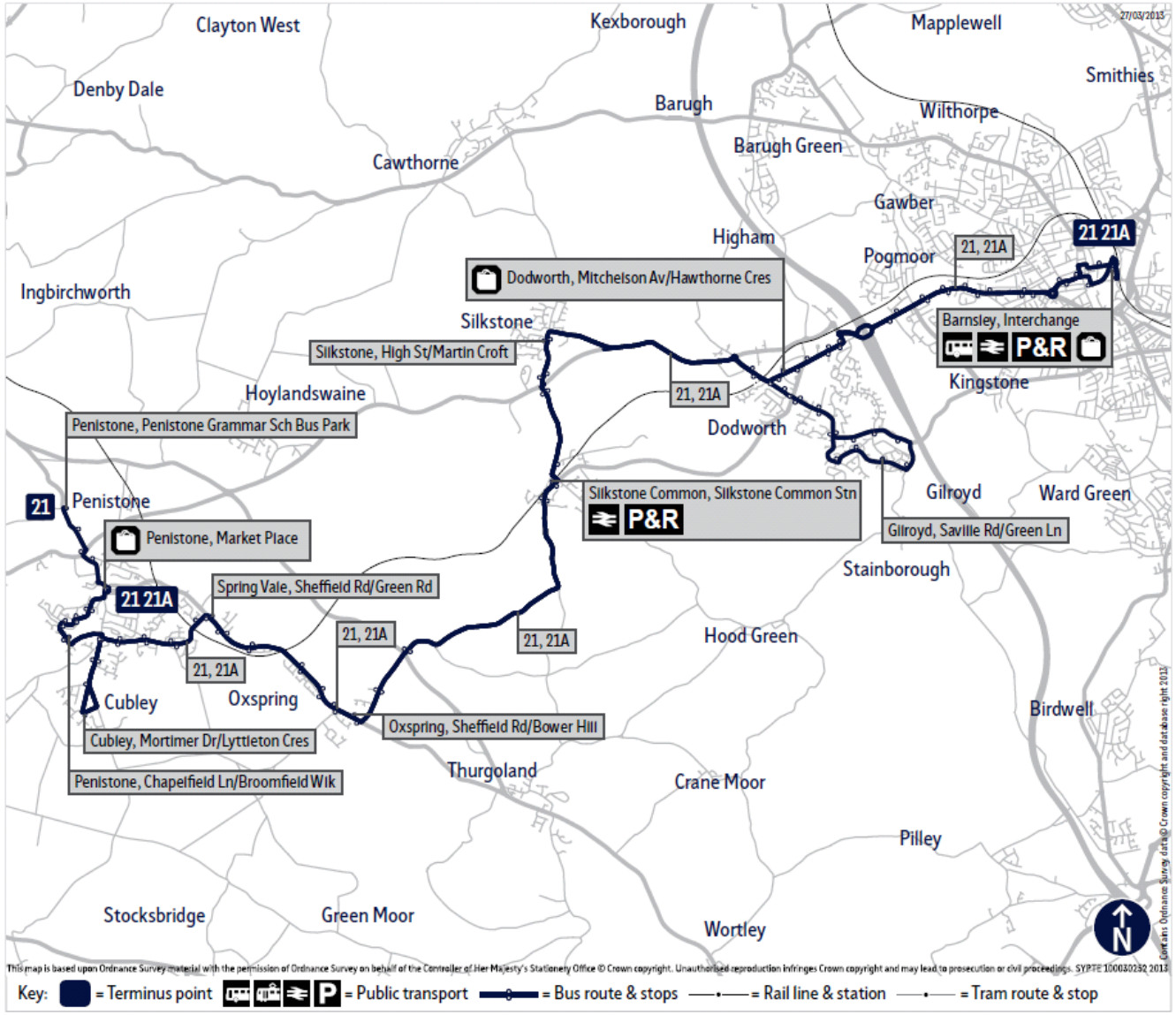
Appendices

Appendix A Service 21 Bus Route Map

Bus route map for services 21 and 21A



Appendix B Accident Data

Accidents between dates **01/01/2008 and 20/04/2013** (64) months

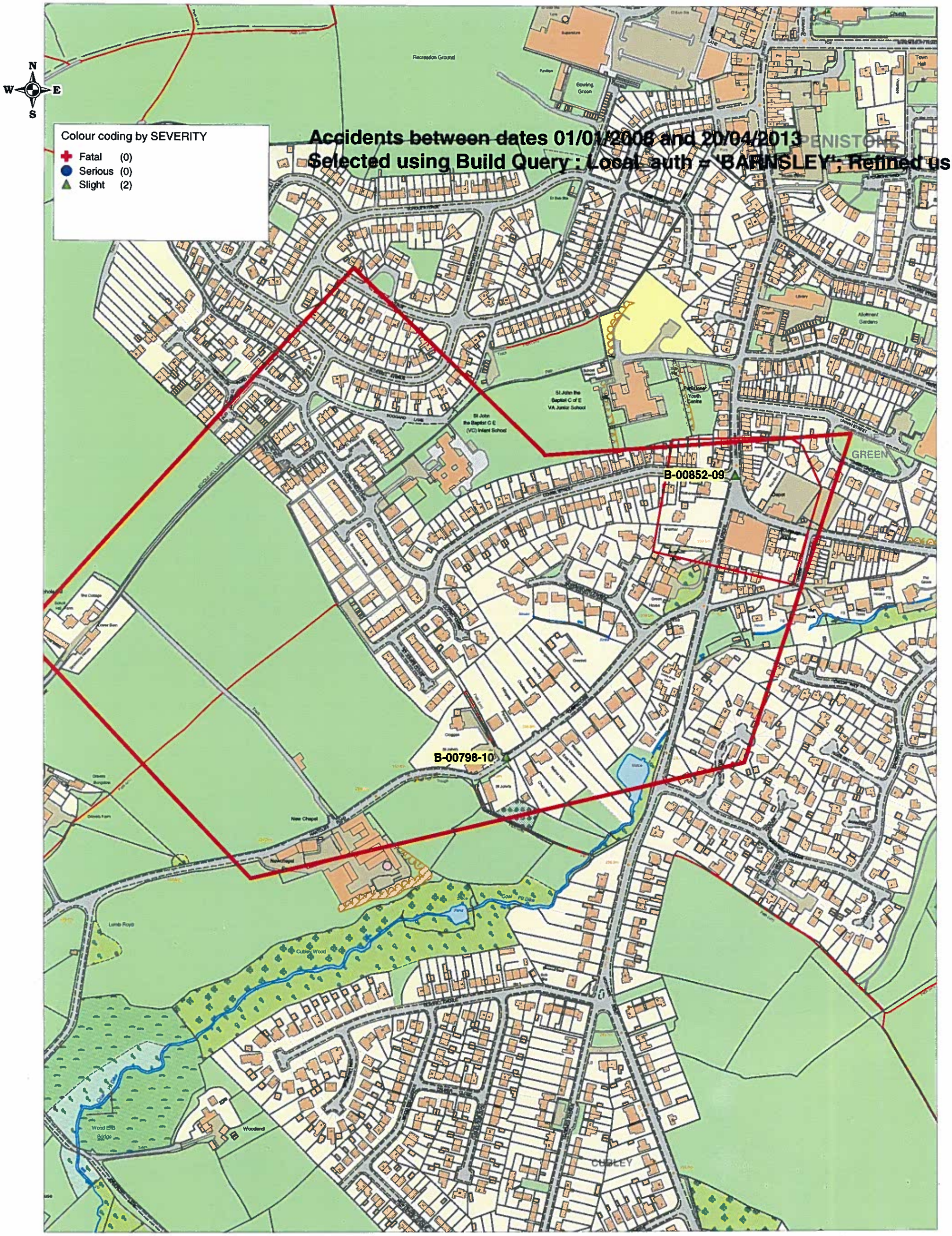
Selection:

Selected using Build Query : Local_auth = 'BARNSLEY';
Refined using Accidents within selected Polygons -Mick H's Polygons ("Rory Price Penistone")

Notes:

Police Ref.	Acc Class	Date	Time	Grid References	Casualties Ftl	Ser	Slt	Causation Factors/ Prob	Ped L M D	Light	Weather	Road Surface	Vehicle Types
Selected Polygon:Rory Price Penistone													
B-00852-09	Slight	10/08/2009	1430	424543 402859	0	0	1	403V2A	0 0 0	Dark	Fine without high winds	Dry	11 9
B-00798-10	Slight	30/07/2010	1800	424317 402581	0	0	1	307V2A	0 0 0	Light	Raining without high winds	Wet/Damp	9 9
Column Totals					0	0	0						

Total number of accidents listed: 2



MAKING SOUTH YORKSHIRE ROADS SAFER

Selected map area

SCALE	1 : 3530
DATE	26/06/2013
DRWG No.	
DRN BY	

Accidents between dates **01/01/2008 and 20/04/2013** (64) months

Selection:

Selected using Build Query : Local_auth = 'BARNSLEY';
Refined using Accidents within selected Polygons -Mick H's Polygons ("Rory Price Penistone")

Notes:

Police Ref.	Date	Cas.	Sev.	Cycs	Peds	Ch	OAPs	Vis.	Manv.	Road Cond.	Time	Location
Selected Polygon: Rory Price Penistone												
B-00852-09	10/08/2009	1	Slight	0	0	0	1	Dark	Left	Dry	1430	HIGH ST PENISTONE AT J/W CLAREL ST
B-00798-10	30/07/2010	1	Slight	0	0	0	0	Light	No turn	Wet/Damp	1800	CHAPEL LN CUBLEY
Column Totals		2		0	0	0	1					
No. of Accidents				0	0	0	1					

Total number of accidents listed: 2

Accidents between dates **01/01/2008 and 20/04/2013 (64) months**
Selection: **Notes:**
Selected using Build Query : Local_auth = 'BARNSLEY'; Refinec

Accidents involving:

	Fatal	Serious	Slight	Total
Motor vehicles only excluding 2-wheels	0	0	2	2
2-wheeled motor vehicles	0	0	0	0
Pedal cycles	0	0	0	0
Horses & other	0	0	0	0
Total	0	0	2	2

Casualties:

	Fatal	Serious	Slight	Total
Vehicle driver	0	0	2	2
Passenger	0	0	0	0
Motorcycle ride	0	0	0	0
Cyclist	0	0	0	0
Pedestrian	0	0	0	0
Other	0	0	0	0
Total	0	0	2	2

Accidents between dates 01/01/2008 and 20/04/2013 (64) months
Selection: Notes:
Selected using Build Query : Local_auth = 'BARNSLEY'; Refinec
Selected Polygon:Rory Price Penistone

B-00852-09 10/08/2009 Monday Time:1430 Vehicles 2 Casualties 1 Slight
Easting: 424,543 Northing: 402,859
Fine without high winds Road Surface:Dry Darkness: street lights present but unlit
Road Type: Single carriageway Speed Limit: 30

Location: HIGH ST PENISTONE AT J/W CLAREL ST
Description:VEH 1 TR ON MAIN CARR WHEN VEH 2 EMERGED FROM JCT AND COLL WITH REAR OF VEH 1.

Vehicle Reference1 Car Going ahead
First point of impact:Back
Vehicle direction: N to S Journey: Not known
Age of Driver : 79 Breath test:Not applicable

Contributory Factors : 403

Casualty Reference 1 Age:79 Male Driver/rider Severity:Slight
Ped Dir:Pedestrian Di Ped Movement : Not pedestrian
Ped Location:

Vehicle Reference2 Bus or coach Turning left
First point of impact:Front
Vehicle direction: W to E Journey: Journey as part of work
Age of Driver : Breath test:Not applicable

Contributory Factors : 403

Accidents between dates 01/01/2008 and 20/04/2013 (64) months
Selection: Notes:
Selected using Build Query : Local_auth = 'BARNSLEY'; Refinec

B-00798-10 30/07/2010 Friday Time:1800 Vehicles 2 Casualties 1 Slight
Easting: 424,317 Northing: 402,581
Raining without high winds Road Surface:Wet/Damp Daylight: no street lighting
Road Type: Single carriageway Speed Limit: 30

Location: CHAPEL LN CUBLEY
Description:VEH'S TR IN OPPOSITE DIRECTIONS, V2 COLL WITH V1 PUSHING V1 INTO HEDGE.

Vehicle Reference1 Car Going ahead
First point of impact:Offside
Vehicle direction: Parked to Parked Journey: Journey as part of work
Age of Driver : 23 Breath test:Not applicable

Contributory Factors : 307

Casualty Reference 1 Age:23 Female Driver/rider Severity:Slight
Ped Dir:Pedestrian Di Ped Movement : Not pedestrian
Ped Location:

Vehicle Reference2 Car Going ahead
First point of impact:Front
Vehicle direction: Parked to Parked Journey: Not known
Age of Driver : 55 Breath test:Not applicable

Contributory Factors : 307

Appendix C Persimmon Site Masterplan (Drawing No.PEN-2013:01)

KEY:

- DENOTES 1800 HIGH CLOSE BOARDED FENCE
- DENOTES 900 HIGH 2 POST AND RAIL TIMBER FENCE
- DENOTES 1800 HIGH SCREEN WALL / FENCE
- DENOTES 900 HIGH RAILINGS
- EXISTING HEDGEROWS
- PROPOSED HEDGEROWS
- TURF PLANTING AREA
- BLOCK PAVING
- PROPOSED TREE PLANTING
- RETAINED TREES

FOR FULL LANDSCAPE DETAILS SEE LANDSCAPE ARCHITECTS PLANS

PARKING SPACES TO BE 5m X 2.5m
ALL DRIVEWAYS ARE A MIN OF 5.6m LONG
SINGLE DRIVES ARE 3m WIDE
DOUBLE DRIVEWAYS ARE 6m WIDE
6m x 3m GARAGES ARE INDICATED ON PLAN

* DENOTES AFFORDABLE HOUSING

SCHEDULE OF ACCOMMODATION

Housetype		Total
Mou	Moulton 2 Storey 2 Bed Semi Detached/Terraced House	13 No.
Ruf	Rufford 2 Storey 3 Bed Detached House	10 No.
Ruf(s)	Rufford Semi 2 Storey 3 Bed Semi Detached	12 No.
Ski	Skipton 2 Storey 2 Bed Semi/Terrace	16 No.
Han	Hanbury 2 Storey 3 Bed Semi Detached/Terraced House	24 No.
Sou	Souter 2 ½ Storey 3 Bed Semi Detached/Terraced House	11 No.
Cla	Clanden 2 Storey 3 Bed Detached House	3 No.
Hat	Hatfield 2 Storey 3 Bed Detached House	5 No.
Ros	Roseberry 2 Storey 4 Bed Detached House	11 No.
Kea	Keating 2 Storey 4 Bed Detached House	12 No.
Che	Cherryburn 2 Storey 4 Bed Detached House	10 No.
Win	Winster 2 Storey 4 Bed Detached House	12 No.
Lum	Lumley 2 ½ Storey 4 Bed Detached House	8 No.
	Willow 1 Storey 2 Bed Detached	12 No.
	Total	159 No.

