.1

QUEUEING DELAY INFORMATION OVER WHOLE PERIOD

STREAM	TOTAL DEMAND		* QUEUEING * DELAY *		* INCLUSIVE QUEUEING * DELAY *	
	(VEH)	(VEH/H)	(MIN)	(MIN/VEH)	(MIN)	(MIN/VEH)
B-C	65.2	65.2	9.4	0.14	9.4	0.14
B-A	160.3	160.3	37.7	0.23	37.7	0.24
C-A	134.2	134.2				
C-B	39.8	39.8	4.9	0.12	4.9	0.12
A-B	338.6	338.6				
A-C	262.4	262.4				
ALL	1000.5	1000.5	52.0	0.05	52.0	0.05

* DELAY IS THAT OCCURRING ONLY WITHIN THE TIME PERIOD
* INCLUSIVE DELAY INCLUDES DELAY SUFFERED BY VEHICLES
WHICH ARE STILL QUEUEING AFTER THE END OF THE TIME PERIOD
* THESE WILL ONLY BE SIGNIFICANTLY DIFFERENT IF THERE IS
A LARGE QUEUE REMAINING AT THE END OF THE TIME PERIOD.

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

TRL LIMITED

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

PICADY 5.1 ANALYSIS PROGRAM
RELEASE 5.0 (JUNE 2010)

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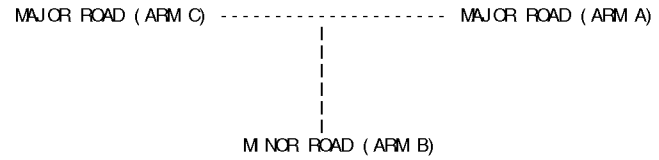
Run with file:-
"N:\Projects\layapt 130431\Analysis\PICADY\Ford Lane_Station Road\2018 Base PM Peak.vpi"
(drive-on-the-left) at 15:07:16 on Monday, 30 September 2013

.RUN INFORMATION

RUN TITLE	: Ford Lane/Station Road
LOCATION	: Yapton
DATE	: 30/09/13
CLIENT	:
ENUMERATOR	: [TECHNICIAN-2]
JOB NUMBER	: layapt
STATUS	:
DESCRIPTION	:

.MAJOR/MINOR JUNCTION CAPACITY AND DELAY

INPUT DATA



ARM A IS Station Road (Northbound)
ARM B IS Ford Lane
ARM C IS Station Road (Southbound)

.STREAM LABELLING CONVENTION

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

.GEOMETRIC DATA

DATA ITEM	MINOR ROAD B
TOTAL MAJOR ROAD CARRIAGEWAY WIDTH	(W) 6.00 M
CENTRAL RESERVE WIDTH	(WCR) 0.00 M
MAJOR ROAD RIGHT TURN - WIDTH	(WC-B) 3.50 M
- VISIBILITY	(VC-B) 120.00 M
- BLOCKS TRAFFIC (SPACES)	NO (0)
MINOR ROAD - VISIBILITY TO LEFT	(VB-C) 150.0 M
- VISIBILITY TO RIGHT	(VB-A) 30.0 M
- LANE 1 WIDTH	(WB-C) -
- LANE 2 WIDTH	(WB-A) -
WIDTH AT 0 M FROM JUNCTION	10.00 M
WIDTH AT 5 M FROM JUNCTION	10.00 M
WIDTH AT 10 M FROM JUNCTION	7.00 M
WIDTH AT 15 M FROM JUNCTION	4.50 M
WIDTH AT 20 M FROM JUNCTION	3.50 M
- LENGTH OF FLARED SECTION	DERIVED: 2 PCU

.SLOPES AND INTERCEPT

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

ARUN DISTRICT COUNCIL Y/99/13/

Intercept For STREAM B-C	Slope For Opposing STREAM A-C	Slope For Opposing STREAM A-B
0.00	0.00	0.00

* Due to the presence of a flare, data is not available

Intercept For STREAM B-A	Slope For Opposing STREAM A-C	Slope For Opposing STREAM A-B	Slope For Opposing STREAM C-A	Slope For Opposing STREAM C-B
0.00	0.00	0.00	0.00	0.00

* Due to the presence of a flare, data is not available

Intercept For STREAM C-B	Slope For Opposing STREAM A-C	Slope For Opposing STREAM A-B
734.50	0.28	0.28

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

.TRAFFIC DEMAND DATA

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

.Demand set: 2018 Base PM Peak

TIME PERIOD BEGINS 16.45 AND ENDS 17.45

LENGTH OF TIME PERIOD - 60 MIN.
LENGTH OF TIME SEGMENT - 15 MIN.
DEMAND FLOW PROFILES ARE INPUT DIRECTLY

.Demand set: 2018 Base PM Peak

TIME	FROM/TO	TURNING PROPORTIONS / TURNING COUNTS (PERCENTAGE OF H.V.S) ARM A	ARM B	ARM C
16.45 - 17.00	ARM A	0.000	0.333	0.667
		0.0	23.0	46.0
		(0.0)	(2.2)	(2.2)
	ARM B	0.865	0.000	0.135
		90.0	0.0	14.0
		(3.5)	(0.0)	(7.5)
	ARM C	0.870	0.130	0.000
		80.0	12.0	0.0
		(2.8)	(11.5)	(0.0)
17.00 - 17.15	ARM A	0.000	0.529	0.471
		0.0	45.0	40.0
		(0.0)	(2.2)	(2.2)
	ARM B	0.855	0.000	0.145
		94.0	0.0	16.0
		(3.5)	(0.0)	(7.5)
	ARM C	0.929	0.071	0.000
		65.0	5.0	0.0
		(2.8)	(11.5)	(0.0)
17.15 - 17.30	ARM A	0.000	0.378	0.622
		0.0	37.0	61.0
		(0.0)	(2.2)	(2.2)
	ARM B	0.871	0.000	0.129
		88.0	0.0	13.0
		(3.5)	(0.0)	(7.5)
	ARM C	0.962	0.038	0.000
		77.0	3.0	0.0
		(2.8)	(11.5)	(0.0)
17.30 - 17.45	ARM A	0.000	0.465	0.535
		0.0	40.0	46.0
		(0.0)	(2.2)	(2.2)

	ARM B	0.818	0.000	0.182
		63.0	0.0	14.0
		(3.5)	(0.0)	(7.5)
	ARM C	0.921	0.079	0.000
		82.0	7.0	0.0
		(2.8)	(11.5)	(0.0)

TURNING PROPORTIONS ARE CALCULATED FROM TURNING COUNT DATA
THE TURNING PROPORTIONS USED VARY BETWEEN TIME SEGMENTS
THE PERCENTAGE OF HEAVY VEHICLES VARIES OVER TURNING MOVEMENTS

QUEUE AND DELAY INFORMATION FOR EACH 15 MIN TIME SEGMENT

FOR COMBINED DEMAND SETS
AND FOR TIME PERIOD 1

TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)
16.45-17.00									
B-C	0.93	5.07	0.184		0.00	0.22	3.1		0.24
B-A	6.01	7.67	0.783		0.00	3.10	38.4		0.49
C-A	5.30								
C-B	0.79	9.79	0.081		0.00	0.09	1.3		0.11
A-B	1.52								
A-C	3.03								

TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)
17.00-17.15									
B-C	1.06	4.73	0.224		0.22	0.28	4.1		0.27
B-A	6.24	7.96	0.784		3.10	3.33	48.6		0.56
C-A	4.35								
C-B	0.33	9.50	0.035		0.09	0.04	0.6		0.11
A-B	3.01								
A-C	2.67								

TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)
17.15-17.30									
B-C	0.87	4.58	0.189		0.28	0.24	3.7		0.27
B-A	5.86	7.57	0.775		3.33	3.35	50.1		0.58
C-A	5.11								
C-B	0.20	9.28	0.021		0.04	0.02	0.3		0.11
A-B	2.47								
A-C	4.06								

TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)
17.30-17.45									
B-C	0.93	7.16	0.130		0.24	0.15	2.3		0.16
B-A	4.17	7.63	0.547		3.35	1.26	21.3		0.31
C-A	5.48								
C-B	0.47	9.50	0.049		0.02	0.05	0.8		0.11
A-B	2.64								
A-C	3.04								

QUEUE FOR STREAM B-C

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

QUEUE FOR STREAM B-A

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE	
17.00	3.1	***
17.15	3.3	***
17.30	3.3	***
17.45	1.3	*

QUEUE FOR STREAM C-B

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE

17.00	0.1
17.15	0.0
17.30	0.0
17.45	0.1

QUEUEING DELAY INFORMATION OVER WHOLE PERIOD

STREAM	TOTAL DEMAND		* QUEUEING * DELAY *		* INCLUSIVE QUEUEING * DELAY *	
	(VEH)	(VEH/H)	(MIN)	(MIN/VEH)	(MIN)	(MIN/VEH)
B-C	56.8	56.8	13.2	0.23	13.2	0.23
B-A	334.2	334.2	158.4	0.47	158.5	0.47
C-A	303.5	303.5				
C-B	26.9	26.9	2.9	0.11	2.9	0.11
A-B	144.5	144.5				
A-C	192.1	192.1				
ALL	1058.1	1058.1	174.6	0.16	174.7	0.17

* DELAY IS THAT OCCURRING ONLY WITHIN THE TIME PERIOD
* INCLUSIVE DELAY INCLUDES DELAY SUFFERED BY VEHICLES
WHICH ARE STILL QUEUEING AFTER THE END OF THE TIME PERIOD
* THESE WILL ONLY BE SIGNIFICANTLY DIFFERENT IF THERE IS
A LARGE QUEUE REMAINING AT THE END OF THE TIME PERIOD.

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

TRL LIMITED

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

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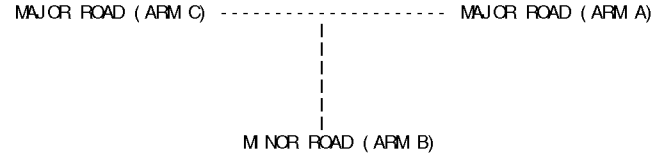
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"N:\Projects\layapt 130431\Analysis\PICADY\Ford Lane_Station Road\2018 Base + Development PM Peak.vpi"
(drive-on-the-left) at 16:32:50 on Wednesday, 2 October 2013

.RUN INFORMATION

RUN TITLE	: Ford Lane/Station Road
LOCATION	: Yapton
DATE	: 30/09/13
CLIENT	:
ENUMERATOR	: [TECHNICIAN-2]
JOB NUMBER	: layapt
STATUS	:
DESCRIPTION	:

.MAJOR/MINOR JUNCTION CAPACITY AND DELAY

INPUT DATA



ARM A IS Station Road (Northbound)
ARM B IS Ford Lane
ARM C IS Station Road (Southbound)

.STREAM LABELLING CONVENTION

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

.GEOMETRIC DATA

DATA ITEM	MINOR ROAD B
TOTAL MAJOR ROAD CARRIAGEWAY WIDTH	(W) 6.00 M
CENTRAL RESERVE WIDTH	(WCR) 0.00 M
MAJOR ROAD RIGHT TURN - WIDTH	(WC-B) 3.50 M
- VISIBILITY	(VC-B) 120.00 M
- BLOCKS TRAFFIC (SPACES)	NO (0)
MINOR ROAD - VISIBILITY TO LEFT	(VB-C) 150.0 M
- VISIBILITY TO RIGHT	(VB-A) 30.0 M
- LANE 1 WIDTH	(WB-C) -
- LANE 2 WIDTH	(WB-A) -
WIDTH AT 0 M FROM JUNCTION	10.00 M
WIDTH AT 5 M FROM JUNCTION	10.00 M
WIDTH AT 10 M FROM JUNCTION	7.00 M
WIDTH AT 15 M FROM JUNCTION	4.50 M
WIDTH AT 20 M FROM JUNCTION	3.50 M
- LENGTH OF FLARED SECTION	DERIVED: 2 PCU

.SLOPES AND INTERCEPT

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

Intercept For STREAM B-C	Slope For Opposing STREAM A-C	Slope For Opposing STREAM A-B
0.00	0.00	0.00

* Due to the presence of a flare, data is not available

Intercept For STREAM B-A	Slope For Opposing STREAM A-C	Slope For Opposing STREAM A-B	Slope For Opposing STREAM C-A	Slope For Opposing STREAM C-B
0.00	0.00	0.00	0.00	0.00

* Due to the presence of a flare, data is not available

Intercept For STREAM C-B	Slope For Opposing STREAM A-C	Slope For Opposing STREAM A-B
734.50	0.28	0.28

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

.TRAFFIC DEMAND DATA

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

.Demand set: 2018 With Development PM Peak

TIME PERIOD BEGINS 16.45 AND ENDS 17.45

LENGTH OF TIME PERIOD - 60 MIN.
LENGTH OF TIME SEGMENT - 15 MIN.
DEMAND FLOW PROFILES ARE INPUT DIRECTLY

.Demand set: 2018 With Development PM Peak

TIME	FROM/TO	TURNING PROPORTIONS / TURNING COUNTS (PERCENTAGE OF H.V.S) ARM A	ARM B	ARM C
16.45 - 17.00	ARM A	0.000	0.352	0.648
		0.0	25.0	46.0
		(0.0)	(2.1)	(2.2)
	ARM B	0.829	0.000	0.171
		92.0	0.0	19.0
		(3.4)	(0.0)	(5.5)
	ARM C	0.816	0.184	0.000
		80.0	18.0	0.0
		(2.8)	(6.1)	(0.0)
17.00 - 17.15	ARM A	0.000	0.540	0.460
		0.0	47.0	40.0
		(0.0)	(2.1)	(2.2)
	ARM B	0.819	0.000	0.181
		95.0	0.0	21.0
		(3.4)	(0.0)	(5.5)
	ARM C	0.844	0.156	0.000
		65.0	12.0	0.0
		(2.8)	(6.1)	(0.0)
17.15 - 17.30	ARM A	0.000	0.396	0.604
		0.0	40.0	61.0
		(0.0)	(2.1)	(2.2)
	ARM B	0.833	0.000	0.167
		90.0	0.0	18.0
		(3.4)	(0.0)	(5.5)
	ARM C	0.895	0.105	0.000
		77.0	9.0	0.0
		(2.8)	(6.1)	(0.0)
17.30 - 17.45	ARM A	0.000	0.477	0.523
		0.0	42.0	46.0
		(0.0)	(2.1)	(2.2)

	ARM B	0.771	0.000	0.229
		64.0	0.0	19.0
		(3.4)	(0.0)	(5.5)
	ARM C	0.854	0.146	0.000
		82.0	14.0	0.0
		(2.8)	(6.1)	(0.0)

TURNING PROPORTIONS ARE CALCULATED FROM TURNING COUNT DATA
THE TURNING PROPORTIONS USED VARY BETWEEN TIME SEGMENTS
THE PERCENTAGE OF HEAVY VEHICLES VARIES OVER TURNING MOVEMENTS

QUEUE AND DELAY INFORMATION FOR EACH 15 MIN TIME SEGMENT

FOR COMBINED DEMAND SETS
AND FOR TIME PERIOD 1

TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)
16.45-17.00									
B-C	1.26	4.77	0.265		0.00	0.35	4.9		0.28
B-A	6.13	7.47	0.820		0.00	3.70	44.4		0.56
C-A	5.31								
C-B	1.20	10.25	0.117		0.00	0.13	1.9		0.11
A-B	1.65								
A-C	3.05								

TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)
17.00-17.15									
B-C	1.40	4.32	0.325		0.35	0.47	6.7		0.34
B-A	6.35	7.73	0.821		3.70	4.07	58.8		0.68
C-A	4.30								
C-B	0.79	9.94	0.080		0.13	0.09	1.3		0.11
A-B	3.15								
A-C	2.68								

TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)
17.15-17.30									
B-C	1.20	4.15	0.289		0.47	0.42	6.4		0.34
B-A	5.98	7.36	0.813		4.07	4.13	61.5		0.71
C-A	5.13								
C-B	0.60	9.71	0.062		0.09	0.07	1.0		0.11
A-B	2.65								
A-C	4.03								

TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)
17.30-17.45									
B-C	1.27	7.17	0.177		0.42	0.22	3.4		0.17
B-A	4.28	7.55	0.567		4.13	1.37	23.9		0.34
C-A	5.44								
C-B	0.93	9.94	0.093		0.07	0.10	1.5		0.11
A-B	2.78								
A-C	3.05								

QUEUE FOR STREAM B-C

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE	
17.00	0.4	
17.15	0.5	
17.30	0.4	
17.45	0.2	

QUEUE FOR STREAM B-A

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE	
17.00	3.7	****
17.15	4.1	****
17.30	4.1	****
17.45	1.4	*

QUEUE FOR STREAM C-B

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE

17.00	0.1
17.15	0.1
17.30	0.1
17.45	0.1

QUEUEING DELAY INFORMATION OVER WHOLE PERIOD

STREAM	TOTAL DEMAND		* QUEUEING * DELAY *		* INCLUSIVE QUEUEING * DELAY *	
	(VEH)	(VEH/H)	(MIN)	(MIN/VEH)	(MIN)	(MIN/VEH)
B-C	77.0	77.0	21.4	0.28	21.4	0.28
B-A	341.0	341.0	188.7	0.55	188.8	0.55
C-A	302.7	302.7				
C-B	52.8	52.8	5.8	0.11	5.8	0.11
A-B	153.5	153.5				
A-C	192.1	192.1				
ALL	1119.2	1119.2	215.9	0.19	216.0	0.19

* DELAY IS THAT OCCURRING ONLY WITHIN THE TIME PERIOD
* INCLUSIVE DELAY INCLUDES DELAY SUFFERED BY VEHICLES
WHICH ARE STILL QUEUEING AFTER THE END OF THE TIME PERIOD
* THESE WILL ONLY BE SIGNIFICANTLY DIFFERENT IF THERE IS
A LARGE QUEUE REMAINING AT THE END OF THE TIME PERIOD.

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

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

PICADY 5.1 ANALYSIS PROGRAM
RELEASE 5.0 (JUNE 2010)

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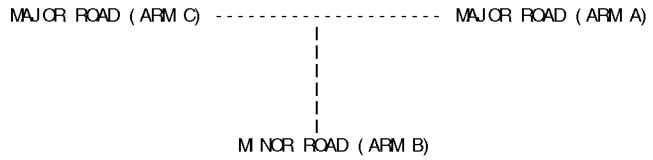
Run with file:-
"N:\Projects\layapt 130431\Analysis\PICADY\Main Road_Church Road\2018 Base AM Peak.vpi"
(drive-on-the-left) at 17:23:03 on Thursday, 26 September 2013

.RUN INFORMATION

RUN TITLE	: Main Road/Church Road
LOCATION	: Yapton
DATE	: 26/09/13
CLIENT	:
ENUMERATOR	: juliancclementsmith [TECHNICIAN-2]
JOB NUMBER	:
STATUS	:
DESCRIPTION	:

.MAJOR/MINOR JUNCTION CAPACITY AND DELAY

INPUT DATA



ARM A IS Main Road West
ARM B IS Church Road
ARM C IS Main Road East

.STREAM LABELLING CONVENTION

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

.GEOMETRIC DATA

DATA ITEM	MINOR ROAD B
TOTAL MAJOR ROAD CARRIAGEWAY WIDTH	(W) 7.00 M
CENTRAL RESERVE WIDTH	(WCR) 0.00 M
MAJOR ROAD RIGHT TURN - WIDTH	(WC-B) 2.20 M
- VISIBILITY	(VC-B) 70.00 M
- BLOCKS TRAFFIC (SPACES)	YES (0)
MINOR ROAD - VISIBILITY TO LEFT	(VB-C) 27.0 M
- VISIBILITY TO RIGHT	(VB-A) 31.0 M
- LANE 1 WIDTH	(WB-C) -
- LANE 2 WIDTH	(WB-A) -
WIDTH AT 0 M FROM JUNCTION	10.00 M
WIDTH AT 5 M FROM JUNCTION	10.00 M
WIDTH AT 10 M FROM JUNCTION	6.25 M
WIDTH AT 15 M FROM JUNCTION	4.50 M
WIDTH AT 20 M FROM JUNCTION	3.50 M
- LENGTH OF FLARED SECTION	DERIVED: 2 PCU

.SLOPES AND INTERCEPT

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

Intercept For STREAM B-C	Slope For Opposing STREAM A-C	Slope For Opposing STREAM A-B
0.00	0.00	0.00

* Due to the presence of a flare, data is not available

Intercept For STREAM B-A	Slope For Opposing STREAM A-C	Slope For Opposing STREAM A-B	Slope For Opposing STREAM C-A	Slope For Opposing STREAM C-B
0.00	0.00	0.00	0.00	0.00

* Due to the presence of a flare, data is not available

Intercept For STREAM C-B	Slope For Opposing STREAM A-C	Slope For Opposing STREAM A-B
614.50	0.23	0.23

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

.TRAFFIC DEMAND DATA

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

.Demand set: 2018 Base AM Peak

TIME PERIOD BEGINS 07.45 AND ENDS 08.45

LENGTH OF TIME PERIOD - 60 MIN.
LENGTH OF TIME SEGMENT - 15 MIN.
DEMAND FLOW PROFILES ARE INPUT DIRECTLY

.Demand set: 2018 Base AM Peak

TIME	FROM TO	TURNING PROPORTIONS / TURNING COUNTS (PERCENTAGE OF H.V.S) ARM A	ARM B	ARM C
07.45 - 08.00	ARM A	0.000 0.0 (0.0)	0.000 0.0 (0.0)	1.000 73.0 (4.7)
	ARM B	0.333 1.0 (6.7)	0.000 0.0 (0.0)	0.667 2.0 (0.0)
	ARM C	1.000 258.0 (2.7)	0.000 0.0 (0.0)	0.000 0.0 (0.0)
08.00 - 08.15	ARM A	0.000 0.0 (0.0)	0.010 1.0 (0.0)	0.990 100.0 (4.7)
	ARM B	0.667 4.0 (6.7)	0.000 0.0 (0.0)	0.333 2.0 (0.0)
	ARM C	0.992 252.0 (2.7)	0.008 2.0 (0.0)	0.000 0.0 (0.0)
08.15 - 08.30	ARM A	0.000 0.0 (0.0)	0.011 1.0 (0.0)	0.989 86.0 (4.7)
	ARM B	1.000 4.0 (6.7)	0.000 0.0 (0.0)	0.000 0.0 (0.0)
	ARM C	0.978 222.0 (2.7)	0.022 5.0 (0.0)	0.000 0.0 (0.0)
08.30 - 08.45	ARM A	0.000 0.0 (0.0)	0.048 5.0 (0.0)	0.952 99.0 (4.7)

	ARM B	0.545	0.000	0.455
		6.0	0.0	5.0
		(6.7)	(0.0)	(0.0)
	ARM C	0.949	0.051	0.000
		240.0	13.0	0.0
		(2.7)	(0.0)	(0.0)

TURNING PROPORTIONS ARE CALCULATED FROM TURNING COUNT DATA
THE TURNING PROPORTIONS USED VARY BETWEEN TIME SEGMENTS
THE PERCENTAGE OF HEAVY VEHICLES VARIES OVER TURNING MOVEMENTS

QUEUE AND DELAY INFORMATION FOR EACH 15 MIN TIME SEGMENT

FOR COMBINED DEMAND SETS
AND FOR TIME PERIOD 1

TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)
07.45-08.00									
B-C	0.14	10.70	0.013		0.00	0.01	0.2		0.09
B-A	0.07	4.66	0.015		0.00	0.02	0.2		0.22
C-AB	0.00	8.26	0.000		0.00	0.00	0.0		0.00
C-A	17.21								
A-B	0.00								
A-C	4.86								

TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)
08.00-08.15									
B-C	0.14	9.26	0.015		0.01	0.02	0.2		0.11
B-A	0.28	4.62	0.061		0.02	0.06	0.9		0.23
C-AB	0.45	18.43	0.024		0.00	0.03	0.5		0.06
C-A	16.47								
A-B	0.07								
A-C	6.70								

TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)
08.15-08.30									
B-C	0.00	8.99	0.000		0.02	0.00	0.0		0.00
B-A	0.28	5.23	0.054		0.06	0.06	0.9		0.20
C-AB	1.23	18.49	0.067		0.03	0.11	1.7		0.06
C-A	13.93								
A-B	0.07								
A-C	5.71								

TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)
08.30-08.45									
B-C	0.35	9.45	0.038		0.00	0.04	0.6		0.11
B-A	0.43	4.36	0.098		0.06	0.11	1.5		0.25
C-AB	4.16	19.62	0.212		0.11	0.77	11.3		0.06
C-A	12.69								
A-B	0.34								
A-C	6.64								

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

QUEUE FOR STREAM B-C

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE
08.00	0.0
08.15	0.0
08.30	0.0
08.45	0.0

QUEUE FOR STREAM B-A

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE
08.00	0.0
08.15	0.1
08.30	0.1
08.45	0.1

QUEUE FOR STREAM C-AB

TIME SEGMENT	NO. OF VEHICLES

ENDING	IN QUEUE	
08.00	0.0	
08.15	0.0	
08.30	0.1	
08.45	0.8	*

QUEUEING DELAY INFORMATION OVER WHOLE PERIOD

STREAM	TOTAL DEMAND		* QUEUEING *		* INCLUSIVE QUEUEING *	
			* DELAY *		* DELAY *	
	(VEH)	(VEH/H)	(MIN)	(MIN/VEH)	(MIN)	(MIN/VEH)
B-C	9.5	9.5	1.0	0.10	1.0	0.10
B-A	15.8	15.8	3.5	0.22	3.5	0.22
C-AB	87.7	87.7	13.4	0.15	13.5	0.15
C-A	904.4	904.4				
A-B	7.0	7.0				
A-C	358.8	358.8				
ALL	1383.3	1383.3	18.0	0.01	18.0	0.01

* DELAY IS THAT OCCURRING ONLY WITHIN THE TIME PERIOD
* INCLUSIVE DELAY INCLUDES DELAY SUFFERED BY VEHICLES
WHICH ARE STILL QUEUEING AFTER THE END OF THE TIME PERIOD
* THESE WILL ONLY BE SIGNIFICANTLY DIFFERENT IF THERE IS
A LARGE QUEUE REMAINING AT THE END OF THE TIME PERIOD.

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

TRL LIMITED

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

PICADY 5.1 ANALYSIS PROGRAM
RELEASE 5.0 (JUNE 2010)

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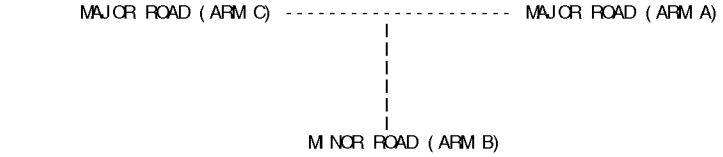
Run with file:-
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(drive-on-the-left) at 20:07:26 on Wednesday, 2 October 2013

.RUN INFORMATION

RUN TITLE	: Main Road/Church Road
LOCATION	: Yapton
DATE	: 26/09/13
CLIENT	:
ENUMERATOR	: juliancclementsmith [TECHNICIAN-2]
JOB NUMBER	:
STATUS	:
DESCRIPTION	:

.MAJOR/MINOR JUNCTION CAPACITY AND DELAY

INPUT DATA



ARM A IS Main Road West
ARM B IS Church Road
ARM C IS Main Road East

.STREAM LABELLING CONVENTION

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

.GEOMETRIC DATA

DATA ITEM	MINOR ROAD B
TOTAL MAJOR ROAD CARRIAGEWAY WIDTH	(W) 7.00 M
CENTRAL RESERVE WIDTH	(WCR) 0.00 M
MAJOR ROAD RIGHT TURN - WIDTH	(WC-B) 2.20 M
- VISIBILITY	(VC-B) 70.00 M
- BLOCKS TRAFFIC (SPACES)	YES (0)
MINOR ROAD - VISIBILITY TO LEFT	(VB-C) 27.0 M
- VISIBILITY TO RIGHT	(VB-A) 31.0 M
- LANE 1 WIDTH	(WB-C) -
- LANE 2 WIDTH	(WB-A) -
WIDTH AT 0 M FROM JUNCTION	10.00 M
WIDTH AT 5 M FROM JUNCTION	10.00 M
WIDTH AT 10 M FROM JUNCTION	6.25 M
WIDTH AT 15 M FROM JUNCTION	4.50 M
WIDTH AT 20 M FROM JUNCTION	3.50 M
- LENGTH OF FLARED SECTION	DERIVED: 2 PCU

.SLOPES AND INTERCEPT

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

Intercept For STREAM B-C	Slope For Opposing STREAM A-C	Slope For Opposing STREAM A-B
0.00	0.00	0.00

* Due to the presence of a flare, data is not available

Intercept For STREAM B-A	Slope For Opposing STREAM A-C	Slope For Opposing STREAM A-B	Slope For Opposing STREAM C-A	Slope For Opposing STREAM C-B
0.00	0.00	0.00	0.00	0.00

* Due to the presence of a flare, data is not available

Intercept For STREAM C-B	Slope For Opposing STREAM A-C	Slope For Opposing STREAM A-B
614.50	0.23	0.23

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

.TRAFFIC DEMAND DATA

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

.Demand set: 2018 With Development AM Peak

TIME PERIOD BEGINS 07.45 AND ENDS 08.45

LENGTH OF TIME PERIOD - 60 MIN.
LENGTH OF TIME SEGMENT - 15 MIN.
DEMAND FLOW PROFILES ARE INPUT DIRECTLY

.Demand set: 2018 With Development AM Peak

TIME	FROM/TO	TURNING PROPORTIONS / TURNING COUNTS (PERCENTAGE OF H.V.S) ARM A	ARM B	ARM C
07.45 - 08.00	ARM A	0.000 0.0 (0.0)	0.000 0.0 (0.0)	1.000 80.0 (4.6)
	ARM B	0.333 1.0 (6.7)	0.000 0.0 (0.0)	0.667 2.0 (0.0)
	ARM C	1.000 261.0 (2.8)	0.000 0.0 (0.0)	0.000 0.0 (0.0)
08.00 - 08.15	ARM A	0.000 0.0 (0.0)	0.009 1.0 (0.0)	0.991 107.0 (4.6)
	ARM B	0.667 4.0 (6.7)	0.000 0.0 (0.0)	0.333 2.0 (0.0)
	ARM C	0.992 254.0 (2.8)	0.008 2.0 (0.0)	0.000 0.0 (0.0)
08.15 - 08.30	ARM A	0.000 0.0 (0.0)	0.011 1.0 (0.0)	0.989 93.0 (4.6)
	ARM B	1.000 4.0 (6.7)	0.000 0.0 (0.0)	0.000 0.0 (0.0)
	ARM C	0.978 225.0 (2.8)	0.022 5.0 (0.0)	0.000 0.0 (0.0)
08.30 - 08.45	ARM A	0.000 0.0 (0.0)	0.045 5.0 (0.0)	0.955 106.0 (4.6)

	ARM B	0.545	0.000	0.455
		6.0	0.0	5.0
		(6.7)	(0.0)	(0.0)
	ARM C	0.949	0.051	0.000
		243.0	13.0	0.0
		(2.8)	(0.0)	(0.0)

TURNING PROPORTIONS ARE CALCULATED FROM TURNING COUNT DATA
THE TURNING PROPORTIONS USED VARY BETWEEN TIME SEGMENTS
THE PERCENTAGE OF HEAVY VEHICLES VARIES OVER TURNING MOVEMENTS

QUEUE AND DELAY INFORMATION FOR EACH 15 MIN TIME SEGMENT

FOR COMBINED DEMAND SETS
AND FOR TIME PERIOD 1

TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)
07.45-08.00									
B-C	0.14	10.57	0.013		0.00	0.01	0.2		0.10
B-A	0.07	4.53	0.015		0.00	0.02	0.2		0.22
C-AB	0.00	8.16	0.000		0.00	0.00	0.0		0.00
C-A	17.39								
A-B	0.00								
A-C	5.33								

TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)
08.00-08.15									
B-C	0.14	9.14	0.015		0.01	0.02	0.2		0.11
B-A	0.28	4.48	0.063		0.02	0.07	0.9		0.24
C-AB	0.46	18.45	0.025		0.00	0.03	0.5		0.06
C-A	16.65								
A-B	0.07								
A-C	7.17								

TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)
08.15-08.30									
B-C	0.00	8.88	0.000		0.02	0.00	0.0		0.00
B-A	0.28	5.08	0.055		0.07	0.06	0.9		0.21
C-AB	1.38	18.89	0.073		0.03	0.13	1.9		0.06
C-A	13.96								
A-B	0.07								
A-C	6.18								

TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)
08.30-08.45									
B-C	0.35	9.32	0.038		0.00	0.04	0.6		0.11
B-A	0.43	4.22	0.101		0.06	0.11	1.6		0.26
C-AB	4.28	19.68	0.218		0.13	0.80	11.9		0.06
C-A	12.76								
A-B	0.34								
A-C	7.11								

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

QUEUE FOR STREAM B-C

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE
08.00	0.0
08.15	0.0
08.30	0.0
08.45	0.0

QUEUE FOR STREAM B-A

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE
08.00	0.0
08.15	0.1
08.30	0.1
08.45	0.1

QUEUE FOR STREAM C-AB

TIME SEGMENT	NO. OF VEHICLES

ENDING	IN QUEUE
08.00	0.0
08.15	0.0
08.30	0.1
08.45	0.8 *

QUEUEING DELAY INFORMATION OVER WHOLE PERIOD

STREAM	TOTAL DEMAND		* QUEUEING * DELAY *		* INCLUSIVE QUEUEING * DELAY *	
	(VEH)	(VEH/H)	(MIN)	(MIN/VEH)	(MIN)	(MIN/VEH)
B-C	9.5	9.5	1.0	0.10	1.0	0.10
B-A	15.8	15.8	3.6	0.23	3.6	0.23
C-AB	91.8	91.8	14.3	0.16	14.3	0.16
C-A	911.4	911.4				
A-B	7.0	7.0				
A-C	387.0	387.0				
ALL	1422.6	1422.6	18.9	0.01	18.9	0.01

* DELAY IS THAT OCCURRING ONLY WITHIN THE TIME PERIOD
* INCLUSIVE DELAY INCLUDES DELAY SUFFERED BY VEHICLES WHICH ARE STILL QUEUEING AFTER THE END OF THE TIME PERIOD
* THESE WILL ONLY BE SIGNIFICANTLY DIFFERENT IF THERE IS A LARGE QUEUE REMAINING AT THE END OF THE TIME PERIOD.

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

TRL LIMITED

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

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RELEASE 5.0 (JUNE 2010)

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TEL: CROWTHORNE [redacted]
EMAIL: sof [redacted]

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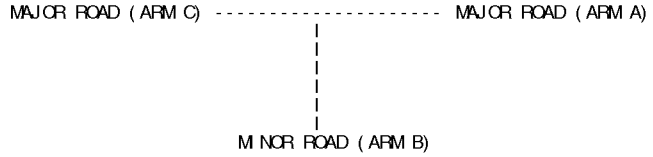
Run with file:-
"N:\Projects\layapt 130431\Analysis\PICADY\Main Road_Church Road\2018 Base PM Peak.vpi"
(drive-on-the-left) at 17:34:32 on Thursday, 26 September 2013

.RUN INFORMATION

RUN TITLE	: Main Road/Church Road
LOCATION	: Yapton
DATE	: 26/09/13
CLIENT	:
ENUMERATOR	: juliancclementsmith [TECHNICIAN-2]
JOB NUMBER	:
STATUS	:
DESCRIPTION	:

.MAJOR/MINOR JUNCTION CAPACITY AND DELAY

INPUT DATA



ARM A IS Main Road West
ARM B IS Church Road
ARM C IS Main Road East

.STREAM LABELLING CONVENTION

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

.GEOMETRIC DATA

DATA ITEM	MINOR ROAD B
TOTAL MAJOR ROAD CARRIAGEWAY WIDTH	(W) 7.00 M
CENTRAL RESERVE WIDTH	(WCR) 0.00 M
MAJOR ROAD RIGHT TURN - WIDTH	(WC-B) 2.20 M
- VISIBILITY	(VC-B) 70.00 M
- BLOCKS TRAFFIC (SPACES)	YES (0)
MINOR ROAD - VISIBILITY TO LEFT	(VB-C) 27.0 M
- VISIBILITY TO RIGHT	(VB-A) 31.0 M
- LANE 1 WIDTH	(WB-C) -
- LANE 2 WIDTH	(WB-A) -
WIDTH AT 0 M FROM JUNCTION	10.00 M
WIDTH AT 5 M FROM JUNCTION	10.00 M
WIDTH AT 10 M FROM JUNCTION	6.25 M
WIDTH AT 15 M FROM JUNCTION	4.50 M
WIDTH AT 20 M FROM JUNCTION	3.50 M
- LENGTH OF FLARED SECTION	DERIVED: 2 PCU

.SLOPES AND INTERCEPT

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

ARUN DISTRICT COUNCIL Y/99/13/

Intercept For STREAM B-C	Slope For Opposing STREAM A-C	Slope For Opposing STREAM A-B
0.00	0.00	0.00

* Due to the presence of a flare, data is not available

Intercept For STREAM B-A	Slope For Opposing STREAM A-C	Slope For Opposing STREAM A-B	Slope For Opposing STREAM C-A	Slope For Opposing STREAM C-B
0.00	0.00	0.00	0.00	0.00

* Due to the presence of a flare, data is not available

Intercept For STREAM C-B	Slope For Opposing STREAM A-C	Slope For Opposing STREAM A-B
614.50	0.23	0.23

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

.TRAFFIC DEMAND DATA

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

.Demand set: 2018 Base PM Peak

TIME PERIOD BEGINS 16.45 AND ENDS 17.45

LENGTH OF TIME PERIOD - 60 MIN.
LENGTH OF TIME SEGMENT - 15 MIN.
DEMAND FLOW PROFILES ARE INPUT DIRECTLY

.Demand set: 2018 Base PM Peak

TIME	FROM TO	TURNING PROPORTIONS / TURNING COUNTS (PERCENTAGE OF H.V.S) ARM A	ARM B	ARM C
16.45 - 17.00	ARM A	0.000	0.011	0.989
		0.0	2.0	187.0
		(0.0)	(0.0)	(1.3)
	ARM B	0.700	0.000	0.300
		7.0	0.0	3.0
		(0.0)	(0.0)	(0.0)
	ARM C	0.941	0.059	0.000
		80.0	5.0	0.0
		(2.9)	(0.0)	(0.0)
17.00 - 17.15	ARM A	0.000	0.023	0.977
		0.0	5.0	215.0
		(0.0)	(0.0)	(1.3)
	ARM B	0.800	0.000	0.200
		4.0	0.0	1.0
		(0.0)	(0.0)	(0.0)
	ARM C	0.935	0.065	0.000
		101.0	7.0	0.0
		(2.9)	(0.0)	(0.0)
17.15 - 17.30	ARM A	0.000	0.014	0.986
		0.0	3.0	214.0
		(0.0)	(0.0)	(1.3)
	ARM B	0.667	0.000	0.333
		2.0	0.0	1.0
		(0.0)	(0.0)	(0.0)
	ARM C	0.971	0.029	0.000
		102.0	3.0	0.0
		(2.9)	(0.0)	(0.0)
17.30 - 17.45	ARM A	0.000	0.011	0.989
		0.0	2.0	183.0
		(0.0)	(0.0)	(1.3)

	ARM B	0.750	0.000	0.250
		6.0	0.0	2.0
		(0.0)	(0.0)	(0.0)
	ARM C	0.943	0.057	0.000
		83.0	5.0	0.0
		(2.9)	(0.0)	(0.0)

TURNING PROPORTIONS ARE CALCULATED FROM TURNING COUNT DATA
THE TURNING PROPORTIONS USED VARY BETWEEN TIME SEGMENTS
THE PERCENTAGE OF HEAVY VEHICLES VARIES OVER TURNING MOVEMENTS

QUEUE AND DELAY INFORMATION FOR EACH 15 MIN TIME SEGMENT

FOR COMBINED DEMAND SETS
AND FOR TIME PERIOD 1

TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)
16.45-17.00									
B-C	0.21	7.74	0.028		0.00	0.03	0.4		0.13
B-A	0.50	5.33	0.093		0.00	0.10	1.4		0.21
C-AB	0.60	11.22	0.054		0.00	0.08	1.2		0.09
C-A	5.07								
A-B	0.13								
A-C	12.50								

TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)
17.00-17.15									
B-C	0.07	7.14	0.010		0.03	0.01	0.2		0.14
B-A	0.28	4.57	0.061		0.10	0.07	1.0		0.23
C-AB	1.06	11.98	0.088		0.08	0.17	2.6		0.09
C-A	6.17								
A-B	0.33								
A-C	14.35								

TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)
17.15-17.30									
B-C	0.07	7.49	0.009		0.01	0.01	0.1		0.13
B-A	0.14	4.64	0.030		0.07	0.03	0.5		0.22
C-AB	0.43	11.90	0.036		0.17	0.05	0.8		0.09
C-A	6.59								
A-B	0.20								
A-C	14.27								

TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)
17.30-17.45									
B-C	0.14	7.74	0.018		0.01	0.02	0.3		0.13
B-A	0.43	5.43	0.079		0.03	0.08	1.2		0.20
C-AB	0.62	11.42	0.054		0.05	0.08	1.3		0.09
C-A	5.26								
A-B	0.13								
A-C	12.21								

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

QUEUE FOR STREAM B-C

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE
17.00	0.0
17.15	0.0
17.30	0.0
17.45	0.0

QUEUE FOR STREAM B-A

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE
17.00	0.1
17.15	0.1
17.30	0.0
17.45	0.1

QUEUE FOR STREAM C-AB

TIME SEGMENT	NO. OF VEHICLES

ENDING	IN QUEUE
17.00	0.1
17.15	0.2
17.30	0.1
17.45	0.1

QUEUEING DELAY INFORMATION OVER WHOLE PERIOD

STREAM	TOTAL DEMAND		* QUEUEING * DELAY *		* INCLUSIVE QUEUEING * DELAY *	
	(VEH)	(VEH/H)	(MIN)	(MIN/VEH)	(MIN)	(MIN/VEH)
B-C	7.4	7.4	1.0	0.13	1.0	0.13
B-A	20.2	20.2	4.2	0.21	4.2	0.21
C-AB	40.6	40.6	5.8	0.14	5.8	0.14
C-A	346.4	346.4				
A-B	12.0	12.0				
A-C	799.8	799.8				
ALL	1226.4	1226.4	11.0	0.01	11.0	0.01

* DELAY IS THAT OCCURRING ONLY WITHIN THE TIME PERIOD
* INCLUSIVE DELAY INCLUDES DELAY SUFFERED BY VEHICLES WHICH ARE STILL QUEUEING AFTER THE END OF THE TIME PERIOD
* THESE WILL ONLY BE SIGNIFICANTLY DIFFERENT IF THERE IS A LARGE QUEUE REMAINING AT THE END OF THE TIME PERIOD.

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

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

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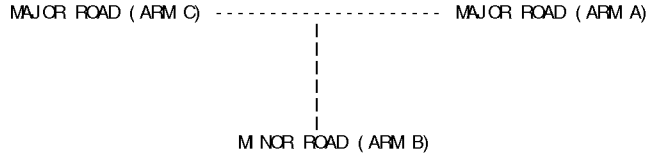
Run with file:-
"N:\Projects\layapt 130431\Analysis\PICADY\Main Road_Church Road\2018 With Development PM Peak.vpi"
(drive-on-the-left) at 20:10:32 on Wednesday, 2 October 2013

.RUN INFORMATION

RUN TITLE	:	Main Road/Church Road
LOCATION	:	Yapton
DATE	:	26/09/13
CLIENT	:	
ENUMERATOR	:	juliancclementsmith [TECHNICIAN-2]
JOB NUMBER	:	
STATUS	:	
DESCRIPTION	:	

.MAJOR/MINOR JUNCTION CAPACITY AND DELAY

INPUT DATA



ARM A IS Main Road West
ARM B IS Church Road
ARM C IS Main Road East

.STREAM LABELLING CONVENTION

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

.GEOMETRIC DATA

DATA ITEM	MINOR ROAD B
TOTAL MAJOR ROAD CARRIAGEWAY WIDTH	(W) 7.00 M
CENTRAL RESERVE WIDTH	(WCR) 0.00 M
MAJOR ROAD RIGHT TURN - WIDTH	(WC-B) 2.20 M
- VISIBILITY	(VC-B) 70.00 M
- BLOCKS TRAFFIC (SPACES)	YES (0)
MINOR ROAD - VISIBILITY TO LEFT	(VB-C) 27.0 M
- VISIBILITY TO RIGHT	(VB-A) 31.0 M
- LANE 1 WIDTH	(WB-C) -
- LANE 2 WIDTH	(WB-A) -
WIDTH AT 0 M FROM JUNCTION	10.00 M
WIDTH AT 5 M FROM JUNCTION	10.00 M
WIDTH AT 10 M FROM JUNCTION	6.25 M
WIDTH AT 15 M FROM JUNCTION	4.50 M
WIDTH AT 20 M FROM JUNCTION	3.50 M
- LENGTH OF FLARED SECTION	DERIVED: 2 PCU

.SLOPES AND INTERCEPT

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

ARUN DISTRICT COUNCIL Y/99/13/

Intercept For STREAM B-C	Slope For Opposing STREAM A-C	Slope For Opposing STREAM A-B
0.00	0.00	0.00

* Due to the presence of a flare, data is not available

Intercept For STREAM B-A	Slope For Opposing STREAM A-C	Slope For Opposing STREAM A-B	Slope For Opposing STREAM C-A	Slope For Opposing STREAM C-B
0.00	0.00	0.00	0.00	0.00

* Due to the presence of a flare, data is not available

Intercept For STREAM C-B	Slope For Opposing STREAM A-C	Slope For Opposing STREAM A-B
614.50	0.23	0.23

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

.TRAFFIC DEMAND DATA

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

.Demand set: 2018 With Development PM Peak

TIME PERIOD BEGINS 16.45 AND ENDS 17.45

LENGTH OF TIME PERIOD - 60 MIN.
LENGTH OF TIME SEGMENT - 15 MIN.
DEMAND FLOW PROFILES ARE INPUT DIRECTLY

.Demand set: 2018 With Development PM Peak

TIME	FROM/TO	TURNING PROPORTIONS / TURNING COUNTS (PERCENTAGE OF H.V.S) ARM A	ARM B	ARM C
16.45 - 17.00	ARM A	0.000	0.010	0.990
		0.0	2.0	191.0
		(0.0)	(1.3)	(1.3)
	ARM B	0.700	0.000	0.300
		7.0	0.0	3.0
		(0.0)	(0.0)	(0.0)
	ARM C	0.946	0.054	0.000
		87.0	5.0	0.0
		(2.7)	(0.0)	(0.0)
17.00 - 17.15	ARM A	0.000	0.022	0.978
		0.0	5.0	219.0
		(0.0)	(1.3)	(1.3)
	ARM B	0.800	0.000	0.200
		4.0	0.0	1.0
		(0.0)	(0.0)	(0.0)
	ARM C	0.939	0.061	0.000
		108.0	7.0	0.0
		(2.7)	(0.0)	(0.0)
17.15 - 17.30	ARM A	0.000	0.014	0.986
		0.0	3.0	218.0
		(0.0)	(1.3)	(1.3)
	ARM B	0.667	0.000	0.333
		2.0	0.0	1.0
		(0.0)	(0.0)	(0.0)
	ARM C	0.973	0.027	0.000
		109.0	3.0	0.0
		(2.7)	(0.0)	(0.0)
17.30 - 17.45	ARM A	0.000	0.011	0.989
		0.0	2.0	187.0
		(0.0)	(1.3)	(1.3)

	ARM B	0.750	0.000	0.250
		6.0	0.0	2.0
		(0.0)	(0.0)	(0.0)
	ARM C	0.947	0.053	0.000
		90.0	5.0	0.0
		(2.7)	(0.0)	(0.0)

TURNING PROPORTIONS ARE CALCULATED FROM TURNING COUNT DATA
THE TURNING PROPORTIONS USED VARY BETWEEN TIME SEGMENTS
THE PERCENTAGE OF HEAVY VEHICLES VARIES OVER TURNING MOVEMENTS

QUEUE AND DELAY INFORMATION FOR EACH 15 MIN TIME SEGMENT

FOR COMBINED DEMAND SETS
AND FOR TIME PERIOD 1

TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)
16.45-17.00									
B-C	0.21	7.68	0.028		0.00	0.03	0.4		0.13
B-A	0.50	5.19	0.096		0.00	0.10	1.5		0.21
C-AB	0.63	11.48	0.055		0.00	0.09	1.3		0.09
C-A	5.49								
A-B	0.13								
A-C	12.76								

TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)
17.00-17.15									
B-C	0.07	7.07	0.010		0.03	0.01	0.2		0.14
B-A	0.28	4.44	0.063		0.10	0.07	1.1		0.24
C-AB	1.10	12.25	0.090		0.09	0.18	2.6		0.09
C-A	6.56								
A-B	0.33								
A-C	14.62								

TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)
17.15-17.30									
B-C	0.07	7.42	0.009		0.01	0.01	0.1		0.14
B-A	0.14	4.50	0.031		0.07	0.03	0.5		0.23
C-AB	0.45	12.16	0.037		0.18	0.05	0.8		0.09
C-A	7.02								
A-B	0.20								
A-C	14.54								

TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)
17.30-17.45									
B-C	0.14	7.67	0.019		0.01	0.02	0.3		0.13
B-A	0.43	5.29	0.081		0.03	0.09	1.2		0.21
C-AB	0.64	11.68	0.055		0.05	0.09	1.3		0.09
C-A	5.69								
A-B	0.13								
A-C	12.48								

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

QUEUE FOR STREAM B-C

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE
17.00	0.0
17.15	0.0
17.30	0.0
17.45	0.0

QUEUE FOR STREAM B-A

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE
17.00	0.1
17.15	0.1
17.30	0.0
17.45	0.1

QUEUE FOR STREAM C-AB

TIME SEGMENT	NO. OF VEHICLES

ENDING	IN QUEUE
17.00	0.1
17.15	0.2
17.30	0.1
17.45	0.1

QUEUEING DELAY INFORMATION OVER WHOLE PERIOD

STREAM	TOTAL DEMAND		* QUEUEING * DELAY *		* INCLUSIVE QUEUEING * DELAY *	
	(VEH)	(VEH/H)	(MIN)	(MIN/VEH)	(MIN)	(MIN/VEH)
B-C	7.4	7.4	1.0	0.13	1.0	0.13
B-A	20.2	20.2	4.3	0.21	4.3	0.21
C-AB	42.4	42.4	6.0	0.14	6.0	0.14
C-A	371.3	371.3				
A-B	12.0	12.0				
A-C	815.8	815.8				
ALL	1269.2	1269.2	11.3	0.01	11.3	0.01

* DELAY IS THAT OCCURRING ONLY WITHIN THE TIME PERIOD
* INCLUSIVE DELAY INCLUDES DELAY SUFFERED BY VEHICLES WHICH ARE STILL QUEUEING AFTER THE END OF THE TIME PERIOD
* THESE WILL ONLY BE SIGNIFICANTLY DIFFERENT IF THERE IS A LARGE QUEUE REMAINING AT THE END OF THE TIME PERIOD.

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

TRL LIMITED

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

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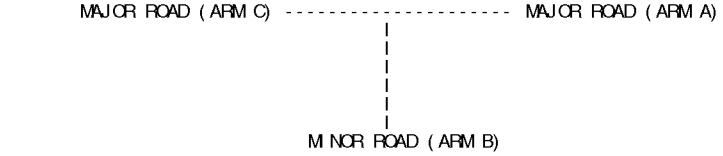
Run with file:-
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(drive-on-the-left) at 16:32:29 on Thursday, 26 September 2013

.RUN INFORMATION

RUN TITLE	: North End Road/Church Lane
LOCATION	: Yapton
DATE	: 26/09/13
CLIENT	:
ENUMERATOR	: juliancclementsmith [TECHNICIAN-2]
JOB NUMBER	:
STATUS	:
DESCRIPTION	:

.MAJOR/MINOR JUNCTION CAPACITY AND DELAY

INPUT DATA



ARM A IS North End Road North
ARM B IS Church Lane
ARM C IS North End Road South

.STREAM LABELLING CONVENTION

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

.GEOMETRIC DATA

DATA ITEM	MINOR ROAD B
TOTAL MAJOR ROAD CARRIAGEWAY WIDTH	(W) 6.00 M
CENTRAL RESERVE WIDTH	(WCR) 0.00 M
MAJOR ROAD RIGHT TURN - WIDTH	(WC-B) 2.20 M
- VISIBILITY	(VC-B) 150.00 M
- BLOCKS TRAFFIC (SPACES)	YES (0)
MINOR ROAD - VISIBILITY TO LEFT	(VB-C) 50.0 M
- VISIBILITY TO RIGHT	(VB-A) 65.0 M
- LANE 1 WIDTH	(WB-C) -
- LANE 2 WIDTH	(WB-A) -
WIDTH AT 0 M FROM JUNCTION	10.00 M
WIDTH AT 5 M FROM JUNCTION	4.75 M
WIDTH AT 10 M FROM JUNCTION	2.50 M
WIDTH AT 15 M FROM JUNCTION	2.20 M
WIDTH AT 20 M FROM JUNCTION	2.20 M
- LENGTH OF FLARED SECTION	DERIVED: 1 PCU

.SLOPES AND INTERCEPT

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

Intercept For STREAM B-C	Slope For Opposing STREAM A-C	Slope For Opposing STREAM A-B
0.00	0.00	0.00

* Due to the presence of a flare, data is not available

Intercept For STREAM B-A	Slope For Opposing STREAM A-C	Slope For Opposing STREAM A-B	Slope For Opposing STREAM C-A	Slope For Opposing STREAM C-B
0.00	0.00	0.00	0.00	0.00

* Due to the presence of a flare, data is not available

Intercept For STREAM C-B	Slope For Opposing STREAM A-C	Slope For Opposing STREAM A-B
660.83	0.26	0.26

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

.TRAFFIC DEMAND DATA

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

.Demand set: 2018 Base AM Peak

TIME PERIOD BEGINS 07.45 AND ENDS 08.45

LENGTH OF TIME PERIOD - 60 MIN.
LENGTH OF TIME SEGMENT - 15 MIN.
DEMAND FLOW PROFILES ARE INPUT DIRECTLY

.Demand set: 2018 Base AM Peak

TIME	FROM TO	TURNING PROPORTIONS / TURNING COUNTS (PERCENTAGE OF H.V.S) ARM A	ARM B	ARM C
07.45 - 08.00	ARM A	0.000 0.0 (0.0)	0.038 1.0 (0.0)	0.962 25.0 (9.1)
	ARM B	0.625 5.0 (0.0)	0.000 0.0 (0.0)	0.375 3.0 (8.3)
	ARM C	0.992 123.0 (3.9)	0.008 1.0 (10.0)	0.000 0.0 (0.0)
08.00 - 08.15	ARM A	0.000 0.0 (0.0)	0.040 1.0 (0.0)	0.960 24.0 (9.1)
	ARM B	0.571 4.0 (0.0)	0.000 0.0 (0.0)	0.429 3.0 (8.3)
	ARM C	0.979 138.0 (3.9)	0.021 3.0 (10.0)	0.000 0.0 (0.0)
08.15 - 08.30	ARM A	0.000 0.0 (0.0)	0.048 1.0 (0.0)	0.952 20.0 (9.1)
	ARM B	0.545 6.0 (0.0)	0.000 0.0 (0.0)	0.455 5.0 (8.3)
	ARM C	0.941 111.0 (3.9)	0.059 7.0 (10.0)	0.000 0.0 (0.0)
08.30 - 08.45	ARM A	0.000 0.0 (0.0)	0.054 2.0 (0.0)	0.946 35.0 (9.1)

	ARM B	0.923	0.000	0.077
		12.0	0.0	1.0
		(0.0)	(0.0)	(8.3)
	ARM C	0.903	0.097	0.000
		93.0	10.0	0.0
		(3.9)	(10.0)	(0.0)

TURNING PROPORTIONS ARE CALCULATED FROM TURNING COUNT DATA
THE TURNING PROPORTIONS USED VARY BETWEEN TIME SEGMENTS
THE PERCENTAGE OF HEAVY VEHICLES VARIES OVER TURNING MOVEMENTS

QUEUE AND DELAY INFORMATION FOR EACH 15 MIN TIME SEGMENT

FOR COMBINED DEMAND SETS
AND FOR TIME PERIOD 1

TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)
07.45-08.00									
B-C	0.21	10.04	0.021		0.00	0.02	0.3		0.10
B-A	0.36	6.97	0.051		0.00	0.05	0.8		0.15
C-AB	0.13	14.72	0.009		0.00	0.01	0.1		0.07
C-A	8.17								
A-B	0.07								
A-C	1.69								

TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)
08.00-08.15									
B-C	0.21	10.20	0.021		0.02	0.02	0.3		0.10
B-A	0.28	6.74	0.042		0.05	0.04	0.7		0.15
C-AB	0.42	15.28	0.028		0.01	0.04	0.5		0.07
C-A	9.01								
A-B	0.07								
A-C	1.62								

TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)
08.15-08.30									
B-C	0.35	10.29	0.034		0.02	0.04	0.5		0.10
B-A	0.43	6.98	0.061		0.04	0.06	0.9		0.15
C-AB	0.93	14.52	0.064		0.04	0.11	1.6		0.07
C-A	6.95								
A-B	0.07								
A-C	1.34								

TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)
08.30-08.45									
B-C	0.07	9.05	0.007		0.04	0.01	0.1		0.11
B-A	0.78	7.09	0.111		0.06	0.12	1.8		0.16
C-AB	1.20	13.51	0.089		0.11	0.17	2.6		0.08
C-A	5.62								
A-B	0.13								
A-C	2.34								

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

QUEUE FOR STREAM B-C

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE
08.00	0.0
08.15	0.0
08.30	0.0
08.45	0.0

QUEUE FOR STREAM B-A

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE
08.00	0.1
08.15	0.0
08.30	0.1
08.45	0.1

QUEUE FOR STREAM C-AB

TIME SEGMENT	NO. OF VEHICLES

ENDING	IN QUEUE
08.00	0.0
08.15	0.0
08.30	0.1
08.45	0.2

QUEUEING DELAY INFORMATION OVER WHOLE PERIOD

STREAM	TOTAL DEMAND		* QUEUEING * DELAY *		* INCLUSIVE QUEUEING * DELAY *	
	(VEH)	(VEH/H)	(MIN)	(MIN/VEH)	(MIN)	(MIN/VEH)
B-C	12.7	12.7	1.3	0.10	1.3	0.10
B-A	27.7	27.7	4.2	0.15	4.2	0.15
C-AB	40.3	40.3	4.9	0.12	4.9	0.12
C-A	446.1	446.1				
A-B	5.0	5.0				
A-C	104.9	104.9				
ALL	636.8	636.8	10.3	0.02	10.3	0.02

* DELAY IS THAT OCCURRING ONLY WITHIN THE TIME PERIOD
* INCLUSIVE DELAY INCLUDES DELAY SUFFERED BY VEHICLES WHICH ARE STILL QUEUEING AFTER THE END OF THE TIME PERIOD
* THESE WILL ONLY BE SIGNIFICANTLY DIFFERENT IF THERE IS A LARGE QUEUE REMAINING AT THE END OF THE TIME PERIOD.

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

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

PICADY 5.1 ANALYSIS PROGRAM
RELEASE 5.0 (JUNE 2010)

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Run with file:-
"N:\Projects\layapt 130431\Analysis\PICADY\North End Road_Church Lane\2018 With Development AM Peak.vpi"
(drive-on-the-left) at 20:13:04 on Wednesday, 2 October 2013

.RUN INFORMATION

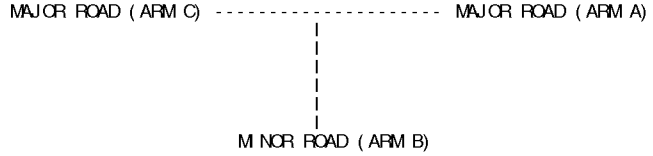
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RUN TITLE : North End Road/Church Lane
LOCATION : Yapton
DATE : 26/09/13
CLIENT :
ENUMERATOR : juliancclementsmith [TECHNICIAN-2]
JOB NUMBER :
STATUS :
DESCRIPTION :

.MAJOR/MINOR JUNCTION CAPACITY AND DELAY

****

INPUT DATA



ARM A IS North End Road North
ARM B IS Church Lane
ARM C IS North End Road South

.STREAM LABELLING CONVENTION

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

.GEOMETRIC DATA

DATA ITEM	MINOR ROAD B
TOTAL MAJOR ROAD CARRIAGEWAY WIDTH	(W) 6.00 M
CENTRAL RESERVE WIDTH	(WCR) 0.00 M
MAJOR ROAD RIGHT TURN - WIDTH	(WC-B) 2.20 M
- VISIBILITY	(VC-B) 150.00 M
- BLOCKS TRAFFIC (SPACES)	YES (0)
MINOR ROAD - VISIBILITY TO LEFT	(VB-C) 50.0 M
- VISIBILITY TO RIGHT	(VB-A) 65.0 M
- LANE 1 WIDTH	(WB-C) -
- LANE 2 WIDTH	(WB-A) -
WIDTH AT 0 M FROM JUNCTION	10.00 M
WIDTH AT 5 M FROM JUNCTION	4.75 M
WIDTH AT 10 M FROM JUNCTION	2.50 M
WIDTH AT 15 M FROM JUNCTION	2.20 M
WIDTH AT 20 M FROM JUNCTION	2.20 M
- LENGTH OF FLARED SECTION	DERIVED: 1 PCU

.SLOPES AND INTERCEPT

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

Intercept For STREAM B-C	Slope For Opposing STREAM A-C	Slope For Opposing STREAM A-B
0.00	0.00	0.00

* Due to the presence of a flare, data is not available

Intercept For STREAM B-A	Slope For Opposing STREAM A-C	Slope For Opposing STREAM A-B	Slope For Opposing STREAM C-A	Slope For Opposing STREAM C-B
0.00	0.00	0.00	0.00	0.00

* Due to the presence of a flare, data is not available

Intercept For STREAM C-B	Slope For Opposing STREAM A-C	Slope For Opposing STREAM A-B
660.83	0.26	0.26

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

.TRAFFIC DEMAND DATA

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

.Demand set: 2018 With Development AM Peak

TIME PERIOD BEGINS 07.45 AND ENDS 08.45

LENGTH OF TIME PERIOD - 60 MIN.
LENGTH OF TIME SEGMENT - 15 MIN.
DEMAND FLOW PROFILES ARE INPUT DIRECTLY

.Demand set: 2018 With Development AM Peak

TIME	FROM/TO	TURNING PROPORTIONS / TURNING COUNTS (PERCENTAGE OF H.V.S) ARM A	ARM B	ARM C
07.45 - 08.00	ARM A	0.000 0.0 (0.0)	0.029 1.0 (0.0)	0.971 33.0 (7.7)
	ARM B	0.625 5.0 (0.0)	0.000 0.0 (0.0)	0.375 3.0 (8.3)
	ARM C	0.992 127.0 (4.0)	0.008 1.0 (10.0)	0.000 0.0 (0.0)
08.00 - 08.15	ARM A	0.000 0.0 (0.0)	0.030 1.0 (0.0)	0.970 32.0 (7.7)
	ARM B	0.571 4.0 (0.0)	0.000 0.0 (0.0)	0.429 3.0 (8.3)
	ARM C	0.979 142.0 (4.0)	0.021 3.0 (10.0)	0.000 0.0 (0.0)
08.15 - 08.30	ARM A	0.000 0.0 (0.0)	0.034 1.0 (0.0)	0.966 28.0 (7.7)
	ARM B	0.545 6.0 (0.0)	0.000 0.0 (0.0)	0.455 5.0 (8.3)
	ARM C	0.942 114.0 (4.0)	0.058 7.0 (10.0)	0.000 0.0 (0.0)
08.30 - 08.45	ARM A	0.000 0.0 (0.0)	0.044 2.0 (0.0)	0.956 43.0 (7.7)

	ARM B	0.923	0.000	0.077
		12.0	0.0	1.0
		(0.0)	(0.0)	(8.3)
	ARM C	0.906	0.094	0.000
		96.0	10.0	0.0
		(4.0)	(10.0)	(0.0)

TURNING PROPORTIONS ARE CALCULATED FROM TURNING COUNT DATA
THE TURNING PROPORTIONS USED VARY BETWEEN TIME SEGMENTS
THE PERCENTAGE OF HEAVY VEHICLES VARIES OVER TURNING MOVEMENTS

QUEUE AND DELAY INFORMATION FOR EACH 15 MIN TIME SEGMENT

FOR COMBINED DEMAND SETS
AND FOR TIME PERIOD 1

TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)
07.45-08.00									
B-C	0.21	9.90	0.022		0.00	0.02	0.3		0.10
B-A	0.36	6.80	0.052		0.00	0.05	0.8		0.15
C-AB	0.13	14.75	0.009		0.00	0.01	0.1		0.07
C-A	8.39								
A-B	0.07								
A-C	2.22								

TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)
08.00-08.15									
B-C	0.21	10.07	0.021		0.02	0.02	0.3		0.10
B-A	0.28	6.57	0.043		0.05	0.04	0.7		0.16
C-AB	0.43	15.30	0.028		0.01	0.04	0.5		0.07
C-A	9.22								
A-B	0.07								
A-C	2.15								

TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)
08.15-08.30									
B-C	0.35	10.15	0.035		0.02	0.04	0.5		0.10
B-A	0.43	6.81	0.062		0.04	0.07	1.0		0.16
C-AB	0.96	14.56	0.066		0.04	0.11	1.7		0.07
C-A	7.13								
A-B	0.07								
A-C	1.87								

TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)
08.30-08.45									
B-C	0.07	8.92	0.007		0.04	0.01	0.1		0.11
B-A	0.78	6.92	0.113		0.07	0.13	1.8		0.16
C-AB	1.23	13.55	0.091		0.11	0.18	2.7		0.08
C-A	5.80								
A-B	0.13								
A-C	2.87								

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

QUEUE FOR STREAM B-C

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE
08.00	0.0
08.15	0.0
08.30	0.0
08.45	0.0

QUEUE FOR STREAM B-A

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE
08.00	0.1
08.15	0.0
08.30	0.1
08.45	0.1

QUEUE FOR STREAM C-AB

TIME SEGMENT	NO. OF VEHICLES

ENDING	IN QUEUE
08.00	0.0
08.15	0.0
08.30	0.1
08.45	0.2

QUEUEING DELAY INFORMATION OVER WHOLE PERIOD

STREAM	TOTAL DEMAND		* QUEUEING * DELAY *		* INCLUSIVE QUEUEING * DELAY *	
	(VEH)	(VEH/H)	(MIN)	(MIN/VEH)	(MIN)	(MIN/VEH)
B-C	12.7	12.7	1.3	0.10	1.3	0.10
B-A	27.7	27.7	4.3	0.15	4.3	0.15
C-AB	41.3	41.3	5.0	0.12	5.0	0.12
C-A	458.1	458.1				
A-B	5.0	5.0				
A-C	136.7	136.7				
ALL	681.5	681.5	10.6	0.02	10.6	0.02

* DELAY IS THAT OCCURRING ONLY WITHIN THE TIME PERIOD
* INCLUSIVE DELAY INCLUDES DELAY SUFFERED BY VEHICLES WHICH ARE STILL QUEUEING AFTER THE END OF THE TIME PERIOD
* THESE WILL ONLY BE SIGNIFICANTLY DIFFERENT IF THERE IS A LARGE QUEUE REMAINING AT THE END OF THE TIME PERIOD.