FOOTPATH LINK SCHOLE HILL LANE
PROPOSED FENCE 1.8m CLOSE BOARDED
FOOTPATH TO BE RETAINED
HEDGEROW TO BE RETAINED
CENTRAL OPEN SPACE
FOOTPATH LINK
RAMP
CHAPEL FIELD LN
CLAREL STREET
ST JOHN'S CLOSE
18.5M
OPEN SPACE
EXISTING STONE WALL
PROPOSED HEDGEROW BUFFER
EXISTING GATE TO BE REPLACED WITH A STONE WALL
OPEN SPACE
EXISTING RETAINING WALL
PROPOSED RETAINING WALL
HARTCLIFF ROAD

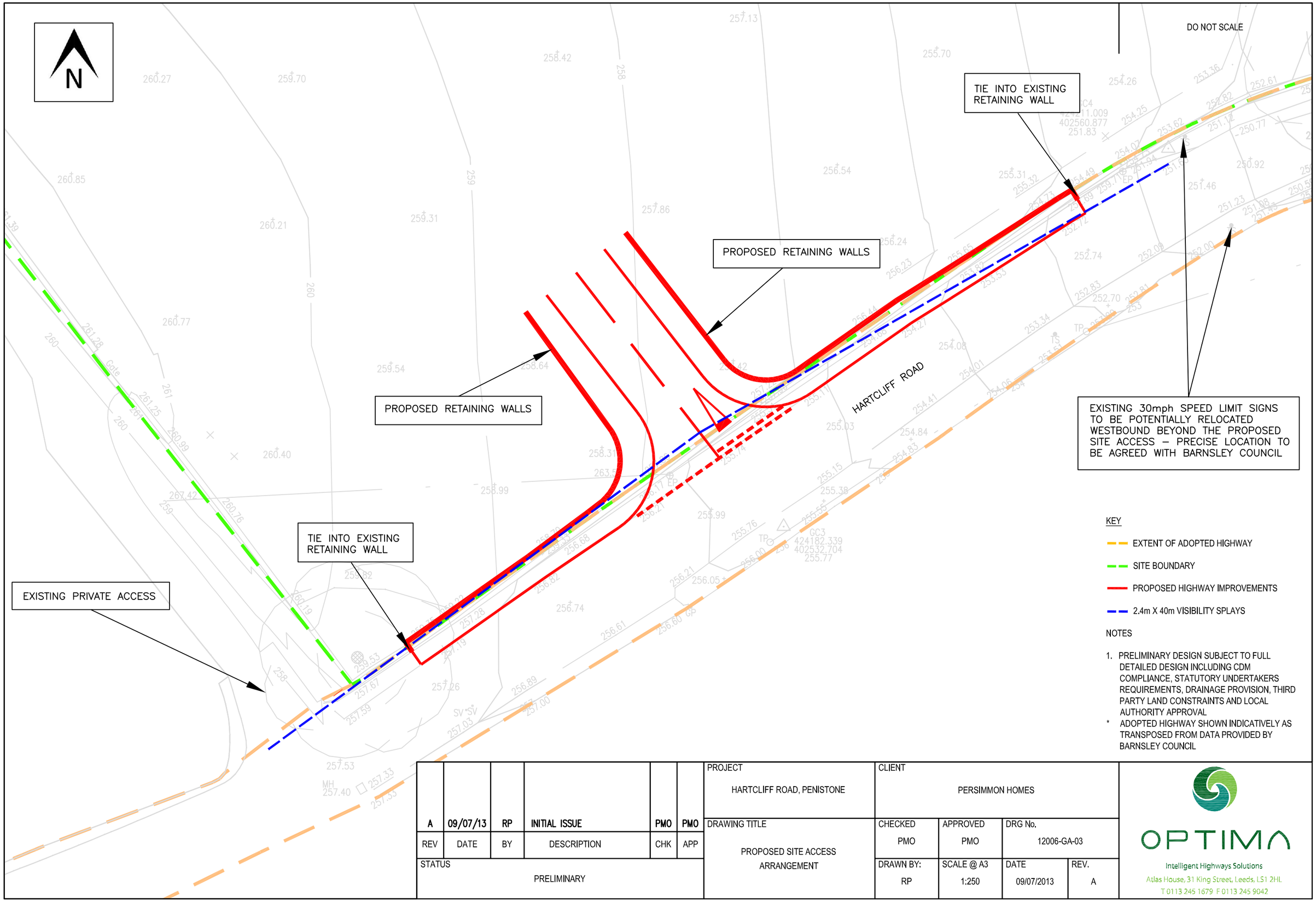
PERSIMMON
Together, we make a home

Proposed Residential Development
Off Hartcliff Road, Penistone

Proposed Planning & Landscape Layout

Scale	1:500@A0	Drawing Number
Drawn By	NSR	PEN-2013:01
Checked By	CAH	July 13

Appendix D Proposed Site Access/Hartcliff Road Junction (Optima Drawing No.12006-GA-03)



REV	DATE	BY	DESCRIPTION	CHK	APP
A	09/07/13	RP	INITIAL ISSUE	PMO	PMO

STATUS: PRELIMINARY

PROJECT: HARTCLIFF ROAD, PENISTONE

CLIENT: PERSIMMON HOMES

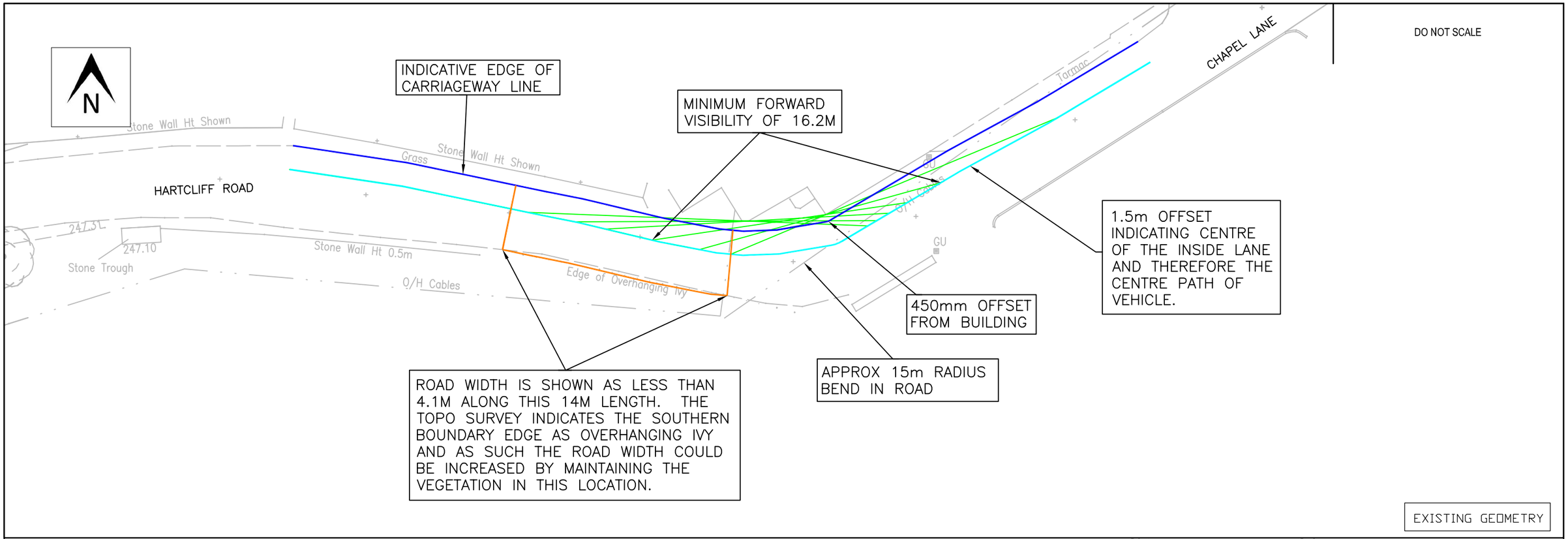
DRAWING TITLE: PROPOSED SITE ACCESS ARRANGEMENT

CHECKED	APPROVED	DRG No.	
PMO	PMO	12006-GA-03	
DRAWN BY:	SCALE @ A3	DATE	REV.
RP	1:250	09/07/2013	A

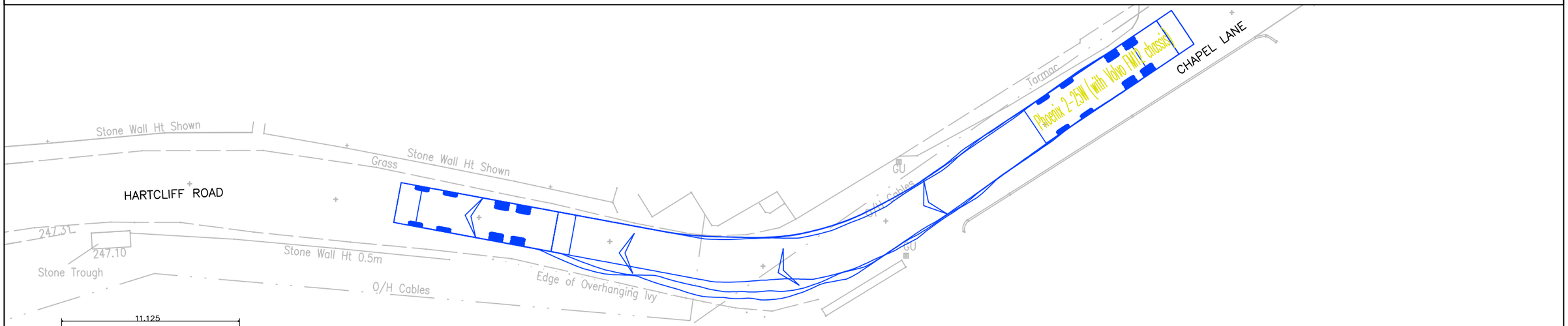
OPTIMA
Intelligent Highways Solutions
Atlas House, 31 King Street, Leeds, LS1 2HL
T 0113 245 1679 F 0113 245 9042

Appendix E Existing Hartcliff Rd/Chapel Lane Corridor Layout (Optima Drawing No.12006-IN-02-Rev A)

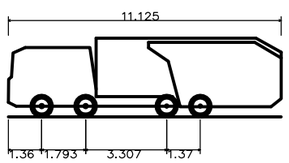
DO NOT SCALE



EXISTING GEOMETRY



VEHICLE SWEPT PATH ANALYSIS



Phoenix 2–25W (with Volvo FM12 chassis)

Overall Length	11.125m
Overall Width	2.530m
Overall Body Height	3.205m
Min Body Ground Clearance	0.410m
Track Width	2.500m
Lock to Lock Time	4.00 sec
Kerb to Kerb Turning Radius	9.250m

REV	DATE	BY	DESCRIPTION	CHK	APP
A	27/03/13	SJP	INITIAL ISSUE	PMO	PMO

STATUS: INFORMATION

PROJECT: HARTCLIFF ROAD, PENISTONE

CLIENT: PERSIMMON HOMES

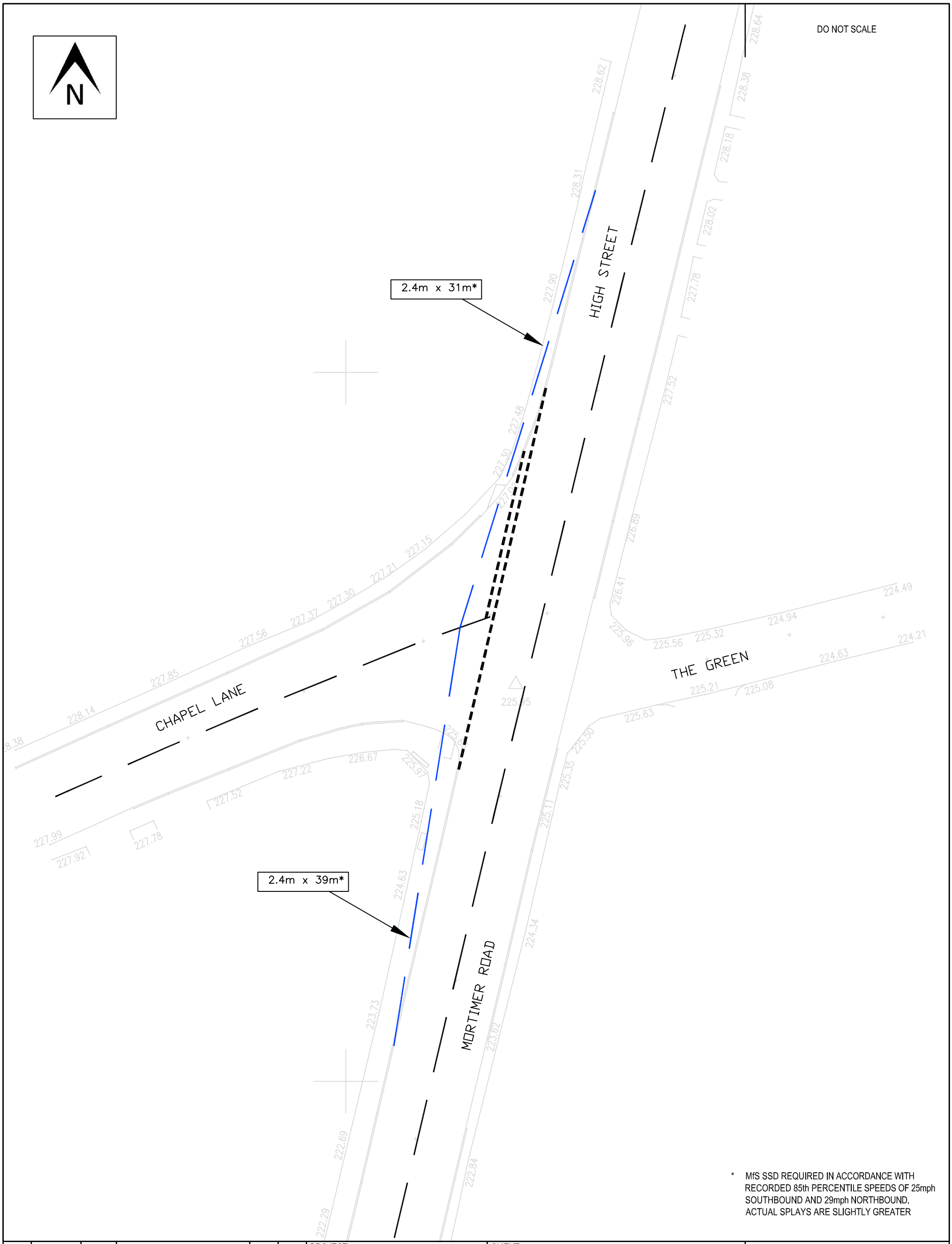
DRAWING TITLE: EXISTING CHAPEL LANE/HARTCLIFF ROAD CORRIDOR LAYOUT

CHECKED	APPROVED	DRG No.	
PMO	PMO	12006/IN/02	
DRAWN BY:	SCALE @ A3	DATE	REV.
SJP	1:250	MARCH 2013	A

OPTIMA
Intelligent Highways Solutions
Atlas House, 31 King Street, Leeds, LS1 2HL
T 0113 245 1679 F 0113 245 9042

Appendix F Existing Chapel Lane/Mortimer Road Junction (Optima Drawing No.12006-IN-03)

DO NOT SCALE



* MfS SSD REQUIRED IN ACCORDANCE WITH RECORDED 85th PERCENTILE SPEEDS OF 25mph SOUTHBOUND AND 29mph NORTHBOUND. ACTUAL SPLAYS ARE SLIGHTLY GREATER

REV	DATE	BY	DESCRIPTION	CHK	APP
A	11/07/13	RP	INITIAL ISSUE	PMO	PMO

STATUS: PRELIMINARY

PROJECT: HARTCLIFF ROAD, PENISTONE

CLIENT: PERSIMMON HOMES

DRAWING TITLE: CHAPEL LANE/HIGH STREET/MORTIMER ROAD/THE GREEN EXISTING JUNCTION LAYOUT

CHECKED	APPROVED	DRG No.	
PMO	PMO	12006--IN-03	
DRAWN BY:	SCALE @ A3	DATE	REV.
RP	1:250	11/07/2013	A

OPTIMA
Intelligent Highways Solutions
Atlas House, 31 King Street, Leeds, LS1 2HL
T 0113 245 1679 F 0113 245 9042

Appendix G TRICS Data

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 03 - RESIDENTIAL
Category : A - HOUSES PRIVATELY OWNED
MULTI-MODAL VEHICLES

Selected regions and areas:

03	SOUTH WEST		
	WL	WILTSHIRE	1 days
04	EAST ANGLIA		
	SF	SUFFOLK	1 days
05	EAST MIDLANDS		
	LN	LINCOLNSHIRE	1 days
06	WEST MIDLANDS		
	WO	WORCESTERSHIRE	1 days
09	NORTH		
	CB	CUMBRIA	1 days
	TV	TEES VALLEY	1 days
11	SCOTLAND		
	FI	FIFE	1 days
	HI	HIGHLAND	1 days

Filtering Stage 2 selection:

Parameter:	Number of dwellings
Actual Range:	82 to 232 (units:)
Range Selected by User:	75 to 300 (units:)

Public Transport Provision:
Selection by: Include all surveys

Date Range: 01/01/05 to 14/10/11

Selected survey days:

Monday	4 days
Tuesday	1 days
Thursday	2 days
Friday	1 days

Selected survey types:

Manual count	8 days
Directional ATC Count	0 days

Selected Locations:

Suburban Area (PPS6 Out of Centre)	1
Edge of Town	7

Selected Location Sub Categories:

Residential Zone	4
Out of Town	1
No Sub Category	3

Filtering Stage 3 selection:

Use Class:

C3	8 days

Filtering Stage 3 selection (Cont.):