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

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

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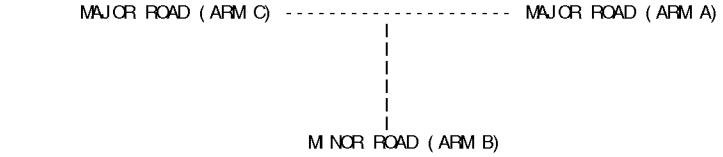
Run with file:-
"N:\Projects\layapt 130431\Analysis\PICADY\North End Road_Church Lane\2018 Base PM Peak.vpi"
(drive-on-the-left) at 16:45:03 on Thursday, 26 September 2013

.RUN INFORMATION

RUN TITLE	: North End Road/Church Lane
LOCATION	: Yapton
DATE	: 26/09/13
CLIENT	:
ENUMERATOR	: juliancleementsmith [TECHNICIAN-2]
JOB NUMBER	:
STATUS	:
DESCRIPTION	:

.MAJOR/MINOR JUNCTION CAPACITY AND DELAY

INPUT DATA



ARM A IS North End Road North
ARM B IS Church Lane
ARM C IS North End Road South

.STREAM LABELLING CONVENTION

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

.GEOMETRIC DATA

DATA ITEM	MINOR ROAD B
TOTAL MAJOR ROAD CARRIAGEWAY WIDTH	(W) 6.00 M
CENTRAL RESERVE WIDTH	(WCR) 0.00 M
MAJOR ROAD RIGHT TURN - WIDTH	(WC-B) 2.20 M
- VISIBILITY	(VC-B) 150.00 M
- BLOCKS TRAFFIC (SPACES)	YES (0)
MINOR ROAD - VISIBILITY TO LEFT	(VB-C) 50.0 M
- VISIBILITY TO RIGHT	(VB-A) 65.0 M
- LANE 1 WIDTH	(WB-C) -
- LANE 2 WIDTH	(WB-A) -
WIDTH AT 0 M FROM JUNCTION	10.00 M
WIDTH AT 5 M FROM JUNCTION	4.75 M
WIDTH AT 10 M FROM JUNCTION	2.50 M
WIDTH AT 15 M FROM JUNCTION	2.20 M
WIDTH AT 20 M FROM JUNCTION	2.20 M
- LENGTH OF FLARED SECTION	DERIVED: 1 PCU

.SLOPES AND INTERCEPT

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

Intercept For STREAM B-C	Slope For Opposing STREAM A-C	Slope For Opposing STREAM A-B
0.00	0.00	0.00

* Due to the presence of a flare, data is not available

Intercept For STREAM B-A	Slope For Opposing STREAM A-C	Slope For Opposing STREAM A-B	Slope For Opposing STREAM C-A	Slope For Opposing STREAM C-B
0.00	0.00	0.00	0.00	0.00

* Due to the presence of a flare, data is not available

Intercept For STREAM C-B	Slope For Opposing STREAM A-C	Slope For Opposing STREAM A-B
660.83	0.26	0.26

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

.TRAFFIC DEMAND DATA

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

.Demand set: 2018 Base PM Peak

TIME PERIOD BEGINS 16.45 AND ENDS 17.45

LENGTH OF TIME PERIOD - 60 MIN.
LENGTH OF TIME SEGMENT - 15 MIN.
DEMAND FLOW PROFILES ARE INPUT DIRECTLY

.Demand set: 2018 Base PM Peak

TIME	FROM/TO	TURNING PROPORTIONS / TURNING COUNTS (PERCENTAGE OF H.V.S) ARM A	ARM B	ARM C
16.45 - 17.00	ARM A	0.000 0.0 (0.0)	0.021 2.0 (0.0)	0.979 95.0 (1.7)
	ARM B	0.500 1.0 (0.0)	0.000 0.0 (0.0)	0.500 1.0 (0.0)
	ARM C	0.973 36.0 (4.3)	0.027 1.0 (0.0)	0.000 0.0 (0.0)
17.00 - 17.15	ARM A	0.000 0.0 (0.0)	0.029 3.0 (0.0)	0.971 99.0 (1.7)
	ARM B	0.667 4.0 (0.0)	0.000 0.0 (0.0)	0.333 2.0 (0.0)
	ARM C	0.848 39.0 (4.3)	0.152 7.0 (0.0)	0.000 0.0 (0.0)
17.15 - 17.30	ARM A	0.000 0.0 (0.0)	0.051 5.0 (0.0)	0.949 93.0 (1.7)
	ARM B	0.750 3.0 (0.0)	0.000 0.0 (0.0)	0.250 1.0 (0.0)
	ARM C	0.975 39.0 (4.3)	0.025 1.0 (0.0)	0.000 0.0 (0.0)
17.30 - 17.45	ARM A	0.000 0.0 (0.0)	0.135 14.0 (0.0)	0.865 90.0 (1.7)

	ARM B	0.600	0.000	0.400
		3.0	0.0	2.0
		(0.0)	(0.0)	(0.0)
	ARM C	0.970	0.030	0.000
		32.0	1.0	0.0
		(4.3)	(0.0)	(0.0)

TURNING PROPORTIONS ARE CALCULATED FROM TURNING COUNT DATA
THE TURNING PROPORTIONS USED VARY BETWEEN TIME SEGMENTS
THE PERCENTAGE OF HEAVY VEHICLES VARIES OVER TURNING MOVEMENTS

QUEUE AND DELAY INFORMATION FOR EACH 15 MIN TIME SEGMENT

FOR COMBINED DEMAND SETS
AND FOR TIME PERIOD 1

TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)
16.45-17.00									
B-C	0.07	10.03	0.007		0.00	0.01	0.1		0.10
B-A	0.07	7.25	0.010		0.00	0.01	0.1		0.14
C-AB	0.09	10.95	0.008		0.00	0.01	0.1		0.09
C-A	2.39								
A-B	0.13								
A-C	6.35								

TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)
17.00-17.15									
B-C	0.14	9.49	0.015		0.01	0.02	0.2		0.11
B-A	0.29	6.54	0.044		0.01	0.05	0.7		0.16
C-AB	0.62	11.02	0.056		0.01	0.09	1.3		0.10
C-A	2.50								
A-B	0.20								
A-C	6.64								

TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)
17.15-17.30									
B-C	0.07	9.43	0.007		0.02	0.01	0.1		0.11
B-A	0.21	6.82	0.031		0.05	0.03	0.5		0.15
C-AB	0.09	11.07	0.008		0.09	0.01	0.1		0.09
C-A	2.60								
A-B	0.33								
A-C	6.23								

TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)
17.30-17.45									
B-C	0.14	9.77	0.014		0.01	0.01	0.2		0.10
B-A	0.21	6.81	0.031		0.03	0.03	0.5		0.15
C-AB	0.08	10.66	0.008		0.01	0.01	0.1		0.09
C-A	2.12								
A-B	0.93								
A-C	5.98								

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

QUEUE FOR STREAM B-C

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE
17.00	0.0
17.15	0.0
17.30	0.0
17.45	0.0

QUEUE FOR STREAM B-A

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE
17.00	0.0
17.15	0.0
17.30	0.0
17.45	0.0

QUEUE FOR STREAM C-AB

TIME SEGMENT	NO. OF VEHICLES

ENDING	IN QUEUE
17.00	0.0
17.15	0.1
17.30	0.0
17.45	0.0

QUEUEING DELAY INFORMATION OVER WHOLE PERIOD

STREAM	TOTAL DEMAND		* QUEUEING * DELAY *		* INCLUSIVE QUEUEING * DELAY *	
	(VEH)	(VEH/H)	(MIN)	(MIN/VEH)	(MIN)	(MIN/VEH)
B-C	6.4	6.4	0.7	0.10	0.7	0.10
B-A	11.6	11.6	1.8	0.15	1.8	0.15
C-AB	13.1	13.1	1.7	0.13	1.7	0.13
C-A	144.2	144.2				
A-B	24.0	24.0				
A-C	377.9	377.9				
ALL	577.2	577.2	4.1	0.01	4.1	0.01

* DELAY IS THAT OCCURRING ONLY WITHIN THE TIME PERIOD
* INCLUSIVE DELAY INCLUDES DELAY SUFFERED BY VEHICLES WHICH ARE STILL QUEUEING AFTER THE END OF THE TIME PERIOD
* THESE WILL ONLY BE SIGNIFICANTLY DIFFERENT IF THERE IS A LARGE QUEUE REMAINING AT THE END OF THE TIME PERIOD.

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

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

PICADY 5.1 ANALYSIS PROGRAM
RELEASE 5.0 (JUNE 2010)

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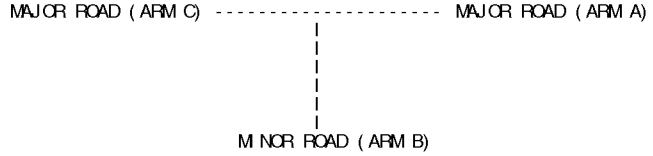
Run with file:-
"N:\Projects\layapt 130431\Analysis\PICADY\North End Road_Church Lane\2018 With Development PM Peak.vpi"
(drive-on-the-left) at 20:15:28 on Wednesday, 2 October 2013

.RUN INFORMATION

RUN TITLE	:	North End Road/Church Lane
LOCATION	:	Yapton
DATE	:	26/09/13
CLIENT	:	
ENUMERATOR	:	juliancclementsmith [TECHNICIAN-2]
JOB NUMBER	:	
STATUS	:	
DESCRIPTION	:	

.MAJOR/MINOR JUNCTION CAPACITY AND DELAY

INPUT DATA



ARM A IS North End Road North
ARM B IS Church Lane
ARM C IS North End Road South

.STREAM LABELLING CONVENTION

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

.GEOMETRIC DATA

DATA ITEM	MINOR ROAD B
TOTAL MAJOR ROAD CARRIAGEWAY WIDTH	(W) 6.00 M
CENTRAL RESERVE WIDTH	(WCR) 0.00 M
MAJOR ROAD RIGHT TURN - WIDTH	(WC-B) 2.20 M
- VISIBILITY	(VC-B) 150.00 M
- BLOCKS TRAFFIC (SPACES)	YES (0)
MINOR ROAD - VISIBILITY TO LEFT	(VB-C) 50.0 M
- VISIBILITY TO RIGHT	(VB-A) 65.0 M
- LANE 1 WIDTH	(WB-C) -
- LANE 2 WIDTH	(WB-A) -
WIDTH AT 0 M FROM JUNCTION	10.00 M
WIDTH AT 5 M FROM JUNCTION	4.75 M
WIDTH AT 10 M FROM JUNCTION	2.50 M
WIDTH AT 15 M FROM JUNCTION	2.20 M
WIDTH AT 20 M FROM JUNCTION	2.20 M
- LENGTH OF FLARED SECTION	DERIVED: 1 PCU

.SLOPES AND INTERCEPT

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

ARUN DISTRICT COUNCIL Y/99/13/

Intercept For STREAM B-C	Slope For Opposing STREAM A-C	Slope For Opposing STREAM A-B
0.00	0.00	0.00

* Due to the presence of a flare, data is not available

Intercept For STREAM B-A	Slope For Opposing STREAM A-C	Slope For Opposing STREAM A-B	Slope For Opposing STREAM C-A	Slope For Opposing STREAM C-B
0.00	0.00	0.00	0.00	0.00

* Due to the presence of a flare, data is not available

Intercept For STREAM C-B	Slope For Opposing STREAM A-C	Slope For Opposing STREAM A-B
660.83	0.26	0.26

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

.TRAFFIC DEMAND DATA

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

.Demand set: 2018 With Development PM Peak

TIME PERIOD BEGINS 16.45 AND ENDS 17.45

LENGTH OF TIME PERIOD - 60 MIN.
LENGTH OF TIME SEGMENT - 15 MIN.
DEMAND FLOW PROFILES ARE INPUT DIRECTLY

.Demand set: 2018 With Development PM Peak

TIME	FROM/TO	TURNING PROPORTIONS / TURNING COUNTS (PERCENTAGE OF H.V.S) ARM A	ARM B	ARM C
16.45 - 17.00	ARM A	0.000	0.020	0.980
		0.0	2.0	100.0
		(0.0)	(0.0)	(1.6)
	ARM B	0.500	0.000	0.500
		1.0	0.0	1.0
		(0.0)	(0.0)	(0.0)
	ARM C	0.978	0.022	0.000
		44.0	1.0	0.0
		(3.6)	(0.0)	(0.0)
17.00 - 17.15	ARM A	0.000	0.028	0.972
		0.0	3.0	104.0
		(0.0)	(0.0)	(1.6)
	ARM B	0.667	0.000	0.333
		4.0	0.0	2.0
		(0.0)	(0.0)	(0.0)
	ARM C	0.870	0.130	0.000
		47.0	7.0	0.0
		(3.6)	(0.0)	(0.0)
17.15 - 17.30	ARM A	0.000	0.049	0.951
		0.0	5.0	98.0
		(0.0)	(0.0)	(1.6)
	ARM B	0.750	0.000	0.250
		3.0	0.0	1.0
		(0.0)	(0.0)	(0.0)
	ARM C	0.979	0.021	0.000
		47.0	1.0	0.0
		(3.6)	(0.0)	(0.0)
17.30 - 17.45	ARM A	0.000	0.128	0.872
		0.0	14.0	95.0
		(0.0)	(0.0)	(1.6)

	ARM B	0.600	0.000	0.400
		3.0	0.0	2.0
		(0.0)	(0.0)	(0.0)
	ARM C	0.976	0.024	0.000
		40.0	1.0	0.0
		(3.6)	(0.0)	(0.0)

TURNING PROPORTIONS ARE CALCULATED FROM TURNING COUNT DATA
THE TURNING PROPORTIONS USED VARY BETWEEN TIME SEGMENTS
THE PERCENTAGE OF HEAVY VEHICLES VARIES OVER TURNING MOVEMENTS

QUEUE AND DELAY INFORMATION FOR EACH 15 MIN TIME SEGMENT

FOR COMBINED DEMAND SETS
AND FOR TIME PERIOD 1

TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)
16.45-17.00									
B-C	0.07	9.94	0.007		0.00	0.01	0.1		0.10
B-A	0.07	7.08	0.010		0.00	0.01	0.1		0.14
C-AB	0.09	11.23	0.008		0.00	0.01	0.1		0.09
C-A	2.91								
A-B	0.13								
A-C	6.67								

TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)
17.00-17.15									
B-C	0.14	9.40	0.015		0.01	0.02	0.2		0.11
B-A	0.29	6.38	0.045		0.01	0.05	0.7		0.16
C-AB	0.64	11.29	0.057		0.01	0.09	1.3		0.09
C-A	2.99								
A-B	0.20								
A-C	6.96								

TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)
17.15-17.30									
B-C	0.07	9.35	0.007		0.02	0.01	0.1		0.11
B-A	0.21	6.67	0.032		0.05	0.03	0.5		0.15
C-AB	0.09	11.35	0.008		0.09	0.01	0.1		0.09
C-A	3.12								
A-B	0.33								
A-C	6.54								

TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)
17.30-17.45									
B-C	0.14	9.68	0.014		0.01	0.01	0.2		0.10
B-A	0.21	6.65	0.032		0.03	0.03	0.5		0.16
C-AB	0.09	10.94	0.008		0.01	0.01	0.1		0.09
C-A	2.62								
A-B	0.93								
A-C	6.30								

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

QUEUE FOR STREAM B-C

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE
17.00	0.0
17.15	0.0
17.30	0.0
17.45	0.0

QUEUE FOR STREAM B-A

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE
17.00	0.0
17.15	0.0
17.30	0.0
17.45	0.0

QUEUE FOR STREAM C-AB

TIME SEGMENT	NO. OF VEHICLES

ENDING	IN QUEUE
17.00	0.0
17.15	0.1
17.30	0.0
17.45	0.0

QUEUEING DELAY INFORMATION OVER WHOLE PERIOD

STREAM	TOTAL DEMAND		* QUEUEING * DELAY *		* INCLUSIVE QUEUEING * DELAY *	
	(VEH)	(VEH/H)	(MIN)	(MIN/VEH)	(MIN)	(MIN/VEH)
B-C	6.4	6.4	0.7	0.10	0.7	0.10
B-A	11.6	11.6	1.8	0.16	1.8	0.16
C-AB	13.7	13.7	1.7	0.13	1.7	0.13
C-A	174.6	174.6				
A-B	23.9	23.9				
A-C	397.0	397.0				
ALL	627.1	627.1	4.2	0.01	4.2	0.01

* DELAY IS THAT OCCURRING ONLY WITHIN THE TIME PERIOD
* INCLUSIVE DELAY INCLUDES DELAY SUFFERED BY VEHICLES
WHICH ARE STILL QUEUEING AFTER THE END OF THE TIME PERIOD
* THESE WILL ONLY BE SIGNIFICANTLY DIFFERENT IF THERE IS
A LARGE QUEUE REMAINING AT THE END OF THE TIME PERIOD.

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

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

PICADY 5.1 ANALYSIS PROGRAM
RELEASE 5.0 (JUNE 2010)

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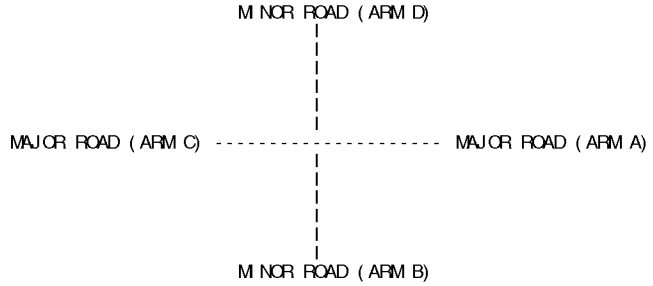
Run with file:-
"N:\Projects\layapt 130431\Analysis\PICADY\North End Road_Ford Lane\2018 Base AM Peak.vpi"
(drive-on-the-left) at 14:36:56 on Thursday, 26 September 2013

.RUN INFORMATION

RUN TITLE	:	Yapton Lane/Ford Lane/North End Road/Maypole Lane
LOCATION	:	Yapton
DATE	:	26/09/13
CLIENT	:	
ENUMERATOR	:	juliancleme ntsmith [TECHNICIAN-2]
JOB NUMBER	:	
STATUS	:	
DESCRIPTION	:	

.MAJOR/MINOR JUNCTION CAPACITY AND DELAY

INPUT DATA



ARM A IS Yapton Road
ARM B IS Ford Lane
ARM C IS North End Road
ARM D IS Maypole Lane

.STREAM LABELLING CONVENTION

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

.GEOMETRIC DATA

DATA ITEM	MINOR ROAD B	MINOR ROAD D
TOTAL MAJOR ROAD CARRIAGEWAY WIDTH	(W) 7.00 M	(W) 7.00 M
CENTRAL RESERVE WIDTH	(WCR) 0.00 M	(WCR) 0.00 M
MAJOR ROAD RIGHT TURN - WIDTH	(WC-B) 2.20 M	(WA-D) 2.20 M
- VISIBILITY	(VC-B) 150.00 M	(VA-D) 150.00 M
- BLOCKS TRAFFIC (SPACES)	YES (0)	YES (0)
MINOR ROAD - VISIBILITY TO LEFT	(VB-C) 35.0 M	(VD-A) 120.0 M
- VISIBILITY TO RIGHT	(VB-A) 44.0 M	(VD-C) 23.0 M
- LANE 1 WIDTH	(WB-C) -	(WD-A) -
- LANE 2 WIDTH	(WB-A) -	(WD-C) -
WIDTH AT 0 M FROM JUNCTION	10.00 M	7.00 M
WIDTH AT 5 M FROM JUNCTION	5.75 M	2.50 M
WIDTH AT 10 M FROM JUNCTION	3.50 M	2.50 M
WIDTH AT 15 M FROM JUNCTION	3.10 M	2.50 M
WIDTH AT 20 M FROM JUNCTION	3.00 M	2.50 M
- LENGTH OF FLARED SECTION	DERIVED: 1 PCU	DERIVED: 0 PCU

ARUN DISTRICT COUNCIL Y/99/13/

.SLOPES AND INTERCEPT

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

STREAM B-C

Intercept For STREAM B-C	Slope For Opposing STREAM A-C	Slope For Opposing STREAM A-B
0.00	0.00	0.00

* Due to the presence of a flare, data is not available

STREAM D-A

Intercept For STREAM D-A	Slope For Opposing STREAM C-A	Slope For Opposing STREAM C-D
0.00	0.00	0.00

* Due to the presence of a flare, data is not available

STREAM B-A

Intercept For STREAM B-A	Slope For Opposing STREAM A-C	Slope For Opposing STREAM A-D	Slope For Opposing STREAM D-A	Slope For Opposing STREAM D-B
0.00	0.00	0.00	0.00	0.00

	Slope For Opposing STREAM A-B	Slope For Opposing STREAM C-A	Slope For Opposing STREAM C-B	Slope For Opposing STREAM D-C
	0.00	0.00	0.00	0.00

* Due to the presence of a flare, data is not available

STREAM D-C

Intercept For STREAM D-C	Slope For Opposing STREAM C-A	Slope For Opposing STREAM C-B	Slope For Opposing STREAM B-C	Slope For Opposing STREAM B-D
0.00	0.00	0.00	0.00	0.00

	Slope For Opposing STREAM C-D	Slope For Opposing STREAM A-C	Slope For Opposing STREAM A-D	Slope For Opposing STREAM B-A
	0.00	0.00	0.00	0.00

* Due to the presence of a flare, data is not available

STREAM C-B

Intercept For STREAM C-B	Slope For Opposing STREAM A-B	Slope For Opposing STREAM A-C	Slope For Opposing STREAM A-D
660.83	0.24	0.24	0.35

STREAM A-D

Intercept For STREAM A-D	Slope For Opposing STREAM C-A	Slope For Opposing STREAM C-B	Slope For Opposing STREAM C-D
660.83	0.24	0.35	0.24

B-D Stream From Left Hand Lane

Intercept For STREAM B-D	Slope For Opposing STREAM A-C	Slope For Opposing STREAM A-D	Slope For Opposing STREAM A-B	Slope For Opposing STREAM C-B
0.00	0.00	0.00	0.00	0.00

	Slope For Opposing STREAM C-A	Slope For Opposing STREAM C-D
	0.00	0.00

* Due to the presence of a flare, data is not available

B-D Stream From Right Hand Lane

Intercept For	Slope For Opposing	Slope For Opposing	Slope For Opposing	Slope For Opposing

STREAM B-D	STREAM A-C	STREAM A-D	STREAM A-B	STREAM C-B
0.00	0.00	0.00	0.00	0.00

	Slope For Opposing STREAM C-A	Slope For Opposing STREAM C-D	Slope For Opposing	Slope For Opposing
	0.00	0.00		

* Due to the presence of a flare, data is not available

D-B Stream From Left Hand Lane

Intercept For STREAM D-B	Slope For Opposing STREAM C-A	Slope For Opposing STREAM C-B	Slope For Opposing STREAM C-D	Slope For Opposing STREAM A-D
0.00	0.00	0.00	0.00	0.00

	Slope For Opposing STREAM A-C	Slope For Opposing STREAM A-B	Slope For Opposing	Slope For Opposing
	0.00	0.00		

* Due to the presence of a flare, data is not available

D-B Stream From Right Hand Lane

Intercept For STREAM B-D	Slope For Opposing STREAM C-A	Slope For Opposing STREAM C-B	Slope For Opposing STREAM C-D	Slope For Opposing STREAM A-D
0.00	0.00	0.00	0.00	0.00

	Slope For Opposing STREAM A-C	Slope For Opposing STREAM A-B	Slope For Opposing	Slope For Opposing
	0.00	0.00		

* Due to the presence of a flare, data is not available

.TRAFFIC DEMAND DATA

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

.Demand set: 2018 Base AM Peak

TIME PERIOD BEGINS 07.45 AND ENDS 08.45

LENGTH OF TIME PERIOD - 60 MIN.
LENGTH OF TIME SEGMENT - 15 MIN.
DEMAND FLOW PROFILES ARE INPUT DIRECTLY

.Demand set: 2018 Base AM Peak

TIME	FROM/TO	TURNING PROPORTIONS / TURNING COUNTS (PERCENTAGE OF H.V.S) ARM A	ARM B	ARM C	ARM D
07.45 - 08.00					
	ARM A	0.000	0.608	0.392	0.000
		0.0	31.0	20.0	0.0
		(0.0)	(7.6)	(7.7)	(0.0)
	ARM B	0.877	0.000	0.068	0.055
		64.0	0.0	5.0	4.0
		(5.1)	(0.0)	(16.7)	(100.0)
	ARM C	0.797	0.203	0.000	0.000
		102.0	26.0	0.0	0.0
		(4.3)	(0.0)	(0.0)	(0.0)
	ARM D	0.000	0.000	1.000	0.000
		0.0	0.0	0.0	0.0
		(0.0)	(0.0)	(0.0)	(0.0)
08.00 - 08.15					
	ARM A	0.000	0.619	0.365	0.016
		0.0	39.0	23.0	1.0
		(0.0)	(7.6)	(7.7)	(0.0)
	ARM B	0.985	0.000	0.015	0.000
		65.0	0.0	1.0	0.0
		(5.1)	(0.0)	(16.7)	(100.0)

	ARM C	0.811	0.182	0.000	0.007
		120.0	27.0	0.0	1.0
		(4.3)	(0.0)	(0.0)	(0.0)
	ARM D	0.000	1.000	0.000	0.000
		0.0	0.0	0.0	0.0
		(0.0)	(0.0)	(0.0)	(0.0)
08.15 - 08.30					
	ARM A	0.000	0.655	0.345	0.000
		0.0	36.0	19.0	0.0
		(0.0)	(7.6)	(7.7)	(0.0)
	ARM B	0.969	0.000	0.031	0.000
		62.0	0.0	2.0	0.0
		(5.1)	(0.0)	(16.7)	(100.0)
	ARM C	0.800	0.191	0.000	0.009
		88.0	21.0	0.0	1.0
		(4.3)	(0.0)	(0.0)	(0.0)
	ARM D	1.000	0.000	0.000	0.000
		0.0	0.0	0.0	0.0
		(0.0)	(0.0)	(0.0)	(0.0)
08.30 - 08.45					
	ARM A	0.000	0.493	0.507	0.000
		0.0	33.0	34.0	0.0
		(0.0)	(7.6)	(7.7)	(0.0)
	ARM B	0.938	0.000	0.062	0.000
		61.0	0.0	4.0	0.0
		(5.1)	(0.0)	(16.7)	(100.0)
	ARM C	0.848	0.152	0.000	0.000
		84.0	15.0	0.0	0.0
		(4.3)	(0.0)	(0.0)	(0.0)
	ARM D	0.000	0.000	1.000	0.000
		0.0	0.0	0.0	0.0
		(0.0)	(0.0)	(0.0)	(0.0)

TURNING PROPORTIONS ARE CALCULATED FROM TURNING COUNT DATA
THE TURNING PROPORTIONS USED VARY BETWEEN TIME SEGMENTS
THE PERCENTAGE OF HEAVY VEHICLES VARIES OVER TURNING MOVEMENTS

QUEUE AND DELAY INFORMATION FOR EACH 15 MIN TIME SEGMENT

FOR COMBINED DEMAND SETS
AND FOR TIME PERIOD 1

TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)
07.45-08.00									
B-CD	0.56	3.26	0.170		0.00	0.20	2.8		0.37
B-AD	4.33	6.51	0.665		0.00	1.83	23.8		0.42
A-BCD	0.00	7.89	0.000		0.00	0.00	0.0		0.00
A-B	2.05								
A-C	1.33								
D-AB	0.00	7.31	0.000		0.00	0.00	0.0		0.00
D-BC	0.07	5.80	0.012		0.00	0.01	0.2		0.17
C-ABD	3.19	14.48	0.221		0.00	0.46	6.9		0.09
C-D	0.00								
C-A	5.32								

TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)
08.00-08.15									
B-CD	0.07	3.75	0.018		0.20	0.02	0.3		0.27
B-AD	4.33	6.32	0.685		1.83	2.04	29.5		0.49
A-BCD	0.10	11.19	0.009		0.00	0.01	0.2		0.09
A-B	2.60								
A-C	1.53								
D-AB	0.04	6.89	0.005		0.00	0.01	0.1		0.15
D-BC	0.03	5.17	0.007		0.01	0.01	0.1		0.19
C-ABD	3.83	15.17	0.252		0.46	0.59	8.9		0.09
C-D	0.05								
C-A	5.98								

TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)
08.15-08.30									
B-CD	0.13	5.63	0.024		0.02	0.02	0.3		0.18
B-AD	4.13	6.88	0.600		2.04	1.57	25.1		0.37
A-BCD	0.00	11.44	0.000		0.01	0.00	0.0		0.00

A-B	2.40							
A-C	1.27							
D-AB	0.07	9.15	0.008	0.01	0.01	0.1		0.11
D-BC	0.00	5.79	0.000	0.01	0.00	0.0		0.00
C-ABD	2.45	13.92	0.176	0.59	0.36	5.4		0.09
C-D	0.06							
C-A	4.87							

TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)
08.30-08.45									
B-CD	0.27	5.67	0.047		0.02	0.05	0.7		0.18
B-AD	4.06	6.85	0.594		1.57	1.51	23.0		0.36
A-BCD	0.00	9.02	-0.000		0.00	0.00	0.0		0.00
A-B	2.19								
A-C	2.25								
D-AB	0.00	8.29	0.000		0.01	0.00	0.0		0.00
D-BC	0.07	6.26	0.011		0.00	0.01	0.2		0.16
C-ABD	1.70	13.51	0.126		0.36	0.25	3.7		0.08
C-D	0.00								
C-A	4.90								

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

QUEUE FOR STREAM B-CD

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE	
08.00	0.2	
08.15	0.0	
08.30	0.0	
08.45	0.0	

QUEUE FOR STREAM B-AD

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE	
08.00	1.8	**
08.15	2.0	**
08.30	1.6	**
08.45	1.5	**

QUEUE FOR STREAM A-BCD

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE	
08.00	0.0	
08.15	0.0	
08.30	0.0	
08.45	0.0	

QUEUE FOR STREAM D-AB

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE	
08.00	0.0	
08.15	0.0	
08.30	0.0	
08.45	0.0	

QUEUE FOR STREAM D-BC

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE	
08.00	0.0	
08.15	0.0	
08.30	0.0	
08.45	0.0	

QUEUE FOR STREAM C-ABD

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE	
08.00	0.5	
08.15	0.6	*
08.30	0.4	
08.45	0.2	

QUEUEING DELAY INFORMATION OVER WHOLE PERIOD

STREAM	TOTAL DEMAND		* QUEUEING * DELAY *		* INCLUSIVE QUEUEING * DELAY *	
	(VEH)	(VEH/H)	(MIN)	(MIN/VEH)	(MIN)	(MIN/VEH)
B-CD	15.3	15.3	4.1	0.27	4.1	0.27

B-AD	252.9	252.9	101.4	0.40	101.5	0.40	
A-BCD	1.6	1.6	0.2	0.10	0.2	0.10	
A-B	138.6	138.6					
A-C	95.7	95.7					
D-AB	1.6	1.6	0.2	0.12	0.2	0.12	
D-BC	2.6	2.6	0.4	0.17	0.4	0.17	
C-ABD	167.6	167.6	24.9	0.15	24.9	0.15	
C-D	1.6	1.6					
C-A	316.1	316.1					
ALL	993.5	993.5	131.2	0.13	131.3	0.13	

* DELAY IS THAT OCCURRING ONLY WITHIN THE TIME PERIOD
* INCLUSIVE DELAY INCLUDES DELAY SUFFERED BY VEHICLES
WHICH ARE STILL QUEUEING AFTER THE END OF THE TIME PERIOD
* THESE WILL ONLY BE SIGNIFICANTLY DIFFERENT IF THERE IS
A LARGE QUEUE REMAINING AT THE END OF THE TIME PERIOD.

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

2018 With Development AM Peak.vpo

TRL LIMITED

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

PICADY 5.1 ANALYSIS PROGRAM
RELEASE 5.0 (JUNE 2010)

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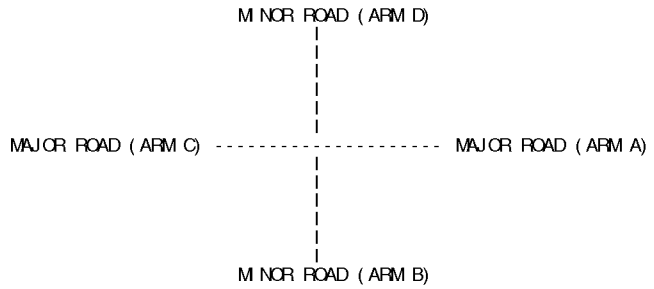
Run with file:-
"N:\Projects\layapt 130431\Analysis\PICADY\North End Road_Ford Lane\2018 With Development AM Peak.vpi"
(drive-on-the-left) at 19:55:30 on Wednesday, 2 October 2013

.RUN INFORMATION

RUN TITLE	:	Yapton Lane/Ford Lane/North End Road/Maypole Lane
LOCATION	:	Yapton
DATE	:	26/09/13
CLIENT	:	
ENUMERATOR	:	juliancclementsmith [TECHNICIAN-2]
JOB NUMBER	:	
STATUS	:	
DESCRIPTION	:	

.MAJOR/MINOR JUNCTION CAPACITY AND DELAY

INPUT DATA



ARM A IS Yapton Road
ARM B IS Ford Lane
ARM C IS North End Road
ARM D IS Maypole Lane

.STREAM LABELLING CONVENTION

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

.GEOMETRIC DATA

DATA ITEM	MINOR ROAD B	MINOR ROAD D
TOTAL MAJOR ROAD CARRIAGEWAY WIDTH	(W) 7.00 M	(W) 7.00 M
CENTRAL RESERVE WIDTH	(WCR) 0.00 M	(WCR) 0.00 M
MAJOR ROAD RIGHT TURN - WIDTH	(WC-B) 2.20 M	(WA-D) 2.20 M
- VISIBILITY	(VC-B) 150.00 M	(VA-D) 150.00 M
- BLOCKS TRAFFIC (SPACES)	YES (0)	YES (0)
MINOR ROAD - VISIBILITY TO LEFT	(VB-C) 35.0 M	(VD-A) 120.0 M
- VISIBILITY TO RIGHT	(VB-A) 44.0 M	(VD-C) 23.0 M
- LANE 1 WIDTH	(WB-C) -	(WD-A) -
- LANE 2 WIDTH	(WB-A) -	(WD-C) -
WIDTH AT 0 M FROM JUNCTION	10.00 M	7.00 M
WIDTH AT 5 M FROM JUNCTION	5.75 M	2.50 M
WIDTH AT 10 M FROM JUNCTION	3.50 M	2.50 M
WIDTH AT 15 M FROM JUNCTION	3.10 M	2.50 M
WIDTH AT 20 M FROM JUNCTION	3.00 M	2.50 M
- LENGTH OF FLARED SECTION	DERIVED: 1 PCU	DERIVED: 0 PCU

.SLOPES AND INTERCEPT

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

STREAM B-C

Intercept For STREAM B-C	Slope For Opposing STREAM A-C	Slope For Opposing STREAM A-B
0.00	0.00	0.00

* Due to the presence of a flare, data is not available

STREAM D-A

Intercept For STREAM D-A	Slope For Opposing STREAM C-A	Slope For Opposing STREAM C-D
0.00	0.00	0.00

* Due to the presence of a flare, data is not available

STREAM B-A

Intercept For STREAM B-A	Slope For Opposing STREAM A-C	Slope For Opposing STREAM A-D	Slope For Opposing STREAM D-A	Slope For Opposing STREAM D-B
0.00	0.00	0.00	0.00	0.00

	Slope For Opposing STREAM A-B	Slope For Opposing STREAM C-A	Slope For Opposing STREAM C-B	Slope For Opposing STREAM D-C
	0.00	0.00	0.00	0.00

* Due to the presence of a flare, data is not available

STREAM D-C

Intercept For STREAM D-C	Slope For Opposing STREAM C-A	Slope For Opposing STREAM C-B	Slope For Opposing STREAM B-C	Slope For Opposing STREAM B-D
0.00	0.00	0.00	0.00	0.00

	Slope For Opposing STREAM C-D	Slope For Opposing STREAM A-C	Slope For Opposing STREAM A-D	Slope For Opposing STREAM B-A
	0.00	0.00	0.00	0.00

* Due to the presence of a flare, data is not available

STREAM C-B

Intercept For STREAM C-B	Slope For Opposing STREAM A-B	Slope For Opposing STREAM A-C	Slope For Opposing STREAM A-D
660.83	0.24	0.24	0.35

STREAM A-D

Intercept For STREAM A-D	Slope For Opposing STREAM C-A	Slope For Opposing STREAM C-B	Slope For Opposing STREAM C-D
660.83	0.24	0.35	0.24

B-D Stream From Left Hand Lane

Intercept For STREAM B-D	Slope For Opposing STREAM A-C	Slope For Opposing STREAM A-D	Slope For Opposing STREAM A-B	Slope For Opposing STREAM C-B
0.00	0.00	0.00	0.00	0.00

	Slope For Opposing STREAM C-A	Slope For Opposing STREAM C-D
	0.00	0.00

* Due to the presence of a flare, data is not available

B-D Stream From Right Hand Lane

Intercept For	Slope For Opposing	Slope For Opposing	Slope For Opposing	Slope For Opposing

STREAM B-D	STREAM A-C	STREAM A-D	STREAM A-B	STREAM C-B
0.00	0.00	0.00	0.00	0.00

	Slope For Opposing STREAM C-A	Slope For Opposing STREAM C-D	Slope For Opposing	Slope For Opposing
	0.00	0.00		

* Due to the presence of a flare, data is not available

D-B Stream From Left Hand Lane

Intercept For STREAM D-B	Slope For Opposing STREAM C-A	Slope For Opposing STREAM C-B	Slope For Opposing STREAM C-D	Slope For Opposing STREAM A-D
0.00	0.00	0.00	0.00	0.00

	Slope For Opposing STREAM A-C	Slope For Opposing STREAM A-B	Slope For Opposing	Slope For Opposing
	0.00	0.00		

* Due to the presence of a flare, data is not available

D-B Stream From Right Hand Lane

Intercept For STREAM B-D	Slope For Opposing STREAM C-A	Slope For Opposing STREAM C-B	Slope For Opposing STREAM C-D	Slope For Opposing STREAM A-D
0.00	0.00	0.00	0.00	0.00

	Slope For Opposing STREAM A-C	Slope For Opposing STREAM A-B	Slope For Opposing	Slope For Opposing
	0.00	0.00		

* Due to the presence of a flare, data is not available

.TRAFFIC DEMAND DATA

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

.Demand set: 2018 With Development AM Peak

TIME PERIOD BEGINS 07.45 AND ENDS 08.45

LENGTH OF TIME PERIOD - 60 MIN.
LENGTH OF TIME SEGMENT - 15 MIN.
DEMAND FLOW PROFILES ARE INPUT DIRECTLY

.Demand set: 2018 With Development AM Peak

TIME	FROM/TO	ARM A	ARM B	ARM C	ARM D
		TURNING PROPORTIONS			
		TURNING COUNTS			
		(PERCENTAGE OF H.V.S)			
07.45 - 08.00					
	ARM A	0.000	0.623	0.377	0.000
		0.0	33.0	20.0	0.0
		(0.0)	(7.7)	(7.7)	(0.0)
	ARM B	0.807	0.000	0.148	0.045
		71.0	0.0	13.0	4.0
		(4.9)	(0.0)	(7.0)	(100.0)
	ARM C	0.779	0.221	0.000	0.000
		102.0	29.0	0.0	0.0
		(4.3)	(1.0)	(0.0)	(0.0)
	ARM D	0.000	0.000	1.000	0.000
		0.0	0.0	0.0	0.0
		(0.0)	(0.0)	(0.0)	(0.0)
08.00 - 08.15					
	ARM A	0.000	0.636	0.348	0.015
		0.0	42.0	23.0	1.0
		(0.0)	(7.7)	(7.7)	(0.0)
	ARM B	0.889	0.000	0.111	0.000
		72.0	0.0	9.0	0.0
		(4.9)	(0.0)	(7.0)	(100.0)

	ARM C	0.795	0.199	0.000	0.007
		120.0	30.0	0.0	1.0
		(4.3)	(1.0)	(0.0)	(0.0)
	ARM D	0.000	1.000	0.000	0.000
		0.0	0.0	0.0	0.0
		(0.0)	(0.0)	(0.0)	(0.0)
08.15 - 08.30					
	ARM A	0.000	0.672	0.328	0.000
		0.0	39.0	19.0	0.0
		(0.0)	(7.7)	(7.7)	(0.0)
	ARM B	0.873	0.000	0.127	0.000
		69.0	0.0	10.0	0.0
		(4.9)	(0.0)	(7.0)	(100.0)
	ARM C	0.779	0.212	0.000	0.009
		88.0	24.0	0.0	1.0
		(4.3)	(1.0)	(0.0)	(0.0)
	ARM D	1.000	0.000	0.000	0.000
		0.0	0.0	0.0	0.0
		(0.0)	(0.0)	(0.0)	(0.0)
08.30 - 08.45					
	ARM A	0.000	0.514	0.486	0.000
		0.0	36.0	34.0	0.0
		(0.0)	(7.7)	(7.7)	(0.0)
	ARM B	0.850	0.000	0.150	0.000
		68.0	0.0	12.0	0.0
		(4.9)	(0.0)	(7.0)	(100.0)
	ARM C	0.824	0.176	0.000	0.000
		84.0	18.0	0.0	0.0
		(4.3)	(1.0)	(0.0)	(0.0)
	ARM D	0.000	0.000	1.000	0.000
		0.0	0.0	0.0	0.0
		(0.0)	(0.0)	(0.0)	(0.0)

TURNING PROPORTIONS ARE CALCULATED FROM TURNING COUNT DATA
THE TURNING PROPORTIONS USED VARY BETWEEN TIME SEGMENTS
THE PERCENTAGE OF HEAVY VEHICLES VARIES OVER TURNING MOVEMENTS

QUEUE AND DELAY INFORMATION FOR EACH 15 MIN TIME SEGMENT

FOR COMBINED DEMAND SETS
AND FOR TIME PERIOD 1

TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)
07.45-08.00									
B-CD	1.10	3.61	0.305		0.00	0.42	5.8		0.39
B-AD	4.79	6.34	0.756		0.00	2.67	33.1		0.54
A-BCD	0.00	7.81	0.000		0.00	0.00	0.0		0.00
A-B	2.22								
A-C	1.35								
D-AB	0.00	7.31	0.000		0.00	0.00	0.0		0.00
D-BC	0.07	5.56	0.013		0.00	0.01	0.2		0.18
C-ABD	3.64	14.40	0.253		0.00	0.55	8.0		0.09
C-D	0.00								
C-A	5.09								

TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)
08.00-08.15									
B-CD	0.60	3.84	0.156		0.42	0.19	3.0		0.31
B-AD	4.80	6.21	0.773		2.67	3.05	43.6		0.68
A-BCD	0.11	11.25	0.009		0.00	0.01	0.2		0.09
A-B	2.79								
A-C	1.53								
D-AB	0.04	6.78	0.005		0.00	0.01	0.1		0.15
D-BC	0.03	5.09	0.007		0.01	0.01	0.1		0.20
C-ABD	4.29	15.07	0.285		0.55	0.68	10.3		0.09
C-D	0.05								
C-A	5.73								

TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)
08.15-08.30									
B-CD	0.67	5.29	0.126		0.19	0.15	2.3		0.22
B-AD	4.59	6.77	0.679		3.05	2.28	36.8		0.48
A-BCD	0.00	11.49	0.000		0.01	0.00	0.0		0.00

A-B	2.60							
A-C	1.26							
D-AB	0.07	9.14	0.008	0.01	0.01	0.1		0.11
D-BC	0.00	5.71	0.000	0.01	0.00	0.0		0.00
C-ABD	2.83	13.81	0.205	0.68	0.42	6.3		0.09
C-D	0.05							
C-A	4.71							

TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)
08.30-08.45									
B-CD	0.80	5.42	0.148		0.15	0.17	2.5		0.22
B-AD	4.53	6.73	0.673		2.28	2.16	33.1		0.46
A-BCD	0.00	8.93	-0.000		0.00	0.00	0.0		0.00
A-B	2.33								
A-C	2.20								
D-AB	0.00	8.28	0.000		0.01	0.00	0.0		0.00
D-BC	0.07	6.03	0.012		0.00	0.01	0.2		0.17
C-ABD	2.06	13.43	0.153		0.42	0.30	4.5		0.09
C-D	0.00								
C-A	4.76								

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

QUEUE FOR STREAM B-CD

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE	
08.00	0.4	
08.15	0.2	
08.30	0.1	
08.45	0.2	

QUEUE FOR STREAM B-AD

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE	
08.00	2.7	***
08.15	3.1	***
08.30	2.3	**
08.45	2.2	**

QUEUE FOR STREAM A-BCD

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE
08.00	0.0
08.15	0.0
08.30	0.0
08.45	0.0

QUEUE FOR STREAM D-AB

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE
08.00	0.0
08.15	0.0
08.30	0.0
08.45	0.0

QUEUE FOR STREAM D-BC

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE
08.00	0.0
08.15	0.0
08.30	0.0
08.45	0.0

QUEUE FOR STREAM C-ABD

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE	
08.00	0.5	*
08.15	0.7	*
08.30	0.4	
08.45	0.3	

QUEUEING DELAY INFORMATION OVER WHOLE PERIOD

STREAM	TOTAL DEMAND		* QUEUEING * DELAY *		* INCLUSIVE QUEUEING * DELAY *	
	(VEH)	(VEH/H)	(MIN)	(MIN/VEH)	(MIN)	(MIN/VEH)
B-CD	47.5	47.5	13.6	0.29	13.6	0.29

2018 With Development AM Peak.vpo

B-AD	280.7	280.7	146.7	0.52	147.0	0.52	
A-BCD	1.6	1.6	0.2	0.10	0.2	0.10	
A-B	149.0	149.0					
A-C	95.1	95.1					
D-AB	1.6	1.6	0.2	0.12	0.2	0.12	
D-BC	2.6	2.6	0.5	0.17	0.5	0.17	
C-ABD	192.5	192.5	29.3	0.15	29.3	0.15	
C-D	1.5	1.5					
C-A	304.3	304.3					
ALL	1076.4	1076.4	190.4	0.18	190.7	0.18	

* DELAY IS THAT OCCURRING ONLY WITHIN THE TIME PERIOD
* INCLUSIVE DELAY INCLUDES DELAY SUFFERED BY VEHICLES
WHICH ARE STILL QUEUEING AFTER THE END OF THE TIME PERIOD
* THESE WILL ONLY BE SIGNIFICANTLY DIFFERENT IF THERE IS
A LARGE QUEUE REMAINING AT THE END OF THE TIME PERIOD.

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

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

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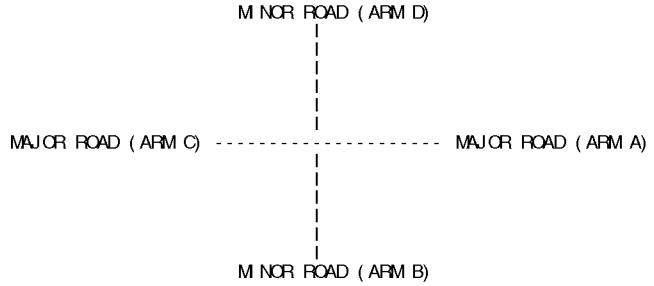
Run with file:-
"N:\Projects\layapt 130431\Analysis\PICADY\North End Road_Ford Lane\2018 Base PM Peak.vpi"
(drive-on-the-left) at 14:55:13 on Thursday, 26 September 2013

.RUN INFORMATION

RUN TITLE	: Yapton Lane/Ford Lane/North End Road/Maypole Lane
LOCATION	: Yapton
DATE	: 26/09/13
CLIENT	:
ENUMERATOR	: juliancclementsmith [TECHNICIAN-2]
JOB NUMBER	:
STATUS	:
DESCRIPTION	:

.MAJOR/MINOR JUNCTION CAPACITY AND DELAY

INPUT DATA



ARM A IS Yapton Road
ARM B IS Ford Lane
ARM C IS North End Road
ARM D IS Maypole Lane

.STREAM LABELLING CONVENTION

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

.GEOMETRIC DATA

DATA ITEM	MINOR ROAD B	MINOR ROAD D
TOTAL MAJOR ROAD CARRIAGEWAY WIDTH	(W) 7.00 M	(W) 7.00 M
CENTRAL RESERVE WIDTH	(WCR) 0.00 M	(WCR) 0.00 M
MAJOR ROAD RIGHT TURN - WIDTH	(WC-B) 2.20 M	(WA-D) 2.20 M
- VISIBILITY	(VC-B) 150.00 M	(VA-D) 150.00 M
- BLOCKS TRAFFIC (SPACES)	YES (0)	YES (0)
MINOR ROAD - VISIBILITY TO LEFT	(VB-C) 35.0 M	(VD-A) 120.0 M
- VISIBILITY TO RIGHT	(VB-A) 44.0 M	(VD-C) 23.0 M
- LANE 1 WIDTH	(WB-C) -	(WD-A) -
- LANE 2 WIDTH	(WB-A) -	(WD-C) -
WIDTH AT 0 M FROM JUNCTION	10.00 M	7.00 M
WIDTH AT 5 M FROM JUNCTION	5.75 M	2.50 M
WIDTH AT 10 M FROM JUNCTION	3.50 M	2.50 M
WIDTH AT 15 M FROM JUNCTION	3.10 M	2.50 M
WIDTH AT 20 M FROM JUNCTION	3.00 M	2.50 M
- LENGTH OF FLARED SECTION	DERIVED: 1 PCU	DERIVED: 0 PCU

.SLOPES AND INTERCEPT

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

STREAM B-C

Intercept For STREAM B-C	Slope For Opposing STREAM A-C	Slope For Opposing STREAM A-B
0.00	0.00	0.00

* Due to the presence of a flare, data is not available

STREAM D-A

Intercept For STREAM D-A	Slope For Opposing STREAM C-A	Slope For Opposing STREAM C-D
0.00	0.00	0.00

* Due to the presence of a flare, data is not available

STREAM B-A

Intercept For STREAM B-A	Slope For Opposing STREAM A-C	Slope For Opposing STREAM A-D	Slope For Opposing STREAM D-A	Slope For Opposing STREAM D-B
0.00	0.00	0.00	0.00	0.00

	Slope For Opposing STREAM A-B	Slope For Opposing STREAM C-A	Slope For Opposing STREAM C-B	Slope For Opposing STREAM D-C
	0.00	0.00	0.00	0.00

* Due to the presence of a flare, data is not available

STREAM D-C

Intercept For STREAM D-C	Slope For Opposing STREAM C-A	Slope For Opposing STREAM C-B	Slope For Opposing STREAM B-C	Slope For Opposing STREAM B-D
0.00	0.00	0.00	0.00	0.00

	Slope For Opposing STREAM C-D	Slope For Opposing STREAM A-C	Slope For Opposing STREAM A-D	Slope For Opposing STREAM B-A
	0.00	0.00	0.00	0.00

* Due to the presence of a flare, data is not available

STREAM C-B

Intercept For STREAM C-B	Slope For Opposing STREAM A-B	Slope For Opposing STREAM A-C	Slope For Opposing STREAM A-D
660.83	0.24	0.24	0.35

STREAM A-D

Intercept For STREAM A-D	Slope For Opposing STREAM C-A	Slope For Opposing STREAM C-B	Slope For Opposing STREAM C-D
660.83	0.24	0.35	0.24

B-D Stream From Left Hand Lane

Intercept For STREAM B-D	Slope For Opposing STREAM A-C	Slope For Opposing STREAM A-D	Slope For Opposing STREAM A-B	Slope For Opposing STREAM C-B
0.00	0.00	0.00	0.00	0.00

	Slope For Opposing STREAM C-A	Slope For Opposing STREAM C-D
	0.00	0.00

* Due to the presence of a flare, data is not available

B-D Stream From Right Hand Lane

Intercept For	Slope For Opposing	Slope For Opposing	Slope For Opposing	Slope For Opposing

STREAM B-D	STREAM A-C	STREAM A-D	STREAM A-B	STREAM C-B
0.00	0.00	0.00	0.00	0.00

	Slope For Opposing STREAM C-A	Slope For Opposing STREAM C-D	Slope For Opposing	Slope For Opposing
	0.00	0.00		

* Due to the presence of a flare, data is not available

D-B Stream From Left Hand Lane

Intercept For STREAM D-B	Slope For Opposing STREAM C-A	Slope For Opposing STREAM C-B	Slope For Opposing STREAM C-D	Slope For Opposing STREAM A-D
0.00	0.00	0.00	0.00	0.00

	Slope For Opposing STREAM A-C	Slope For Opposing STREAM A-B	Slope For Opposing	Slope For Opposing
	0.00	0.00		

* Due to the presence of a flare, data is not available

D-B Stream From Right Hand Lane

Intercept For STREAM B-D	Slope For Opposing STREAM C-A	Slope For Opposing STREAM C-B	Slope For Opposing STREAM C-D	Slope For Opposing STREAM A-D
0.00	0.00	0.00	0.00	0.00

	Slope For Opposing STREAM A-C	Slope For Opposing STREAM A-B	Slope For Opposing	Slope For Opposing
	0.00	0.00		

* Due to the presence of a flare, data is not available

.TRAFFIC DEMAND DATA

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

.Demand set: 2018 Base PM Peak

TIME PERIOD BEGINS 16.45 AND ENDS 17.45

LENGTH OF TIME PERIOD - 60 MIN.
LENGTH OF TIME SEGMENT - 15 MIN.
DEMAND FLOW PROFILES ARE INPUT DIRECTLY

.Demand set: 2018 Base PM Peak

TIME	FROM/TO	TURNING PROPORTIONS / TURNING COUNTS / (PERCENTAGE OF H.V.S) ARM A	ARM B	ARM C	ARM D
16.45 - 17.00	ARM A	0.000	0.479	0.503	0.018
		0.0	78.0	82.0	3.0
		(0.0)	(7.5)	(1.8)	(0.0)
	ARM B	0.833	0.000	0.167	0.000
		35.0	0.0	7.0	0.0
		(3.9)	(0.0)	(0.0)	(0.0)
	ARM C	0.789	0.158	0.000	0.053
		30.0	6.0	0.0	2.0
		(4.3)	(7.1)	(0.0)	(0.0)
	ARM D	0.800	0.000	0.200	0.000
		4.0	0.0	1.0	0.0
		(0.0)	(0.0)	(0.0)	(0.0)
17.00 - 17.15	ARM A	0.000	0.473	0.521	0.006
		0.0	79.0	87.0	1.0
		(0.0)	(7.5)	(1.8)	(0.0)
	ARM B	0.820	0.000	0.164	0.016
		50.0	0.0	10.0	1.0
		(3.9)	(0.0)	(0.0)	(0.0)

	ARM C	0.778	0.156	0.000	0.067
		35.0	7.0	0.0	3.0
		(4.3)	(7.1)	(0.0)	(0.0)
	ARM D	0.333	0.333	0.333	0.000
		1.0	1.0	1.0	0.0
		(0.0)	(0.0)	(0.0)	(0.0)
17.15 - 17.30					
	ARM A	0.000	0.373	0.613	0.014
		0.0	53.0	87.0	2.0
		(0.0)	(7.5)	(1.8)	(0.0)
	ARM B	0.725	0.000	0.255	0.020
		37.0	0.0	13.0	1.0
		(3.9)	(0.0)	(0.0)	(0.0)
	ARM C	0.795	0.114	0.000	0.091
		35.0	5.0	0.0	4.0
		(4.3)	(7.1)	(0.0)	(0.0)
	ARM D	0.000	0.333	0.667	0.000
		0.0	1.0	2.0	0.0
		(0.0)	(0.0)	(0.0)	(0.0)
17.30 - 17.45					
	ARM A	0.000	0.384	0.616	0.000
		0.0	58.0	93.0	0.0
		(0.0)	(7.5)	(1.8)	(0.0)
	ARM B	0.824	0.000	0.176	0.000
		42.0	0.0	9.0	0.0
		(3.9)	(0.0)	(0.0)	(0.0)
	ARM C	0.647	0.324	0.000	0.029
		22.0	11.0	0.0	1.0
		(4.3)	(7.1)	(0.0)	(0.0)
	ARM D	0.333	0.167	0.500	0.000
		2.0	1.0	3.0	0.0
		(0.0)	(0.0)	(0.0)	(0.0)

TURNING PROPORTIONS ARE CALCULATED FROM TURNING COUNT DATA
THE TURNING PROPORTIONS USED VARY BETWEEN TIME SEGMENTS
THE PERCENTAGE OF HEAVY VEHICLES VARIES OVER TURNING MOVEMENTS

QUEUE AND DELAY INFORMATION FOR EACH 15 MIN TIME SEGMENT

FOR COMBINED DEMAND SETS
AND FOR TIME PERIOD 1

TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)
16.45-17.00									
B-CD	0.47	7.79	0.061		0.00	0.06	0.9		0.14
B-AD	2.37	6.49	0.366		0.00	0.56	7.9		0.24
A-BCD	0.44	16.56	0.027		0.00	0.03	0.5		0.06
A-B	5.09								
A-C	5.35								
D-AB	0.28	10.10	0.028		0.00	0.03	0.4		0.10
D-BC	0.07	6.22	0.011		0.00	0.01	0.2		0.16
C-ABD	0.52	9.23	0.056		0.00	0.08	1.3		0.11
C-D	0.13								
C-A	1.90								

TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)
17.00-17.15									
B-CD	0.71	6.52	0.110		0.06	0.12	1.8		0.17
B-AD	3.34	6.37	0.524		0.56	1.05	14.7		0.32
A-BCD	0.15	16.64	0.009		0.03	0.01	0.2		0.06
A-B	5.21								
A-C	5.73								
D-AB	0.11	9.80	0.011		0.03	0.01	0.2		0.10
D-BC	0.10	6.10	0.017		0.01	0.02	0.3		0.17
C-ABD	0.65	9.51	0.068		0.08	0.11	1.6		0.11
C-D	0.19								
C-A	2.21								

TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)
17.15-17.30									
B-CD	0.92	7.80	0.118		0.12	0.13	2.0		0.15
B-AD	2.50	6.51	0.384		1.05	0.64	10.2		0.25
A-BCD	0.27	15.82	0.017		0.01	0.02	0.3		0.06

A-B	3.48							
A-C	5.71							
D-AB	0.04	7.52	0.005	0.01	0.00	0.1		0.13
D-BC	0.17	6.36	0.027	0.02	0.03	0.4		0.16
C-ABD	0.46	9.92	0.046	0.11	0.07	1.0		0.11
C-D	0.26							
C-A	2.26							

TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)
17.30-17.45									
B-CD	0.59	7.39	0.080		0.13	0.09	1.4		0.15
B-AD	2.76	6.44	0.428		0.64	0.73	10.6		0.27
A-BCD	0.00	16.31	0.000		0.02	0.00	0.0		0.00
A-B	3.88								
A-C	6.22								
D-AB	0.18	9.63	0.019		0.00	0.02	0.3		0.11
D-BC	0.25	6.62	0.038		0.03	0.04	0.6		0.16
C-ABD	0.88	8.99	0.098		0.07	0.13	2.0		0.12
C-D	0.06								
C-A	1.33								

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

QUEUE FOR STREAM B-CD

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

QUEUE FOR STREAM B-AD

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE	
17.00	0.6	*
17.15	1.1	*
17.30	0.6	*
17.45	0.7	*

QUEUE FOR STREAM A-BCD

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE
17.00	0.0
17.15	0.0
17.30	0.0
17.45	0.0

QUEUE FOR STREAM D-AB

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE
17.00	0.0
17.15	0.0
17.30	0.0
17.45	0.0

QUEUE FOR STREAM D-BC

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE
17.00	0.0
17.15	0.0
17.30	0.0
17.45	0.0

QUEUE FOR STREAM C-ABD

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

QUEUEING DELAY INFORMATION OVER WHOLE PERIOD

STREAM	TOTAL DEMAND		* QUEUEING * DELAY *		* INCLUSIVE QUEUEING * DELAY *	
	(VEH)	(VEH/H)	(MIN)	(MIN/VEH)	(MIN)	(MIN/VEH)
B-CD	40.5	40.5	6.0	0.15	6.0	0.15

B-AD	164.6	164.6	43.3	0.26	43.4	0.26	
A-BCD	13.0	13.0	1.0	0.07	1.0	0.07	
A-B	264.8	264.8					
A-C	345.2	345.2					
D-AB	9.0	9.0	0.9	0.10	0.9	0.10	
D-BC	9.0	9.0	1.4	0.15	1.4	0.15	
C-ABD	37.6	37.6	5.9	0.16	5.9	0.16	
C-D	9.5	9.5					
C-A	115.6	115.6					
ALL	1008.8	1008.8	58.5	0.06	58.6	0.06	

* DELAY IS THAT OCCURRING ONLY WITHIN THE TIME PERIOD
* INCLUSIVE DELAY INCLUDES DELAY SUFFERED BY VEHICLES
WHICH ARE STILL QUEUEING AFTER THE END OF THE TIME PERIOD
* THESE WILL ONLY BE SIGNIFICANTLY DIFFERENT IF THERE IS
A LARGE QUEUE REMAINING AT THE END OF THE TIME PERIOD.

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

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

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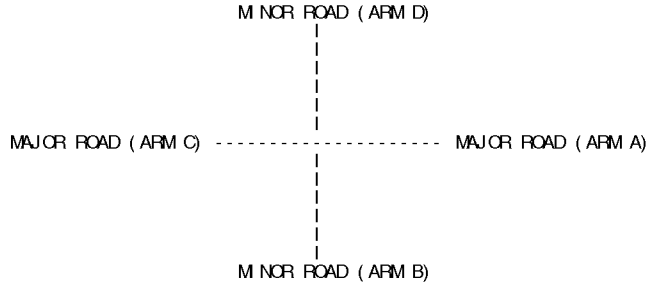
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(drive-on-the-left) at 20:01:02 on Wednesday, 2 October 2013

.RUN INFORMATION

RUN TITLE	: Yapton Lane/Ford Lane/North End Road/Maypole Lane
LOCATION	: Yapton
DATE	: 26/09/13
CLIENT	:
ENUMERATOR	: juliancclementsmith [TECHNICIAN-2]
JOB NUMBER	:
STATUS	:
DESCRIPTION	:

.MAJOR/MINOR JUNCTION CAPACITY AND DELAY

INPUT DATA



ARM A IS Yapton Road
ARM B IS Ford Lane
ARM C IS North End Road
ARM D IS Maypole Lane

.STREAM LABELLING CONVENTION

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

.GEOMETRIC DATA

DATA ITEM	MINOR ROAD B	MINOR ROAD D
TOTAL MAJOR ROAD CARRIAGEWAY WIDTH	(W) 7.00 M	(W) 7.00 M
CENTRAL RESERVE WIDTH	(WCR) 0.00 M	(WCR) 0.00 M
MAJOR ROAD RIGHT TURN - WIDTH	(WC-B) 2.20 M	(WA-D) 2.20 M
- VISIBILITY	(VC-B) 150.00 M	(VA-D) 150.00 M
- BLOCKS TRAFFIC (SPACES)	YES (0)	YES (0)
MINOR ROAD - VISIBILITY TO LEFT	(VB-C) 35.0 M	(VD-A) 120.0 M
- VISIBILITY TO RIGHT	(VB-A) 44.0 M	(VD-C) 23.0 M
- LANE 1 WIDTH	(WB-C) -	(WD-A) -
- LANE 2 WIDTH	(WB-A) -	(WD-C) -
WIDTH AT 0 M FROM JUNCTION	10.00 M	7.00 M
WIDTH AT 5 M FROM JUNCTION	5.75 M	2.50 M
WIDTH AT 10 M FROM JUNCTION	3.50 M	2.50 M
WIDTH AT 15 M FROM JUNCTION	3.10 M	2.50 M
WIDTH AT 20 M FROM JUNCTION	3.00 M	2.50 M
- LENGTH OF FLARED SECTION	DERIVED: 1 PCU	DERIVED: 0 PCU

.SLOPES AND INTERCEPT

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

STREAM B-C

Intercept For STREAM B-C	Slope For Opposing STREAM A-C	Slope For Opposing STREAM A-B
0.00	0.00	0.00

* Due to the presence of a flare, data is not available

STREAM D-A

Intercept For STREAM D-A	Slope For Opposing STREAM C-A	Slope For Opposing STREAM C-D
0.00	0.00	0.00

* Due to the presence of a flare, data is not available

STREAM B-A

Intercept For STREAM B-A	Slope For Opposing STREAM A-C	Slope For Opposing STREAM A-D	Slope For Opposing STREAM D-A	Slope For Opposing STREAM D-B
0.00	0.00	0.00	0.00	0.00

	Slope For Opposing STREAM A-B	Slope For Opposing STREAM C-A	Slope For Opposing STREAM C-B	Slope For Opposing STREAM D-C
	0.00	0.00	0.00	0.00

* Due to the presence of a flare, data is not available

STREAM D-C

Intercept For STREAM D-C	Slope For Opposing STREAM C-A	Slope For Opposing STREAM C-B	Slope For Opposing STREAM B-C	Slope For Opposing STREAM B-D
0.00	0.00	0.00	0.00	0.00

	Slope For Opposing STREAM C-D	Slope For Opposing STREAM A-C	Slope For Opposing STREAM A-D	Slope For Opposing STREAM B-A
	0.00	0.00	0.00	0.00

* Due to the presence of a flare, data is not available

STREAM C-B

Intercept For STREAM C-B	Slope For Opposing STREAM A-B	Slope For Opposing STREAM A-C	Slope For Opposing STREAM A-D
660.83	0.24	0.24	0.35

STREAM A-D

Intercept For STREAM A-D	Slope For Opposing STREAM C-A	Slope For Opposing STREAM C-B	Slope For Opposing STREAM C-D
660.83	0.24	0.35	0.24

B-D Stream From Left Hand Lane

Intercept For STREAM B-D	Slope For Opposing STREAM A-C	Slope For Opposing STREAM A-D	Slope For Opposing STREAM A-B	Slope For Opposing STREAM C-B
0.00	0.00	0.00	0.00	0.00

	Slope For Opposing STREAM C-A	Slope For Opposing STREAM C-D
	0.00	0.00

* Due to the presence of a flare, data is not available

B-D Stream From Right Hand Lane

Intercept For	Slope For Opposing	Slope For Opposing	Slope For Opposing	Slope For Opposing

STREAM B-D	STREAM A-C	STREAM A-D	STREAM A-B	STREAM C-B
0.00	0.00	0.00	0.00	0.00

	Slope For Opposing STREAM C-A	Slope For Opposing STREAM C-D	Slope For Opposing	Slope For Opposing
	0.00	0.00		

* Due to the presence of a flare, data is not available

D-B Stream From Left Hand Lane

Intercept For STREAM D-B	Slope For Opposing STREAM C-A	Slope For Opposing STREAM C-B	Slope For Opposing STREAM C-D	Slope For Opposing STREAM A-D
0.00	0.00	0.00	0.00	0.00

	Slope For Opposing STREAM A-C	Slope For Opposing STREAM A-B	Slope For Opposing	Slope For Opposing
	0.00	0.00		

* Due to the presence of a flare, data is not available

D-B Stream From Right Hand Lane

Intercept For STREAM B-D	Slope For Opposing STREAM C-A	Slope For Opposing STREAM C-B	Slope For Opposing STREAM C-D	Slope For Opposing STREAM A-D
0.00	0.00	0.00	0.00	0.00

	Slope For Opposing STREAM A-C	Slope For Opposing STREAM A-B	Slope For Opposing	Slope For Opposing
	0.00	0.00		

* Due to the presence of a flare, data is not available

.TRAFFIC DEMAND DATA

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

.Demand set: 2018 With Development PM Peak

TIME PERIOD BEGINS 16.45 AND ENDS 17.45

LENGTH OF TIME PERIOD - 60 MIN.
LENGTH OF TIME SEGMENT - 15 MIN.
DEMAND FLOW PROFILES ARE INPUT DIRECTLY

.Demand set: 2018 With Development PM Peak

TIME	FROM/TO	ARM A	ARM B	ARM C	ARM D
		TURNING PROPORTIONS			
		TURNING COUNTS			
		(PERCENTAGE OF H.V.S)			
16.45 - 17.00					
	ARM A	0.000	0.506	0.477	0.017
		0.0	87.0	82.0	3.0
		(0.0)	(6.6)	(1.8)	(0.0)
	ARM B	0.769	0.000	0.231	0.000
		40.0	0.0	12.0	0.0
		(3.6)	(0.0)	(0.0)	(0.0)
	ARM C	0.652	0.304	0.000	0.043
		30.0	14.0	0.0	2.0
		(4.3)	(3.6)	(0.0)	(0.0)
	ARM D	0.800	0.000	0.200	0.000
		4.0	0.0	1.0	0.0
		(0.0)	(0.0)	(0.0)	(0.0)
17.00 - 17.15					
	ARM A	0.000	0.500	0.494	0.006
		0.0	88.0	87.0	1.0
		(0.0)	(6.6)	(1.8)	(0.0)
	ARM B	0.783	0.000	0.203	0.014
		54.0	0.0	14.0	1.0
		(3.6)	(0.0)	(0.0)	(0.0)

	ARM C	0.660	0.283	0.000	0.057
		35.0	15.0	0.0	3.0
		(4.3)	(3.6)	(0.0)	(0.0)
	ARM D	0.333	0.333	0.333	0.000
		1.0	1.0	1.0	0.0
		(0.0)	(0.0)	(0.0)	(0.0)
17.15 - 17.30					
	ARM A	0.000	0.411	0.576	0.013
		0.0	62.0	87.0	2.0
		(0.0)	(6.6)	(1.8)	(0.0)
	ARM B	0.689	0.000	0.295	0.016
		42.0	0.0	18.0	1.0
		(3.6)	(0.0)	(0.0)	(0.0)
	ARM C	0.679	0.245	0.000	0.075
		36.0	13.0	0.0	4.0
		(4.3)	(3.6)	(0.0)	(0.0)
	ARM D	0.000	0.333	0.667	0.000
		0.0	1.0	2.0	0.0
		(0.0)	(0.0)	(0.0)	(0.0)
17.30 - 17.45					
	ARM A	0.000	0.419	0.581	0.000
		0.0	67.0	93.0	0.0
		(0.0)	(6.6)	(1.8)	(0.0)
	ARM B	0.780	0.000	0.220	0.000
		46.0	0.0	13.0	0.0
		(3.6)	(0.0)	(0.0)	(0.0)
	ARM C	0.537	0.439	0.000	0.024
		22.0	18.0	0.0	1.0
		(4.3)	(3.6)	(0.0)	(0.0)
	ARM D	0.333	0.167	0.500	0.000
		2.0	1.0	3.0	0.0
		(0.0)	(0.0)	(0.0)	(0.0)