Population within 1 mile:

5,001 to 10,000	3 days
10,001 to 15,000	2 days
15,001 to 20,000	3 days

Population within 5 miles:

25,001 to 50,000	2 days
50,001 to 75,000	1 days
75,001 to 100,000	3 days
100,001 to 125,000	2 days

Car ownership within 5 miles:

0.6 to 1.0	6 days
1.1 to 1.5	2 days

Travel Plan:

No	8 days

LIST OF SITES relevant to selection parameters

1 CB-03-A-04 SEMI DETACHED, WORKINGTON CUMBRIA
MOORCLOSE ROAD
SALTERBACK
WORKINGTON
Edge of Town
No Sub Category
Total Number of dwellings: 82
Survey date: FRIDAY 24/04/09 Survey Type: MANUAL

2 FI-03-A-03 MIXED HOUSES, DUNFERMLINE FIFE
WOODMILL ROAD

DUNFERMLINE
Edge of Town
Residential Zone
Total Number of dwellings: 155
Survey date: MONDAY 30/04/07 Survey Type: MANUAL

3 HI-03-A-11 BUNGALOWS, INVERNESS HIGHLAND
STEVENSON ROAD
INSHES
INVERNESS
Edge of Town
Residential Zone
Total Number of dwellings: 85
Survey date: MONDAY 05/06/06 Survey Type: MANUAL

4 LN-03-A-01 MIXED HOUSES, LINCOLN LINCOLNSHIRE
BRANT ROAD
BRACEBRIDGE
LINCOLN
Edge of Town
Residential Zone
Total Number of dwellings: 150
Survey date: TUESDAY 15/05/07 Survey Type: MANUAL

5 SF-03-A-03 MIXED HOUSES, BURY ST EDMDS SUFFOLK
BARTON HILL
FORNHAM ST MARTIN
BURY ST EDMUNDS
Edge of Town
Out of Town
Total Number of dwellings: 101
Survey date: MONDAY 15/05/06 Survey Type: MANUAL

6 TV-03-A-01 MIXED HOUSES/FLATS, HARTLEPL TEES VALLEY
POWLETT ROAD

HARTLEPOOL
Suburban Area (PPS6 Out of Centre)
No Sub Category
Total Number of dwellings: 225
Survey date: THURSDAY 14/04/05 Survey Type: MANUAL

7 WL-03-A-01 SEMI D./TERRACED W. BASSETT WILTSHIRE
MAPLE DRIVE

WOOTTON BASSETT
Edge of Town
Residential Zone
Total Number of dwellings: 99
Survey date: MONDAY 02/10/06 Survey Type: MANUAL

LIST OF SITES relevant to selection parameters (Cont.)

8 WO-03-A-06 DET./TERRACED, BROMSGROVE WORCESTERSHIRE
ST GODWALDS ROAD
ASTON FIELDS
BROMSGROVE
Edge of Town
No Sub Category
Total Number of dwellings: 232
Survey date: THURSDAY 30/06/05 Survey Type: MANUAL

TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED
MULTI-MODAL 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	0	0	0.000	0	0	0.000	0	0	0.000
01:00 - 02:00	0	0	0.000	0	0	0.000	0	0	0.000
02:00 - 03:00	0	0	0.000	0	0	0.000	0	0	0.000
03:00 - 04:00	0	0	0.000	0	0	0.000	0	0	0.000
04:00 - 05:00	0	0	0.000	0	0	0.000	0	0	0.000
05:00 - 06:00	0	0	0.000	0	0	0.000	0	0	0.000
06:00 - 07:00	0	0	0.000	0	0	0.000	0	0	0.000
07:00 - 08:00	8	141	0.058	8	141	0.293	8	141	0.351
08:00 - 09:00	8	141	0.136	8	141	0.454	8	141	0.590
09:00 - 10:00	8	141	0.156	8	141	0.209	8	141	0.365
10:00 - 11:00	8	141	0.143	8	141	0.172	8	141	0.315
11:00 - 12:00	8	141	0.152	8	141	0.148	8	141	0.300
12:00 - 13:00	8	141	0.182	8	141	0.174	8	141	0.356
13:00 - 14:00	8	141	0.194	8	141	0.182	8	141	0.376
14:00 - 15:00	8	141	0.182	8	141	0.177	8	141	0.359
15:00 - 16:00	8	141	0.259	8	141	0.174	8	141	0.433
16:00 - 17:00	8	141	0.335	8	141	0.205	8	141	0.540
17:00 - 18:00	8	141	0.413	8	141	0.200	8	141	0.613
18:00 - 19:00	8	141	0.275	8	141	0.226	8	141	0.501
19:00 - 20:00	0	0	0.000	0	0	0.000	0	0	0.000
20:00 - 21:00	0	0	0.000	0	0	0.000	0	0	0.000
21:00 - 22:00	0	0	0.000	0	0	0.000	0	0	0.000
22:00 - 23:00	0	0	0.000	0	0	0.000	0	0	0.000
23:00 - 24:00	0	0	0.000	0	0	0.000	0	0	0.000
Total Rates:			2.485			2.614			5.099

Parameter summary

Trip rate parameter range selected:	82 - 232 (units:)
Survey date date range:	01/01/05 - 14/10/11
Number of weekdays (Monday-Friday):	8
Number of Saturdays:	0
Number of Sundays:	0
Surveys manually removed from selection:	6

TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED
MULTI-MODAL TOTAL PEOPLE
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	0	0	0.000	0	0	0.000	0	0	0.000
01:00 - 02:00	0	0	0.000	0	0	0.000	0	0	0.000
02:00 - 03:00	0	0	0.000	0	0	0.000	0	0	0.000
03:00 - 04:00	0	0	0.000	0	0	0.000	0	0	0.000
04:00 - 05:00	0	0	0.000	0	0	0.000	0	0	0.000
05:00 - 06:00	0	0	0.000	0	0	0.000	0	0	0.000
06:00 - 07:00	0	0	0.000	0	0	0.000	0	0	0.000
07:00 - 08:00	8	141	0.078	8	141	0.406	8	141	0.484
08:00 - 09:00	8	141	0.187	8	141	0.864	8	141	1.051
09:00 - 10:00	8	141	0.204	8	141	0.296	8	141	0.500
10:00 - 11:00	8	141	0.189	8	141	0.240	8	141	0.429
11:00 - 12:00	8	141	0.206	8	141	0.213	8	141	0.419
12:00 - 13:00	8	141	0.252	8	141	0.244	8	141	0.496
13:00 - 14:00	8	141	0.272	8	141	0.277	8	141	0.549
14:00 - 15:00	8	141	0.254	8	141	0.263	8	141	0.517
15:00 - 16:00	8	141	0.531	8	141	0.291	8	141	0.822
16:00 - 17:00	8	141	0.542	8	141	0.344	8	141	0.886
17:00 - 18:00	8	141	0.593	8	141	0.310	8	141	0.903
18:00 - 19:00	8	141	0.410	8	141	0.377	8	141	0.787
19:00 - 20:00	0	0	0.000	0	0	0.000	0	0	0.000
20:00 - 21:00	0	0	0.000	0	0	0.000	0	0	0.000
21:00 - 22:00	0	0	0.000	0	0	0.000	0	0	0.000
22:00 - 23:00	0	0	0.000	0	0	0.000	0	0	0.000
23:00 - 24:00	0	0	0.000	0	0	0.000	0	0	0.000
Total Rates:			3.718			4.125			7.843

Parameter summary

Trip rate parameter range selected:	82 - 232 (units:)
Survey date date range:	01/01/05 - 14/10/11
Number of weekdays (Monday-Friday):	8
Number of Saturdays:	0
Number of Sundays:	0
Surveys manually removed from selection:	6

Appendix H Census Distribution (Spreadsheet SD1)

area of workplace	Local Authority	Car Driver to Work	Percentage	A628 (W)	A628 (E)	A629 (N)	A629 (S) via Green Lane	A616 via Mortimer Road	Penistone High Street (N)
00BNFA : Ardwick	Manchester	3	0.11%	0.11%					
00BNFC : Barlow Moor	Manchester	3	0.11%	0.11%					
00BNFK : Central	Manchester	8	0.29%	0.29%					
00BNGK : Woodhouse Park	Manchester	4	0.15%	0.15%					
00BPFN : Saddleworth East	Oldham	3	0.11%	0.11%					
00BPFP : Saddleworth West	Oldham	3	0.11%	0.11%					
00BUFN : Park	Trafford	3	0.11%	0.11%					
00BUFT : Talbot	Trafford	3	0.11%	0.11%					
00CCFA : Ardsley	Barnsley	34	1.24%		1.24%				
00CCFB : Athersley	Barnsley	16	0.59%		0.59%				
00CCFC : Brierley	Barnsley	13	0.48%		0.48%				
00CCFD : Central	Barnsley	183	6.69%		6.69%				
00CCFE : Cudworth	Barnsley	3	0.11%		0.11%				
00CCFF : Darfield	Barnsley	5	0.18%		0.18%				
00CCFG : Darton	Barnsley	18	0.66%		0.66%				
00CCFH : Dearne South	Barnsley	5	0.18%		0.18%				
00CCFJ : Dearne Thurnscoe	Barnsley	6	0.22%		0.22%				
00CCFK : Dodworth	Barnsley	70	2.56%		2.56%				
00CCFL : Hoyland East	Barnsley	11	0.40%					0.40%	
00CCFM : Hoyland West	Barnsley	7	0.26%					0.26%	
00CCFN : Monk Bretton	Barnsley	25	0.91%		0.91%				
00CCFP : North West	Barnsley	24	0.88%		0.88%				
00CCFQ : Park	Barnsley	14	0.51%		0.51%				
00CCFR : Penistone East	Barnsley	115	4.20%		0.84%	0.42%	1.47%	1.47%	
00CCFS : Penistone West	Barnsley	628	22.96%	6.89%		2.30%	5.74%	2.30%	5.74%
00CCFT : Royston	Barnsley	17	0.62%		0.62%				
00CCFU : South West	Barnsley	86	3.14%		3.14%				
00CCFW : Wombwell North	Barnsley	27	0.99%					0.99%	
00CCFX : Wombwell South	Barnsley	17	0.62%					0.62%	
00CCFY : Worsbrough	Barnsley	10	0.37%		0.37%				
00CEFD : Balby	Doncaster	3	0.11%		0.11%				
00CEFF : Bentley North Road	Doncaster	3	0.11%		0.11%				
00CEFH : Central	Doncaster	6	0.22%		0.22%				
00CEFJ : Conisbrough	Doncaster	3	0.11%		0.11%				
00CEFK : Edlington and Warms	Doncaster	9	0.33%		0.33%				
00CEFM : Intake	Doncaster	3	0.11%		0.11%				
00CEFN : Mexborough	Doncaster	4	0.15%		0.15%				
00CEFR : South East	Doncaster	4	0.15%		0.15%				
00CEFU : Thorne	Doncaster	3	0.11%		0.11%				
00CEFW : Town Field	Doncaster	9	0.33%		0.33%				
00CEFX : Wheatley	Doncaster	3	0.11%		0.11%				
00CFFA : Anston and Woodsett	Rotherham	3	0.11%					0.11%	
00CFFC : Boston	Rotherham	15	0.55%					0.55%	
00CFFD : Bramley, Ravenfield a	Rotherham	3	0.11%					0.11%	
00CFFE : Brampton, Melton and	Rotherham	9	0.33%					0.33%	
00CFFH : Central	Rotherham	35	1.28%					1.28%	
00CFFK : Greasbrough	Rotherham	8	0.29%					0.29%	
00CFFL : Herringthorpe	Rotherham	23	0.84%					0.84%	
00CFFP : Maltby	Rotherham	4	0.15%					0.15%	
00CFFQ : Park	Rotherham	3	0.11%					0.11%	
00CFFR : Rawmarsh East	Rotherham	3	0.11%					0.11%	
00CFFS : Rawmarsh West	Rotherham	3	0.11%					0.11%	
00CFFT : St. John's	Rotherham	3	0.11%					0.11%	
00CFFW : Thorpe Hesley	Rotherham	3	0.11%					0.11%	
00CFFX : Thurcroft and Whiston	Rotherham	3	0.11%					0.11%	
00CFFY : Wath	Rotherham	13	0.48%					0.48%	
00CGFC : Brightside	Sheffield	17	0.62%					0.62%	
00CGFD : Broomhill	Sheffield	27	0.99%				0.99%		
00CGFE : Burngreave	Sheffield	42	1.54%				1.54%		
00CGFF : Castle	Sheffield	21	0.77%				0.77%		
00CGFG : Chapel Green	Sheffield	28	1.02%				1.02%		
00CGFH : Darnall	Sheffield	57	2.08%					2.08%	
00CGFK : Ecclesall	Sheffield	3	0.11%				0.11%		
00CGFL : Firth Park	Sheffield	16	0.59%				0.59%		
00CGFM : Hallam	Sheffield	6	0.22%				0.22%		
00CGFN : Handsworth	Sheffield	7	0.26%					0.26%	
00CGFP : Heeley	Sheffield	3	0.11%				0.11%		
00CGFQ : Hillsborough	Sheffield	4	0.15%				0.15%		
00CGFS : Manor	Sheffield	4	0.15%				0.15%		
00CGFT : Mosborough	Sheffield	3	0.11%					0.11%	
00CGFU : Nether Edge	Sheffield	3	0.11%				0.11%		
00CGFX : Netherthorpe	Sheffield	102	3.73%				3.73%		
00CGFZ : Owlerton	Sheffield	17	0.62%				0.62%		
00CGGA : Park	Sheffield	9	0.33%				0.33%		
00CGGB : Sharrow	Sheffield	35	1.28%				1.28%		
00CGGC : Southey Green	Sheffield	5	0.18%				0.18%		
00CGGD : South Wortley	Sheffield	39	1.43%				1.43%		
00CGGE : Stocksbridge	Sheffield	105	3.84%					3.84%	
00CGGF : Walkley	Sheffield	5	0.18%				0.18%		
00CXFB : Bingley	Bradford	4	0.15%		0.15%				
00CXFF : Bradford Moor	Bradford	3	0.11%		0.11%				
00CXFX : Shipley East	Bradford	3	0.11%		0.11%				
00CXGC : Undercliffe	Bradford	3	0.11%		0.11%				