TURNING PROPORTIONS ARE CALCULATED FROM TURNING COUNT DATA
THE TURNING PROPORTIONS USED VARY BETWEEN TIME SEGMENTS
THE PERCENTAGE OF HEAVY VEHICLES VARIES OVER TURNING MOVEMENTS

QUEUE AND DELAY INFORMATION FOR EACH 15 MIN TIME SEGMENT

FOR COMBINED DEMAND SETS
AND FOR TIME PERIOD 1

TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)
16.45-17.00									
B-CD	0.80	7.56	0.105		0.00	0.12	1.7		0.15
B-AD	2.65	6.22	0.427		0.00	0.72	10.0		0.27
A-BCD	0.46	16.74	0.028		0.00	0.04	0.5		0.06
A-B	5.67								
A-C	5.35								
D-AB	0.29	10.10	0.029		0.00	0.03	0.4		0.10
D-BC	0.07	6.02	0.012		0.00	0.01	0.2		0.17
C-ABD	1.20	9.33	0.129		0.00	0.19	2.8		0.12
C-D	0.12								
C-A	1.75								

TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)
17.00-17.15									
B-CD	1.00	5.98	0.167		0.12	0.20	2.8		0.20
B-AD	3.65	6.07	0.601		0.72	1.42	19.4		0.40
A-BCD	0.16	16.81	0.009		0.04	0.01	0.2		0.06
A-B	5.80								
A-C	5.73								
D-AB	0.11	9.64	0.011		0.03	0.01	0.2		0.10
D-BC	0.10	5.88	0.018		0.01	0.02	0.3		0.17
C-ABD	1.42	9.67	0.147		0.19	0.23	3.5		0.12
C-D	0.18								
C-A	2.06								

TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)
17.15-17.30									
B-CD	1.23	7.48	0.165		0.20	0.20	3.0		0.16
B-AD	2.79	6.24	0.446		1.42	0.83	13.4		0.30
A-BCD	0.29	16.01	0.018		0.01	0.02	0.3		0.06

A-B	4.07							
A-C	5.71							
D-AB	0.04	7.28	0.005	0.01	0.00	0.1		0.14
D-BC	0.17	6.14	0.028	0.02	0.03	0.4		0.17
C-ABD	1.15	10.03	0.115	0.23	0.18	2.7		0.11
C-D	0.23							
C-A	2.10							

TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)
17.30-17.45									
B-CD	0.87	6.98	0.125		0.20	0.14	2.2		0.16
B-AD	3.08	6.19	0.498		0.83	0.96	13.9		0.32
A-BCD	0.00	16.50	0.000		0.02	0.00	0.0		0.00
A-B	4.48								
A-C	6.22								
D-AB	0.18	9.53	0.019		0.00	0.02	0.3		0.11
D-BC	0.25	6.41	0.039		0.03	0.04	0.6		0.16
C-ABD	1.47	9.13	0.161		0.18	0.23	3.4		0.13
C-D	0.06								
C-A	1.25								

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

QUEUE FOR STREAM B-CD

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

QUEUE FOR STREAM B-AD

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE	
17.00	0.7	*
17.15	1.4	*
17.30	0.8	*
17.45	1.0	*

QUEUE FOR STREAM A-BCD

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE
17.00	0.0
17.15	0.0
17.30	0.0
17.45	0.0

QUEUE FOR STREAM D-AB

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE
17.00	0.0
17.15	0.0
17.30	0.0
17.45	0.0

QUEUE FOR STREAM D-BC

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE
17.00	0.0
17.15	0.0
17.30	0.0
17.45	0.0

QUEUE FOR STREAM C-ABD

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

QUEUEING DELAY INFORMATION OVER WHOLE PERIOD

STREAM	TOTAL DEMAND		* QUEUEING * DELAY *		* INCLUSIVE QUEUEING * DELAY *	
	(VEH)	(VEH/H)	(MIN)	(MIN/VEH)	(MIN)	(MIN/VEH)
B-CD	58.5	58.5	9.7	0.17	9.7	0.17

2018 With Development PM Peak.vpo

B-AD	182.6	182.6	56.6	0.31	56.7	0.31	
A-BCD	13.6	13.6	1.0	0.07	1.0	0.07	
A-B	300.3	300.3					
A-C	345.1	345.1					
D-AB	9.1	9.1	1.0	0.10	1.0	0.10	
D-BC	9.0	9.0	1.4	0.16	1.4	0.16	
C-ABD	78.8	78.8	12.5	0.16	12.5	0.16	
C-D	8.8	8.8					
C-A	107.5	107.5					
ALL	1113.1	1113.1	82.3	0.07	82.3	0.07	

* DELAY IS THAT OCCURRING ONLY WITHIN THE TIME PERIOD
* INCLUSIVE DELAY INCLUDES DELAY SUFFERED BY VEHICLES
WHICH ARE STILL QUEUEING AFTER THE END OF THE TIME PERIOD
* THESE WILL ONLY BE SIGNIFICANTLY DIFFERENT IF THERE IS
A LARGE QUEUE REMAINING AT THE END OF THE TIME PERIOD.

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

TRL LIMITED

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

PICADY 5.1 ANALYSIS PROGRAM
RELEASE 5.0 (JUNE 2010)

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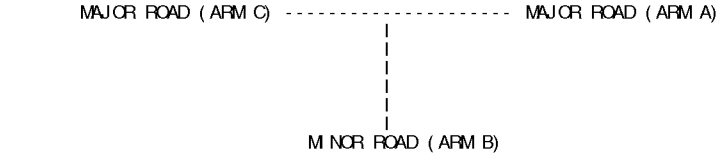
Run with file:-
"N:\Projects\layapt 130431\Analysis\PICADY\Western Site Access_Ford Lane\2018 AM Peak.vpi"
(drive-on-the-left) at 16:21:42 on Wednesday, 2 October 2013

.RUN INFORMATION

RUN TITLE	: Site Access/Ford Lane
LOCATION	: Yapton
DATE	: 27/09/13
CLIENT	:
ENUMERATOR	: [TECHNICIAN-2]
JOB NUMBER	: layapt
STATUS	:
DESCRIPTION	:

.MAJOR/MINOR JUNCTION CAPACITY AND DELAY

INPUT DATA



ARM A IS Ford Lane Westbound
ARM B IS Site Access
ARM C IS Ford Lane Eastbound

.STREAM LABELLING CONVENTION

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

.GEOMETRIC DATA

DATA ITEM	MINOR ROAD B
TOTAL MAJOR ROAD CARRIAGEWAY WIDTH	(W) 6.00 M
CENTRAL RESERVE WIDTH	(WCR) 0.00 M
MAJOR ROAD RIGHT TURN - WIDTH	(WC-B) 3.50 M
- VISIBILITY	(VC-B) 120.00 M
- BLOCKS TRAFFIC (SPACES)	NO (0)
MINOR ROAD - VISIBILITY TO LEFT	(VB-C) 150.0 M
- VISIBILITY TO RIGHT	(VB-A) 150.0 M
- LANE 1 WIDTH	(WB-C) -
- LANE 2 WIDTH	(WB-A) -
WIDTH AT 0 M FROM JUNCTION	10.00 M
WIDTH AT 5 M FROM JUNCTION	5.00 M
WIDTH AT 10 M FROM JUNCTION	4.00 M
WIDTH AT 15 M FROM JUNCTION	2.75 M
WIDTH AT 20 M FROM JUNCTION	2.75 M
- LENGTH OF FLARED SECTION	1 VEHS

.SLOPES AND INTERCEPT

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

ARUN DISTRICT COUNCIL Y/99/13/

Intercept For STREAM B-C	Slope For Opposing STREAM A-C	Slope For Opposing STREAM A-B
0.00	0.00	0.00

* Due to the presence of a flare, data is not available

Intercept For STREAM B-A	Slope For Opposing STREAM A-C	Slope For Opposing STREAM A-B	Slope For Opposing STREAM C-A	Slope For Opposing STREAM C-B
0.00	0.00	0.00	0.00	0.00

* Due to the presence of a flare, data is not available

Intercept For STREAM C-B	Slope For Opposing STREAM A-C	Slope For Opposing STREAM A-B
734.50	0.28	0.28

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

.TRAFFIC DEMAND DATA

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

.Demand set: 2018 AM Peak

TIME PERIOD BEGINS 07.45 AND ENDS 08.45

LENGTH OF TIME PERIOD - 60 MIN.
LENGTH OF TIME SEGMENT - 15 MIN.
DEMAND FLOW PROFILES ARE INPUT DIRECTLY

.Demand set: 2018 AM Peak

TIME	FROM/TO	TURNING PROPORTIONS / TURNING COUNTS (PERCENTAGE OF H.V.S) ARM A	ARM B	ARM C
07.45 - 08.00	ARM A	0.000 0.0 (0.0)	0.024 2.0 (11.1)	0.976 81.0 (6.4)
	ARM B	0.429 6.0 (0.0)	0.000 0.0 (0.0)	0.571 8.0 (0.0)
	ARM C	0.952 59.0 (4.4)	0.048 3.0 (8.3)	0.000 0.0 (0.0)
08.00 - 08.15	ARM A	0.000 0.0 (0.0)	0.027 2.0 (11.1)	0.973 73.0 (6.4)
	ARM B	0.429 6.0 (0.0)	0.000 0.0 (0.0)	0.571 8.0 (0.0)
	ARM C	0.959 70.0 (4.4)	0.041 3.0 (8.3)	0.000 0.0 (0.0)
08.15 - 08.30	ARM A	0.000 0.0 (0.0)	0.027 2.0 (11.1)	0.973 71.0 (6.4)
	ARM B	0.429 6.0 (0.0)	0.000 0.0 (0.0)	0.571 8.0 (0.0)
	ARM C	0.953 61.0 (4.4)	0.047 3.0 (8.3)	0.000 0.0 (0.0)
08.30 - 08.45	ARM A	0.000 0.0 (0.0)	0.027 2.0 (11.1)	0.973 72.0 (6.4)

	ARM B	0.429	0.000	0.571
		6.0	0.0	8.0
		(0.0)	(0.0)	(0.0)
	ARM C	0.944	0.056	0.000
		51.0	3.0	0.0
		(4.4)	(8.3)	(0.0)

TURNING PROPORTIONS ARE CALCULATED FROM TURNING COUNT DATA
THE TURNING PROPORTIONS USED VARY BETWEEN TIME SEGMENTS
THE PERCENTAGE OF HEAVY VEHICLES VARIES OVER TURNING MOVEMENTS

QUEUE AND DELAY INFORMATION FOR EACH 15 MIN TIME SEGMENT

FOR COMBINED DEMAND SETS
AND FOR TIME PERIOD 1

TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)
07.45-08.00									
B-C	0.50	11.19	0.044		0.00	0.05	0.7		0.09
B-A	0.37	8.09	0.046		0.00	0.05	0.7		0.13
C-A	3.96								
C-B	0.20	9.76	0.021		0.00	0.02	0.3		0.10
A-B	0.13								
A-C	5.40								

TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)
08.00-08.15									
B-C	0.50	11.35	0.044		0.05	0.05	0.7		0.09
B-A	0.37	8.11	0.046		0.05	0.05	0.7		0.13
C-A	4.67								
C-B	0.20	9.90	0.020		0.02	0.02	0.3		0.10
A-B	0.13								
A-C	4.90								

TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)
08.15-08.30									
B-C	0.50	11.40	0.044		0.05	0.05	0.7		0.09
B-A	0.37	8.28	0.045		0.05	0.05	0.7		0.13
C-A	4.03								
C-B	0.20	9.93	0.020		0.02	0.02	0.3		0.10
A-B	0.13								
A-C	4.76								

TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)
08.30-08.45									
B-C	0.50	11.38	0.044		0.05	0.05	0.7		0.09
B-A	0.37	8.38	0.045		0.05	0.05	0.7		0.12
C-A	3.40								
C-B	0.20	9.91	0.020		0.02	0.02	0.3		0.10
A-B	0.13								
A-C	4.83								

QUEUE FOR STREAM B-C

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE
08.00	0.0
08.15	0.0
08.30	0.0
08.45	0.0

QUEUE FOR STREAM B-A

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE
08.00	0.0
08.15	0.0
08.30	0.0
08.45	0.0

QUEUE FOR STREAM C-B

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE

08.00	0.0
08.15	0.0
08.30	0.0
08.45	0.0

QUEUEING DELAY INFORMATION OVER WHOLE PERIOD

STREAM	TOTAL DEMAND		* QUEUEING * DELAY *		* INCLUSIVE QUEUEING * DELAY *	
	(VEH)	(VEH/H)	(MIN)	(MIN/VEH)	(MIN)	(MIN/VEH)
B-C	29.8	29.8	2.7	0.09	2.7	0.09
B-A	22.4	22.4	2.8	0.13	2.8	0.13
C-A	240.9	240.9				
C-B	12.0	12.0	1.2	0.10	1.2	0.10
A-B	8.0	8.0				
A-C	298.1	298.1				
ALL	611.3	611.3	6.8	0.01	6.8	0.01

* DELAY IS THAT OCCURRING ONLY WITHIN THE TIME PERIOD
* INCLUSIVE DELAY INCLUDES DELAY SUFFERED BY VEHICLES WHICH ARE STILL QUEUEING AFTER THE END OF THE TIME PERIOD
* THESE WILL ONLY BE SIGNIFICANTLY DIFFERENT IF THERE IS A LARGE QUEUE REMAINING AT THE END OF THE TIME PERIOD.

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

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

PICADY 5.1 ANALYSIS PROGRAM
RELEASE 5.0 (JUNE 2010)

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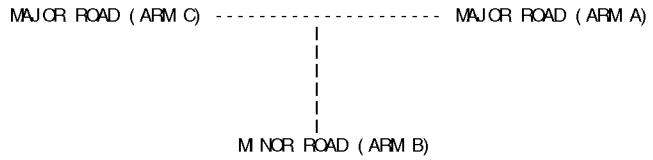
Run with file:-
"N:\Projects\layapt 130431\Analysis\PICADY\Western Site Access_Ford Lane\2018 PM Peak.vpi"
(drive-on-the-left) at 16:24:35 on Wednesday, 2 October 2013

.RUN INFORMATION

RUN TITLE	: Site Access/Ford Lane
LOCATION	: Yapton
DATE	: 27/09/13
CLIENT	:
ENUMERATOR	: [TECHNICIAN-2]
JOB NUMBER	: layapt
STATUS	:
DESCRIPTION	:

.MAJOR/MINOR JUNCTION CAPACITY AND DELAY

INPUT DATA



ARM A IS Ford Lane Westbound
ARM B IS Site Access
ARM C IS Ford Lane Eastbound

.STREAM LABELLING CONVENTION

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

.GEOMETRIC DATA

DATA ITEM	MINOR ROAD B
TOTAL MAJOR ROAD CARRIAGEWAY WIDTH	(W) 6.00 M
CENTRAL RESERVE WIDTH	(WCR) 0.00 M
MAJOR ROAD RIGHT TURN - WIDTH	(WC-B) 3.50 M
- VISIBILITY	(VC-B) 120.00 M
- BLOCKS TRAFFIC (SPACES)	NO (0)
MINOR ROAD - VISIBILITY TO LEFT	(VB-C) 150.0 M
- VISIBILITY TO RIGHT	(VB-A) 150.0 M
- LANE 1 WIDTH	(WB-C) -
- LANE 2 WIDTH	(WB-A) -
WIDTH AT 0 M FROM JUNCTION	10.00 M
WIDTH AT 5 M FROM JUNCTION	5.00 M
WIDTH AT 10 M FROM JUNCTION	4.00 M
WIDTH AT 15 M FROM JUNCTION	2.75 M
WIDTH AT 20 M FROM JUNCTION	2.75 M
- LENGTH OF FLARED SECTION	1 VEHS

.SLOPES AND INTERCEPT

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

Intercept For STREAM B-C	Slope For Opposing STREAM A-C	Slope For Opposing STREAM A-B
0.00	0.00	0.00

* Due to the presence of a flare, data is not available

Intercept For STREAM B-A	Slope For Opposing STREAM A-C	Slope For Opposing STREAM A-B	Slope For Opposing STREAM C-A	Slope For Opposing STREAM C-B
0.00	0.00	0.00	0.00	0.00

* Due to the presence of a flare, data is not available

Intercept For STREAM C-B	Slope For Opposing STREAM A-C	Slope For Opposing STREAM A-B
734.50	0.28	0.28

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

.TRAFFIC DEMAND DATA

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

.Demand set: 2018 PM Peak

TIME PERIOD BEGINS 16.45 AND ENDS 17.45

LENGTH OF TIME PERIOD - 60 MIN.
LENGTH OF TIME SEGMENT - 15 MIN.
DEMAND FLOW PROFILES ARE INPUT DIRECTLY

.Demand set: 2018 PM Peak

TIME	FROM TO	TURNING PROPORTIONS / TURNING COUNTS (PERCENTAGE OF H.V.S) ARM A	ARM B	ARM C
16.45 - 17.00	ARM A	0.000	0.078	0.922
		0.0	4.0	47.0
		(0.0)	(0.0)	(3.3)
	ARM B	0.375	0.000	0.625
		3.0	0.0	5.0
		(0.0)	(0.0)	(0.0)
	ARM C	0.920	0.080	0.000
		92.0	8.0	0.0
		(6.7)	(0.0)	(0.0)
17.00 - 17.15	ARM A	0.000	0.058	0.942
		0.0	4.0	65.0
		(0.0)	(0.0)	(3.3)
	ARM B	0.375	0.000	0.625
		3.0	0.0	5.0
		(0.0)	(0.0)	(0.0)
	ARM C	0.923	0.077	0.000
		96.0	8.0	0.0
		(6.7)	(0.0)	(0.0)
17.15 - 17.30	ARM A	0.000	0.067	0.933
		0.0	4.0	56.0
		(0.0)	(0.0)	(3.3)
	ARM B	0.375	0.000	0.625
		3.0	0.0	5.0
		(0.0)	(0.0)	(0.0)
	ARM C	0.895	0.105	0.000
		68.0	8.0	0.0
		(6.7)	(0.0)	(0.0)
17.30 - 17.45	ARM A	0.000	0.069	0.931
		0.0	4.0	54.0
		(0.0)	(0.0)	(3.3)

	ARM B	0.375	0.000	0.625
		3.0	0.0	5.0
		(0.0)	(0.0)	(0.0)
	ARM C	0.908	0.092	0.000
		79.0	8.0	0.0
		(6.7)	(0.0)	(0.0)

TURNING PROPORTIONS ARE CALCULATED FROM TURNING COUNT DATA
THE TURNING PROPORTIONS USED VARY BETWEEN TIME SEGMENTS
THE PERCENTAGE OF HEAVY VEHICLES VARIES OVER TURNING MOVEMENTS

QUEUE AND DELAY INFORMATION FOR EACH 15 MIN TIME SEGMENT

FOR COMBINED DEMAND SETS
AND FOR TIME PERIOD 1

TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)
16.45-17.00									
B-C	0.32	12.14	0.027		0.00	0.03	0.4		0.08
B-A	0.19	8.11	0.024		0.00	0.02	0.4		0.13
C-A	6.17								
C-B	0.54	11.24	0.048		0.00	0.05	0.7		0.09
A-B	0.27								
A-C	3.15								

TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)
17.00-17.15									
B-C	0.32	11.75	0.028		0.03	0.03	0.4		0.09
B-A	0.19	7.71	0.025		0.02	0.03	0.4		0.13
C-A	6.40								
C-B	0.53	10.89	0.049		0.05	0.05	0.8		0.10
A-B	0.27								
A-C	4.35								

TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)
17.15-17.30									
B-C	0.32	11.96	0.027		0.03	0.03	0.4		0.09
B-A	0.19	8.26	0.024		0.03	0.02	0.4		0.12
C-A	4.55								
C-B	0.53	11.07	0.048		0.05	0.05	0.8		0.09
A-B	0.27								
A-C	3.71								

TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)
17.30-17.45									
B-C	0.32	11.98	0.027		0.03	0.03	0.4		0.09
B-A	0.19	8.15	0.024		0.02	0.02	0.4		0.13
C-A	5.26								
C-B	0.53	11.09	0.048		0.05	0.05	0.8		0.09
A-B	0.27								
A-C	3.64								

QUEUE FOR STREAM B-C

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE
17.00	0.0
17.15	0.0
17.30	0.0
17.45	0.0

QUEUE FOR STREAM B-A

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE
17.00	0.0
17.15	0.0
17.30	0.0
17.45	0.0

QUEUE FOR STREAM C-B

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE

17.00	0.0
17.15	0.1
17.30	0.1
17.45	0.1

QUEUEING DELAY INFORMATION OVER WHOLE PERIOD

STREAM	TOTAL DEMAND		* QUEUEING * DELAY *		* INCLUSIVE QUEUEING * DELAY *	
	(VEH)	(VEH/H)	(MIN)	(MIN/VEH)	(MIN)	(MIN/VEH)
B-C	19.5	19.5	1.7	0.09	1.7	0.09
B-A	11.7	11.7	1.5	0.13	1.5	0.13
C-A	335.6	335.6				
C-B	32.1	32.1	3.0	0.09	3.0	0.09
A-B	16.1	16.1				
A-C	222.9	222.9				
ALL	637.8	637.8	6.2	0.01	6.2	0.01

* DELAY IS THAT OCCURRING ONLY WITHIN THE TIME PERIOD
* INCLUSIVE DELAY INCLUDES DELAY SUFFERED BY VEHICLES
WHICH ARE STILL QUEUEING AFTER THE END OF THE TIME PERIOD
* THESE WILL ONLY BE SIGNIFICANTLY DIFFERENT IF THERE IS
A LARGE QUEUE REMAINING AT THE END OF THE TIME PERIOD.

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

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

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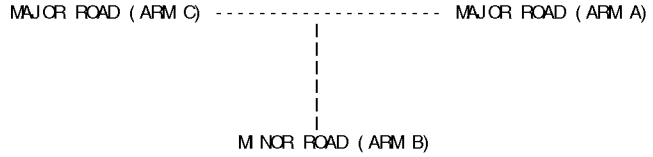
Run with file:-
"N:\Projects\layapt 130431\Analysis\PICADY\Yapton Lane _Lake Lane\2018 Baseline AM Peak.vpi"
(drive-on-the-left) at 10:30:18 on Friday, 27 September 2013

.RUN INFORMATION

RUN TITLE	: Yapton Lane/Lake Lane
LOCATION	: Yapton
DATE	: 27/09/13
CLIENT	:
ENUMERATOR	: [TECHNICIAN-2]
JOB NUMBER	: layapt
STATUS	:
DESCRIPTION	:

.MAJOR/MINOR JUNCTION CAPACITY AND DELAY

INPUT DATA



ARM A IS North End Road
ARM B IS Lake Lane
ARM C IS Yapton Lane

.STREAM LABELLING CONVENTION

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

.GEOMETRIC DATA

DATA ITEM	MINOR ROAD B
TOTAL MAJOR ROAD CARRIAGEWAY WIDTH	(W) 6.00 M
CENTRAL RESERVE WIDTH	(WCR) 0.00 M
MAJOR ROAD RIGHT TURN - WIDTH	(WC-B) 2.20 M
- VISIBILITY	(VC-B) 0.00 M
- BLOCKS TRAFFIC (SPACES)	NO (0)
MINOR ROAD - VISIBILITY TO LEFT	(VB-C) 90.0 M
- VISIBILITY TO RIGHT	(VB-A) 10.0 M
- LANE 1 WIDTH	(WB-C) -
- LANE 2 WIDTH	(WB-A) -
WIDTH AT 0 M FROM JUNCTION	10.00 M
WIDTH AT 5 M FROM JUNCTION	5.60 M
WIDTH AT 10 M FROM JUNCTION	3.30 M
WIDTH AT 15 M FROM JUNCTION	3.10 M
WIDTH AT 20 M FROM JUNCTION	2.90 M
- LENGTH OF FLARED SECTION	DERIVED: 1 PCU

.SLOPES AND INTERCEPT

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

ARUN DISTRICT COUNCIL Y/99/13/

Intercept For STREAM B-C	Slope For Opposing STREAM A-C	Slope For Opposing STREAM A-B
0.00	0.00	0.00

* Due to the presence of a flare, data is not available

Intercept For STREAM B-A	Slope For Opposing STREAM A-C	Slope For Opposing STREAM A-B	Slope For Opposing STREAM C-A	Slope For Opposing STREAM C-B
0.00	0.00	0.00	0.00	0.00

* Due to the presence of a flare, data is not available

Intercept For STREAM C-B	Slope For Opposing STREAM A-C	Slope For Opposing STREAM A-B
573.96	0.22	0.22

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

.TRAFFIC DEMAND DATA

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

.Demand set: 2018 Baseline AM Peak

TIME PERIOD BEGINS 08.00 AND ENDS 09.00

LENGTH OF TIME PERIOD - 60 MIN.
LENGTH OF TIME SEGMENT - 15 MIN.
DEMAND FLOW PROFILES ARE INPUT DIRECTLY

.Demand set: 2018 Baseline AM Peak

TIME	FROM TO	TURNING PROPORTIONS / TURNING COUNTS (PERCENTAGE OF H.V.S) ARM A	ARM B	ARM C
08.00 - 08.15	ARM A	0.000 0.0 (0.0)	0.022 4.0 (7.4)	0.978 175.0 (3.5)
	ARM B	0.727 8.0 (0.0)	0.000 0.0 (0.0)	0.273 3.0 (26.7)
	ARM C	0.923 48.0 (8.2)	0.077 4.0 (26.3)	0.000 0.0 (0.0)
08.15 - 08.30	ARM A	0.000 0.0 (0.0)	0.050 8.0 (7.4)	0.950 153.0 (3.5)
	ARM B	0.333 1.0 (0.0)	0.000 0.0 (0.0)	0.667 2.0 (26.7)
	ARM C	0.912 52.0 (8.2)	0.088 5.0 (26.3)	0.000 0.0 (0.0)
08.30 - 08.45	ARM A	0.000 0.0 (0.0)	0.081 12.0 (7.4)	0.919 136.0 (3.5)
	ARM B	0.714 10.0 (0.0)	0.000 0.0 (0.0)	0.286 4.0 (26.7)
	ARM C	0.937 59.0 (8.2)	0.063 4.0 (26.3)	0.000 0.0 (0.0)
08.45 - 09.00	ARM A	0.000 0.0 (0.0)	0.108 17.0 (7.4)	0.892 141.0 (3.5)

	ARM B	0.571	0.000	0.429
		8.0	0.0	6.0
		(0.0)	(0.0)	(26.7)
	ARM C	0.899	0.101	0.000
		62.0	7.0	0.0
		(8.2)	(26.3)	(0.0)

TURNING PROPORTIONS ARE CALCULATED FROM TURNING COUNT DATA
THE TURNING PROPORTIONS USED VARY BETWEEN TIME SEGMENTS
THE PERCENTAGE OF HEAVY VEHICLES VARIES OVER TURNING MOVEMENTS

QUEUE AND DELAY INFORMATION FOR EACH 15 MIN TIME SEGMENT

FOR COMBINED DEMAND SETS
AND FOR TIME PERIOD 1

TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)
08.00-08.15									
B-C	0.20	5.94	0.033		0.00	0.03	0.5		0.17
B-A	0.52	5.37	0.097		0.00	0.11	1.5		0.21
C-A	3.17								
C-B	0.26	5.40	0.049		0.00	0.05	0.7		0.19
A-B	0.27								
A-C	11.67								

TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)
08.15-08.30									
B-C	0.15	6.56	0.023		0.03	0.02	0.4		0.16
B-A	0.08	5.51	0.014		0.11	0.01	0.2		0.18
C-A	3.46								
C-B	0.33	5.61	0.059		0.05	0.06	0.9		0.19
A-B	0.53								
A-C	10.21								

TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)
08.30-08.45									
B-C	0.27	6.41	0.042		0.02	0.04	0.6		0.16
B-A	0.67	5.84	0.115		0.01	0.13	1.8		0.19
C-A	3.94								
C-B	0.27	5.77	0.046		0.06	0.05	0.8		0.18
A-B	0.80								
A-C	9.09								

TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)
08.45-09.00									
B-C	0.40	6.61	0.061		0.04	0.06	0.9		0.16
B-A	0.54	5.83	0.092		0.13	0.10	1.6		0.19
C-A	4.17								
C-B	0.47	5.65	0.083		0.05	0.09	1.3		0.19
A-B	1.13								
A-C	9.39								

QUEUE FOR STREAM B-C

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE
08.15	0.0
08.30	0.0
08.45	0.0
09.00	0.1

QUEUE FOR STREAM B-A

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE
08.15	0.1
08.30	0.0
08.45	0.1
09.00	0.1

QUEUE FOR STREAM C-B

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE

08.15	0.1
08.30	0.1
08.45	0.0
09.00	0.1

QUEUEING DELAY INFORMATION OVER WHOLE PERIOD

STREAM	TOTAL DEMAND		* QUEUEING * DELAY *		* INCLUSIVE QUEUEING * DELAY *	
	(VEH)	(VEH/H)	(MIN)	(MIN/VEH)	(MIN)	(MIN/VEH)
B-C	15.3	15.3	2.4	0.16	2.4	0.16
B-A	27.1	27.1	5.2	0.19	5.2	0.19
C-A	221.0	221.0				
C-B	20.0	20.0	3.7	0.18	3.7	0.18
A-B	41.0	41.0				
A-C	605.3	605.3				
ALL	929.8	929.8	11.3	0.01	11.3	0.01

* DELAY IS THAT OCCURRING ONLY WITHIN THE TIME PERIOD
* INCLUSIVE DELAY INCLUDES DELAY SUFFERED BY VEHICLES
WHICH ARE STILL QUEUEING AFTER THE END OF THE TIME PERIOD
* THESE WILL ONLY BE SIGNIFICANTLY DIFFERENT IF THERE IS
A LARGE QUEUE REMAINING AT THE END OF THE TIME PERIOD.

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

TRL LIMITED

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

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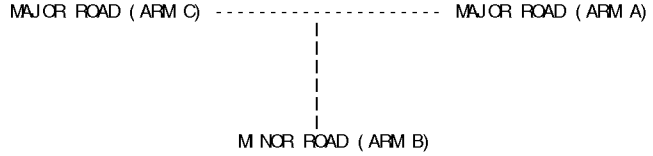
Run with file:-
"N:\Projects\layapt 130431\Analysis\PICADY\Yapton Lane _Lake Lane\2018 With Development AM Peak.vpi"
(drive-on-the-left) at 16:38:51 on Wednesday, 2 October 2013

.RUN INFORMATION

RUN TITLE	:	Yapton Lane/Lake Lane
LOCATION	:	Yapton
DATE	:	27/09/13
CLIENT	:	
ENUMERATOR	:	[TECHNICIAN-2]
JOB NUMBER	:	layapt
STATUS	:	
DESCRIPTION	:	

.MAJOR/MINOR JUNCTION CAPACITY AND DELAY

INPUT DATA



ARM A IS North End Road
ARM B IS Lake Lane
ARM C IS Yapton Lane

.STREAM LABELLING CONVENTION

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

.GEOMETRIC DATA

DATA ITEM	MINOR ROAD B
TOTAL MAJOR ROAD CARRIAGEWAY WIDTH	(W) 6.00 M
CENTRAL RESERVE WIDTH	(WCR) 0.00 M
MAJOR ROAD RIGHT TURN - WIDTH	(WC-B) 2.20 M
- VISIBILITY	(VC-B) 0.00 M
- BLOCKS TRAFFIC (SPACES)	NO (0)
MINOR ROAD - VISIBILITY TO LEFT	(VB-C) 90.0 M
- VISIBILITY TO RIGHT	(VB-A) 10.0 M
- LANE 1 WIDTH	(WB-C) -
- LANE 2 WIDTH	(WB-A) -
WIDTH AT 0 M FROM JUNCTION	10.00 M
WIDTH AT 5 M FROM JUNCTION	5.60 M
WIDTH AT 10 M FROM JUNCTION	3.30 M
WIDTH AT 15 M FROM JUNCTION	3.10 M
WIDTH AT 20 M FROM JUNCTION	2.90 M
- LENGTH OF FLARED SECTION	DERIVED: 1 PCU

.SLOPES AND INTERCEPT

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

Intercept For STREAM B-C	Slope For Opposing STREAM A-C	Slope For Opposing STREAM A-B
0.00	0.00	0.00

* Due to the presence of a flare, data is not available

Intercept For STREAM B-A	Slope For Opposing STREAM A-C	Slope For Opposing STREAM A-B	Slope For Opposing STREAM C-A	Slope For Opposing STREAM C-B
0.00	0.00	0.00	0.00	0.00

* Due to the presence of a flare, data is not available

Intercept For STREAM C-B	Slope For Opposing STREAM A-C	Slope For Opposing STREAM A-B
573.96	0.22	0.22

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

.TRAFFIC DEMAND DATA

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

.Demand set: 2018 With Development AM Peak

TIME PERIOD BEGINS 08.00 AND ENDS 09.00

LENGTH OF TIME PERIOD - 60 MIN.
LENGTH OF TIME SEGMENT - 15 MIN.
DEMAND FLOW PROFILES ARE INPUT DIRECTLY

.Demand set: 2018 With Development AM Peak

TIME	FROM/TO	TURNING PROPORTIONS / TURNING COUNTS (PERCENTAGE OF H.V.S) ARM A	ARM B	ARM C
08.00 - 08.15	ARM A	0.000 0.0 (0.0)	0.027 5.0 (6.8)	0.973 181.0 (3.4)
	ARM B	0.667 8.0 (0.0)	0.000 0.0 (0.0)	0.333 4.0 (23.7)
	ARM C	0.926 50.0 (7.8)	0.074 4.0 (26.3)	0.000 0.0 (0.0)
08.15 - 08.30	ARM A	0.000 0.0 (0.0)	0.054 9.0 (6.8)	0.946 159.0 (3.4)
	ARM B	0.250 1.0 (0.0)	0.000 0.0 (0.0)	0.750 3.0 (23.7)
	ARM C	0.915 54.0 (7.8)	0.085 5.0 (26.3)	0.000 0.0 (0.0)
08.30 - 08.45	ARM A	0.000 0.0 (0.0)	0.084 13.0 (6.8)	0.916 142.0 (3.4)
	ARM B	0.667 10.0 (0.0)	0.000 0.0 (0.0)	0.333 5.0 (23.7)
	ARM C	0.939 62.0 (7.8)	0.061 4.0 (26.3)	0.000 0.0 (0.0)
08.45 - 09.00	ARM A	0.000 0.0 (0.0)	0.109 18.0 (6.8)	0.891 147.0 (3.4)

	ARM B	0.533	0.000	0.467
		8.0	0.0	7.0
		(0.0)	(0.0)	(23.7)
	ARM C	0.903	0.097	0.000
		65.0	7.0	0.0
		(7.8)	(26.3)	(0.0)

TURNING PROPORTIONS ARE CALCULATED FROM TURNING COUNT DATA
THE TURNING PROPORTIONS USED VARY BETWEEN TIME SEGMENTS
THE PERCENTAGE OF HEAVY VEHICLES VARIES OVER TURNING MOVEMENTS

QUEUE AND DELAY INFORMATION FOR EACH 15 MIN TIME SEGMENT

FOR COMBINED DEMAND SETS
AND FOR TIME PERIOD 1

TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)
08.00-08.15									
B-C	0.25	6.10	0.042		0.00	0.04	0.6		0.17
B-A	0.51	5.20	0.097		0.00	0.11	1.5		0.21
C-A	3.33								
C-B	0.27	5.31	0.050		0.00	0.05	0.7		0.20
A-B	0.33								
A-C	12.07								

TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)
08.15-08.30									
B-C	0.19	6.69	0.029		0.04	0.03	0.5		0.15
B-A	0.06	5.26	0.012		0.11	0.01	0.2		0.19
C-A	3.62								
C-B	0.33	5.53	0.061		0.05	0.06	0.9		0.19
A-B	0.60								
A-C	10.60								

TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)
08.30-08.45									
B-C	0.32	6.56	0.049		0.03	0.05	0.7		0.16
B-A	0.65	5.68	0.114		0.01	0.13	1.8		0.20
C-A	4.11								
C-B	0.27	5.68	0.047		0.06	0.05	0.8		0.18
A-B	0.87								
A-C	9.49								

TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)
08.45-09.00									
B-C	0.45	6.74	0.067		0.05	0.07	1.0		0.16
B-A	0.52	5.64	0.092		0.13	0.10	1.6		0.20
C-A	4.33								
C-B	0.47	5.57	0.084		0.05	0.09	1.3		0.20
A-B	1.20								
A-C	9.79								

QUEUE FOR STREAM B-C

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE
08.15	0.0
08.30	0.0
08.45	0.1
09.00	0.1

QUEUE FOR STREAM B-A

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE
08.15	0.1
08.30	0.0
08.45	0.1
09.00	0.1

QUEUE FOR STREAM C-B

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE

08.15	0.1
08.30	0.1
08.45	0.0
09.00	0.1

QUEUEING DELAY INFORMATION OVER WHOLE PERIOD

STREAM	TOTAL DEMAND		* QUEUEING * DELAY *		* INCLUSIVE QUEUEING * DELAY *	
	(VEH)	(VEH/H)	(MIN)	(MIN/VEH)	(MIN)	(MIN/VEH)
B-C	18.4	18.4	2.9	0.16	2.9	0.16
B-A	26.0	26.0	5.1	0.20	5.1	0.20
C-A	230.9	230.9				
C-B	20.0	20.0	3.7	0.19	3.7	0.19
A-B	45.0	45.0				
A-C	629.2	629.2				
ALL	969.6	969.6	11.7	0.01	11.7	0.01

* DELAY IS THAT OCCURRING ONLY WITHIN THE TIME PERIOD
* INCLUSIVE DELAY INCLUDES DELAY SUFFERED BY VEHICLES
WHICH ARE STILL QUEUEING AFTER THE END OF THE TIME PERIOD
* THESE WILL ONLY BE SIGNIFICANTLY DIFFERENT IF THERE IS
A LARGE QUEUE REMAINING AT THE END OF THE TIME PERIOD.