area of workplace	Local Authority	Car Driver to Work	Percentage	A628 (W)	A628 (E)	A629 (N)	A629 (S) via Green Lane	A616 via Mortimer Road	Penistone High Street (N)
00CXGD : University	Bradford	12	0.44%		0.44%				
00CXGE : Wibsey	Bradford	3	0.11%		0.11%				
00CXGG : Wyke	Bradford	4	0.15%		0.15%				
00CYFA : Brighouse	Calderdale	3	0.11%		0.11%				
00CYFC : Elland	Calderdale	7	0.26%		0.26%				
00CYFH : Mixenden	Calderdale	3	0.11%		0.11%				
00CYFJ : Northowram and Shell	Calderdale	3	0.11%		0.11%				
00CYFS : Town	Calderdale	7	0.26%		0.26%				
00CYFT : Warley	Calderdale	3	0.11%		0.11%				
00CZFA : Almondbury	Kirklees	7	0.26%			0.26%			
00CZFB : Batley East	Kirklees	4	0.15%		0.15%				
00CZFC : Batley West	Kirklees	3	0.11%		0.11%				
00CZFD : Birkby	Kirklees	5	0.18%			0.18%			
00CZFE : Birstall and Birkensha	Kirklees	4	0.15%		0.15%				
00CZFF : Cleckheaton	Kirklees	3	0.11%			0.11%			
00CZFG : Colne Valley West	Kirklees	8	0.29%			0.29%			
00CZFH : Crosland Moor	Kirklees	10	0.37%			0.37%			
00CZFJ : Dalton	Kirklees	7	0.26%			0.26%			
00CZFK : Deighton	Kirklees	46	1.68%			1.68%			
00CZFL : Denby Dale	Kirklees	49	1.79%			1.79%			
00CZFM : Dewsbury East	Kirklees	7	0.26%		0.26%				
00CZFN : Dewsbury West	Kirklees	3	0.11%		0.11%				
00CZFP : Golcar	Kirklees	7	0.26%			0.26%			
00CZFQ : Heckmondwike	Kirklees	5	0.18%			0.18%			
00CZFR : Holme Valley North	Kirklees	9	0.33%			0.33%			
00CZFS : Holme Valley South	Kirklees	29	1.06%			1.06%			
00CZFT : Kirkburton	Kirklees	16	0.59%			0.59%			
00CZFU : Lindley	Kirklees	9	0.33%			0.33%			
00CZFW : Mirfield	Kirklees	4	0.15%			0.15%			
00CZFX : Newsome	Kirklees	15	0.55%			0.55%			
00CZFY : Paddock	Kirklees	14	0.51%			0.51%			
00CZGA : Thornhill	Kirklees	9	0.33%			0.33%			
00DAFB : Armley	Leeds	4	0.15%		0.15%				
00DAFC : Barwick and Kippax	Leeds	3	0.11%		0.11%				
00DAFD : Beeston	Leeds	17	0.62%		0.62%				
00DAFG : Chapel Allerton	Leeds	4	0.15%		0.15%				
00DAFH : City and Holbeck	Leeds	53	1.94%		1.94%				
00DAFK : Garforth and Swillingt	Leeds	4	0.15%		0.15%				
00DAFN : Headingley	Leeds	5	0.18%		0.18%				
00DAFP : Horsforth	Leeds	4	0.15%		0.15%				
00DAFQ : Hunslet	Leeds	6	0.22%		0.22%				
00DAFU : Morley North	Leeds	13	0.48%		0.48%				
00DAFW : Morley South	Leeds	7	0.26%		0.26%				
00DAFZ : Pudsey North	Leeds	3	0.11%		0.11%				
00DAGF : University	Leeds	13	0.48%		0.48%				
00DAGK : Wortley	Leeds	3	0.11%		0.11%				
00DBFB : Castleford Glasshoug	Wakefield	3	0.11%		0.11%				
00DBFC : Castleford Whitwood	Wakefield	9	0.33%		0.33%				
00DBFE : Featherstone	Wakefield	4	0.15%		0.15%				
00DBFG : Horbury	Wakefield	6	0.22%		0.22%				
00DBFH : Knottingley	Wakefield	4	0.15%		0.15%				
00DBFK : Ossett	Wakefield	14	0.51%		0.51%				
00DBFL : Pontefract North	Wakefield	3	0.11%		0.11%				
00DBFN : South Elmsall	Wakefield	4	0.15%		0.15%				
00DBFQ : Stanley and Altofts	Wakefield	5	0.18%		0.18%				
00DBFR : Stanley and Wrenthor	Wakefield	7	0.26%		0.26%				
00DBFS : Wakefield Central	Wakefield	18	0.66%		0.66%				
00DBFT : Wakefield East	Wakefield	22	0.80%		0.80%				
00DBFU : Wakefield North	Wakefield	15	0.55%		0.55%				
00DBFW : Wakefield Rural	Wakefield	10	0.37%		0.37%				
00DBFX : Wakefield South	Wakefield	4	0.15%		0.15%				
00EUND : Birchwood	Warrington	3	0.11%	0.11%					
00EUNP : Lymm	Warrington	3	0.11%	0.11%					
00FANF : Holderness	Hull	3	0.11%		0.11%				
00FANQ : Pickering	Hull	3	0.11%		0.11%				
00FDND : Crosby and Park	North Lincolnshire	3	0.11%					0.11%	
00FDNJ : Town	North Lincolnshire	3	0.11%					0.11%	
17UDGH : Lowgates and Woodt	Chesterfield	3	0.11%					0.11%	
17UDGL : Old Whittington	Chesterfield	4	0.15%					0.15%	
17UDGR : West	Chesterfield	3	0.11%					0.11%	
37UFGF : Lindhurst	Mansfield	3	0.11%					0.11%	
37UFGP : Sherwood	Mansfield	3	0.11%					0.11%	
		2,735	**100.00%**	**8.20%**	**34.88%**	**11.93%**	**20.70%**	**18.54%**	**5.74%**

Appendix I Junction Modelling Outputs

Junctions 8

PICADY 8 - Priority Intersection Module

Version: 8.0.1.305 [25 May 2012]

For sales and distribution information, program advice and maintenance, contact TRL:
Tel: +44 (0)1344 770758 E-mail: software@trl.co.uk Web: http://www.trlsoftware.co.uk

Filename: (new file)
Path:
Report generation date: 08/07/2013 16:46:46

Summary of junction performance

	AM			
	Queue (PCU)	Delay (s)	RFC	LOS
	A1 - 2013 Count			
Stream B-ACD	0.08	5.83	0.08	A
Stream A-B	-	-	-	-
Stream A-C	-	-	-	-
Stream A-D	0.00	0.00	0.00	A
Stream D-ABC	0.01	9.14	0.01	A
Stream C-D	-	-	-	-
Stream C-A	-	-	-	-
Stream C-B	0.06	6.03	0.05	A

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

"D1 - 2013 Count, AM " model duration: 08:00 - 09:30
"D2 - 2013 Count, PM" model duration: 17:00 - 18:30

Run using Junctions 8.0.1.305 at 08/07/2013 16:46:45

File summary

File Description

Title	(untitled)
Location	
Site Number	
Date	08/07/2013
Version	
Status	(new file)
Identifier	
Client	
Jobnumber	

Enumerator	OPTIMA\Rory.Price
Description	

Analysis Options

Vehicle Length (m)	Do Queue Variations	Calculate Residual Capacity	Residual Capacity Criteria Type	RFC Threshold	Average Delay Threshold (s)	Queue Threshold (PCU)
5.75			N/A	0.85	36.00	20.00

Units

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

(Default Analysis Set) - 2013 Count, AM

Data Errors and Warnings

No errors or warnings

Analysis Set Details

Name	Description	Locked	Network Flow Scaling Factor (%)	Reason For Scaling Factors
(Default Analysis Set)			100.000	

Demand Set Details

Name	Scenario Name	Time Period Name	Description	Traffic Profile Type	Model Start Time (HH:mm)	Model Finish Time (HH:mm)	Model Time Period Length (min)	Time Segment Length (min)	Single Time Segment Only	Locked
2013 Count, AM	2013 Count	AM		ONE HOUR	08:00	09:30	90	15		

Junction Network

Junctions

Name	Junction Type	Major Road Direction	Arm Order	Junction Delay (s)	Junction LOS
(untitled)	Crossroads	Two-way	A,B,C,D	6.11	A

Junction Network Options

Driving Side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Name	Description	Arm Type
A	Mortimer Road		Major
B	Chapel Lane		Minor
C	High Street		Major
D	The Green		Minor

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Width of kerbed central reserve (m)	Has right turn bay	Width For Right Turn (m)	Visibility For Right Turn (m)	Blocks?	Blocking Queue (PCU)
A	6.55		0.00		2.20	143.80		
C	6.55		0.00		2.20	215.00		

Geometries for Arm C are measured opposite Arm B. Geometries for Arm A (if relevant) are measured opposite Arm D.

Minor Arm Geometry

Arm	Minor Arm Type	Lane Width (m)	Lane Width (Left) (m)	Lane Width (Right) (m)	Width at give-way (m)	Width at 5m (m)	Width at 10m (m)	Width at 15m (m)	Width at 20m (m)	Estimate Flare Length	Flare Length (PCU)	Visibility To Left (m)	Visibility To Right (m)
B	One lane	4.96								✓		27	16
D	One lane	2.20										9	4

Pedestrian Crossings

Arm	Crossing Type
A	None
B	None
C	None
D	None

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Junction	Stream	Intercept (PCU/hr)	Slope for A-B	Slope for A-C	Slope for A-D	Slope for B-A	Slope for B-C	Slope for B-D	Slope for C-A	Slope for C-B	Slope for C-D	Slope for D-A	Slope for D-B	Slope for D-C
1	A-D	657.239	-	-	-	-	-	-	0.249	0.355	0.249	-	-	-
1	B-A	591.013	0.105	0.266	0.266	-	-	-	0.167	0.379	-	0.266	0.266	0.133
1	B-C	758.195	0.113	0.287	-	-	-	-	-	-	-	-	-	-
1	B-D, nearside lane	591.013	0.105	0.266	0.266	-	-	-	0.167	0.379	0.167	-	-	-
1	B-D, offside lane	591.013	0.105	0.266	0.266	-	-	-	0.167	0.379	0.167	-	-	-
1	C-B	698.472	0.264	0.264	0.377	-	-	-	-	-	-	-	-	-
1	D-A	576.280	-	-	-	-	-	-	0.218	-	0.086	-	-	-
1	D-B, nearside lane	444.001	0.126	0.126	0.285	-	-	-	0.200	0.200	0.079	-	-	-
1	D-B, offside lane	444.001	0.126	0.126	0.285	-	-	-	0.200	0.200	0.079	-	-	-
1	D-C	444.001	-	0.126	0.285	0.100	0.200	0.200	0.200	0.200	0.079	-	-	-

The slopes and intercepts shown above do NOT include any corrections or adjustments.

Streams may be combined, in which case capacity will be adjusted.

Values are shown for the first time segment only; they may differ for subsequent time segments.

Traffic Flows

Demand Set Data Options

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

Entry Flows

General Flows Data

Arm	Profile Type	Use Turning Counts	Average Demand Flow (PCU/hr)	Flow Scaling Factor (%)
A	ONE HOUR	✓	233.00	100.000
B	ONE HOUR	✓	46.00	100.000
C	ONE HOUR	✓	142.00	100.000
D	ONE HOUR	✓	5.00	100.000

Turning Proportions

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

		To			
		A	B	C	D
From	A	0.000	6.000	227.000	0.000
	B	3.000	0.000	43.000	0.000
	C	110.000	31.000	0.000	1.000
	D	1.000	1.000	3.000	0.000

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

		To			
		A	B	C	D
From	A	0.00	0.03	0.97	0.00
	B	0.07	0.00	0.93	0.00
	C	0.77	0.22	0.00	0.01
	D	0.20	0.20	0.60	0.00

Vehicle Mix

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

		To			
		A	B	C	D
From	A	1.000	1.000	1.000	1.000
	B	1.000	1.000	1.000	1.000
	C	1.000	1.000	1.000	1.000
	D	1.000	1.000	1.000	1.000

Heavy Vehicle Percentages - Junction 1 (for whole period)

		To			
		A	B	C	D
From	A	0.000	0.000	0.000	0.000
	B	0.000	0.000	0.000	0.000
	C	0.000	0.000	0.000	0.000
	D	0.000	0.000	0.000	0.000

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-ACD	0.08	5.83	0.08	A

A-B	-	-	-	-
A-C	-	-	-	-
A-D	0.00	0.00	0.00	A
D-ABC	0.01	9.14	0.01	A
C-D	-	-	-	-
C-A	-	-	-	-
C-B	0.05	6.03	0.06	A

Main Results for each time segment

Main results: (08:00-08:15)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-ACD	34.63	34.42	0.00	692.50	0.050	0.05	5.469	A
A-B	4.52	4.52	0.00	-	-	-	-	-
A-C	170.90	170.90	0.00	-	-	-	-	-
A-D	0.00	0.00	0.00	628.18	0.000	0.00	0.000	A
D-ABC	3.76	3.73	0.00	420.56	0.009	0.01	8.637	A
C-D	0.75	0.75	0.00	-	-	-	-	-
C-A	82.81	82.81	0.00	-	-	-	-	-
C-B	23.34	23.19	0.00	652.14	0.036	0.04	5.722	A

Main results: (08:15-08:30)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-ACD	41.35	41.31	0.00	682.36	0.061	0.06	5.615	A
A-B	5.39	5.39	0.00	-	-	-	-	-
A-C	204.07	204.07	0.00	-	-	-	-	-
A-D	0.00	0.00	0.00	622.49	0.000	0.00	0.000	A
D-ABC	4.49	4.49	0.00	411.71	0.011	0.01	8.840	A
C-D	0.90	0.90	0.00	-	-	-	-	-
C-A	98.89	98.89	0.00	-	-	-	-	-
C-B	27.87	27.84	0.00	643.14	0.043	0.05	5.850	A

Main results: (08:30-08:45)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-ACD	50.65	50.58	0.00	668.32	0.076	0.08	5.827	A
A-B	6.61	6.61	0.00	-	-	-	-	-
A-C	249.93	249.93	0.00	-	-	-	-	-
A-D	0.00	0.00	0.00	614.68	0.000	0.00	0.000	A
D-ABC	5.51	5.49	0.00	399.48	0.014	0.01	9.137	A
C-D	1.10	1.10	0.00	-	-	-	-	-
C-A	121.11	121.11	0.00	-	-	-	-	-
C-B	34.13	34.08	0.00	630.71	0.054	0.06	6.033	A

Main results: (08:45-09:00)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-ACD	50.65	50.65	0.00	668.32	0.076	0.08	5.827	A
A-B	6.61	6.61	0.00	-	-	-	-	-
A-C	249.93	249.93	0.00	-	-	-	-	-
A-D	0.00	0.00	0.00	614.66	0.000	0.00	0.000	A

D-ABC	5.51	5.50	0.00	399.46	0.014	0.01	9.137	A
C-D	1.10	1.10	0.00	-	-	-	-	-
C-A	121.11	121.11	0.00	-	-	-	-	-
C-B	34.13	34.13	0.00	630.71	0.054	0.06	6.033	A

Main results: (09:00-09:15)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-ACD	41.35	41.42	0.00	682.36	0.061	0.06	5.616	A
A-B	5.39	5.39	0.00	-	-	-	-	-
A-C	204.07	204.07	0.00	-	-	-	-	-
A-D	0.00	0.00	0.00	622.46	0.000	0.00	0.000	A
D-ABC	4.49	4.51	0.00	411.68	0.011	0.01	8.843	A
C-D	0.90	0.90	0.00	-	-	-	-	-
C-A	98.89	98.89	0.00	-	-	-	-	-
C-B	27.87	27.91	0.00	643.14	0.043	0.05	5.853	A

Main results: (09:15-09:30)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-ACD	34.63	34.68	0.00	692.49	0.050	0.05	5.472	A
A-B	4.52	4.52	0.00	-	-	-	-	-
A-C	170.90	170.90	0.00	-	-	-	-	-
A-D	0.00	0.00	0.00	628.12	0.000	0.00	0.000	A
D-ABC	3.76	3.77	0.00	420.49	0.009	0.01	8.640	A
C-D	0.75	0.75	0.00	-	-	-	-	-
C-A	82.81	82.81	0.00	-	-	-	-	-
C-B	23.34	23.37	0.00	652.14	0.036	0.04	5.727	A

Junctions 8

PICADY 8 - Priority Intersection Module

Version: 8.0.1.305 [25 May 2012]

For sales and distribution information, program advice and maintenance, contact TRL:
Tel: +44 (0)1344 770758 E-mail: software@trl.co.uk Web: http://www.trlsoftware.co.uk

Filename: (new file)
Path:
Report generation date: 08/07/2013 16:47:16

Summary of junction performance

	PM			
	Queue (PCU)	Delay (s)	RFC	LOS
	A1 - 2013 Count			
Stream B-ACD	0.13	6.22	0.11	A
Stream A-B	-	-	-	-
Stream A-C	-	-	-	-
Stream A-D	0.00	6.37	0.00	A
Stream D-ABC	0.00	0.00	0.00	A
Stream C-D	-	-	-	-
Stream C-A	-	-	-	-
Stream C-B	0.12	6.24	0.10	A

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

"D1 - 2013 Count, AM" model duration: 08:00 - 09:30
"D2 - 2013 Count, PM " model duration: 17:00 - 18:30

Run using Junctions 8.0.1.305 at 08/07/2013 16:47:16

File summary

File Description

Title	(untitled)
Location	
Site Number	
Date	08/07/2013
Version	
Status	(new file)
Identifier	
Client	
Jobnumber	

Enumerator	OPTIMA\Rory.Price
Description	

Analysis Options

Vehicle Length (m)	Do Queue Variations	Calculate Residual Capacity	Residual Capacity Criteria Type	RFC Threshold	Average Delay Threshold (s)	Queue Threshold (PCU)
5.75			N/A	0.85	36.00	20.00

Units

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

(Default Analysis Set) - 2013 Count, PM

Data Errors and Warnings

No errors or warnings

Analysis Set Details

Name	Description	Locked	Network Flow Scaling Factor (%)	Reason For Scaling Factors
(Default Analysis Set)			100.000	

Demand Set Details

Name	Scenario Name	Time Period Name	Description	Traffic Profile Type	Model Start Time (HH:mm)	Model Finish Time (HH:mm)	Model Time Period Length (min)	Time Segment Length (min)	Single Time Segment Only	Locked
2013 Count, PM	2013 Count	PM		ONE HOUR	17:00	18:30	90	15		

Junction Network

Junctions

Name	Junction Type	Major Road Direction	Arm Order	Junction Delay (s)	Junction LOS
(untitled)	Crossroads	Two-way	A,B,C,D	6.23	A

Junction Network Options

Driving Side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Name	Description	Arm Type
A	Mortimer Road		Major
B	Chapel Lane		Minor
C	High Street		Major
D	The Green		Minor

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Width of kerbed central reserve (m)	Has right turn bay	Width For Right Turn (m)	Visibility For Right Turn (m)	Blocks?	Blocking Queue (PCU)

A	6.55		0.00		2.20	143.80		
C	6.55		0.00		2.20	215.00		

Geometries for Arm C are measured opposite Arm B. Geometries for Arm A (if relevant) are measured opposite Arm D.

Minor Arm Geometry

Arm	Minor Arm Type	Lane Width (m)	Lane Width (Left) (m)	Lane Width (Right) (m)	Width at give-way (m)	Width at 5m (m)	Width at 10m (m)	Width at 15m (m)	Width at 20m (m)	Estimate Flare Length	Flare Length (PCU)	Visibility To Left (m)	Visibility To Right (m)
B	One lane	4.96								✓		27	16
D	One lane	2.20										9	4

Pedestrian Crossings

Arm	Crossing Type
A	None
B	None
C	None
D	None

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Junction	Stream	Intercept (PCU/hr)	Slope for A-B	Slope for A-C	Slope for A-D	Slope for B-A	Slope for B-C	Slope for B-D	Slope for C-A	Slope for C-B	Slope for C-D	Slope for D-A	Slope for D-B	Slope for D-C
1	A-D	657.239	-	-	-	-	-	-	0.249	0.355	0.249	-	-	-
1	B-A	591.013	0.105	0.266	0.266	-	-	-	0.167	0.379	-	0.266	0.266	0.133
1	B-C	758.195	0.113	0.287	-	-	-	-	-	-	-	-	-	-
1	B-D, nearside lane	591.013	0.105	0.266	0.266	-	-	-	0.167	0.379	0.167	-	-	-
1	B-D, offside lane	591.013	0.105	0.266	0.266	-	-	-	0.167	0.379	0.167	-	-	-
1	C-B	698.472	0.264	0.264	0.377	-	-	-	-	-	-	-	-	-
1	D-A	576.280	-	-	-	-	-	-	0.218	-	0.086	-	-	-
1	D-B, nearside lane	444.001	0.126	0.126	0.285	-	-	-	0.200	0.200	0.079	-	-	-
1	D-B, offside lane	444.001	0.126	0.126	0.285	-	-	-	0.200	0.200	0.079	-	-	-
1	D-C	444.001	-	0.126	0.285	0.100	0.200	0.200	0.200	0.200	0.079	-	-	-

The slopes and intercepts shown above do NOT include any corrections or adjustments.

Streams may be combined, in which case capacity will be adjusted.

Values are shown for the first time segment only; they may differ for subsequent time segments.

Traffic Flows

Demand Set Data Options

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

Entry Flows

General Flows Data

Arm	Profile Type	Use Turning Counts	Average Demand Flow (PCU/hr)	Flow Scaling Factor (%)
A	ONE HOUR	✓	186.00	100.000
B	ONE HOUR	✓	68.00	100.000
C	ONE HOUR	✓	301.00	100.000
D	ONE HOUR	✓	2.00	100.000

Turning Proportions

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

		To			
		A	B	C	D
From	A	0.000	5.000	179.000	2.000
	B	9.000	0.000	58.000	1.000
	C	236.000	61.000	0.000	4.000
	D	1.000	1.000	0.000	0.000

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

		To			
		A	B	C	D
From	A	0.00	0.03	0.96	0.01
	B	0.13	0.00	0.85	0.01
	C	0.78	0.20	0.00	0.01
	D	0.50	0.50	0.00	0.00

Vehicle Mix

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

		To			
		A	B	C	D
From	A	1.000	1.000	1.000	1.000
	B	1.000	1.000	1.000	1.000
	C	1.000	1.000	1.000	1.000
	D	1.000	1.000	1.000	1.000

Heavy Vehicle Percentages - Junction 1 (for whole period)

		To			
		A	B	C	D
From	A	0.000	0.000	0.000	0.000
	B	0.000	0.000	0.000	0.000
	C	0.000	0.000	0.000	0.000
	D	0.000	0.000	0.000	0.000

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-ACD	0.11	6.22	0.13	A
A-B	-	-	-	-

A-C	-	-	-	-
A-D	0.00	6.37	0.00	A
D-ABC	0.00	0.00	0.00	A
C-D	-	-	-	-
C-A	-	-	-	-
C-B	0.10	6.24	0.12	A

Main Results for each time segment

Main results: (17:00-17:15)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-ACD	51.19	50.87	0.00	677.52	0.076	0.08	5.742	A
A-B	3.76	3.76	0.00	-	-	-	-	-
A-C	134.76	134.76	0.00	-	-	-	-	-
A-D	1.51	1.50	0.00	596.02	0.003	0.00	6.054	A
D-ABC	0.00	0.00	0.00	408.49	0.000	0.00	0.000	A
C-D	3.01	3.01	0.00	-	-	-	-	-
C-A	177.67	177.67	0.00	-	-	-	-	-
C-B	45.92	45.63	0.00	661.31	0.069	0.07	5.844	A

Main results: (17:15-17:30)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-ACD	61.13	61.05	0.00	667.43	0.092	0.10	5.937	A
A-B	4.49	4.49	0.00	-	-	-	-	-
A-C	160.92	160.92	0.00	-	-	-	-	-
A-D	1.80	1.80	0.00	584.04	0.003	0.00	6.182	A
D-ABC	0.00	0.00	0.00	396.13	0.000	0.00	0.000	A
C-D	3.60	3.60	0.00	-	-	-	-	-
C-A	212.16	212.16	0.00	-	-	-	-	-
C-B	54.84	54.77	0.00	654.10	0.084	0.09	6.006	A

Main results: (17:30-17:45)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-ACD	74.87	74.76	0.00	653.34	0.115	0.13	6.220	A
A-B	5.51	5.51	0.00	-	-	-	-	-
A-C	197.08	197.08	0.00	-	-	-	-	-
A-D	2.20	2.20	0.00	567.58	0.004	0.00	6.366	A
D-ABC	0.00	0.00	0.00	379.02	0.000	0.00	0.000	A
C-D	4.40	4.40	0.00	-	-	-	-	-
C-A	259.84	259.84	0.00	-	-	-	-	-
C-B	67.16	67.06	0.00	644.12	0.104	0.12	6.238	A

Main results: (17:45-18:00)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-ACD	74.87	74.87	0.00	653.33	0.115	0.13	6.222	A
A-B	5.51	5.51	0.00	-	-	-	-	-
A-C	197.08	197.08	0.00	-	-	-	-	-
A-D	2.20	2.20	0.00	567.55	0.004	0.00	6.367	A
D-ABC	0.00	0.00	0.00	379.00	0.000	0.00	0.000	A

C-D	4.40	4.40	0.00	-	-	-	-	-
C-A	259.84	259.84	0.00	-	-	-	-	-
C-B	67.16	67.16	0.00	644.12	0.104	0.12	6.238	A

Main results: (18:00-18:15)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-ACD	61.13	61.24	0.00	667.41	0.092	0.10	5.939	A
A-B	4.49	4.49	0.00	-	-	-	-	-
A-C	160.92	160.92	0.00	-	-	-	-	-
A-D	1.80	1.80	0.00	583.98	0.003	0.00	6.185	A
D-ABC	0.00	0.00	0.00	396.09	0.000	0.00	0.000	A
C-D	3.60	3.60	0.00	-	-	-	-	-
C-A	212.16	212.16	0.00	-	-	-	-	-
C-B	54.84	54.93	0.00	654.09	0.084	0.09	6.011	A

Main results: (18:15-18:30)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-ACD	51.19	51.27	0.00	677.48	0.076	0.08	5.751	A
A-B	3.76	3.76	0.00	-	-	-	-	-
A-C	134.76	134.76	0.00	-	-	-	-	-
A-D	1.51	1.51	0.00	595.89	0.003	0.00	6.058	A
D-ABC	0.00	0.00	0.00	408.40	0.000	0.00	0.000	A
C-D	3.01	3.01	0.00	-	-	-	-	-
C-A	177.67	177.67	0.00	-	-	-	-	-
C-B	45.92	45.99	0.00	661.31	0.069	0.08	5.850	A

Junctions 8

PICADY 8 - Priority Intersection Module

Version: 8.0.1.305 [25 May 2012]

For sales and distribution information, program advice and maintenance, contact TRL:
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Filename: (new file)
Path:
Report generation date: 10/07/2013 14:55:53

Summary of junction performance

	AM			
	Queue (PCU)	Delay (s)	RFC	LOS
	A1 - 2018 Base			
Stream B-ACD	0.09	5.89	0.08	A
Stream A-B	-	-	-	-
Stream A-C	-	-	-	-
Stream A-D	0.00	0.00	0.00	A
Stream D-ABC	0.01	9.24	0.01	A
Stream C-D	-	-	-	-
Stream C-A	-	-	-	-
Stream C-B	0.06	6.10	0.06	A

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

"D1 - 2013 Count, AM" model duration: 08:00 - 09:30
"D2 - 2013 Count, PM" model duration: 17:00 - 18:30
"D3 - 2018 Base, AM " model duration: 08:00 - 09:30
"D4 - 2018 Base, PM" model duration: 17:00 - 18:30
"D5 - 2018 Design, AM" model duration: 08:00 - 09:30
"D6 - 2018 Design, PM" model duration: 17:00 - 18:30

Run using Junctions 8.0.1.305 at 10/07/2013 14:55:52

File summary

File Description

Title	(untitled)
Location	
Site Number	
Date	08/07/2013
Version	
Status	(new file)

Identifier	
Client	
Jobnumber	
Enumerator	OPTIMA\Rory.Price
Description	

Analysis Options

Vehicle Length (m)	Do Queue Variations	Calculate Residual Capacity	Residual Capacity Criteria Type	RFC Threshold	Average Delay Threshold (s)	Queue Threshold (PCU)
5.75			N/A	0.85	36.00	20.00

Units

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

(Default Analysis Set) - 2018 Base, AM

Data Errors and Warnings

No errors or warnings

Analysis Set Details

Name	Description	Locked	Network Flow Scaling Factor (%)	Reason For Scaling Factors
(Default Analysis Set)			100.000	

Demand Set Details

Name	Scenario Name	Time Period Name	Description	Traffic Profile Type	Model Start Time (HH:mm)	Model Finish Time (HH:mm)	Model Time Period Length (min)	Time Segment Length (min)	Single Time Segment Only	Locked
2018 Base, AM	2018 Base	AM		ONE HOUR	08:00	09:30	90	15		

Junction Network

Junctions

Name	Junction Type	Major Road Direction	Arm Order	Junction Delay (s)	Junction LOS
(untitled)	Crossroads	Two-way	A,B,C,D	6.16	A

Junction Network Options

Driving Side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Name	Description	Arm Type
A	Mortimer Road		Major
B	Chapel Lane		Minor
C	High Street		Major
D	The Green		Minor

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Width of kerbed central reserve (m)	Has right turn bay	Width For Right Turn (m)	Visibility For Right Turn (m)	Blocks?	Blocking Queue (PCU)
A	6.55		0.00		2.20	143.80		
C	6.55		0.00		2.20	215.00		

Geometries for Arm C are measured opposite Arm B. Geometries for Arm A (if relevant) are measured opposite Arm D.

Minor Arm Geometry

Arm	Minor Arm Type	Lane Width (m)	Lane Width (Left) (m)	Lane Width (Right) (m)	Width at give-way (m)	Width at 5m (m)	Width at 10m (m)	Width at 15m (m)	Width at 20m (m)	Estimate Flare Length	Flare Length (PCU)	Visibility To Left (m)	Visibility To Right (m)
B	One lane	4.96								✓		27	16
D	One lane	2.20										9	4

Pedestrian Crossings

Arm	Crossing Type
A	None
B	None
C	None
D	None

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Junction	Stream	Intercept (PCU/hr)	Slope for A-B	Slope for A-C	Slope for A-D	Slope for B-A	Slope for B-C	Slope for B-D	Slope for C-A	Slope for C-B	Slope for C-D	Slope for D-A	Slope for D-B	Slope for D-C
1	A-D	657.239	-	-	-	-	-	-	0.249	0.355	0.249	-	-	-
1	B-A	591.013	0.105	0.266	0.266	-	-	-	0.167	0.379	-	0.266	0.266	0.133
1	B-C	758.195	0.113	0.287	-	-	-	-	-	-	-	-	-	-
1	B-D, nearside lane	591.013	0.105	0.266	0.266	-	-	-	0.167	0.379	0.167	-	-	-
1	B-D, offside lane	591.013	0.105	0.266	0.266	-	-	-	0.167	0.379	0.167	-	-	-
1	C-B	698.472	0.264	0.264	0.377	-	-	-	-	-	-	-	-	-
1	D-A	576.280	-	-	-	-	-	-	0.218	-	0.086	-	-	-
1	D-B, nearside lane	444.001	0.126	0.126	0.285	-	-	-	0.200	0.200	0.079	-	-	-
1	D-B, offside lane	444.001	0.126	0.126	0.285	-	-	-	0.200	0.200	0.079	-	-	-
1	D-C	444.001	-	0.126	0.285	0.100	0.200	0.200	0.200	0.200	0.079	-	-	-

The slopes and intercepts shown above do NOT include any corrections or adjustments.

Streams may be combined, in which case capacity will be adjusted.

Values are shown for the first time segment only; they may differ for subsequent time segments.

Traffic Flows

Demand Set Data Options

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

Entry Flows

General Flows Data

Arm	Profile Type	Use Turning Counts	Average Demand Flow (PCU/hr)	Flow Scaling Factor (%)
A	ONE HOUR	✓	247.00	100.000
B	ONE HOUR	✓	49.00	100.000
C	ONE HOUR	✓	151.00	100.000
D	ONE HOUR	✓	5.00	100.000

Turning Proportions

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

		To			
		A	B	C	D
From	A	0.000	6.000	241.000	0.000
	B	3.000	0.000	46.000	0.000
	C	117.000	33.000	0.000	1.000
	D	1.000	1.000	3.000	0.000

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

		To			
		A	B	C	D
From	A	0.00	0.02	0.98	0.00
	B	0.06	0.00	0.94	0.00
	C	0.77	0.22	0.00	0.01
	D	0.20	0.20	0.60	0.00

Vehicle Mix

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

		To			
		A	B	C	D
From	A	1.000	1.000	1.000	1.000
	B	1.000	1.000	1.000	1.000
	C	1.000	1.000	1.000	1.000
	D	1.000	1.000	1.000	1.000

Heavy Vehicle Percentages - Junction 1 (for whole period)

		To			
		A	B	C	D
From	A	0.000	0.000	0.000	0.000
	B	0.000	0.000	0.000	0.000
	C	0.000	0.000	0.000	0.000
	D	0.000	0.000	0.000	0.000

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-ACD	0.08	5.89	0.09	A
A-B	-	-	-	-
A-C	-	-	-	-
A-D	0.00	0.00	0.00	A
D-ABC	0.01	9.24	0.01	A
C-D	-	-	-	-
C-A	-	-	-	-
C-B	0.06	6.10	0.06	A

Main Results for each time segment

Main results: (08:00-08:15)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-ACD	36.89	36.67	0.00	690.29	0.053	0.06	5.506	A
A-B	4.52	4.52	0.00	-	-	-	-	-
A-C	181.44	181.44	0.00	-	-	-	-	-
A-D	0.00	0.00	0.00	626.34	0.000	0.00	0.000	A
D-ABC	3.76	3.73	0.00	417.70	0.009	0.01	8.696	A
C-D	0.75	0.75	0.00	-	-	-	-	-
C-A	88.08	88.08	0.00	-	-	-	-	-
C-B	24.84	24.69	0.00	649.35	0.038	0.04	5.761	A