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

TRL LIMITED

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

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RELEASE 5.0 (JUNE 2010)

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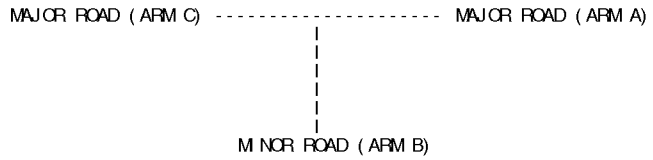
Run with file:-
"N:\Projects\layapt 130431\Analysis\PICADY\Yapton Lane _Lake Lane\2018 Baseline PM Peak.vpi"
(drive-on-the-left) at 10:37:05 on Friday, 27 September 2013

.RUN INFORMATION

RUN TITLE	: Yapton Lane/Lake Lane
LOCATION	: Yapton
DATE	: 27/09/13
CLIENT	:
ENUMERATOR	: [TECHNICIAN-2]
JOB NUMBER	: layapt
STATUS	:
DESCRIPTION	:

.MAJOR/MINOR JUNCTION CAPACITY AND DELAY

INPUT DATA



ARM A IS North End Road
ARM B IS Lake Lane
ARM C IS Yapton Lane

.STREAM LABELLING CONVENTION

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

.GEOMETRIC DATA

DATA ITEM	MINOR ROAD B
TOTAL MAJOR ROAD CARRIAGEWAY WIDTH	(W) 6.00 M
CENTRAL RESERVE WIDTH	(WCR) 0.00 M
MAJOR ROAD RIGHT TURN - WIDTH	(WC-B) 2.20 M
- VISIBILITY	(VC-B) 0.00 M
- BLOCKS TRAFFIC (SPACES)	NO (0)
MINOR ROAD - VISIBILITY TO LEFT	(VB-C) 90.0 M
- VISIBILITY TO RIGHT	(VB-A) 10.0 M
- LANE 1 WIDTH	(WB-C) -
- LANE 2 WIDTH	(WB-A) -
WIDTH AT 0 M FROM JUNCTION	10.00 M
WIDTH AT 5 M FROM JUNCTION	5.60 M
WIDTH AT 10 M FROM JUNCTION	3.30 M
WIDTH AT 15 M FROM JUNCTION	3.10 M
WIDTH AT 20 M FROM JUNCTION	2.90 M
- LENGTH OF FLARED SECTION	DERIVED: 1 PCU

.SLOPES AND INTERCEPT

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

ARUN DISTRICT COUNCIL Y/99/13/

Intercept For STREAM B-C	Slope For Opposing STREAM A-C	Slope For Opposing STREAM A-B
0.00	0.00	0.00

* Due to the presence of a flare, data is not available

Intercept For STREAM B-A	Slope For Opposing STREAM A-C	Slope For Opposing STREAM A-B	Slope For Opposing STREAM C-A	Slope For Opposing STREAM C-B
0.00	0.00	0.00	0.00	0.00

* Due to the presence of a flare, data is not available

Intercept For STREAM C-B	Slope For Opposing STREAM A-C	Slope For Opposing STREAM A-B
573.96	0.22	0.22

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

.TRAFFIC DEMAND DATA

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

.Demand set: 2018 Baseline PM Peak

TIME PERIOD BEGINS 16.45 AND ENDS 17.45

LENGTH OF TIME PERIOD - 60 MIN.
LENGTH OF TIME SEGMENT - 15 MIN.
DEMAND FLOW PROFILES ARE INPUT DIRECTLY

.Demand set: 2018 Baseline PM Peak

TIME	FROM/TO	TURNING PROPORTIONS / TURNING COUNTS (PERCENTAGE OF H.V.S) ARM A	ARM B	ARM C
16.45 - 17.00	ARM A	0.000 0.0 (0.0)	0.184 9.0 (20.1)	0.816 40.0 (5.8)
	ARM B	0.786 11.0 (12.2)	0.000 0.0 (0.0)	0.214 3.0 (33.2)
	ARM C	0.968 92.0 (6.9)	0.032 3.0 (9.2)	0.000 0.0 (0.0)
17.00 - 17.15	ARM A	0.000 0.0 (0.0)	0.169 10.0 (20.1)	0.831 49.0 (5.8)
	ARM B	0.630 17.0 (12.2)	0.000 0.0 (0.0)	0.370 10.0 (33.2)
	ARM C	0.967 119.0 (6.9)	0.033 4.0 (9.2)	0.000 0.0 (0.0)
17.15 - 17.30	ARM A	0.000 0.0 (0.0)	0.067 4.0 (20.1)	0.933 56.0 (5.8)
	ARM B	0.704 19.0 (12.2)	0.000 0.0 (0.0)	0.296 8.0 (33.2)
	ARM C	0.922 130.0 (6.9)	0.078 11.0 (9.2)	0.000 0.0 (0.0)
17.30 - 17.45	ARM A	0.000 0.0 (0.0)	0.141 9.0 (20.1)	0.859 55.0 (5.8)

	ARM B	0.759	0.000	0.241
		22.0	0.0	7.0
		(12.2)	(0.0)	(33.2)
	ARM C	0.971	0.029	0.000
		134.0	4.0	0.0
		(6.9)	(9.2)	(0.0)

TURNING PROPORTIONS ARE CALCULATED FROM TURNING COUNT DATA
THE TURNING PROPORTIONS USED VARY BETWEEN TIME SEGMENTS
THE PERCENTAGE OF HEAVY VEHICLES VARIES OVER TURNING MOVEMENTS

QUEUE AND DELAY INFORMATION FOR EACH 15 MIN TIME SEGMENT

FOR COMBINED DEMAND SETS
AND FOR TIME PERIOD 1

TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)
16.45-17.00									
B-C	0.20	7.17	0.028		0.00	0.03	0.4		0.14
B-A	0.73	6.45	0.113		0.00	0.13	1.8		0.17
C-A	6.14								
C-B	0.20	8.04	0.025		0.00	0.03	0.4		0.13
A-B	0.60								
A-C	2.68								

TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)
17.00-17.15									
B-C	0.66	7.18	0.092		0.03	0.10	1.4		0.15
B-A	1.12	5.90	0.190		0.13	0.23	3.3		0.21
C-A	7.98								
C-B	0.27	7.90	0.034		0.03	0.03	0.5		0.13
A-B	0.66								
A-C	3.25								

TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)
17.15-17.30									
B-C	0.55	6.87	0.080		0.10	0.09	1.3		0.16
B-A	1.30	5.62	0.232		0.23	0.30	4.3		0.23
C-A	8.65								
C-B	0.73	7.89	0.093		0.03	0.10	1.5		0.14
A-B	0.27								
A-C	3.71								

TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)
17.30-17.45									
B-C	0.47	6.68	0.070		0.09	0.08	1.2		0.16
B-A	1.46	5.74	0.255		0.30	0.34	4.9		0.23
C-A	8.97								
C-B	0.27	7.82	0.034		0.10	0.04	0.6		0.13
A-B	0.60								
A-C	3.67								

QUEUE FOR STREAM B-C

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE
17.00	0.0
17.15	0.1
17.30	0.1
17.45	0.1

QUEUE FOR STREAM B-A

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

QUEUE FOR STREAM C-B

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE

17.00	0.0
17.15	0.0
17.30	0.1
17.45	0.0

QUEUEING DELAY INFORMATION OVER WHOLE PERIOD

STREAM	TOTAL DEMAND		* QUEUEING * DELAY *		* INCLUSIVE QUEUEING * DELAY *	
	(VEH)	(VEH/H)	(MIN)	(MIN/VEH)	(MIN)	(MIN/VEH)
B-C	28.1	28.1	4.4	0.16	4.4	0.16
B-A	69.3	69.3	14.3	0.21	14.3	0.21
C-A	476.1	476.1				
C-B	22.0	22.0	2.9	0.13	2.9	0.13
A-B	32.0	32.0				
A-C	199.6	199.6				
ALL	827.1	827.1	21.6	0.03	21.6	0.03

* DELAY IS THAT OCCURRING ONLY WITHIN THE TIME PERIOD
* INCLUSIVE DELAY INCLUDES DELAY SUFFERED BY VEHICLES
WHICH ARE STILL QUEUEING AFTER THE END OF THE TIME PERIOD
* THESE WILL ONLY BE SIGNIFICANTLY DIFFERENT IF THERE IS
A LARGE QUEUE REMAINING AT THE END OF THE TIME PERIOD.

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

TRL LIMITED

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

PICADY 5.1 ANALYSIS PROGRAM
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Run with file:-
"N:\Projects\layapt 130431\Analysis\PICADY\Yapton Lane _Lake Lane\2018 With Development PM Peak.vpi"
(drive-on-the-left) at 16:40:53 on Wednesday, 2 October 2013

.RUN INFORMATION

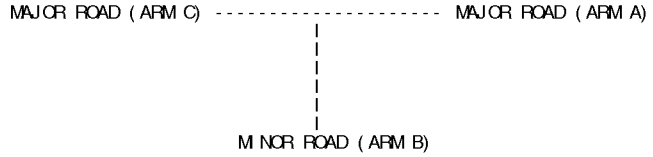
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RUN TITLE : Yapton Lane/Lake Lane
LOCATION : Yapton
DATE : 27/09/13
CLIENT :
ENUMERATOR : [TECHNICIAN-2]
JOB NUMBER : layapt
STATUS :
DESCRIPTION :

.MAJOR/MINOR JUNCTION CAPACITY AND DELAY

****

INPUT DATA



ARM A IS North End Road
ARM B IS Lake Lane
ARM C IS Yapton Lane

.STREAM LABELLING CONVENTION

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

.GEOMETRIC DATA

DATA ITEM	MINOR ROAD B
TOTAL MAJOR ROAD CARRIAGEWAY WIDTH	(W) 6.00 M
CENTRAL RESERVE WIDTH	(WCR) 0.00 M
MAJOR ROAD RIGHT TURN - WIDTH	(WC-B) 2.20 M
- VISIBILITY	(VC-B) 0.00 M
- BLOCKS TRAFFIC (SPACES)	NO (0)
MINOR ROAD - VISIBILITY TO LEFT	(VB-C) 90.0 M
- VISIBILITY TO RIGHT	(VB-A) 10.0 M
- LANE 1 WIDTH	(WB-C) -
- LANE 2 WIDTH	(WB-A) -
WIDTH AT 0 M FROM JUNCTION	10.00 M
WIDTH AT 5 M FROM JUNCTION	5.60 M
WIDTH AT 10 M FROM JUNCTION	3.30 M
WIDTH AT 15 M FROM JUNCTION	3.10 M
WIDTH AT 20 M FROM JUNCTION	2.90 M
- LENGTH OF FLARED SECTION	DERIVED: 1 PCU

.SLOPES AND INTERCEPT

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

ARUN DISTRICT COUNCIL Y/99/13/

Intercept For STREAM B-C	Slope For Opposing STREAM A-C	Slope For Opposing STREAM A-B
0.00	0.00	0.00

* Due to the presence of a flare, data is not available

Intercept For STREAM B-A	Slope For Opposing STREAM A-C	Slope For Opposing STREAM A-B	Slope For Opposing STREAM C-A	Slope For Opposing STREAM C-B
0.00	0.00	0.00	0.00	0.00

* Due to the presence of a flare, data is not available

Intercept For STREAM C-B	Slope For Opposing STREAM A-C	Slope For Opposing STREAM A-B
573.96	0.22	0.22

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

.TRAFFIC DEMAND DATA

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

.Demand set: 2018 With Development PM Peak

TIME PERIOD BEGINS 16.45 AND ENDS 17.45

LENGTH OF TIME PERIOD - 60 MIN.
LENGTH OF TIME SEGMENT - 15 MIN.
DEMAND FLOW PROFILES ARE INPUT DIRECTLY

.Demand set: 2018 With Development PM Peak

TIME	FROM/TO	ARM A	ARM B	ARM C
16.45 - 17.00				
	ARM A	0.000	0.189	0.811
		0.0	10.0	43.0
		(0.0)	(18.3)	(5.5)
	ARM B	0.800	0.000	0.200
		12.0	0.0	3.0
		(11.6)	(0.0)	(33.2)
	ARM C	0.970	0.030	0.000
		98.0	3.0	0.0
		(6.5)	(9.2)	(0.0)
17.00 - 17.15				
	ARM A	0.000	0.177	0.823
		0.0	11.0	51.0
		(0.0)	(18.3)	(5.5)
	ARM B	0.643	0.000	0.357
		18.0	0.0	10.0
		(11.6)	(0.0)	(33.2)
	ARM C	0.969	0.031	0.000
		125.0	4.0	0.0
		(6.5)	(9.2)	(0.0)
17.15 - 17.30				
	ARM A	0.000	0.063	0.937
		0.0	4.0	59.0
		(0.0)	(18.3)	(5.5)
	ARM B	0.714	0.000	0.286
		20.0	0.0	8.0
		(11.6)	(0.0)	(33.2)
	ARM C	0.925	0.075	0.000
		136.0	11.0	0.0
		(6.5)	(9.2)	(0.0)
17.30 - 17.45				
	ARM A	0.000	0.147	0.853
		0.0	10.0	58.0
		(0.0)	(18.3)	(5.5)

	ARM B	0.759	0.000	0.241
		22.0	0.0	7.0
		(11.6)	(0.0)	(33.2)
	ARM C	0.972	0.028	0.000
		140.0	4.0	0.0
		(6.5)	(9.2)	(0.0)

TURNING PROPORTIONS ARE CALCULATED FROM TURNING COUNT DATA
THE TURNING PROPORTIONS USED VARY BETWEEN TIME SEGMENTS
THE PERCENTAGE OF HEAVY VEHICLES VARIES OVER TURNING MOVEMENTS

QUEUE AND DELAY INFORMATION FOR EACH 15 MIN TIME SEGMENT

FOR COMBINED DEMAND SETS
AND FOR TIME PERIOD 1

TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)
16.45-17.00									
B-C	0.20	7.07	0.028		0.00	0.03	0.4		0.15
B-A	0.80	6.37	0.126		0.00	0.14	2.0		0.18
C-A	6.66								
C-B	0.20	7.98	0.026		0.00	0.03	0.4		0.13
A-B	0.67								
A-C	2.89								

TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)
17.00-17.15									
B-C	0.66	7.07	0.093		0.03	0.10	1.5		0.16
B-A	1.19	5.81	0.205		0.14	0.25	3.6		0.22
C-A	8.50								
C-B	0.27	7.84	0.035		0.03	0.04	0.5		0.13
A-B	0.75								
A-C	3.45								

TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)
17.15-17.30									
B-C	0.55	6.75	0.081		0.10	0.09	1.4		0.16
B-A	1.37	5.51	0.249		0.25	0.32	4.7		0.24
C-A	9.16								
C-B	0.74	7.84	0.095		0.04	0.10	1.5		0.14
A-B	0.27								
A-C	4.00								

TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)
17.30-17.45									
B-C	0.48	6.60	0.073		0.09	0.08	1.2		0.16
B-A	1.51	5.64	0.268		0.32	0.36	5.3		0.24
C-A	9.49								
C-B	0.27	7.77	0.035		0.10	0.04	0.6		0.13
A-B	0.67								
A-C	3.88								

QUEUE FOR STREAM B-C

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE
17.00	0.0
17.15	0.1
17.30	0.1
17.45	0.1

QUEUE FOR STREAM B-A

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE
17.00	0.1
17.15	0.3
17.30	0.3
17.45	0.4

QUEUE FOR STREAM C-B

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE

17.00	0.0
17.15	0.0
17.30	0.1
17.45	0.0

QUEUEING DELAY INFORMATION OVER WHOLE PERIOD

STREAM	TOTAL DEMAND		* QUEUEING * DELAY *		* INCLUSIVE QUEUEING * DELAY *	
	(VEH)	(VEH/H)	(MIN)	(MIN/VEH)	(MIN)	(MIN/VEH)
B-C	28.3	28.3	4.5	0.16	4.5	0.16
B-A	73.1	73.1	15.6	0.21	15.6	0.21
C-A	507.0	507.0				
C-B	22.3	22.3	3.0	0.13	3.0	0.13
A-B	35.4	35.4				
A-C	213.3	213.3				
ALL	879.5	879.5	23.1	0.03	23.1	0.03

* DELAY IS THAT OCCURRING ONLY WITHIN THE TIME PERIOD
* INCLUSIVE DELAY INCLUDES DELAY SUFFERED BY VEHICLES
WHICH ARE STILL QUEUEING AFTER THE END OF THE TIME PERIOD
* THESE WILL ONLY BE SIGNIFICANTLY DIFFERENT IF THERE IS
A LARGE QUEUE REMAINING AT THE END OF THE TIME PERIOD.

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

```
_____ A R C A D Y  6 _____

     ASSESSMENT OF ROUNDABOUT CAPACITY AND DELAY


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[redacted]

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  IN NO WAY RELIEVED OF THEIR RESPONSIBILITY FOR THE CORRECTNESS OF THE SOLUTION
 ------------------------------------------------------------------------------

 Run with file:-
 "n:\Projects\layapt 130431\Analysis\ARCADY\Bilsham Road_Burndell Road\2018 Baseline AM Peak.vai"
(drive-on-the-left ) at 16:37:38 on Thursday, 3 October 2013


.FILE PROPERTIES
 ***************

    RUN TITLE: Bilsham Road/Burndell Road Junction
     LOCATION: Yapton
         DATE: 26/09/13
       CLIENT:
  ENUMERATOR: julianclementsmith [TECHNICIAN-2]
   JOB NUMBER:
       STATUS:
 DESCRIPTION:

.INPUT DATA
 **********
 ARM A - Main Road
 ARM B - Burndell Road
 ARM C - Bilsham Road

.MINI-ROUNDABOUT GEOMETRIC DATA
 ------------------------------

 LIGHTING CONDITIONS   :  NORMAL
 ROAD SURFACE CONDITION:  NORMAL
 ARM C HAS A CENTRAL ISLAND



-------------------------------------------------------------------------------------------------------------------------
T5
 | ARM   |   V (M)   |   E (M)   |   Lm(M)   |   Vm(M)   |   A (M)   |   K (M)   |   G (%)   | SLOPE     | INTERCEPT
|
 |       |           |           |           |           |           |           |           |           | (PCU/MIN)
|

-------------------------------------------------------------------------------------------------------------------------
 | ARM A |    3.40   |    3.60   |   10.50   |    3.40   |   13.00   |   13.00   |    0.00   |  0.551    |    15.413
|
 | ARM B |    2.90   |    4.00   |    3.00   |    2.90   |    7.00   |    5.00   |    0.00   |  0.525    |    15.115
|
 | ARM C |    2.80   |    5.00   |    9.50   |    2.80   |    7.00   |    4.75   |    0.00   |  0.425    |    20.426*
|

-------------------------------------------------------------------------------------------------------------------------

 V = approach half-width       Lm = effective flare length          A = distance between arms
 E = entry width      Vm = minimum approach half-width      K= entry corner kerb line      G=gradient over 50 m
 **WARNING** One or more intercept values (flagged * in the table)
 have been adjusted according to local input values
 from a previous run and listed below -


 ------------------------------- T6
 |       |    ADJUSTMENT TO    |
 |       | INTERCEPT (PCU/MIN) |
 -------------------------------
 | ARM C |          5.000      |
 -------------------------------


.TRAFFIC DEMAND DATA
 -------------------

 Only sets included in the current run are shown

.SCALING FACTORS
```


ARUN DISTRICT COUNCIL Y/99/13/

T13

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

TIME PERIOD BEGINS(07.45) AND ENDS(08.45)
LENGTH OF TIME PERIOD - (60) MINUTES
LENGTH OF TIME SEGMENT - (15) MINUTES

DEMAND FLOW PROFILES ARE INPUT DIRECTLY.
DEMAND SET TITLE: 2018 Base AM Peak

DEMAND SET TITLE: 2018 Base AM Peak

T33

TIME	FROM/TO	TURNING PROPORTIONS / TURNING COUNTS (PERCENTAGE OF H.V.S) ARM A	ARM B	ARM C
07.45 - 08.00	ARM A	0.000	0.632	0.368
		0.0	48.0	28.0
		(0.0)	(5.4)	(3.3)
	ARM B	0.894	0.000	0.106
		101.0	0.0	12.0
		(2.3)	(0.0)	(7.1)
	ARM C	0.821	0.179	0.000
		128.0	28.0	0.0
		(1.7)	(5.7)	(0.0)
08.00 - 08.15	ARM A	0.000	0.654	0.346
		0.0	68.0	36.0
		(0.0)	(5.4)	(3.3)
	ARM B	0.812	0.000	0.188
		95.0	0.0	22.0
		(2.3)	(0.0)	(7.1)
	ARM C	0.905	0.095	0.000
		152.0	16.0	0.0
		(1.7)	(5.7)	(0.0)
08.15 - 08.30	ARM A	0.000	0.667	0.333
		0.0	62.0	31.0
		(0.0)	(5.4)	(3.3)
	ARM B	0.812	0.000	0.188
		95.0	0.0	22.0
		(2.3)	(0.0)	(7.1)
	ARM C	0.877	0.123	0.000
		135.0	19.0	0.0
		(1.7)	(5.7)	(0.0)
08.30 - 08.45	ARM A	0.000	0.682	0.318
		0.0	75.0	35.0
		(0.0)	(5.4)	(3.3)
	ARM B	0.856	0.000	0.144
		113.0	0.0	19.0
		(2.3)	(0.0)	(7.1)
	ARM C	0.917	0.083	0.000
		132.0	12.0	0.0
		(1.7)	(5.7)	(0.0)

QUEUE AND DELAY INFORMATION FOR EACH 15 MIN TIME SEGMENT

T70

TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)
07.45-08.00								
ARM A	5.07	13.70	0.370	- - -	0.0	0.6	8.4 -	0.115
ARM B	7.54	13.72	0.549	- - -	0.0	1.2	16.8 -	0.158
ARM C	10.40	17.11	0.608	- - -	0.0	1.5	21.2 -	0.145

TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)		AVERAGE DELAY PER ARRIVING VEHICLE (MIN)
08.00-08.15									
ARM A	6.98	14.13	0.494	- - -	0.6	1.0	13.8	-	0.139
ARM B	7.82	13.38	0.584	- - -	1.2	1.4	20.0	-	0.179
ARM C	11.18	17.30	0.646	- - -	1.5	1.8	25.8	-	0.162

TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)		AVERAGE DELAY PER ARRIVING VEHICLE (MIN)
08.15-08.30									
ARM A	6.20	14.02	0.442	- - -	1.0	0.8	12.4	-	0.128
ARM B	7.82	13.56	0.577	- - -	1.4	1.4	20.6	-	0.174
ARM C	10.26	17.28	0.594	- - -	1.8	1.5	23.1	-	0.143

TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)		AVERAGE DELAY PER ARRIVING VEHICLE (MIN)
08.30-08.45									
ARM A	7.33	14.27	0.514	- - -	0.8	1.0	15.0	-	0.144
ARM B	8.81	13.45	0.655	- - -	1.4	1.8	26.1	-	0.213
ARM C	9.62	16.81	0.572	- - -	1.5	1.4	20.9	-	0.139

.QUEUE AT ARM A

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE	
08.00	0.6	*
08.15	1.0	*
08.30	0.8	*
08.45	1.0	*

.QUEUE AT ARM B

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE	
08.00	1.2	*
08.15	1.4	*
08.30	1.4	*
08.45	1.8	**

.QUEUE AT ARM C

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE	
08.00	1.5	**
08.15	1.8	**
08.30	1.5	*
08.45	1.4	*

.QUEUEING DELAY INFORMATION OVER WHOLE PERIOD

T75

ARM	TOTAL DEMAND		* QUEUEING * DELAY *		* INCLUSIVE QUEUEING * DELAY *	
	(VEH)	(VEH/H)	(MIN)	(MIN/VEH)	(MIN)	(MIN/VEH)
A	383.7	383.7	49.6	0.13	49.6	0.13
B	479.9	479.9	83.4	0.17	83.5	0.17
C	621.9	621.9	91.0	0.15	91.1	0.15
ALL	1485.5	1485.5	224.0	0.15	224.2	0.15

* DELAY IS THAT OCCURRING ONLY WITHIN THE TIME PERIOD.
* INCLUSIVE DELAY INCLUDES DELAY SUFFERED BY VEHICLES WHICH ARE STILL QUEUEING AFTER THE END OF THE TIME PERIOD.
* THESE WILL ONLY BE SIGNIFICANTLY DIFFERENT IF THERE IS A LARGE QUEUE REMAINING AT THE END OF THE TIME PERIOD.

END OF JOB

ARCADY 6

ASSESSMENT OF ROUNDABOUT CAPACITY AND DELAY

Analysis Program Release 5.0 (JANUARY 2009)

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RG40 3GA, UK

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Run with file:-
"n:\Projects\layapt 130431\Analysis\ARCADY\Bilsham Road_Burndell Road\2018 With Development AM Peak.vai"
(drive-on-the-left) at 16:37:21 on Thursday, 3 October 2013

.FILE PROPERTIES
****

RUN TITLE: Bilsham Road/Burndell Road Junction
LOCATION: Yapton
DATE: 26/09/13
CLIENT:
ENUMERATOR: juliancleverentsmith [TECHNICIAN-2]
JOB NUMBER:
STATUS:
DESCRIPTION:

.INPUT DATA
****
ARM A - Main Road
ARM B - Burndell Road
ARM C - Bilsham Road

.MINI-ROUNDABOUT GEOMETRIC DATA

LIGHTING CONDITIONS : NORMAL
ROAD SURFACE CONDITION: NORMAL
ARM C HAS A CENTRAL ISLAND

T5

ARM	V (M)	E (M)	Lm(M)	Vm(M)	A (M)	K (M)	G (%)	SLOPE	INTERCEPT (PCU/MIN)
ARM A	3.40	3.60	10.50	3.40	13.00	13.00	0.00	0.551	15.413
ARM B	2.90	4.00	3.00	2.90	7.00	5.00	0.00	0.525	15.115
ARM C	2.80	5.00	9.50	2.80	7.00	4.75	0.00	0.425	20.426*

V = approach half-width Lm = effective flare length A = distance between arms
E = entry width Vm = minimum approach half-width K= entry corner kerb line G=gradient over 50 m
WARNING One or more intercept values (flagged * in the table)
have been adjusted according to local input values
from a previous run and listed below -

T6

	ADJUSTMENT TO INTERCEPT (PCU/MIN)
ARM C	5.000

.TRAFFIC DEMAND DATA

Only sets included in the current run are shown

.SCALING FACTORS

T13

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

TIME PERIOD BEGINS(07.45) AND ENDS(08.45)
LENGTH OF TIME PERIOD - (60) MINUTES
LENGTH OF TIME SEGMENT - (15) MINUTES

DEMAND FLOW PROFILES ARE INPUT DIRECTLY.
DEMAND SET TITLE: 2018 With Development AM Peak

DEMAND SET TITLE: 2018 With Development AM Peak

T33

TURNING PROPORTIONS
TURNING COUNTS
(PERCENTAGE OF H.V.S)

TIME	FROM/TO	ARM A	ARM B	ARM C
07.45 - 08.00	ARM A	0.000 0.0 (0.0)	0.614 51.0 (5.2)	0.386 32.0 (2.9)
	ARM B	0.895 102.0 (2.3)	0.000 0.0 (0.0)	0.105 12.0 (7.1)
	ARM C	0.822 129.0 (1.9)	0.178 28.0 (5.7)	0.000 0.0 (0.0)
08.00 - 08.15	ARM A	0.000 0.0 (0.0)	0.634 71.0 (5.2)	0.366 41.0 (2.9)
	ARM B	0.814 96.0 (2.3)	0.000 0.0 (0.0)	0.186 22.0 (7.1)
	ARM C	0.906 154.0 (1.9)	0.094 16.0 (5.7)	0.000 0.0 (0.0)
08.15 - 08.30	ARM A	0.000 0.0 (0.0)	0.646 64.0 (5.2)	0.354 35.0 (2.9)
	ARM B	0.814 96.0 (2.3)	0.000 0.0 (0.0)	0.186 22.0 (7.1)
	ARM C	0.878 137.0 (1.9)	0.122 19.0 (5.7)	0.000 0.0 (0.0)
08.30 - 08.45	ARM A	0.000 0.0 (0.0)	0.658 77.0 (5.2)	0.342 40.0 (2.9)
	ARM B	0.857 114.0 (2.3)	0.000 0.0 (0.0)	0.143 19.0 (7.1)
	ARM C	0.918 134.0 (1.9)	0.082 12.0 (5.7)	0.000 0.0 (0.0)

QUEUE AND DELAY INFORMATION FOR EACH 15 MIN TIME SEGMENT

T70

TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)
07.45-08.00								
ARM A	5.52	13.74	0.402	- - -	0.0	0.7	9.5 -	0.120
ARM B	7.60	13.59	0.559	- - -	0.0	1.2	17.4 -	0.162
ARM C	10.52	17.06	0.617	- - -	0.0	1.6	22.0 -	0.148

TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)
08.00-08.15								
ARM A	7.43	14.17	0.524	- - -	0.7	1.1	15.5 -	0.147
ARM B	7.89	13.23	0.596	- - -	1.2	1.4	20.9 -	0.186
ARM C	11.29	17.24	0.655	- - -	1.6	1.8	26.7 -	0.167

TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)
08.15-08.30								
ARM A	6.65	14.06	0.473	- - -	1.1	0.9	14.0 -	0.135
ARM B	7.89	13.41	0.588	- - -	1.4	1.4	21.6 -	0.181
ARM C	10.37	17.22	0.602	- - -	1.8	1.5	24.0 -	0.147

TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)
08.30-08.45								
ARM A	7.78	14.31	0.544	- - -	0.9	1.2	16.9 -	0.152
ARM B	8.87	13.28	0.668	- - -	1.4	1.9	27.4 -	0.223
ARM C	9.74	16.76	0.581	- - -	1.5	1.4	21.7 -	0.143

.QUEUE AT ARM A

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE	
08.00	0.7	*
08.15	1.1	*
08.30	0.9	*
08.45	1.2	*

.QUEUE AT ARM B

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE	
08.00	1.2	*
08.15	1.4	*
08.30	1.4	*
08.45	1.9	**

.QUEUE AT ARM C

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE	
08.00	1.6	**
08.15	1.8	**
08.30	1.5	**
08.45	1.4	*

.QUEUEING DELAY INFORMATION OVER WHOLE PERIOD

T75

ARM	TOTAL DEMAND		* QUEUEING * DELAY *		* INCLUSIVE QUEUEING * DELAY *	
	(VEH)	(VEH/H)	(MIN)	(MIN/VEH)	(MIN)	(MIN/VEH)
A	410.7	410.7	56.0	0.14	56.0	0.14
B	483.8	483.8	87.3	0.18	87.4	0.18
C	628.8	628.8	94.3	0.15	94.4	0.15
ALL	1523.3	1523.3	237.6	0.16	237.8	0.16

* DELAY IS THAT OCCURRING ONLY WITHIN THE TIME PERIOD.
* INCLUSIVE DELAY INCLUDES DELAY SUFFERED BY VEHICLES WHICH ARE STILL QUEUEING AFTER THE END OF THE TIME PERIOD.
* THESE WILL ONLY BE SIGNIFICANTLY DIFFERENT IF THERE IS A LARGE QUEUE REMAINING AT THE END OF THE TIME PERIOD.