Main results: (08:15-08:30)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-ACD	44.05	44.00	0.00	679.56	0.065	0.07	5.664	A
A-B	5.39	5.39	0.00	-	-	-	-	-
A-C	216.65	216.65	0.00	-	-	-	-	-
A-D	0.00	0.00	0.00	620.28	0.000	0.00	0.000	A
D-ABC	4.49	4.49	0.00	408.28	0.011	0.01	8.915	A
C-D	0.90	0.90	0.00	-	-	-	-	-
C-A	105.18	105.18	0.00	-	-	-	-	-
C-B	29.67	29.63	0.00	639.82	0.046	0.05	5.899	A

Main results: (08:30-08:45)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-ACD	53.95	53.87	0.00	664.70	0.081	0.09	5.893	A
A-B	6.61	6.61	0.00	-	-	-	-	-
A-C	265.35	265.35	0.00	-	-	-	-	-
A-D	0.00	0.00	0.00	611.98	0.000	0.00	0.000	A
D-ABC	5.51	5.49	0.00	395.26	0.014	0.01	9.236	A
C-D	1.10	1.10	0.00	-	-	-	-	-
C-A	128.82	128.82	0.00	-	-	-	-	-
C-B	36.33	36.28	0.00	626.64	0.058	0.06	6.097	A

Main results: (08:45-09:00)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-ACD	53.95	53.95	0.00	664.70	0.081	0.09	5.893	A

A-B	6.61	6.61	0.00	-	-	-	-	-
A-C	265.35	265.35	0.00	-	-	-	-	-
A-D	0.00	0.00	0.00	611.96	0.000	0.00	0.000	A
D-ABC	5.51	5.50	0.00	395.24	0.014	0.01	9.236	A
C-D	1.10	1.10	0.00	-	-	-	-	-
C-A	128.82	128.82	0.00	-	-	-	-	-
C-B	36.33	36.33	0.00	626.64	0.058	0.06	6.097	A

Main results: (09:00-09:15)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-ACD	44.05	44.12	0.00	679.56	0.065	0.07	5.667	A
A-B	5.39	5.39	0.00	-	-	-	-	-
A-C	216.65	216.65	0.00	-	-	-	-	-
A-D	0.00	0.00	0.00	620.25	0.000	0.00	0.000	A
D-ABC	4.49	4.51	0.00	408.25	0.011	0.01	8.918	A
C-D	0.90	0.90	0.00	-	-	-	-	-
C-A	105.18	105.18	0.00	-	-	-	-	-
C-B	29.67	29.72	0.00	639.82	0.046	0.05	5.900	A

Main results: (09:15-09:30)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-ACD	36.89	36.94	0.00	690.28	0.053	0.06	5.512	A
A-B	4.52	4.52	0.00	-	-	-	-	-
A-C	181.44	181.44	0.00	-	-	-	-	-
A-D	0.00	0.00	0.00	626.27	0.000	0.00	0.000	A
D-ABC	3.76	3.77	0.00	417.63	0.009	0.01	8.700	A
C-D	0.75	0.75	0.00	-	-	-	-	-
C-A	88.08	88.08	0.00	-	-	-	-	-
C-B	24.84	24.88	0.00	649.35	0.038	0.04	5.764	A

Junctions 8

PICADY 8 - Priority Intersection Module

Version: 8.0.1.305 [25 May 2012]

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Filename: (new file)
Path:
Report generation date: 10/07/2013 14:56:27

Summary of junction performance

	PM			
	Queue (PCU)	Delay (s)	RFC	LOS
	A1 - 2018 Base			
Stream B-ACD	0.14	6.35	0.12	A
Stream A-B	-	-	-	-
Stream A-C	-	-	-	-
Stream A-D	0.00	6.43	0.00	A
Stream D-ABC	0.00	0.00	0.00	A
Stream C-D	-	-	-	-
Stream C-A	-	-	-	-
Stream C-B	0.13	6.32	0.11	A

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

"D1 - 2013 Count, AM" model duration: 08:00 - 09:30
"D2 - 2013 Count, PM" model duration: 17:00 - 18:30
"D3 - 2018 Base, AM" model duration: 08:00 - 09:30
"D4 - 2018 Base, PM " model duration: 17:00 - 18:30
"D5 - 2018 Design, AM" model duration: 08:00 - 09:30
"D6 - 2018 Design, PM" model duration: 17:00 - 18:30

Run using Junctions 8.0.1.305 at 10/07/2013 14:56:26

File summary

File Description

Title	(untitled)
Location	
Site Number	
Date	08/07/2013
Version	
Status	(new file)

Identifier	
Client	
Jobnumber	
Enumerator	OPTIMA\Rory.Price
Description	

Analysis Options

Vehicle Length (m)	Do Queue Variations	Calculate Residual Capacity	Residual Capacity Criteria Type	RFC Threshold	Average Delay Threshold (s)	Queue Threshold (PCU)
5.75			N/A	0.85	36.00	20.00

Units

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

(Default Analysis Set) - 2018 Base, PM

Data Errors and Warnings

No errors or warnings

Analysis Set Details

Name	Description	Locked	Network Flow Scaling Factor (%)	Reason For Scaling Factors
(Default Analysis Set)			100.000	

Demand Set Details

Name	Scenario Name	Time Period Name	Description	Traffic Profile Type	Model Start Time (HH:mm)	Model Finish Time (HH:mm)	Model Time Period Length (min)	Time Segment Length (min)	Single Time Segment Only	Locked
2018 Base, PM	2018 Base	PM		ONE HOUR	17:00	18:30	90	15		

Junction Network

Junctions

Name	Junction Type	Major Road Direction	Arm Order	Junction Delay (s)	Junction LOS
(untitled)	Crossroads	Two-way	A,B,C,D	6.34	A

Junction Network Options

Driving Side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Name	Description	Arm Type
A	Mortimer Road		Major
B	Chapel Lane		Minor
C	High Street		Major
D	The Green		Minor

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Width of kerbed central reserve (m)	Has right turn bay	Width For Right Turn (m)	Visibility For Right Turn (m)	Blocks?	Blocking Queue (PCU)
A	6.55		0.00		2.20	143.80		
C	6.55		0.00		2.20	215.00		

Geometries for Arm C are measured opposite Arm B. Geometries for Arm A (if relevant) are measured opposite Arm D.

Minor Arm Geometry

Arm	Minor Arm Type	Lane Width (m)	Lane Width (Left) (m)	Lane Width (Right) (m)	Width at give-way (m)	Width at 5m (m)	Width at 10m (m)	Width at 15m (m)	Width at 20m (m)	Estimate Flare Length	Flare Length (PCU)	Visibility To Left (m)	Visibility To Right (m)
B	One lane	4.96								✓		27	16
D	One lane	2.20										9	4

Pedestrian Crossings

Arm	Crossing Type
A	None
B	None
C	None
D	None

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Junction	Stream	Intercept (PCU/hr)	Slope for A-B	Slope for A-C	Slope for A-D	Slope for B-A	Slope for B-C	Slope for B-D	Slope for C-A	Slope for C-B	Slope for C-D	Slope for D-A	Slope for D-B	Slope for D-C
1	A-D	657.239	-	-	-	-	-	-	0.249	0.355	0.249	-	-	-
1	B-A	591.013	0.105	0.266	0.266	-	-	-	0.167	0.379	-	0.266	0.266	0.133
1	B-C	758.195	0.113	0.287	-	-	-	-	-	-	-	-	-	-
1	B-D, nearside lane	591.013	0.105	0.266	0.266	-	-	-	0.167	0.379	0.167	-	-	-
1	B-D, offside lane	591.013	0.105	0.266	0.266	-	-	-	0.167	0.379	0.167	-	-	-
1	C-B	698.472	0.264	0.264	0.377	-	-	-	-	-	-	-	-	-
1	D-A	576.280	-	-	-	-	-	-	0.218	-	0.086	-	-	-
1	D-B, nearside lane	444.001	0.126	0.126	0.285	-	-	-	0.200	0.200	0.079	-	-	-
1	D-B, offside lane	444.001	0.126	0.126	0.285	-	-	-	0.200	0.200	0.079	-	-	-
1	D-C	444.001	-	0.126	0.285	0.100	0.200	0.200	0.200	0.200	0.079	-	-	-

The slopes and intercepts shown above do NOT include any corrections or adjustments.

Streams may be combined, in which case capacity will be adjusted.

Values are shown for the first time segment only; they may differ for subsequent time segments.

Traffic Flows

Demand Set Data Options

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

Entry Flows

General Flows Data

Arm	Profile Type	Use Turning Counts	Average Demand Flow (PCU/hr)	Flow Scaling Factor (%)
A	ONE HOUR	✓	198.00	100.000
B	ONE HOUR	✓	73.00	100.000
C	ONE HOUR	✓	321.00	100.000
D	ONE HOUR	✓	2.00	100.000

Turning Proportions

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

		To			
		A	B	C	D
From	A	0.000	5.000	191.000	2.000
	B	10.000	0.000	62.000	1.000
	C	252.000	65.000	0.000	4.000
	D	1.000	1.000	0.000	0.000

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

		To			
		A	B	C	D
From	A	0.00	0.03	0.96	0.01
	B	0.14	0.00	0.85	0.01
	C	0.79	0.20	0.00	0.01
	D	0.50	0.50	0.00	0.00

Vehicle Mix

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

		To			
		A	B	C	D
From	A	1.000	1.000	1.000	1.000
	B	1.000	1.000	1.000	1.000
	C	1.000	1.000	1.000	1.000
	D	1.000	1.000	1.000	1.000

Heavy Vehicle Percentages - Junction 1 (for whole period)

		To			
		A	B	C	D
From	A	0.000	0.000	0.000	0.000
	B	0.000	0.000	0.000	0.000
	C	0.000	0.000	0.000	0.000
	D	0.000	0.000	0.000	0.000

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-ACD	0.12	6.35	0.14	A
A-B	-	-	-	-
A-C	-	-	-	-
A-D	0.00	6.43	0.00	A
D-ABC	0.00	0.00	0.00	A
C-D	-	-	-	-
C-A	-	-	-	-
C-B	0.11	6.32	0.13	A

Main Results for each time segment

Main results: (17:00-17:15)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-ACD	54.96	54.61	0.00	673.11	0.082	0.09	5.818	A
A-B	3.76	3.76	0.00	-	-	-	-	-
A-C	143.79	143.79	0.00	-	-	-	-	-
A-D	1.51	1.50	0.00	591.96	0.003	0.00	6.096	A
D-ABC	0.00	0.00	0.00	404.29	0.000	0.00	0.000	A
C-D	3.01	3.01	0.00	-	-	-	-	-
C-A	189.72	189.72	0.00	-	-	-	-	-
C-B	48.94	48.62	0.00	658.93	0.074	0.08	5.896	A

Main results: (17:15-17:30)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-ACD	65.63	65.54	0.00	662.25	0.099	0.11	6.033	A
A-B	4.49	4.49	0.00	-	-	-	-	-
A-C	171.71	171.71	0.00	-	-	-	-	-
A-D	1.80	1.80	0.00	579.18	0.003	0.00	6.234	A
D-ABC	0.00	0.00	0.00	391.08	0.000	0.00	0.000	A
C-D	3.60	3.60	0.00	-	-	-	-	-
C-A	226.54	226.54	0.00	-	-	-	-	-
C-B	58.43	58.36	0.00	651.25	0.090	0.10	6.072	A

Main results: (17:30-17:45)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-ACD	80.37	80.25	0.00	647.07	0.124	0.14	6.349	A
A-B	5.51	5.51	0.00	-	-	-	-	-
A-C	210.29	210.29	0.00	-	-	-	-	-
A-D	2.20	2.20	0.00	561.63	0.004	0.00	6.434	A
D-ABC	0.00	0.00	0.00	372.79	0.000	0.00	0.000	A
C-D	4.40	4.40	0.00	-	-	-	-	-
C-A	277.46	277.46	0.00	-	-	-	-	-
C-B	71.57	71.46	0.00	640.63	0.112	0.12	6.325	A

Main results: (17:45-18:00)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-ACD	80.37	80.37	0.00	647.05	0.124	0.14	6.352	A

A-B	5.51	5.51	0.00	-	-	-	-	-
A-C	210.29	210.29	0.00	-	-	-	-	-
A-D	2.20	2.20	0.00	561.59	0.004	0.00	6.434	A
D-ABC	0.00	0.00	0.00	372.77	0.000	0.00	0.000	A
C-D	4.40	4.40	0.00	-	-	-	-	-
C-A	277.46	277.46	0.00	-	-	-	-	-
C-B	71.57	71.56	0.00	640.63	0.112	0.13	6.325	A

Main results: (18:00-18:15)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-ACD	65.63	65.75	0.00	662.23	0.099	0.11	6.035	A
A-B	4.49	4.49	0.00	-	-	-	-	-
A-C	171.71	171.71	0.00	-	-	-	-	-
A-D	1.80	1.80	0.00	579.11	0.003	0.00	6.237	A
D-ABC	0.00	0.00	0.00	391.03	0.000	0.00	0.000	A
C-D	3.60	3.60	0.00	-	-	-	-	-
C-A	226.54	226.54	0.00	-	-	-	-	-
C-B	58.43	58.54	0.00	651.24	0.090	0.10	6.076	A

Main results: (18:15-18:30)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-ACD	54.96	55.04	0.00	673.07	0.082	0.09	5.827	A
A-B	3.76	3.76	0.00	-	-	-	-	-
A-C	143.79	143.79	0.00	-	-	-	-	-
A-D	1.51	1.51	0.00	591.82	0.003	0.00	6.097	A
D-ABC	0.00	0.00	0.00	404.19	0.000	0.00	0.000	A
C-D	3.01	3.01	0.00	-	-	-	-	-
C-A	189.72	189.72	0.00	-	-	-	-	-
C-B	48.94	49.01	0.00	658.92	0.074	0.08	5.902	A

Junctions 8

PICADY 8 - Priority Intersection Module

Version: 8.0.1.305 [25 May 2012]

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Filename: (new file)
Path:
Report generation date: 10/07/2013 14:53:07

Summary of junction performance

	AM			
	Queue (PCU)	Delay (s)	RFC	LOS
	A1 - 2018 Design			
Stream B-ACD	0.25	7.02	0.20	A
Stream A-B	-	-	-	-
Stream A-C	-	-	-	-
Stream A-D	0.00	0.00	0.00	A
Stream D-ABC	0.01	9.55	0.01	A
Stream C-D	-	-	-	-
Stream C-A	-	-	-	-
Stream C-B	0.09	6.30	0.09	A

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

"D1 - 2013 Count, AM" model duration: 08:00 - 09:30
"D2 - 2013 Count, PM" model duration: 17:00 - 18:30
"D3 - 2018 Base, AM" model duration: 08:00 - 09:30
"D4 - 2018 Base, PM" model duration: 17:00 - 18:30
"D5 - 2018 Design, AM " model duration: 08:00 - 09:30
"D6 - 2018 Design, PM" model duration: 17:00 - 18:30

Run using Junctions 8.0.1.305 at 10/07/2013 14:53:07

File summary

File Description

Title	(untitled)
Location	
Site Number	
Date	08/07/2013
Version	
Status	(new file)

Identifier	
Client	
Jobnumber	
Enumerator	OPTIMA\Rory.Price
Description	

Analysis Options

Vehicle Length (m)	Do Queue Variations	Calculate Residual Capacity	Residual Capacity Criteria Type	RFC Threshold	Average Delay Threshold (s)	Queue Threshold (PCU)
5.75			N/A	0.85	36.00	20.00

Units

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

(Default Analysis Set) - 2018 Design, AM

Data Errors and Warnings

No errors or warnings

Analysis Set Details

Name	Description	Locked	Network Flow Scaling Factor (%)	Reason For Scaling Factors
(Default Analysis Set)			100.000	

Demand Set Details

Name	Scenario Name	Time Period Name	Description	Traffic Profile Type	Model Start Time (HH:mm)	Model Finish Time (HH:mm)	Model Time Period Length (min)	Time Segment Length (min)	Single Time Segment Only	Locked
2018 Design, AM	2018 Design	AM		ONE HOUR	08:00	09:30	90	15		

Junction Network

Junctions

Name	Junction Type	Major Road Direction	Arm Order	Junction Delay (s)	Junction LOS
(untitled)	Crossroads	Two-way	A,B,C,D	6.89	A

Junction Network Options

Driving Side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Name	Description	Arm Type
A	Mortimer Road		Major
B	Chapel Lane		Minor
C	High Street		Major
D	The Green		Minor

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Width of kerbed central reserve (m)	Has right turn bay	Width For Right Turn (m)	Visibility For Right Turn (m)	Blocks?	Blocking Queue (PCU)
A	6.55		0.00		2.20	143.80		
C	6.55		0.00		2.20	215.00		

Geometries for Arm C are measured opposite Arm B. Geometries for Arm A (if relevant) are measured opposite Arm D.