END OF JOB

```
                    ARCADY 6

          ASSESSMENT OF ROUNDABOUT CAPACITY AND DELAY


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 Run with file:-
 "n:\Projects\layapt 130431\Analysis\ARCADY\Bilsham Road_Burndell Road\2018 Baseline PM Peak.vai"
(drive-on-the-left ) at 16:36:44 on Thursday, 3 October 2013


.FILE PROPERTIES
 ***************

    RUN TITLE: Bilsham Road/Burndell Road Junction
     LOCATION: Yapton
         DATE: 26/09/13
       CLIENT:
  ENUMERATOR: julianclementsmith [TECHNICIAN-2]
   JOB NUMBER:
       STATUS:
 DESCRIPTION:

.INPUT DATA
 **********
 ARM A - Main Road
 ARM B - Burndell Road
 ARM C - Bilsham Road

.MINI-ROUNDABOUT GEOMETRIC DATA
 ------------------------------

 LIGHTING CONDITIONS   :  NORMAL
 ROAD SURFACE CONDITION:  NORMAL
 ARM C HAS A CENTRAL ISLAND



-------------------------------------------------------------------------------------------------------------------------
T5
 | ARM   |   V (M)   |   E (M)   |   Lm(M)   |   Vm(M)   |   A (M)   |   K (M)   |   G (%)   | SLOPE     | INTERCEPT
|
 |       |           |           |           |           |           |           |           |           | (PCU/MIN)
|

-------------------------------------------------------------------------------------------------------------------------
 | ARM A |    3.40   |    3.60   |   10.50   |    3.40   |   13.00   |   13.00   |    0.00   |  0.551    |    20.413*
|
 | ARM B |    2.90   |    4.00   |    3.00   |    2.90   |    7.00   |    5.00   |    0.00   |  0.525    |    15.115
|
 | ARM C |    2.80   |    5.00   |    9.50   |    2.80   |    7.00   |    4.75   |    0.00   |  0.425    |    15.426
|

-------------------------------------------------------------------------------------------------------------------------

 V = approach half-width       Lm = effective flare length          A = distance between arms
 E = entry width      Vm = minimum approach half-width      K= entry corner kerb line      G=gradient over 50 m
 **WARNING** One or more intercept values (flagged * in the table)
 have been adjusted according to local input values
 from a previous run and listed below -


 ------------------------------- T6
 |       |    ADJUSTMENT TO    |
 |       | INTERCEPT (PCU/MIN) |
 ---------------------------------
 | ARM A |          5.000      |
 ---------------------------------


.TRAFFIC DEMAND DATA
 -------------------

 Only sets included in the current run are shown

.SCALING FACTORS
```

T13

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

TIME PERIOD BEGINS(16.45) AND ENDS(17.45)
LENGTH OF TIME PERIOD - (60) MINUTES
LENGTH OF TIME SEGMENT - (15) MINUTES

DEMAND FLOW PROFILES ARE INPUT DIRECTLY.
DEMAND SET TITLE: 2018 Baseline PM Peak

DEMAND SET TITLE: 2018 Baseline PM Peak

T33

TIME	FROM/TO	TURNING PROPORTIONS / TURNING COUNTS (PERCENTAGE OF H.V.S) ARM A	ARM B	ARM C
16.45 - 17.00	ARM A	0.000	0.627	0.373
		0.0	111.0	66.0
		(0.0)	(1.6)	(1.0)
	ARM B	0.727	0.000	0.273
		48.0	0.0	18.0
		(2.7)	(0.0)	(3.3)
	ARM C	0.746	0.254	0.000
		44.0	15.0	0.0
		(3.0)	(4.5)	(0.0)
17.00 - 17.15	ARM A	0.000	0.579	0.421
		0.0	117.0	85.0
		(0.0)	(1.6)	(1.0)
	ARM B	0.797	0.000	0.203
		63.0	0.0	16.0
		(2.7)	(0.0)	(3.3)
	ARM C	0.712	0.288	0.000
		52.0	21.0	0.0
		(3.0)	(4.5)	(0.0)
17.15 - 17.30	ARM A	0.000	0.607	0.393
		0.0	128.0	83.0
		(0.0)	(1.6)	(1.0)
	ARM B	0.788	0.000	0.212
		67.0	0.0	18.0
		(2.7)	(0.0)	(3.3)
	ARM C	0.750	0.250	0.000
		42.0	14.0	0.0
		(3.0)	(4.5)	(0.0)
17.30 - 17.45	ARM A	0.000	0.588	0.412
		0.0	107.0	75.0
		(0.0)	(1.6)	(1.0)
	ARM B	0.794	0.000	0.206
		54.0	0.0	14.0
		(2.7)	(0.0)	(3.3)
	ARM C	0.639	0.361	0.000
		39.0	22.0	0.0
		(3.0)	(4.5)	(0.0)

QUEUE AND DELAY INFORMATION FOR EACH 15 MIN TIME SEGMENT

T70

TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)
16.45-17.00								
ARM A	11.85	19.58	0.605	- - -	0.0	1.5	21.2 -	0.126
ARM B	4.42	12.44	0.355	- - -	0.0	0.5	7.8 -	0.124
ARM C	3.87	13.57	0.285	- - -	0.0	0.4	5.7 -	0.103

TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)		AVERAGE DELAY PER ARRIVING VEHICLE (MIN)
17.00-17.15									
ARM A	13.48	19.35	0.697	- - -	1.5	2.2	31.5	-	0.168
ARM B	5.27	11.79	0.447	- - -	0.5	0.8	11.5	-	0.152
ARM C	4.86	13.15	0.370	- - -	0.4	0.6	8.4	-	0.120

TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)		AVERAGE DELAY PER ARRIVING VEHICLE (MIN)
17.15-17.30									
ARM A	14.11	19.61	0.720	- - -	2.2	2.5	36.1	-	0.181
ARM B	5.63	11.84	0.475	- - -	0.8	0.9	13.1	-	0.161
ARM C	3.73	13.05	0.286	- - -	0.6	0.4	6.2	-	0.108

TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)		AVERAGE DELAY PER ARRIVING VEHICLE (MIN)
17.30-17.45									
ARM A	12.13	19.31	0.628	- - -	2.5	1.7	27.2	-	0.141
ARM B	4.49	12.11	0.371	- - -	0.9	0.6	9.3	-	0.132
ARM C	4.08	13.39	0.305	- - -	0.4	0.4	6.4	-	0.107

.QUEUE AT ARM A

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE	
17.00	1.5	**
17.15	2.2	**
17.30	2.5	**
17.45	1.7	**

.QUEUE AT ARM B

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE	
17.00	0.5	*
17.15	0.8	*
17.30	0.9	*
17.45	0.6	*

.QUEUE AT ARM C

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE	
17.00	0.4	
17.15	0.6	*
17.30	0.4	
17.45	0.4	

.QUEUEING DELAY INFORMATION OVER WHOLE PERIOD

T75

ARM	TOTAL DEMAND		* QUEUEING * DELAY *		* INCLUSIVE QUEUEING * DELAY *	
	(VEH)	(VEH/H)	(MIN)	(MIN/VEH)	(MIN)	(MIN/VEH)
A	773.5	773.5	116.0	0.15	116.1	0.15
B	297.2	297.2	41.6	0.14	41.6	0.14
C	248.1	248.1	26.8	0.11	26.8	0.11
ALL	1318.8	1318.8	184.5	0.14	184.6	0.14

* DELAY IS THAT OCCURRING ONLY WITHIN THE TIME PERIOD.
* INCLUSIVE DELAY INCLUDES DELAY SUFFERED BY VEHICLES WHICH ARE STILL QUEUEING AFTER THE END OF THE TIME PERIOD.
* THESE WILL ONLY BE SIGNIFICANTLY DIFFERENT IF THERE IS A LARGE QUEUE REMAINING AT THE END OF THE TIME PERIOD.

END OF JOB

_____ ARCADY 6 _____

ASSESSMENT OF ROUNDABOUT CAPACITY AND DELAY

Analysis Program Release 5.0 (JANUARY 2009)

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TRL Limited
Crowthorne House
Nine Mile Ride
Wokingham, Berks.
RG40 3GA, UK

Tel: [redacted]
Fax:
Email:
Web:

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Run with file:-
"n:\Projects\layapt 130431\Analysis\ARCADY\Bilsham Road_Burndell Road\2018 With Development PM Peak.vai"
(drive-on-the-left) at 16:36:22 on Thursday, 3 October 2013

.FILE PROPERTIES
****

RUN TITLE: Bilsham Road/Burndell Road Junction
LOCATION: Yapton
DATE: 26/09/13
CLIENT:
ENUMERATOR: juliancleverentsmith [TECHNICIAN-2]
JOB NUMBER:
STATUS:
DESCRIPTION:

.INPUT DATA
****
ARM A - Main Road
ARM B - Burndell Road
ARM C - Bilsham Road

.MINI-ROUNDABOUT GEOMETRIC DATA

LIGHTING CONDITIONS : NORMAL
ROAD SURFACE CONDITION: NORMAL
ARM C HAS A CENTRAL ISLAND

T5

ARM	V (M)	E (M)	Lm(M)	Vm(M)	A (M)	K (M)	G (%)	SLOPE	INTERCEPT (PCU/MIN)
ARM A	3.40	3.60	10.50	3.40	13.00	13.00	0.00	0.551	20.413*
ARM B	2.90	4.00	3.00	2.90	7.00	5.00	0.00	0.525	15.115
ARM C	2.80	5.00	9.50	2.80	7.00	4.75	0.00	0.425	15.426

V = approach half-width Lm = effective flare length A = distance between arms
E = entry width Vm = minimum approach half-width K= entry corner kerb line G=gradient over 50 m
WARNING One or more intercept values (flagged * in the table)
have been adjusted according to local input values
from a previous run and listed below -

T6

	ADJUSTMENT TO INTERCEPT (PCU/MIN)
ARM A	5.000

.TRAFFIC DEMAND DATA

Only sets included in the current run are shown

.SCALING FACTORS

T13

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

TIME PERIOD BEGINS(16.45) AND ENDS(17.45)
LENGTH OF TIME PERIOD - (60) MINUTES
LENGTH OF TIME SEGMENT - (15) MINUTES

DEMAND FLOW PROFILES ARE INPUT DIRECTLY.
DEMAND SET TITLE: 2018 With Development PM Peak

DEMAND SET TITLE: 2018 With Development PM Peak

T33

TIME	FROM/TO	TURNING PROPORTIONS / TURNING COUNTS (PERCENTAGE OF H.V.S) ARM A	ARM B	ARM C
16.45 - 17.00	ARM A	0.000	0.626	0.374
		0.0	114.0	68.0
		(0.0)	(1.6)	(1.0)
	ARM B	0.746	0.000	0.254
		53.0	0.0	18.0
		(2.6)	(0.0)	(3.3)
	ARM C	0.754	0.246	0.000
		46.0	15.0	0.0
		(2.9)	(4.5)	(0.0)
17.00 - 17.15	ARM A	0.000	0.580	0.420
		0.0	120.0	87.0
		(0.0)	(1.6)	(1.0)
	ARM B	0.810	0.000	0.190
		68.0	0.0	16.0
		(2.6)	(0.0)	(3.3)
	ARM C	0.720	0.280	0.000
		54.0	21.0	0.0
		(2.9)	(4.5)	(0.0)
17.15 - 17.30	ARM A	0.000	0.606	0.394
		0.0	131.0	85.0
		(0.0)	(1.6)	(1.0)
	ARM B	0.798	0.000	0.202
		71.0	0.0	18.0
		(2.6)	(0.0)	(3.3)
	ARM C	0.763	0.237	0.000
		45.0	14.0	0.0
		(2.9)	(4.5)	(0.0)
17.30 - 17.45	ARM A	0.000	0.588	0.412
		0.0	110.0	77.0
		(0.0)	(1.6)	(1.0)
	ARM B	0.806	0.000	0.194
		58.0	0.0	14.0
		(2.6)	(0.0)	(3.3)
	ARM C	0.656	0.344	0.000
		42.0	22.0	0.0
		(2.9)	(4.5)	(0.0)

QUEUE AND DELAY INFORMATION FOR EACH 15 MIN TIME SEGMENT

T70

TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)
16.45-17.00								
ARM A	12.13	19.58	0.620	- - -	0.0	1.6	22.4 -	0.131
ARM B	4.72	12.39	0.381	- - -	0.0	0.6	8.7 -	0.129
ARM C	4.02	13.46	0.299	- - -	0.0	0.4	6.1 -	0.105

TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)
17.00-17.15								
ARM A	13.76	19.35	0.711	- - -	1.6	2.4	33.5 -	0.175
ARM B	5.57	11.74	0.474	- - -	0.6	0.9	12.8 -	0.161
ARM C	5.01	13.03	0.385	- - -	0.4	0.6	9.0 -	0.124

TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)
17.15-17.30								
ARM A	14.40	19.61	0.734	- - -	2.4	2.7	38.7 -	0.190
ARM B	5.93	11.79	0.503	- - -	0.9	1.0	14.5 -	0.170
ARM C	3.88	12.94	0.300	- - -	0.6	0.4	6.7 -	0.111

TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)
17.30-17.45								
ARM A	12.41	19.32	0.642	- - -	2.7	1.8	29.0 -	0.147
ARM B	4.79	12.07	0.397	- - -	1.0	0.7	10.4 -	0.138
ARM C	4.23	13.28	0.319	- - -	0.4	0.5	6.9 -	0.110

.QUEUE AT ARM A

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE	
17.00	1.6	**
17.15	2.4	**
17.30	2.7	***
17.45	1.8	**

.QUEUE AT ARM B

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

.QUEUE AT ARM C

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE	
17.00	0.4	
17.15	0.6	*
17.30	0.4	
17.45	0.5	

.QUEUEING DELAY INFORMATION OVER WHOLE PERIOD

T75

ARM	TOTAL DEMAND		* QUEUEING * DELAY *		* INCLUSIVE QUEUEING * DELAY *	
	(VEH)	(VEH/H)	(MIN)	(MIN/VEH)	(MIN)	(MIN/VEH)
A	790.5	790.5	123.7	0.16	123.8	0.16
B	315.1	315.1	46.4	0.15	46.4	0.15
C	257.1	257.1	28.6	0.11	28.6	0.11
ALL	1362.8	1362.8	198.7	0.15	198.8	0.15

* DELAY IS THAT OCCURRING ONLY WITHIN THE TIME PERIOD.
* INCLUSIVE DELAY INCLUDES DELAY SUFFERED BY VEHICLES WHICH ARE STILL QUEUEING AFTER THE END OF THE TIME PERIOD.
* THESE WILL ONLY BE SIGNIFICANTLY DIFFERENT IF THERE IS A LARGE QUEUE REMAINING AT THE END OF THE TIME PERIOD.

END OF JOB

```
                    ARCADY 6

          ASSESSMENT OF ROUNDABOUT CAPACITY AND DELAY

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Run with file:-
"n:\Projects\layapt 130431\Analysis\ARCADY\North End Road_Yapton Lane\2018 Base AM Peak.vai"
(drive-on-the-left) at 16:34:40 on Thursday, 3 October 2013

.FILE PROPERTIES
****

RUN TITLE: North End Road/Main Road
LOCATION: Yapton
DATE: 26/09/13
CLIENT:
ENUMERATOR: juliancleverentsmith [TECHNICIAN-2]
JOB NUMBER:
STATUS:
DESCRIPTION:

.INPUT DATA
****
ARM A - Yapton Road
ARM B - North End Road
ARM C - Main Road

.MINI-ROUNDABOUT GEOMETRIC DATA

LIGHTING CONDITIONS : NORMAL
ROAD SURFACE CONDITION: NORMAL
ARM A HAS A CENTRAL ISLAND
ARM B HAS A CENTRAL ISLAND
ARM C HAS A CENTRAL ISLAND

T5

ARM	V (M)	E (M)	Lm(M)	Vm(M)	A (M)	K (M)	G (%)	SLOPE	INTERCEPT (PCU/MIN)
ARM A	4.60	4.60	0.00	4.60	12.00	6.00	0.00	0.453	15.876
ARM B	3.25	6.25	5.00	3.25	10.50	7.00	0.00	0.437	14.896
ARM C	3.60	4.75	2.00	3.60	15.00	16.00	0.00	0.500	20.922*

V = approach half-width Lm = effective flare length A = distance between arms
E = entry width Vm = minimum approach half-width K= entry corner kerb line G=gradient over 50 m
WARNING One or more intercept values (flagged * in the table)
have been adjusted according to local input values
from a previous run and listed below -

T6

ARM	ADJUSTMENT TO INTERCEPT (PCU/MIN)
ARM C	5.000

.TRAFFIC DEMAND DATA

Only sets included in the current run are shown

. SCALING FACTORS

T13

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

TIME PERIOD BEGINS(07.45) AND ENDS(08.45)
. LENGTH OF TIME PERIOD - (60) MINUTES
. LENGTH OF TIME SEGMENT - (15) MINUTES

. DEMAND FLOW PROFILES ARE INPUT DIRECTLY.
. DEMAND SET TITLE: 2018 Base AM Peak

DEMAND SET TITLE: 2018 Base AM Peak

T33

TIME	FROM/TO	TURNING PROPORTIONS / TURNING COUNTS (PERCENTAGE OF H.V.S) ARM A	ARM B	ARM C
07.45 - 08.00	ARM A	0.000 0.0 (0.0)	0.210 13.0 (0.0)	0.790 49.0 (3.1)
	ARM B	0.179 5.0 (10.0)	0.000 0.0 (0.0)	0.821 23.0 (0.0)
	ARM C	0.573 153.0 (1.2)	0.427 114.0 (4.1)	0.000 0.0 (0.0)
08.00 - 08.15	ARM A	0.000 0.0 (0.0)	0.188 18.0 (0.0)	0.813 78.0 (3.1)
	ARM B	0.258 8.0 (10.0)	0.000 0.0 (0.0)	0.742 23.0 (0.0)
	ARM C	0.517 136.0 (1.2)	0.483 127.0 (4.1)	0.000 0.0 (0.0)
08.15 - 08.30	ARM A	0.000 0.0 (0.0)	0.143 11.0 (0.0)	0.857 66.0 (3.1)
	ARM B	0.200 5.0 (10.0)	0.000 0.0 (0.0)	0.800 20.0 (0.0)
	ARM C	0.479 113.0 (1.2)	0.521 123.0 (4.1)	0.000 0.0 (0.0)
08.30 - 08.45	ARM A	0.000 0.0 (0.0)	0.143 13.0 (0.0)	0.857 78.0 (3.1)
	ARM B	0.188 6.0 (10.0)	0.000 0.0 (0.0)	0.813 26.0 (0.0)
	ARM C	0.531 139.0 (1.2)	0.469 123.0 (4.1)	0.000 0.0 (0.0)

. QUEUE AND DELAY INFORMATION FOR EACH 15 MIN TIME SEGMENT

T70

TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)
07.45-08.00								
ARM A	4.15	12.08	0.344	- - -	0.0	0.5	7.4 -	0.125
ARM B	1.90	13.20	0.144	- - -	0.0	0.2	2.4 -	0.088
ARM C	17.82	20.24	0.880	- - -	0.0	6.1	75.4 -	0.317

TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)
08.00-08.15								
ARM A	6.41	11.61	0.552	- - -	0.5	1.2	16.9 -	0.189
ARM B	2.11	12.25	0.172	- - -	0.2	0.2	3.0 -	0.099
ARM C	17.54	20.10	0.873	- - -	6.1	6.4	94.2 -	0.381

TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)
08.15-08.30								
ARM A	5.13	11.66	0.440	- - -	1.2	0.8	12.5 -	0.154
ARM B	1.69	12.65	0.134	- - -	0.2	0.2	2.4 -	0.091
ARM C	15.77	20.19	0.781	- - -	6.4	3.8	62.1 -	0.244

TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)
08.30-08.45								
ARM A	6.05	11.72	0.516	- - -	0.8	1.0	15.1 -	0.175
ARM B	2.18	12.34	0.177	- - -	0.2	0.2	3.1 -	0.098
ARM C	17.47	20.18	0.866	- - -	3.8	5.7	76.4 -	0.337

.QUEUE AT ARM A

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE	
08.00	0.5	*
08.15	1.2	*
08.30	0.8	*
08.45	1.0	*

.QUEUE AT ARM B

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

.QUEUE AT ARM C

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE	
08.00	6.1	******
08.15	6.4	******
08.30	3.8	****
08.45	5.7	******

.QUEUEING DELAY INFORMATION OVER WHOLE PERIOD

T75

ARM	TOTAL DEMAND		* QUEUEING * DELAY *		* INCLUSIVE QUEUEING * DELAY *	
	(VEH)	(VEH/H)	(MIN)	(MIN/VEH)	(MIN)	(MIN/VEH)
A	326.1	326.1	51.9	0.16	52.0	0.16
B	118.2	118.2	11.0	0.09	11.0	0.09
C	1029.0	1029.0	308.1	0.30	308.9	0.30
ALL	1473.3	1473.3	371.0	0.25	371.9	0.25

* DELAY IS THAT OCCURRING ONLY WITHIN THE TIME PERIOD.
* INCLUSIVE DELAY INCLUDES DELAY SUFFERED BY VEHICLES WHICH ARE STILL QUEUEING AFTER THE END OF THE TIME PERIOD.
* THESE WILL ONLY BE SIGNIFICANTLY DIFFERENT IF THERE IS A LARGE QUEUE REMAINING AT THE END OF THE TIME PERIOD.

END OF JOB

_____ ARCADY 6 _____

ASSESSMENT OF ROUNDABOUT CAPACITY AND DELAY

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Nine Mile Ride
Wokingham, Berks.
RG40 3GA, UK

Tel: [redacted]
Fax:
Email:
Web:

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IN NO WAY RELIEVED OF THEIR RESPONSIBILITY FOR THE CORRECTNESS OF THE SOLUTION

Run with file:-
"n:\Projects\layapt 130431\Analysis\ARCADY\North End Road_Yapton Lane\2018 With Development AM Peak.vai"
(drive-on-the-left) at 16:30:15 on Thursday, 3 October 2013

.FILE PROPERTIES
****

RUN TITLE: North End Road/Main Road
LOCATION: Yapton
DATE: 26/09/13
CLIENT:
ENUMERATOR: juliancleverentsmith [TECHNICIAN-2]
JOB NUMBER:
STATUS:
DESCRIPTION:

.INPUT DATA
****
ARM A - Yapton Road
ARM B - North End Road
ARM C - Main Road

.MINI-ROUNDABOUT GEOMETRIC DATA

LIGHTING CONDITIONS : NORMAL
ROAD SURFACE CONDITION: NORMAL
ARM A HAS A CENTRAL ISLAND
ARM B HAS A CENTRAL ISLAND
ARM C HAS A CENTRAL ISLAND

T5

ARM	V (M)	E (M)	Lm(M)	Vm(M)	A (M)	K (M)	G (%)	SLOPE	INTERCEPT (PCU/MIN)
ARM A	4.60	4.60	0.00	4.60	12.00	6.00	0.00	0.453	15.876
ARM B	3.25	6.25	5.00	3.25	10.50	7.00	0.00	0.437	14.896
ARM C	3.60	4.75	2.00	3.60	15.00	16.00	0.00	0.500	20.922*

V = approach half-width Lm = effective flare length A = distance between arms
E = entry width Vm = minimum approach half-width K= entry corner kerb line G=gradient over 50 m
WARNING One or more intercept values (flagged * in the table)
have been adjusted according to local input values
from a previous run and listed below -

T6

ARM	ADJUSTMENT TO INTERCEPT (PCU/MIN)
ARM C	5.000

.TRAFFIC DEMAND DATA

Only sets included in the current run are shown

.SCALING FACTORS

T13

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

TIME PERIOD BEGINS(07.45) AND ENDS(08.45)
.LENGTH OF TIME PERIOD - (60) MINUTES
.LENGTH OF TIME SEGMENT - (15) MINUTES

.DEMAND FLOW PROFILES ARE INPUT DIRECTLY.
.DEMAND SET TITLE: 2018 With Development AM Peak

DEMAND SET TITLE: 2018 With Development AM Peak

T33

TIME	FROM/TO	TURNING PROPORTIONS / TURNING COUNTS (PERCENTAGE OF H.V.S) ARM A	ARM B	ARM C
07.45 - 08.00				
	ARM A	0.000	0.210	0.790
		0.0	13.0	49.0
		(0.0)	(0.0)	(3.1)
	ARM B	0.167	0.000	0.833
		6.0	0.0	30.0
		(0.0)	(0.0)	(7.8)
	ARM C	0.567	0.433	0.000
		153.0	117.0	0.0
		(1.2)	(4.2)	(0.0)
08.00 - 08.15				
	ARM A	0.000	0.196	0.804
		0.0	19.0	78.0
		(0.0)	(0.0)	(3.1)
	ARM B	0.231	0.000	0.769
		9.0	0.0	30.0
		(0.0)	(0.0)	(7.8)
	ARM C	0.513	0.487	0.000
		136.0	129.0	0.0
		(1.2)	(4.2)	(0.0)
08.15 - 08.30				
	ARM A	0.000	0.143	0.857
		0.0	11.0	66.0
		(0.0)	(0.0)	(3.1)
	ARM B	0.182	0.000	0.818
		6.0	0.0	27.0
		(0.0)	(0.0)	(7.8)
	ARM C	0.473	0.527	0.000
		113.0	126.0	0.0
		(1.2)	(4.2)	(0.0)
08.30 - 08.45				
	ARM A	0.000	0.143	0.857
		0.0	13.0	78.0
		(0.0)	(0.0)	(3.1)
	ARM B	0.175	0.000	0.825
		7.0	0.0	33.0
		(0.0)	(0.0)	(7.8)
	ARM C	0.525	0.475	0.000
		139.0	126.0	0.0
		(1.2)	(4.2)	(0.0)

. QUEUE AND DELAY INFORMATION FOR EACH 15 MIN TIME SEGMENT

T70

TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)
07.45-08.00								
ARM A	4.18	11.99	0.349	- - -	0.0	0.5	7.6 -	0.127
ARM B	2.43	12.60	0.193	- - -	0.0	0.2	3.4 -	0.098
ARM C	18.01	20.22	0.891	- - -	0.0	6.6	80.3 -	0.336

TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)
08.00-08.15								
ARM A	6.44	11.54	0.558	- - -	0.5	1.2	17.3 -	0.192
ARM B	2.65	11.87	0.223	- - -	0.2	0.3	4.2 -	0.108
ARM C	17.72	20.08	0.882	- - -	6.6	6.9	101.9 -	0.408

TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)
08.15-08.30								
ARM A	5.17	11.56	0.447	- - -	1.2	0.8	12.9 -	0.158
ARM B	2.22	12.12	0.183	- - -	0.3	0.2	3.5 -	0.101
ARM C	15.96	20.16	0.792	- - -	6.9	4.1	66.8 -	0.260

TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)
08.30-08.45								
ARM A	6.09	11.63	0.523	- - -	0.8	1.1	15.5 -	0.179
ARM B	2.72	11.79	0.231	- - -	0.2	0.3	4.4 -	0.110
ARM C	17.65	20.15	0.876	- - -	4.1	6.1	81.8 -	0.359

.QUEUE AT ARM A

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE	
08.00	0.5	*
08.15	1.2	*
08.30	0.8	*
08.45	1.1	*

.QUEUE AT ARM B

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

.QUEUE AT ARM C

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE	
08.00	6.6	*******
08.15	6.9	*******
08.30	4.1	****
08.45	6.1	******

.QUEUEING DELAY INFORMATION OVER WHOLE PERIOD

T75

ARM	TOTAL DEMAND		* QUEUEING * DELAY *		* INCLUSIVE QUEUEING * DELAY *	
	(VEH)	(VEH/H)	(MIN)	(MIN/VEH)	(MIN)	(MIN/VEH)
A	328.2	328.2	53.3	0.16	53.3	0.16
B	150.3	150.3	15.5	0.10	15.5	0.10
C	1040.1	1040.1	330.7	0.32	331.6	0.32
ALL	1518.6	1518.6	399.4	0.26	400.4	0.26

* DELAY IS THAT OCCURRING ONLY WITHIN THE TIME PERIOD.
* INCLUSIVE DELAY INCLUDES DELAY SUFFERED BY VEHICLES WHICH ARE STILL QUEUEING AFTER THE END OF THE TIME PERIOD.
* THESE WILL ONLY BE SIGNIFICANTLY DIFFERENT IF THERE IS A LARGE QUEUE REMAINING AT THE END OF THE TIME PERIOD.

END OF JOB

```
                    ARCADY 6

          ASSESSMENT OF ROUNDABOUT CAPACITY AND DELAY

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Run with file:-
"n:\Projects\layapt 130431\Analysis\ARCADY\North End Road_Yapton Lane\2018 Base PM Peak.vai"
(drive-on-the-left) at 13:58:08 on Thursday, 3 October 2013

.FILE PROPERTIES
****

RUN TITLE: North End Road/Main Road
LOCATION: Yapton
DATE: 26/09/13
CLIENT:
ENUMERATOR: juliancleverentsmith [TECHNICIAN-2]
JOB NUMBER:
STATUS:
DESCRIPTION:

.INPUT DATA
****
ARM A - Yapton Road
ARM B - North End Road
ARM C - Main Road

.MINI-ROUNDABOUT GEOMETRIC DATA

LIGHTING CONDITIONS : NORMAL
ROAD SURFACE CONDITION: NORMAL
ARM A HAS A CENTRAL ISLAND
ARM B HAS A CENTRAL ISLAND
ARM C HAS A CENTRAL ISLAND

T5

ARM	V (M)	E (M)	Lm(M)	Vm(M)	A (M)	K (M)	G (%)	SLOPE	INTERCEPT (PCU/MIN)
ARM A	4.60	4.60	0.00	4.60	12.00	6.00	0.00	0.453	15.876
ARM B	3.25	6.25	5.00	3.25	10.50	7.00	0.00	0.437	14.896
ARM C	3.60	4.75	2.00	3.60	15.00	16.00	0.00	0.500	15.922

V = approach half-width Lm = effective flare length A = distance between arms
E = entry width Vm = minimum approach half-width K= entry corner kerb line G=gradient over 50 m

.TRAFFIC DEMAND DATA

Only sets included in the current run are shown

.SCALING FACTORS

T13

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

ARUN DISTRICT COUNCIL Y/99/13/

TIME PERIOD BEGINS(16.45) AND ENDS(17.45)
.LENGTH OF TIME PERIOD - (60) MINUTES
.LENGTH OF TIME SEGMENT - (15) MINUTES

.DEMAND FLOW PROFILES ARE INPUT DIRECTLY.
.DEMAND SET TITLE: 2018 Base PM Peak

DEMAND SET TITLE: 2018 Base PM Peak

T33

TIME	FROM/TO	TURNING PROPORTIONS / TURNING COUNTS (PERCENTAGE OF H.V.S) ARM A	ARM B	ARM C
16.45 - 17.00				
	ARM A	0.000	0.059	0.941
		0.0	6.0	96.0
		(0.0)	(0.0)	(1.6)
	ARM B	0.088	0.000	0.912
		9.0	0.0	93.0
		(0.7)	(0.0)	(1.3)
	ARM C	0.689	0.311	0.000
		62.0	28.0	0.0
		(1.6)	(4.7)	(0.0)
17.00 - 17.15				
	ARM A	0.000	0.075	0.925
		0.0	11.0	135.0
		(0.0)	(0.0)	(1.6)
	ARM B	0.196	0.000	0.804
		22.0	0.0	90.0
		(0.7)	(0.0)	(1.3)
	ARM C	0.614	0.386	0.000
		70.0	44.0	0.0
		(1.6)	(4.7)	(0.0)
17.15 - 17.30				
	ARM A	0.000	0.067	0.933
		0.0	9.0	126.0
		(0.0)	(0.0)	(1.6)
	ARM B	0.069	0.000	0.931
		7.0	0.0	95.0
		(0.7)	(0.0)	(1.3)
	ARM C	0.691	0.309	0.000
		76.0	34.0	0.0
		(1.6)	(4.7)	(0.0)
17.30 - 17.45				
	ARM A	0.000	0.029	0.971
		0.0	3.0	99.0
		(0.0)	(0.0)	(1.6)
	ARM B	0.081	0.000	0.919
		8.0	0.0	91.0
		(0.7)	(0.0)	(1.3)
	ARM C	0.667	0.333	0.000
		62.0	31.0	0.0
		(1.6)	(4.7)	(0.0)

. QUEUE AND DELAY INFORMATION FOR EACH 15 MIN TIME SEGMENT

T70

TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)
16.45-17.00								
ARM A	6.85	14.78	0.464	- - -	0.0	0.9	12.2 -	0.124
ARM B	6.77	11.91	0.568	- - -	0.0	1.3	17.8 -	0.188
ARM C	5.99	15.23	0.393	- - -	0.0	0.6	9.2 -	0.107

TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)
17.00-17.15								
ARM A	9.69	14.29	0.678	- - -	0.9	2.0	28.0 -	0.211
ARM B	7.12	10.82	0.658	- - -	1.3	1.8	25.8 -	0.265
ARM C	7.55	14.81	0.510	- - -	0.6	1.0	14.7 -	0.137

TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)
17.15-17.30								
ARM A	8.98	14.58	0.616	- - -	2.0	1.6	25.7 -	0.180
ARM B	6.48	11.03	0.588	- - -	1.8	1.5	23.0 -	0.222
ARM C	7.33	15.30	0.479	- - -	1.0	0.9	14.3 -	0.126

TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)
17.30-17.45								
ARM A	6.78	14.67	0.462	- - -	1.6	0.9	13.7 -	0.128
ARM B	6.27	11.81	0.531	- - -	1.5	1.2	18.1 -	0.182
ARM C	6.20	15.26	0.406	- - -	0.9	0.7	10.7 -	0.111

.QUEUE AT ARM A

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE	
17.00	0.9	*
17.15	2.0	**
17.30	1.6	**
17.45	0.9	*

.QUEUE AT ARM B

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE	
17.00	1.3	*
17.15	1.8	**
17.30	1.5	*
17.45	1.2	*

.QUEUE AT ARM C

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

.QUEUEING DELAY INFORMATION OVER WHOLE PERIOD

T75

ARM	TOTAL DEMAND		* QUEUEING * DELAY *		* INCLUSIVE QUEUEING * DELAY *	
	(VEH)	(VEH/H)	(MIN)	(MIN/VEH)	(MIN)	(MIN/VEH)
A	484.5	484.5	79.5	0.16	79.5	0.16
B	399.6	399.6	84.8	0.21	84.8	0.21
C	406.1	406.1	48.9	0.12	48.9	0.12
ALL	1290.2	1290.2	213.2	0.17	213.3	0.17

* DELAY IS THAT OCCURRING ONLY WITHIN THE TIME PERIOD.
* INCLUSIVE DELAY INCLUDES DELAY SUFFERED BY VEHICLES WHICH ARE STILL QUEUEING AFTER THE END OF THE TIME PERIOD.
* THESE WILL ONLY BE SIGNIFICANTLY DIFFERENT IF THERE IS A LARGE QUEUE REMAINING AT THE END OF THE TIME PERIOD.

END OF JOB

_____ ARCADY 6 _____

ASSESSMENT OF ROUNDABOUT CAPACITY AND DELAY

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Nine Mile Ride
Wokingham, Berks.
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Run with file:-
"n:\Projects\layapt 130431\Analysis\ARCADY\North End Road_Yapton Lane\2018 With Development PM Peak.vai"
(drive-on-the-left) at 13:59:20 on Thursday, 3 October 2013

. FILE PROPERTIES
****

RUN TITLE: North End Road/Main Road
LOCATION: Yapton
DATE: 26/09/13
CLIENT:
ENUMERATOR: juliancleremtsmith [TECHNICIAN-2]
JOB NUMBER:
STATUS:
DESCRIPTION:

. INPUT DATA
****
ARM A - Yapton Road
ARM B - North End Road
ARM C - Main Road

. MINI-ROUNDABOUT GEOMETRIC DATA

LIGHTING CONDITIONS : NORMAL
ROAD SURFACE CONDITION: NORMAL
ARM A HAS A CENTRAL ISLAND
ARM B HAS A CENTRAL ISLAND
ARM C HAS A CENTRAL ISLAND

T5

ARM	V (M)	E (M)	Lm(M)	Vm(M)	A (M)	K (M)	G (%)	SLOPE	INTERCEPT (PCU/MIN)
ARM A	4.60	4.60	0.00	4.60	12.00	6.00	0.00	0.453	15.876
ARM B	3.25	6.25	5.00	3.25	10.50	7.00	0.00	0.437	14.896
ARM C	3.60	4.75	2.00	3.60	15.00	16.00	0.00	0.500	15.922

V = approach half-width Lm = effective flare length A = distance between arms
E = entry width Vm = minimum approach half-width K= entry corner kerb line G=gradient over 50 m

. TRAFFIC DEMAND DATA

Only sets included in the current run are shown

. SCALING FACTORS

T13

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

TIME PERIOD BEGINS(16.45) AND ENDS(17.45)
. LENGTH OF TIME PERIOD -(60) MINUTES

. LENGTH OF TIME SEGMENT - (15) MINUTES

. DEMAND FLOW PROFILES ARE INPUT DIRECTLY.
. DEMAND SET TITLE: 2018 With Development PM Peak

DEMAND SET TITLE: 2018 With Development PM Peak

T33

TIME	FROM/TO	TURNING PROPORTIONS TURNING COUNTS (PERCENTAGE OF H.V.S) ARM A	ARM B	ARM C
16.45 - 17.00				
	ARM A	0.000	0.068	0.932
		0.0	7.0	96.0
		(0.0)	(0.0)	(1.6)
	ARM B	0.085	0.000	0.915
		9.0	0.0	97.0
		(0.0)	(0.0)	(0.8)
	ARM C	0.646	0.354	0.000
		62.0	34.0	0.0
		(1.6)	(3.9)	(0.0)
17.00 - 17.15				
	ARM A	0.000	0.082	0.918
		0.0	12.0	135.0
		(0.0)	(0.0)	(1.6)
	ARM B	0.196	0.000	0.804
		22.0	0.0	90.0
		(0.0)	(0.0)	(0.8)
	ARM C	0.583	0.417	0.000
		70.0	50.0	0.0
		(1.6)	(3.9)	(0.0)
17.15 - 17.30				
	ARM A	0.000	0.074	0.926
		0.0	10.0	126.0
		(0.0)	(0.0)	(1.6)
	ARM B	0.069	0.000	0.931
		7.0	0.0	95.0
		(0.0)	(0.0)	(0.8)
	ARM C	0.650	0.350	0.000
		76.0	41.0	0.0
		(1.6)	(3.9)	(0.0)
17.30 - 17.45				
	ARM A	0.000	0.039	0.961
		0.0	4.0	99.0
		(0.0)	(0.0)	(1.6)
	ARM B	0.081	0.000	0.919
		8.0	0.0	91.0
		(0.0)	(0.0)	(0.8)
	ARM C	0.620	0.380	0.000
		62.0	38.0	0.0
		(1.6)	(3.9)	(0.0)

. QUEUE AND DELAY INFORMATION FOR EACH 15 MIN TIME SEGMENT

T70

TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)		PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)		AVERAGE DELAY PER ARRIVING VEHICLE (MIN)
16.45-17.00										
ARM A	6.92	14.59	0.474	- -	-	0.0	0.9	12.7	-	0.128
ARM B	7.08	11.97	0.591	- -	-	0.0	1.4	19.4	-	0.197
ARM C	6.44	15.26	0.422	- -	-	0.0	0.7	10.4	-	0.112

TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)
17.00-17.15								

ARM A	9.75	14.11	0.691	- -	-	0.9	2.1	29.4	-	0.221
ARM B	7.44	10.89	0.683	- -	-	1.4	2.0	28.7	-	0.282
ARM C	8.00	14.82	0.540	- -	-	0.7	1.1	16.5	-	0.145

TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)		AVERAGE DELAY PER ARRIVING VEHICLE (MIN)
17.15-17.30									
ARM A	9.04	14.38	0.629	- -	-	2.1	1.7	27.2	-	0.189
ARM B	6.80	11.09	0.613	- -	-	2.0	1.6	25.8	-	0.236
ARM C	7.78	15.31	0.508	- -	-	1.1	1.0	16.0	-	0.133

TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)		AVERAGE DELAY PER ARRIVING VEHICLE (MIN)
17.30-17.45									
ARM A	6.85	14.46	0.474	- -	-	1.7	0.9	14.4	-	0.133
ARM B	6.59	11.87	0.555	- -	-	1.6	1.3	20.1	-	0.191
ARM C	6.65	15.28	0.435	- -	-	1.0	0.8	12.1	-	0.116

QUEUE AT ARM A

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE	
17.00	0.9	*
17.15	2.1	**
17.30	1.7	**
17.45	0.9	*

QUEUE AT ARM B

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE	
17.00	1.4	*
17.15	2.0	**
17.30	1.6	**
17.45	1.3	*

QUEUE AT ARM C

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE	
17.00	0.7	*
17.15	1.1	*
17.30	1.0	*
17.45	0.8	*

QUEUEING DELAY INFORMATION OVER WHOLE PERIOD

T75

ARM	TOTAL DEMAND		* QUEUEING * DELAY *		* INCLUSIVE QUEUEING * DELAY *	
	(VEH)	(VEH/H)	(MIN)	(MIN/VEH)	(MIN)	(MIN/VEH)
A	488.4	488.4	83.7	0.17	83.7	0.17
B	418.6	418.6	93.9	0.22	94.0	0.22
C	433.1	433.1	55.0	0.13	55.0	0.13
ALL	1340.1	1340.1	232.6	0.17	232.8	0.17

* DELAY IS THAT OCCURRING ONLY WITHIN THE TIME PERIOD.
* INCLUSIVE DELAY INCLUDES DELAY SUFFERED BY VEHICLES WHICH ARE STILL QUEUEING AFTER THE END OF THE TIME PERIOD.
* THESE WILL ONLY BE SIGNIFICANTLY DIFFERENT IF THERE IS A LARGE QUEUE REMAINING AT THE END OF THE TIME PERIOD.

END OF JOB

_____ A R C A D Y 6 _____

ASSESSMENT OF ROUNDABOUT CAPACITY AND DELAY

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Run with file:-
"n:\Projects\layapt 130431\Analysis\ARCADY\The Street_Yapton Lane\2018 Base AM Peak.vai"
(drive-on-the-left) at 12:13:54 on Thursday, 26 September 2013

.FILE PROPERTIES
****

RUN TITLE: Yapton Lane/The Street
LOCATION: Yapton
DATE: 26/09/13
CLIENT:
ENUMERATOR: julianclementsmith [TECHNICIAN-2]
JOB NUMBER:
STATUS:
DESCRIPTION:

.INPUT DATA
****
ARM A - Yapton Lane North
ARM B - Yapton Lane South
ARM C - The Street

.MINI-ROUNDABOUT GEOMETRIC DATA

LIGHTING CONDITIONS : NORMAL
ROAD SURFACE CONDITION: NORMAL
ARM B HAS A CENTRAL ISLAND
ARM C HAS A CENTRAL ISLAND

T5

ARM	V (M)	E (M)	Lm(M)	Vm(M)	A (M)	K (M)	G (%)	SLOPE	INTERCEPT (PCU/MIN)
ARM A	2.75	4.50	8.00	2.75	16.00	16.00	0.00	0.621	15.341
ARM B	3.25	5.00	11.50	3.25	14.50	12.00	0.00	0.454	15.949
ARM C	3.00	4.50	5.50	3.00	14.00	12.00	0.00	0.423	13.361

V = approach half-width Lm = effective flare length A = distance between arms
E = entry width Vm = minimum approach half-width K= entry corner kerb line G=gradient over 50 m

.TRAFFIC DEMAND DATA

Only sets included in the current run are shown

.SCALING FACTORS

T13

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

TIME PERIOD BEGINS(07.45) AND ENDS(08.45)

. LENGTH OF TIME PERIOD - (60) MINUTES
. LENGTH OF TIME SEGMENT - (15) MINUTES

. DEMAND FLOW PROFILES ARE INPUT DIRECTLY.
. DEMAND SET TITLE: 2018 Base AM Peak

DEMAND SET TITLE: 2018 Base AM Peak

T33

TIME	FROM/TO	TURNING PROPORTIONS / TURNING COUNTS (PERCENTAGE OF H.V.S) ARM A	ARM B	ARM C
07.45 - 08.00	ARM A	0.000 0.0 (0.0)	0.915 43.0 (9.9)	0.085 4.0 (3.3)
	ARM B	0.904 151.0 (6.9)	0.000 0.0 (0.0)	0.096 16.0 (5.5)
	ARM C	0.345 10.0 (0.0)	0.655 19.0 (4.6)	0.000 0.0 (0.0)
08.00 - 08.15	ARM A	0.000 0.0 (0.0)	0.914 53.0 (9.9)	0.086 5.0 (3.3)
	ARM B	0.887 149.0 (6.9)	0.000 0.0 (0.0)	0.113 19.0 (5.5)
	ARM C	0.364 8.0 (0.0)	0.636 14.0 (4.6)	0.000 0.0 (0.0)
08.15 - 08.30	ARM A	0.000 0.0 (0.0)	0.833 35.0 (9.9)	0.167 7.0 (3.3)
	ARM B	0.889 144.0 (6.9)	0.000 0.0 (0.0)	0.111 18.0 (5.5)
	ARM C	0.423 11.0 (0.0)	0.577 15.0 (4.6)	0.000 0.0 (0.0)
08.30 - 08.45	ARM A	0.000 0.0 (0.0)	0.727 40.0 (9.9)	0.273 15.0 (3.3)
	ARM B	0.821 110.0 (6.9)	0.000 0.0 (0.0)	0.179 24.0 (5.5)
	ARM C	0.222 6.0 (0.0)	0.778 21.0 (4.6)	0.000 0.0 (0.0)

. QUEUE AND DELAY INFORMATION FOR EACH 15 MIN TIME SEGMENT

T70

TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)		AVERAGE DELAY PER ARRIVING VEHICLE (MIN)
07.45-08.00									
ARM A	3.15	13.29	0.237	- - -	0.0	0.3	4.5	-	0.098
ARM B	11.13	14.82	0.751	- - -	0.0	2.8	37.5	-	0.247
ARM C	1.91	8.63	0.221	- - -	0.0	0.3	4.0	-	0.148

TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)		AVERAGE DELAY PER ARRIVING VEHICLE (MIN)
08.00-08.15									
ARM A	3.86	13.47	0.287	- - -	0.3	0.4	5.8	-	0.104
ARM B	11.20	14.80	0.757	- - -	2.8	3.0	43.9	-	0.275
ARM C	1.48	8.62	0.172	- - -	0.3	0.2	3.2	-	0.140

TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)		PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)		AVERAGE DELAY PER ARRIVING VEHICLE (MIN)
08.15-08.30										
ARM A	2.80	13.51	0.207	- -	-	0.4	0.3	4.0	-	0.093
ARM B	10.77	14.74	0.731	- -	-	3.0	2.8	43.1	-	0.254
ARM C	1.70	8.80	0.193	- -	-	0.2	0.2	3.5	-	0.141

TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)		PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)		AVERAGE DELAY PER ARRIVING VEHICLE (MIN)
08.30-08.45										
ARM A	3.65	13.33	0.274	- -	-	0.3	0.4	5.5	-	0.103
ARM B	8.94	14.52	0.616	- -	-	2.8	1.6	26.3	-	0.184
ARM C	1.84	9.67	0.190	- -	-	0.2	0.2	3.5	-	0.128

.QUEUE AT ARM A

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE	
08.00	0.3	
08.15	0.4	
08.30	0.3	
08.45	0.4	

.QUEUE AT ARM B

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE	
08.00	2.8	***
08.15	3.0	***
08.30	2.8	***
08.45	1.6	**

.QUEUE AT ARM C

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

.QUEUEING DELAY INFORMATION OVER WHOLE PERIOD

T75

ARM	TOTAL DEMAND		* QUEUEING * DELAY *		* INCLUSIVE QUEUEING * DELAY *	
	(VEH)	(VEH/H)	(MIN)	(MIN/VEH)	(MIN)	(MIN/VEH)
A	201.9	201.9	19.8	0.10	19.8	0.10
B	630.6	630.6	150.8	0.24	150.9	0.24
C	103.9	103.9	14.3	0.14	14.3	0.14
ALL	936.5	936.5	184.9	0.20	185.0	0.20

* DELAY IS THAT OCCURRING ONLY WITHIN THE TIME PERIOD.
* INCLUSIVE DELAY INCLUDES DELAY SUFFERED BY VEHICLES WHICH ARE STILL QUEUEING AFTER THE END OF THE TIME PERIOD.
* THESE WILL ONLY BE SIGNIFICANTLY DIFFERENT IF THERE IS A LARGE QUEUE REMAINING AT THE END OF THE TIME PERIOD.

END OF JOB

_____ ARCADY 6 _____

ASSESSMENT OF ROUNDABOUT CAPACITY AND DELAY

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Nine Mile Ride
Wokingham, Berks.
RG40 3GA, UK

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Run with file:-
"n:\Projects\layapt 130431\Analysis\ARCADY\The Street_Yapton Lane\2018 With Development AM Peak.vai"
(drive-on-the-left) at 20:19:00 on Wednesday, 2 October 2013

.FILE PROPERTIES
****

RUN TITLE: Yapton Lane/The Street
LOCATION: Yapton
DATE: 26/09/13
CLIENT:
ENUMERATOR: julianclementsmith [TECHNICIAN-2]
JOB NUMBER:
STATUS:
DESCRIPTION:

.INPUT DATA
****
ARM A - Yapton Lane North
ARM B - Yapton Lane South
ARM C - The Street

.MINI-ROUNDABOUT GEOMETRIC DATA

LIGHTING CONDITIONS : NORMAL
ROAD SURFACE CONDITION: NORMAL
ARM B HAS A CENTRAL ISLAND
ARM C HAS A CENTRAL ISLAND

T5

ARM	V (M)	E (M)	Lm(M)	Vm(M)	A (M)	K (M)	G (%)	SLOPE	INTERCEPT (PCU/MIN)
ARM A	2.75	4.50	8.00	2.75	16.00	16.00	0.00	0.621	15.341
ARM B	3.25	5.00	11.50	3.25	14.50	12.00	0.00	0.454	15.949
ARM C	3.00	4.50	5.50	3.00	14.00	12.00	0.00	0.423	13.361

V = approach half-width Lm = effective flare length A = distance between arms
E = entry width Vm = minimum approach half-width K= entry corner kerb line G=gradient over 50 m

.TRAFFIC DEMAND DATA

Only sets included in the current run are shown

.SCALING FACTORS

T13

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

TIME PERIOD BEGINS(07.45) AND ENDS(08.45)

ARUN DISTRICT COUNCIL Y/99/13/

. LENGTH OF TIME PERIOD - (60) MINUTES
. LENGTH OF TIME SEGMENT - (15) MINUTES

. DEMAND FLOW PROFILES ARE INPUT DIRECTLY.
. DEMAND SET TITLE: 2018 With Development AM Peak

DEMAND SET TITLE: 2018 With Development AM Peak

T33

TIME	FROM/TO	TURNING PROPORTIONS / TURNING COUNTS (PERCENTAGE OF H.V.S) ARM A	ARM B	ARM C
07.45 - 08.00	ARM A	0.000	0.920	0.080
		0.0	46.0	4.0
		(0.0)	(9.9)	(3.3)
	ARM B	0.908	0.000	0.092
		157.0	0.0	16.0
		(6.6)	(0.0)	(5.5)
	ARM C	0.345	0.655	0.000
		10.0	19.0	0.0
		(0.0)	(4.6)	(0.0)
08.00 - 08.15	ARM A	0.000	0.917	0.083
		0.0	55.0	5.0
		(0.0)	(9.9)	(3.3)
	ARM B	0.891	0.000	0.109
		155.0	0.0	19.0
		(6.6)	(0.0)	(5.5)
	ARM C	0.364	0.636	0.000
		8.0	14.0	0.0
		(0.0)	(4.6)	(0.0)
08.15 - 08.30	ARM A	0.000	0.841	0.159
		0.0	37.0	7.0
		(0.0)	(9.9)	(3.3)
	ARM B	0.893	0.000	0.107
		150.0	0.0	18.0
		(6.6)	(0.0)	(5.5)
	ARM C	0.423	0.577	0.000
		11.0	15.0	0.0
		(0.0)	(4.6)	(0.0)
08.30 - 08.45	ARM A	0.000	0.737	0.263
		0.0	42.0	15.0
		(0.0)	(9.9)	(3.3)
	ARM B	0.829	0.000	0.171
		116.0	0.0	24.0
		(6.6)	(0.0)	(5.5)
	ARM C	0.222	0.778	0.000
		6.0	21.0	0.0
		(0.0)	(4.6)	(0.0)

. QUEUE AND DELAY INFORMATION FOR EACH 15 MIN TIME SEGMENT

T70

TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)
07.45-08.00								
ARM A	3.32	13.29	0.250	- - -	0.0	0.3	4.8 -	0.100
ARM B	11.53	14.86	0.776	- - -	0.0	3.2	41.9 -	0.268
ARM C	1.91	8.48	0.225	- - -	0.0	0.3	4.1 -	0.151

TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)
08.00-08.15								
ARM A	4.03	13.47	0.299	- - -	0.3	0.4	6.2 -	0.106
ARM B	11.60	14.83	0.782	- - -	3.2	3.4	49.9 -	0.305
ARM C	1.48	8.46	0.175	- - -	0.3	0.2	3.3 -	0.144

TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)
08.15-08.30								
ARM A	2.97	13.51	0.220	- - -	0.4	0.3	4.4 -	0.095
ARM B	11.17	14.77	0.756	- - -	3.4	3.2	49.5 -	0.280
ARM C	1.70	8.63	0.197	- - -	0.2	0.2	3.6 -	0.144

TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)
08.30-08.45								
ARM A	3.81	13.32	0.286	- - -	0.3	0.4	5.8 -	0.105
ARM B	9.34	14.55	0.642	- - -	3.2	1.9	29.8 -	0.199
ARM C	1.84	9.50	0.194	- - -	0.2	0.2	3.6 -	0.131

.QUEUE AT ARM A

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE	
08.00	0.3	
08.15	0.4	
08.30	0.3	
08.45	0.4	

.QUEUE AT ARM B

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE	
08.00	3.2	***
08.15	3.4	***
08.30	3.2	***
08.45	1.9	**

.QUEUE AT ARM C

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

.QUEUEING DELAY INFORMATION OVER WHOLE PERIOD

T75

ARM	TOTAL DEMAND		* QUEUEING * DELAY *		* INCLUSIVE QUEUEING * DELAY *	
	(VEH)	(VEH/H)	(MIN)	(MIN/VEH)	(MIN)	(MIN/VEH)
A	212.0	212.0	21.2	0.10	21.2	0.10
B	654.6	654.6	171.0	0.26	171.1	0.26
C	103.9	103.9	14.6	0.14	14.6	0.14
ALL	970.5	970.5	206.8	0.21	206.9	0.21

* DELAY IS THAT OCCURRING ONLY WITHIN THE TIME PERIOD.
* INCLUSIVE DELAY INCLUDES DELAY SUFFERED BY VEHICLES WHICH ARE STILL QUEUEING AFTER THE END OF THE TIME PERIOD.
* THESE WILL ONLY BE SIGNIFICANTLY DIFFERENT IF THERE IS A LARGE QUEUE REMAINING AT THE END OF THE TIME PERIOD.

END OF JOB

ARCADY 6

ASSESSMENT OF ROUNDABOUT CAPACITY AND DELAY

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Run with file:-
"n:\Projects\layapt 130431\Analysis\ARCADY\The Street_Yapton Lane\2018 Base PM Peak.vai"
(drive-on-the-left) at 12:24:42 on Thursday, 26 September 2013

.FILE PROPERTIES
****

RUN TITLE: Yapton Lane/The Street
LOCATION: Yapton
DATE: 26/09/13
CLIENT:
ENUMERATOR: julianclementsmith [TECHNICIAN-2]
JOB NUMBER:
STATUS:
DESCRIPTION:

.INPUT DATA
****
ARM A - Yapton Lane North
ARM B - Yapton Lane South
ARM C - The Street

.MINI-ROUNDABOUT GEOMETRIC DATA

LIGHTING CONDITIONS : NORMAL
ROAD SURFACE CONDITION: NORMAL
ARM B HAS A CENTRAL ISLAND
ARM C HAS A CENTRAL ISLAND

T5

ARM	V (M)	E (M)	Lm(M)	Vm(M)	A (M)	K (M)	G (%)	SLOPE	INTERCEPT (PCU/MIN)
ARM A	2.75	4.50	8.00	2.75	16.00	16.00	0.00	0.621	15.341
ARM B	3.25	5.00	11.50	3.25	14.50	12.00	0.00	0.454	15.949
ARM C	3.00	4.50	5.50	3.00	14.00	12.00	0.00	0.423	13.361

V = approach half-width Lm = effective flare length A = distance between arms
E = entry width Vm = minimum approach half-width K= entry corner kerb line G=gradient over 50 m

.TRAFFIC DEMAND DATA

Only sets included in the current run are shown

.SCALING FACTORS

T13

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

TIME PERIOD BEGINS(16.45) AND ENDS(17.45)

ARUN DISTRICT COUNCIL Y/99/13/

. LENGTH OF TIME PERIOD - (60) MINUTES
. LENGTH OF TIME SEGMENT - (15) MINUTES

. DEMAND FLOW PROFILES ARE INPUT DIRECTLY.
. DEMAND SET TITLE: 2018 Base PM Peak

DEMAND SET TITLE: 2018 Base PM Peak

T33

TIME	FROM/TO	TURNING PROPORTIONS / TURNING COUNTS (PERCENTAGE OF H.V.S) ARM A	ARM B	ARM C
16.45 - 17.00	ARM A	0.000	0.899	0.101
		0.0	107.0	12.0
		(0.0)	(4.3)	(0.0)
	ARM B	0.684	0.000	0.316
		52.0	0.0	24.0
		(5.0)	(0.0)	(6.1)
	ARM C	0.256	0.744	0.000
		10.0	29.0	0.0
		(3.1)	(0.0)	(0.0)
17.00 - 17.15	ARM A	0.000	0.912	0.088
		0.0	114.0	11.0
		(0.0)	(4.3)	(0.0)
	ARM B	0.809	0.000	0.191
		55.0	0.0	13.0
		(5.0)	(0.0)	(6.1)
	ARM C	0.206	0.794	0.000
		7.0	27.0	0.0
		(3.1)	(0.0)	(0.0)
17.15 - 17.30	ARM A	0.000	0.969	0.031
		0.0	124.0	4.0
		(0.0)	(4.3)	(0.0)
	ARM B	0.700	0.000	0.300
		56.0	0.0	24.0
		(5.0)	(0.0)	(6.1)
	ARM C	0.324	0.676	0.000
		11.0	23.0	0.0
		(3.1)	(0.0)	(0.0)
17.30 - 17.45	ARM A	0.000	0.909	0.091
		0.0	120.0	12.0
		(0.0)	(4.3)	(0.0)
	ARM B	0.845	0.000	0.155
		49.0	0.0	9.0
		(5.0)	(0.0)	(6.1)
	ARM C	0.158	0.842	0.000
		6.0	32.0	0.0
		(3.1)	(0.0)	(0.0)

. QUEUE AND DELAY INFORMATION FOR EACH 15 MIN TIME SEGMENT

T70

TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)
16.45-17.00								
ARM A	7.90	13.64	0.579	- - -	0.0	1.3	18.7 -	0.169
ARM B	5.08	14.80	0.343	- - -	0.0	0.5	7.5 -	0.102
ARM C	2.55	11.74	0.217	- - -	0.0	0.3	4.0 -	0.108

TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)
17.00-17.15								
ARM A	8.32	13.68	0.608	- - -	1.3	1.5	22.0 -	0.185
ARM B	4.51	14.84	0.304	- - -	0.5	0.4	6.7 -	0.097
ARM C	2.27	11.67	0.195	- - -	0.3	0.2	3.7 -	0.107

TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)
17.15-17.30								
ARM A	8.53	13.81	0.618	- - -	1.5	1.6	23.4 -	0.189
ARM B	5.36	15.02	0.357	- - -	0.4	0.5	8.1 -	0.103
ARM C	2.27	11.58	0.196	- - -	0.2	0.2	3.7 -	0.107

TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)
17.30-17.45								
ARM A	8.75	13.48	0.649	- - -	1.6	1.8	26.0 -	0.210
ARM B	3.80	14.82	0.256	- - -	0.5	0.3	5.3 -	0.091
ARM C	2.55	11.88	0.215	- - -	0.2	0.3	4.0 -	0.107

.QUEUE AT ARM A

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE	
17.00	1.3	*
17.15	1.5	**
17.30	1.6	**
17.45	1.8	**

.QUEUE AT ARM B

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE	
17.00	0.5	*
17.15	0.4	
17.30	0.5	*
17.45	0.3	

.QUEUE AT ARM C

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

.QUEUEING DELAY INFORMATION OVER WHOLE PERIOD

T75

ARM	TOTAL DEMAND		* QUEUEING * DELAY *		* INCLUSIVE QUEUEING * DELAY *	
	(VEH)	(VEH/H)	(MIN)	(MIN/VEH)	(MIN)	(MIN/VEH)
A	502.5	502.5	90.2	0.18	90.3	0.18
B	281.3	281.3	27.6	0.10	27.6	0.10
C	144.6	144.6	15.4	0.11	15.4	0.11
ALL	928.3	928.3	133.1	0.14	133.3	0.14

* DELAY IS THAT OCCURRING ONLY WITHIN THE TIME PERIOD.
* INCLUSIVE DELAY INCLUDES DELAY SUFFERED BY VEHICLES WHICH ARE STILL QUEUEING AFTER THE END OF THE TIME PERIOD.
* THESE WILL ONLY BE SIGNIFICANTLY DIFFERENT IF THERE IS A LARGE QUEUE REMAINING AT THE END OF THE TIME PERIOD.

END OF JOB

_____ ARCADY 6 _____

ASSESSMENT OF ROUNDABOUT CAPACITY AND DELAY

Analysis Program Release 5.0 (JANUARY 2009)

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TRL Limited
Crowthorne House
Nine Mile Ride
Wokingham, Berks.
RG40 3GA, UK

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Run with file:-
"n:\Projects\layapt 130431\Analysis\ARCADY\The Street_Yapton Lane\2018 With Development PM Peak.vai"
(drive-on-the-left) at 20:21:20 on Wednesday, 2 October 2013

.FILE PROPERTIES
****

RUN TITLE: Yapton Lane/The Street
LOCATION: Yapton
DATE: 26/09/13
CLIENT:
ENUMERATOR: juliancleementsmith [TECHNICIAN-2]
JOB NUMBER:
STATUS:
DESCRIPTION:

.INPUT DATA
****
ARM A - Yapton Lane North
ARM B - Yapton Lane South
ARM C - The Street

.MINI-ROUNDABOUT GEOMETRIC DATA

LIGHTING CONDITIONS : NORMAL
ROAD SURFACE CONDITION: NORMAL
ARM B HAS A CENTRAL ISLAND
ARM C HAS A CENTRAL ISLAND

T5

ARM	V (M)	E (M)	Lm(M)	Vm(M)	A (M)	K (M)	G (%)	SLOPE	INTERCEPT (PCU/MIN)
ARM A	2.75	4.50	8.00	2.75	16.00	16.00	0.00	0.621	15.341
ARM B	3.25	5.00	11.50	3.25	14.50	12.00	0.00	0.454	15.949
ARM C	3.00	4.50	5.50	3.00	14.00	12.00	0.00	0.423	13.361

V = approach half-width Lm = effective flare length A = distance between arms
E = entry width Vm = minimum approach half-width K= entry corner kerb line G=gradient over 50 m

.TRAFFIC DEMAND DATA

Only sets included in the current run are shown

.SCALING FACTORS

T13

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

TIME PERIOD BEGINS(16.45) AND ENDS(17.45)

. LENGTH OF TIME PERIOD - (60) MINUTES
. LENGTH OF TIME SEGMENT - (15) MINUTES

. DEMAND FLOW PROFILES ARE INPUT DIRECTLY.
. DEMAND SET TITLE: 2018 With Development PM Peak

DEMAND SET TITLE: 2018 With Development PM Peak

T33

TIME	FROM/TO	TURNING PROPORTIONS / TURNING COUNTS (PERCENTAGE OF H.V.S) ARM A	ARM B	ARM C
16.45 - 17.00	ARM A	0.000	0.906	0.094
		0.0	115.0	12.0
		(0.0)	(4.1)	(0.0)
	ARM B	0.696	0.000	0.304
		55.0	0.0	24.0
		(4.7)	(0.0)	(6.1)
	ARM C	0.256	0.744	0.000
		10.0	29.0	0.0
		(3.1)	(0.0)	(0.0)
17.00 - 17.15	ARM A	0.000	0.917	0.083
		0.0	122.0	11.0
		(0.0)	(4.1)	(0.0)
	ARM B	0.817	0.000	0.183
		58.0	0.0	13.0
		(4.7)	(0.0)	(6.1)
	ARM C	0.206	0.794	0.000
		7.0	27.0	0.0
		(3.1)	(0.0)	(0.0)
17.15 - 17.30	ARM A	0.000	0.971	0.029
		0.0	132.0	4.0
		(0.0)	(4.1)	(0.0)
	ARM B	0.714	0.000	0.286
		60.0	0.0	24.0
		(4.7)	(0.0)	(6.1)
	ARM C	0.324	0.676	0.000
		11.0	23.0	0.0
		(3.1)	(0.0)	(0.0)
17.30 - 17.45	ARM A	0.000	0.914	0.086
		0.0	127.0	12.0
		(0.0)	(4.1)	(0.0)
	ARM B	0.852	0.000	0.148
		52.0	0.0	9.0
		(4.7)	(0.0)	(6.1)
	ARM C	0.158	0.842	0.000
		6.0	32.0	0.0
		(3.1)	(0.0)	(0.0)

. QUEUE AND DELAY INFORMATION FOR EACH 15 MIN TIME SEGMENT

T70

TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)		AVERAGE DELAY PER ARRIVING VEHICLE (MIN)
16.45-17.00									
ARM A	8.41	13.66	0.615	- - -	0.0	1.6	21.5	-	0.183
ARM B	5.31	14.83	0.358	- - -	0.0	0.6	8.0	-	0.104
ARM C	2.55	11.64	0.219	- - -	0.0	0.3	4.0	-	0.110
17.00-17.15									
ARM A	8.84	13.71	0.645	- - -	1.6	1.8	25.6	-	0.204
ARM B	4.75	14.88	0.319	- - -	0.6	0.5	7.2	-	0.099
ARM C	2.27	11.57	0.196	- - -	0.3	0.2	3.8	-	0.108

TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)
17.15-17.30								
ARM A	9.05	13.84	0.654	- - -	1.8	1.8	27.2 -	0.208
ARM B	5.60	15.06	0.372	- - -	0.5	0.6	8.6 -	0.106
ARM C	2.27	11.48	0.198	- - -	0.2	0.2	3.7 -	0.109

TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)
17.30-17.45								
ARM A	9.26	13.50	0.686	- - -	1.8	2.1	30.4 -	0.233
ARM B	4.04	14.86	0.272	- - -	0.6	0.4	5.8 -	0.093
ARM C	2.55	11.78	0.217	- - -	0.2	0.3	4.0 -	0.108

.QUEUE AT ARM A

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE	
17.00	1.6	**
17.15	1.8	**
17.30	1.8	**
17.45	2.1	**

.QUEUE AT ARM B

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE	
17.00	0.6	*
17.15	0.5	
17.30	0.6	*
17.45	0.4	

.QUEUE AT ARM C

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

.QUEUEING DELAY INFORMATION OVER WHOLE PERIOD

T75

ARM	TOTAL DEMAND		* QUEUEING * DELAY *		* INCLUSIVE QUEUEING * DELAY *	
	(VEH)	(VEH/H)	(MIN)	(MIN/VEH)	(MIN)	(MIN/VEH)
A	533.4	533.4	104.8	0.20	104.9	0.20
B	295.5	295.5	29.6	0.10	29.6	0.10
C	144.6	144.6	15.5	0.11	15.5	0.11
ALL	973.5	973.5	149.9	0.15	150.1	0.15

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END OF JOB