Minor Arm Geometry

Arm	Minor Arm Type	Lane Width (m)	Lane Width (Left) (m)	Lane Width (Right) (m)	Width at give-way (m)	Width at 5m (m)	Width at 10m (m)	Width at 15m (m)	Width at 20m (m)	Estimate Flare Length	Flare Length (PCU)	Visibility To Left (m)	Visibility To Right (m)
B	One lane	4.96								✓		27	16
D	One lane	2.20										9	4

Pedestrian Crossings

Arm	Crossing Type
A	None
B	None
C	None
D	None

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Junction	Stream	Intercept (PCU/hr)	Slope for A-B	Slope for A-C	Slope for A-D	Slope for B-A	Slope for B-C	Slope for B-D	Slope for C-A	Slope for C-B	Slope for C-D	Slope for D-A	Slope for D-B	Slope for D-C
1	A-D	657.239	-	-	-	-	-	-	0.249	0.355	0.249	-	-	-
1	B-A	591.013	0.105	0.266	0.266	-	-	-	0.167	0.379	-	0.266	0.266	0.133
1	B-C	758.195	0.113	0.287	-	-	-	-	-	-	-	-	-	-
1	B-D, nearside lane	591.013	0.105	0.266	0.266	-	-	-	0.167	0.379	0.167	-	-	-
1	B-D, offside lane	591.013	0.105	0.266	0.266	-	-	-	0.167	0.379	0.167	-	-	-
1	C-B	698.472	0.264	0.264	0.377	-	-	-	-	-	-	-	-	-
1	D-A	576.280	-	-	-	-	-	-	0.218	-	0.086	-	-	-
1	D-B, nearside lane	444.001	0.126	0.126	0.285	-	-	-	0.200	0.200	0.079	-	-	-
1	D-B, offside lane	444.001	0.126	0.126	0.285	-	-	-	0.200	0.200	0.079	-	-	-
1	D-C	444.001	-	0.126	0.285	0.100	0.200	0.200	0.200	0.200	0.079	-	-	-

The slopes and intercepts shown above do NOT include any corrections or adjustments.

Streams may be combined, in which case capacity will be adjusted.

Values are shown for the first time segment only; they may differ for subsequent time segments.

Traffic Flows

Demand Set Data Options

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

Entry Flows

General Flows Data

Arm	Profile Type	Use Turning Counts	Average Demand Flow (PCU/hr)	Flow Scaling Factor (%)
A	ONE HOUR	✓	251.00	100.000
B	ONE HOUR	✓	116.00	100.000
C	ONE HOUR	✓	167.00	100.000
D	ONE HOUR	✓	5.00	100.000

Turning Proportions

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

		To			
		A	B	C	D
From	A	0.000	10.000	241.000	0.000
	B	17.000	0.000	99.000	0.000
	C	117.000	49.000	0.000	1.000
	D	1.000	1.000	3.000	0.000

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

		To			
		A	B	C	D
From	A	0.00	0.04	0.96	0.00
	B	0.15	0.00	0.85	0.00
	C	0.70	0.29	0.00	0.01
	D	0.20	0.20	0.60	0.00

Vehicle Mix

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

		To			
		A	B	C	D
From	A	1.000	1.000	1.000	1.000
	B	1.000	1.000	1.000	1.000
	C	1.000	1.000	1.000	1.000
	D	1.000	1.000	1.000	1.000

Heavy Vehicle Percentages - Junction 1 (for whole period)

		To			
		A	B	C	D
From	A	0.000	0.000	0.000	0.000
	B	0.000	0.000	0.000	0.000
	C	0.000	0.000	0.000	0.000
	D	0.000	0.000	0.000	0.000

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-ACD	0.20	7.02	0.25	A
A-B	-	-	-	-
A-C	-	-	-	-
A-D	0.00	0.00	0.00	A
D-ABC	0.01	9.55	0.01	A
C-D	-	-	-	-
C-A	-	-	-	-
C-B	0.09	6.30	0.09	A

Main Results for each time segment

Main results: (08:00-08:15)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-ACD	87.33	86.73	0.00	668.49	0.131	0.15	6.181	A
A-B	7.53	7.53	0.00	-	-	-	-	-
A-C	181.44	181.44	0.00	-	-	-	-	-
A-D	0.00	0.00	0.00	622.06	0.000	0.00	0.000	A
D-ABC	3.76	3.73	0.00	409.23	0.009	0.01	8.878	A
C-D	0.75	0.75	0.00	-	-	-	-	-
C-A	88.08	88.08	0.00	-	-	-	-	-
C-B	36.89	36.65	0.00	648.56	0.057	0.06	5.883	A

Main results: (08:15-08:30)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-ACD	104.28	104.13	0.00	656.78	0.159	0.19	6.512	A
A-B	8.99	8.99	0.00	-	-	-	-	-
A-C	216.65	216.65	0.00	-	-	-	-	-
A-D	0.00	0.00	0.00	615.15	0.000	0.00	0.000	A
D-ABC	4.49	4.49	0.00	398.02	0.011	0.01	9.147	A
C-D	0.90	0.90	0.00	-	-	-	-	-
C-A	105.18	105.18	0.00	-	-	-	-	-
C-B	44.05	44.00	0.00	638.87	0.069	0.07	6.051	A

Main results: (08:30-08:45)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-ACD	127.72	127.48	0.00	640.53	0.199	0.25	7.013	A
A-B	11.01	11.01	0.00	-	-	-	-	-
A-C	265.35	265.35	0.00	-	-	-	-	-
A-D	0.00	0.00	0.00	605.69	0.000	0.00	0.000	A
D-ABC	5.51	5.49	0.00	382.53	0.014	0.01	9.548	A
C-D	1.10	1.10	0.00	-	-	-	-	-
C-A	128.82	128.82	0.00	-	-	-	-	-
C-B	53.95	53.87	0.00	625.47	0.086	0.09	6.298	A

Main results: (08:45-09:00)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-ACD	127.72	127.71	0.00	640.52	0.199	0.25	7.019	A

A-B	11.01	11.01	0.00	-	-	-	-	-
A-C	265.35	265.35	0.00	-	-	-	-	-
A-D	0.00	0.00	0.00	605.66	0.000	0.00	0.000	A
D-ABC	5.51	5.50	0.00	382.48	0.014	0.01	9.549	A
C-D	1.10	1.10	0.00	-	-	-	-	-
C-A	128.82	128.82	0.00	-	-	-	-	-
C-B	53.95	53.95	0.00	625.47	0.086	0.09	6.298	A

Main results: (09:00-09:15)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-ACD	104.28	104.51	0.00	656.77	0.159	0.19	6.523	A
A-B	8.99	8.99	0.00	-	-	-	-	-
A-C	216.65	216.65	0.00	-	-	-	-	-
A-D	0.00	0.00	0.00	615.10	0.000	0.00	0.000	A
D-ABC	4.49	4.51	0.00	397.94	0.011	0.01	9.151	A
C-D	0.90	0.90	0.00	-	-	-	-	-
C-A	105.18	105.18	0.00	-	-	-	-	-
C-B	44.05	44.13	0.00	638.87	0.069	0.07	6.055	A

Main results: (09:15-09:30)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-ACD	87.33	87.49	0.00	668.46	0.131	0.15	6.199	A
A-B	7.53	7.53	0.00	-	-	-	-	-
A-C	181.44	181.44	0.00	-	-	-	-	-
A-D	0.00	0.00	0.00	621.95	0.000	0.00	0.000	A
D-ABC	3.76	3.77	0.00	409.08	0.009	0.01	8.881	A
C-D	0.75	0.75	0.00	-	-	-	-	-
C-A	88.08	88.08	0.00	-	-	-	-	-
C-B	36.89	36.95	0.00	648.56	0.057	0.06	5.885	A

Junctions 8

PICADY 8 - Priority Intersection Module

Version: 8.0.1.305 [25 May 2012]

For sales and distribution information, program advice and maintenance, contact TRL:
Tel: +44 (0)1344 770758 E-mail: software@trl.co.uk Web: http://www.trlsoftware.co.uk

Filename: (new file)
Path:
Report generation date: 10/07/2013 14:55:21

Summary of junction performance

	PM			
	Queue (PCU)	Delay (s)	RFC	LOS
	A1 - 2018 Design			
Stream B-ACD	0.21	6.85	0.17	A
Stream A-B	-	-	-	-
Stream A-C	-	-	-	-
Stream A-D	0.00	6.66	0.00	A
Stream D-ABC	0.00	0.00	0.00	A
Stream C-D	-	-	-	-
Stream C-A	-	-	-	-
Stream C-B	0.24	7.02	0.20	A

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

"D1 - 2013 Count, AM" model duration: 08:00 - 09:30
"D2 - 2013 Count, PM" model duration: 17:00 - 18:30
"D3 - 2018 Base, AM" model duration: 08:00 - 09:30
"D4 - 2018 Base, PM" model duration: 17:00 - 18:30
"D5 - 2018 Design, AM" model duration: 08:00 - 09:30
"D6 - 2018 Design, PM " model duration: 17:00 - 18:30

Run using Junctions 8.0.1.305 at 10/07/2013 14:55:21

File summary

File Description

Title	(untitled)
Location	
Site Number	
Date	08/07/2013
Version	
Status	(new file)

Identifier	
Client	
Jobnumber	
Enumerator	OPTIMA\Rory.Price
Description	

Analysis Options

Vehicle Length (m)	Do Queue Variations	Calculate Residual Capacity	Residual Capacity Criteria Type	RFC Threshold	Average Delay Threshold (s)	Queue Threshold (PCU)
5.75			N/A	0.85	36.00	20.00

Units

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

(Default Analysis Set) - 2018 Design, PM

Data Errors and Warnings

No errors or warnings

Analysis Set Details

Name	Description	Locked	Network Flow Scaling Factor (%)	Reason For Scaling Factors
(Default Analysis Set)			100.000	

Demand Set Details

Name	Scenario Name	Time Period Name	Description	Traffic Profile Type	Model Start Time (HH:mm)	Model Finish Time (HH:mm)	Model Time Period Length (min)	Time Segment Length (min)	Single Time Segment Only	Locked
2018 Design, PM	2018 Design	PM		ONE HOUR	17:00	18:30	90	15		

Junction Network

Junctions

Name	Junction Type	Major Road Direction	Arm Order	Junction Delay (s)	Junction LOS
(untitled)	Crossroads	Two-way	A,B,C,D	6.94	A

Junction Network Options

Driving Side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Name	Description	Arm Type
A	Mortimer Road		Major
B	Chapel Lane		Minor
C	High Street		Major
D	The Green		Minor

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Width of kerbed central reserve (m)	Has right turn bay	Width For Right Turn (m)	Visibility For Right Turn (m)	Blocks?	Blocking Queue (PCU)
A	6.55		0.00		2.20	143.80		
C	6.55		0.00		2.20	215.00		

Geometries for Arm C are measured opposite Arm B. Geometries for Arm A (if relevant) are measured opposite Arm D.

Minor Arm Geometry

Arm	Minor Arm Type	Lane Width (m)	Lane Width (Left) (m)	Lane Width (Right) (m)	Width at give-way (m)	Width at 5m (m)	Width at 10m (m)	Width at 15m (m)	Width at 20m (m)	Estimate Flare Length	Flare Length (PCU)	Visibility To Left (m)	Visibility To Right (m)
B	One lane	4.96								✓		27	16
D	One lane	2.20										9	4

Pedestrian Crossings

Arm	Crossing Type
A	None
B	None
C	None
D	None

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Junction	Stream	Intercept (PCU/hr)	Slope for A-B	Slope for A-C	Slope for A-D	Slope for B-A	Slope for B-C	Slope for B-D	Slope for C-A	Slope for C-B	Slope for C-D	Slope for D-A	Slope for D-B	Slope for D-C
1	A-D	657.239	-	-	-	-	-	-	0.249	0.355	0.249	-	-	-
1	B-A	591.013	0.105	0.266	0.266	-	-	-	0.167	0.379	-	0.266	0.266	0.133
1	B-C	758.195	0.113	0.287	-	-	-	-	-	-	-	-	-	-
1	B-D, nearside lane	591.013	0.105	0.266	0.266	-	-	-	0.167	0.379	0.167	-	-	-
1	B-D, offside lane	591.013	0.105	0.266	0.266	-	-	-	0.167	0.379	0.167	-	-	-
1	C-B	698.472	0.264	0.264	0.377	-	-	-	-	-	-	-	-	-
1	D-A	576.280	-	-	-	-	-	-	0.218	-	0.086	-	-	-
1	D-B, nearside lane	444.001	0.126	0.126	0.285	-	-	-	0.200	0.200	0.079	-	-	-
1	D-B, offside lane	444.001	0.126	0.126	0.285	-	-	-	0.200	0.200	0.079	-	-	-
1	D-C	444.001	-	0.126	0.285	0.100	0.200	0.200	0.200	0.200	0.079	-	-	-

The slopes and intercepts shown above do NOT include any corrections or adjustments.

Streams may be combined, in which case capacity will be adjusted.

Values are shown for the first time segment only; they may differ for subsequent time segments.

Traffic Flows

Demand Set Data Options

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

Entry Flows

General Flows Data

Arm	Profile Type	Use Turning Counts	Average Demand Flow (PCU/hr)	Flow Scaling Factor (%)
A	ONE HOUR	✓	211.00	100.000
B	ONE HOUR	✓	101.00	100.000
C	ONE HOUR	✓	369.00	100.000
D	ONE HOUR	✓	2.00	100.000

Turning Proportions

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

		To			
		A	B	C	D
From	A	0.000	18.000	191.000	2.000
	B	15.000	0.000	85.000	1.000
	C	252.000	113.000	0.000	4.000
	D	1.000	1.000	0.000	0.000

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

		To			
		A	B	C	D
From	A	0.00	0.09	0.91	0.01
	B	0.15	0.00	0.84	0.01
	C	0.68	0.31	0.00	0.01
	D	0.50	0.50	0.00	0.00

Vehicle Mix

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

		To			
		A	B	C	D
From	A	1.000	1.000	1.000	1.000
	B	1.000	1.000	1.000	1.000
	C	1.000	1.000	1.000	1.000
	D	1.000	1.000	1.000	1.000

Heavy Vehicle Percentages - Junction 1 (for whole period)

		To			
		A	B	C	D
From	A	0.000	0.000	0.000	0.000
	B	0.000	0.000	0.000	0.000
	C	0.000	0.000	0.000	0.000
	D	0.000	0.000	0.000	0.000

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-ACD	0.17	6.85	0.21	A
A-B	-	-	-	-
A-C	-	-	-	-
A-D	0.00	6.66	0.00	A
D-ABC	0.00	0.00	0.00	A
C-D	-	-	-	-
C-A	-	-	-	-
C-B	0.20	7.02	0.24	A

Main Results for each time segment

Main results: (17:00-17:15)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-ACD	76.04	75.53	0.00	665.94	0.114	0.13	6.092	A
A-B	13.55	13.55	0.00	-	-	-	-	-
A-C	143.79	143.79	0.00	-	-	-	-	-
A-D	1.51	1.50	0.00	579.13	0.003	0.00	6.231	A
D-ABC	0.00	0.00	0.00	396.06	0.000	0.00	0.000	A
C-D	3.01	3.01	0.00	-	-	-	-	-
C-A	189.72	189.72	0.00	-	-	-	-	-
C-B	85.07	84.48	0.00	656.34	0.130	0.15	6.288	A

Main results: (17:15-17:30)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-ACD	90.80	90.67	0.00	653.73	0.139	0.16	6.391	A
A-B	16.18	16.18	0.00	-	-	-	-	-
A-C	171.71	171.71	0.00	-	-	-	-	-
A-D	1.80	1.80	0.00	563.76	0.003	0.00	6.405	A
D-ABC	0.00	0.00	0.00	381.09	0.000	0.00	0.000	A
C-D	3.60	3.60	0.00	-	-	-	-	-
C-A	226.54	226.54	0.00	-	-	-	-	-
C-B	101.58	101.44	0.00	648.16	0.157	0.18	6.583	A

Main results: (17:30-17:45)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-ACD	111.20	111.00	0.00	636.55	0.175	0.21	6.850	A
A-B	19.82	19.82	0.00	-	-	-	-	-
A-C	210.29	210.29	0.00	-	-	-	-	-
A-D	2.20	2.20	0.00	542.74	0.004	0.00	6.659	A
D-ABC	0.00	0.00	0.00	360.37	0.000	0.00	0.000	A
C-D	4.40	4.40	0.00	-	-	-	-	-
C-A	277.46	277.46	0.00	-	-	-	-	-
C-B	124.42	124.19	0.00	636.85	0.195	0.24	7.018	A

Main results: (17:45-18:00)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-ACD	111.20	111.20	0.00	636.52	0.175	0.21	6.852	A

A-B	19.82	19.82	0.00	-	-	-	-	-
A-C	210.29	210.29	0.00	-	-	-	-	-
A-D	2.20	2.20	0.00	542.66	0.004	0.00	6.660	A
D-ABC	0.00	0.00	0.00	360.32	0.000	0.00	0.000	A
C-D	4.40	4.40	0.00	-	-	-	-	-
C-A	277.46	277.46	0.00	-	-	-	-	-
C-B	124.42	124.41	0.00	636.85	0.195	0.24	7.024	A

Main results: (18:00-18:15)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-ACD	90.80	90.99	0.00	653.69	0.139	0.16	6.399	A
A-B	16.18	16.18	0.00	-	-	-	-	-
A-C	171.71	171.71	0.00	-	-	-	-	-
A-D	1.80	1.80	0.00	563.62	0.003	0.00	6.409	A
D-ABC	0.00	0.00	0.00	381.00	0.000	0.00	0.000	A
C-D	3.60	3.60	0.00	-	-	-	-	-
C-A	226.54	226.54	0.00	-	-	-	-	-
C-B	101.58	101.80	0.00	648.16	0.157	0.19	6.593	A

Main results: (18:15-18:30)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-ACD	76.04	76.17	0.00	665.86	0.114	0.13	6.105	A
A-B	13.55	13.55	0.00	-	-	-	-	-
A-C	143.79	143.79	0.00	-	-	-	-	-
A-D	1.51	1.51	0.00	578.86	0.003	0.00	6.234	A
D-ABC	0.00	0.00	0.00	395.88	0.000	0.00	0.000	A
C-D	3.01	3.01	0.00	-	-	-	-	-
C-A	189.72	189.72	0.00	-	-	-	-	-
C-B	85.07	85.22	0.00	656.34	0.130	0.15	6.306	A

Junctions 8

PICADY 8 - Priority Intersection Module

Version: 8.0.1.305 [25 May 2012]

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Filename: (new file)
Path:
Report generation date: 10/07/2013 15:02:01

Summary of junction performance

	AM			
	Queue (PCU)	Delay (s)	RFC	LOS
	A1 - 2018 Design			
Stream B-AC	0.16	7.07	0.13	A
Stream C-A	-	-	-	-
Stream C-B	0.04	6.26	0.04	A
Stream A-B	-	-	-	-
Stream A-C	-	-	-	-

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

"D1 - 2018 Design, AM " model duration: 08:00 - 09:30
"D2 - 2018 Design, PM" model duration: 17:00 - 18:30

Run using Junctions 8.0.1.305 at 10/07/2013 15:02:00

File summary

File Description

Title	(untitled)
Location	
Site Number	
Date	09/07/2013
Version	
Status	(new file)
Identifier	
Client	
Jobnumber	
Enumerator	OPTIMA\Rory.Price
Description	

Analysis Options

Vehicle Length (m)	Do Queue Variations	Calculate Residual Capacity	Residual Capacity Criteria Type	RFC Threshold	Average Delay Threshold (s)	Queue Threshold (PCU)
5.75			N/A	0.85	36.00	20.00

Units

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

(Default Analysis Set) - 2018 Design, AM

Data Errors and Warnings

No errors or warnings

Analysis Set Details

Name	Description	Locked	Network Flow Scaling Factor (%)	Reason For Scaling Factors
(Default Analysis Set)			100.000	

Demand Set Details

Name	Scenario Name	Time Period Name	Description	Traffic Profile Type	Model Start Time (HH:mm)	Model Finish Time (HH:mm)	Model Time Period Length (min)	Time Segment Length (min)	Single Time Segment Only	Locked
2018 Design, AM	2018 Design	AM		ONE HOUR	08:00	09:30	90	15		

Junction Network

Junctions

Name	Junction Type	Major Road Direction	Arm Order	Junction Delay (s)	Junction LOS
(untitled)	T-Junction	Two-way	A,B,C	6.89	A

Junction Network Options

Driving Side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Name	Description	Arm Type
A	Hartcliff Road (W)		Major
B	Site Access		Minor
C	Hartcliff Road (E)		Major

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Width of kerbed central reserve (m)	Has right turn bay	Width For Right Turn (m)	Visibility For Right Turn (m)	Blocks?	Blocking Queue (PCU)
C	6.20		0.00		2.20	58.66		

Geometries for Arm C are measured opposite Arm B. Geometries for Arm A (if relevant) are measured opposite Arm D.

Minor Arm Geometry

Arm	Minor Arm Type	Lane Width (m)	Lane Width (Left) (m)	Lane Width (Right) (m)	Width at give-way (m)	Width at 5m (m)	Width at 10m (m)	Width at 15m (m)	Width at 20m (m)	Estimate Flare Length	Flare Length (PCU)	Visibility To Left (m)	Visibility To Right (m)
B	One lane	2.75										13	12

Pedestrian Crossings

Arm	Crossing Type
A	None
B	None
C	None

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Junction	Stream	Intercept (PCU/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
1	B-A	475.355	0.086	0.217	0.136	0.310
1	B-C	615.562	0.094	0.236	-	-
1	C-B	607.934	0.234	0.234	-	-

The slopes and intercepts shown above do NOT include any corrections or adjustments.

Streams may be combined, in which case capacity will be adjusted.

Values are shown for the first time segment only; they may differ for subsequent time segments.

Traffic Flows

Demand Set Data Options

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

Entry Flows

General Flows Data

Arm	Profile Type	Use Turning Counts	Average Demand Flow (PCU/hr)	Flow Scaling Factor (%)
A	ONE HOUR	✓	42.00	100.000
B	ONE HOUR	✓	72.00	100.000
C	ONE HOUR	✓	64.00	100.000

Turning Proportions

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

		To		
		A	B	C
From	A	0.000	2.000	40.000
	B	6.000	0.000	66.000

	C	44.000	20.000	0.000

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

		To		
		A	B	C
From	A	0.00	0.05	0.95
	B	0.08	0.00	0.92
	C	0.69	0.31	0.00

Vehicle Mix

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

		To		
		A	B	C
From	A	1.000	1.000	1.000
	B	1.000	1.000	1.000
	C	1.000	1.000	1.000

Heavy Vehicle Percentages - Junction 1 (for whole period)

		To		
		A	B	C
From	A	0.000	0.000	0.000
	B	0.000	0.000	0.000
	C	0.000	0.000	0.000

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-AC	0.13	7.07	0.16	A
C-A	-	-	-	-
C-B	0.04	6.26	0.04	A
A-B	-	-	-	-
A-C	-	-	-	-

Main Results for each time segment

Main results: (08:00-08:15)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-AC	54.21	53.81	0.00	592.32	0.092	0.10	6.681	A
C-A	33.13	33.13	0.00	-	-	-	-	-
C-B	15.06	14.95	0.00	600.55	0.025	0.03	6.147	A
A-B	1.51	1.51	0.00	-	-	-	-	-
A-C	30.11	30.11	0.00	-	-	-	-	-

Main results: (08:15-08:30)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-AC	64.73	64.64	0.00	590.66	0.110	0.12	6.844	A
C-A	39.56	39.56	0.00	-	-	-	-	-
C-B	17.98	17.96	0.00	599.12	0.030	0.03	6.194	A
A-B	1.80	1.80	0.00	-	-	-	-	-
A-C	35.96	35.96	0.00	-	-	-	-	-

Main results: (08:30-08:45)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-AC	79.27	79.14	0.00	588.37	0.135	0.15	7.067	A
C-A	48.44	48.44	0.00	-	-	-	-	-
C-B	22.02	21.99	0.00	597.14	0.037	0.04	6.258	A
A-B	2.20	2.20	0.00	-	-	-	-	-
A-C	44.04	44.04	0.00	-	-	-	-	-

Main results: (08:45-09:00)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-AC	79.27	79.27	0.00	588.37	0.135	0.16	7.070	A
C-A	48.44	48.44	0.00	-	-	-	-	-
C-B	22.02	22.02	0.00	597.14	0.037	0.04	6.258	A
A-B	2.20	2.20	0.00	-	-	-	-	-
A-C	44.04	44.04	0.00	-	-	-	-	-

Main results: (09:00-09:15)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-AC	64.73	64.85	0.00	590.66	0.110	0.12	6.850	A
C-A	39.56	39.56	0.00	-	-	-	-	-
C-B	17.98	18.01	0.00	599.12	0.030	0.03	6.194	A
A-B	1.80	1.80	0.00	-	-	-	-	-
A-C	35.96	35.96	0.00	-	-	-	-	-

Main results: (09:15-09:30)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-AC	54.21	54.30	0.00	592.31	0.092	0.10	6.691	A
C-A	33.13	33.13	0.00	-	-	-	-	-
C-B	15.06	15.08	0.00	600.55	0.025	0.03	6.148	A
A-B	1.51	1.51	0.00	-	-	-	-	-
A-C	30.11	30.11	0.00	-	-	-	-	-

Junctions 8

PICADY 8 - Priority Intersection Module

Version: 8.0.1.305 [25 May 2012]

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Filename: (new file)
Path:
Report generation date: 10/07/2013 15:02:46

Summary of junction performance

	PM			
	Queue (PCU)	Delay (s)	RFC	LOS
	A1 - 2018 Design			
Stream B-AC	0.06	6.59	0.06	A
Stream C-A	-	-	-	-
Stream C-B	0.12	6.82	0.11	A
Stream A-B	-	-	-	-
Stream A-C	-	-	-	-

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

"D1 - 2018 Design, AM" model duration: 08:00 - 09:30
"D2 - 2018 Design, PM " model duration: 17:00 - 18:30

Run using Junctions 8.0.1.305 at 10/07/2013 15:02:45

File summary

File Description

Title	(untitled)
Location	
Site Number	
Date	09/07/2013
Version	
Status	(new file)
Identifier	
Client	
Jobnumber	
Enumerator	OPTIMA\Rory.Price
Description	

Analysis Options

Vehicle Length (m)	Do Queue Variations	Calculate Residual Capacity	Residual Capacity Criteria Type	RFC Threshold	Average Delay Threshold (s)	Queue Threshold (PCU)
5.75			N/A	0.85	36.00	20.00

Units

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

(Default Analysis Set) - 2018 Design, PM

Data Errors and Warnings

No errors or warnings

Analysis Set Details

Name	Description	Locked	Network Flow Scaling Factor (%)	Reason For Scaling Factors
(Default Analysis Set)			100.000	

Demand Set Details

Name	Scenario Name	Time Period Name	Description	Traffic Profile Type	Model Start Time (HH:mm)	Model Finish Time (HH:mm)	Model Time Period Length (min)	Time Segment Length (min)	Single Time Segment Only	Locked
2018 Design, PM	2018 Design	PM		ONE HOUR	17:00	18:30	90	15		

Junction Network

Junctions

Name	Junction Type	Major Road Direction	Arm Order	Junction Delay (s)	Junction LOS
(untitled)	T-Junction	Two-way	A,B,C	6.74	A

Junction Network Options

Driving Side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Name	Description	Arm Type
A	Hartcliff Road (W)		Major
B	Site Access		Minor
C	Hartcliff Road (E)		Major

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Width of kerbed central reserve (m)	Has right turn bay	Width For Right Turn (m)	Visibility For Right Turn (m)	Blocks?	Blocking Queue (PCU)
C	6.20		0.00		2.20	58.66		

Geometries for Arm C are measured opposite Arm B. Geometries for Arm A (if relevant) are measured opposite Arm D.

Minor Arm Geometry

Arm	Minor Arm Type	Lane Width (m)	Lane Width (Left) (m)	Lane Width (Right) (m)	Width at give-way (m)	Width at 5m (m)	Width at 10m (m)	Width at 15m (m)	Width at 20m (m)	Estimate Flare Length	Flare Length (PCU)	Visibility To Left (m)	Visibility To Right (m)
B	One lane	2.75										13	12

Pedestrian Crossings

Arm	Crossing Type
A	None
B	None
C	None

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Junction	Stream	Intercept (PCU/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
1	B-A	475.355	0.086	0.217	0.136	0.310
1	B-C	615.562	0.094	0.236	-	-
1	C-B	607.934	0.234	0.234	-	-

The slopes and intercepts shown above do NOT include any corrections or adjustments.

Streams may be combined, in which case capacity will be adjusted.

Values are shown for the first time segment only; they may differ for subsequent time segments.

Traffic Flows

Demand Set Data Options

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

Entry Flows

General Flows Data

Arm	Profile Type	Use Turning Counts	Average Demand Flow (PCU/hr)	Flow Scaling Factor (%)
A	ONE HOUR	✓	54.00	100.000
B	ONE HOUR	✓	32.00	100.000
C	ONE HOUR	✓	98.00	100.000

Turning Proportions

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

		To		
		A	B	C
From	A	0.000	5.000	49.000
	B	3.000	0.000	29.000

	C	38.000	60.000	0.000

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

		To		
		A	B	C
From	A	0.00	0.09	0.91
	B	0.09	0.00	0.91
	C	0.39	0.61	0.00

Vehicle Mix

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

		To		
		A	B	C
From	A	1.000	1.000	1.000
	B	1.000	1.000	1.000
	C	1.000	1.000	1.000

Heavy Vehicle Percentages - Junction 1 (for whole period)

		To		
		A	B	C
From	A	0.000	0.000	0.000
	B	0.000	0.000	0.000
	C	0.000	0.000	0.000

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-AC	0.06	6.59	0.06	A
C-A	-	-	-	-
C-B	0.11	6.82	0.12	A
A-B	-	-	-	-
A-C	-	-	-	-

Main Results for each time segment

Main results: (17:00-17:15)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-AC	24.09	23.92	0.00	587.20	0.041	0.04	6.389	A
C-A	28.61	28.61	0.00	-	-	-	-	-
C-B	45.17	44.85	0.00	598.44	0.075	0.08	6.500	A
A-B	3.76	3.76	0.00	-	-	-	-	-
A-C	36.89	36.89	0.00	-	-	-	-	-

Main results: (17:15-17:30)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-AC	28.77	28.73	0.00	584.87	0.049	0.05	6.472	A
C-A	34.16	34.16	0.00	-	-	-	-	-
C-B	53.94	53.87	0.00	596.60	0.090	0.10	6.633	A
A-B	4.49	4.49	0.00	-	-	-	-	-
A-C	44.05	44.05	0.00	-	-	-	-	-

Main results: (17:30-17:45)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-AC	35.23	35.18	0.00	581.65	0.061	0.06	6.587	A
C-A	41.84	41.84	0.00	-	-	-	-	-
C-B	66.06	65.96	0.00	594.05	0.111	0.12	6.814	A
A-B	5.51	5.51	0.00	-	-	-	-	-
A-C	53.95	53.95	0.00	-	-	-	-	-

Main results: (17:45-18:00)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-AC	35.23	35.23	0.00	581.64	0.061	0.06	6.587	A
C-A	41.84	41.84	0.00	-	-	-	-	-
C-B	66.06	66.06	0.00	594.05	0.111	0.12	6.817	A
A-B	5.51	5.51	0.00	-	-	-	-	-
A-C	53.95	53.95	0.00	-	-	-	-	-

Main results: (18:00-18:15)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-AC	28.77	28.82	0.00	584.86	0.049	0.05	6.476	A
C-A	34.16	34.16	0.00	-	-	-	-	-
C-B	53.94	54.04	0.00	596.60	0.090	0.10	6.635	A
A-B	4.49	4.49	0.00	-	-	-	-	-
A-C	44.05	44.05	0.00	-	-	-	-	-

Main results: (18:15-18:30)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-AC	24.09	24.13	0.00	587.18	0.041	0.04	6.393	A
C-A	28.61	28.61	0.00	-	-	-	-	-
C-B	45.17	45.24	0.00	598.44	0.075	0.08	6.510	A
A-B	3.76	3.76	0.00	-	-	-	-	-
A-C	36.89	36.89	0.00	-	-	-	-	-