Existing Layout - Base 2021, AM Peak

Data Errors and Warnings

No errors or warnings

Analysis Set Details

Name	Description	Locked	Network Flow Scaling Factor (%)	Reason For Scaling Factors
Existing Layout			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
Base 2021, AM Peak	Base 2021	AM Peak		ONE HOUR	07:30	09:00	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	11.03	B

Junction Network Options

Driving Side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Name	Description	Arm Type
A	A6102 Langsett Road N (South West)		Major
B	Cockshutts Lane		Minor
C	A6102 Langsett Road N (North East)		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	8.80		0.00		2.20	96.00	✓	0.00

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 plus flare				10.00	9.30	6.60	5.30	5.20	✓	3.00	36	42

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	609.065	0.097	0.246	0.155	0.352
1	B-C	607.276	0.082	0.207	-	-
1	C-B	629.558	0.214	0.214	-	-

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	✓	341.00	100.000
B	ONE HOUR	✓	93.00	100.000
C	ONE HOUR	✓	803.00	100.000

Turning Proportions

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

		To		
		A	B	C
From	A	0.000	37.000	304.000
	B	86.000	0.000	7.000
	C	798.000	5.000	0.000

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

		To		
		A	B	C
From	A	0.00	0.11	0.89
	B	0.92	0.00	0.08
	C	0.99	0.01	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-C	0.02	7.30	0.02	A
B-A	0.25	12.41	0.32	B
C-AB	0.01	3.82	0.02	A
C-A	-	-	-	-
A-B	-	-	-	-
A-C	-	-	-	-

Main Results for each time segment

Main results: (07:30-07:45)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-C	5.27	5.23	0.00	537.87	0.010	0.01	6.758	A
B-A	64.75	64.09	0.00	455.60	0.142	0.16	9.181	A
C-AB	8.32	8.28	0.00	952.04	0.009	0.01	3.813	A
C-A	596.22	596.22	0.00	-	-	-	-	-
A-B	27.86	27.86	0.00	-	-	-	-	-
A-C	228.87	228.87	0.00	-	-	-	-	-

Main results: (07:45-08:00)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-C	6.29	6.28	0.00	522.88	0.012	0.01	6.967	A
B-A	77.31	77.09	0.00	425.82	0.182	0.22	10.317	B
C-AB	11.24	11.23	0.00	1006.30	0.011	0.01	3.616	A
C-A	710.64	710.64	0.00	-	-	-	-	-
A-B	33.26	33.26	0.00	-	-	-	-	-
A-C	273.29	273.29	0.00	-	-	-	-	-

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-C	7.71	7.69	0.00	501.10	0.015	0.02	7.295	A
B-A	94.69	94.28	0.00	384.63	0.246	0.32	12.381	B
C-AB	16.08	16.06	0.00	1075.45	0.015	0.02	3.397	A
C-A	868.04	868.04	0.00	-	-	-	-	-
A-B	40.74	40.74	0.00	-	-	-	-	-
A-C	334.71	334.71	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-C	7.71	7.71	0.00	500.93	0.015	0.02	7.298	A
B-A	94.69	94.68	0.00	384.64	0.246	0.32	12.415	B
C-AB	16.09	16.09	0.00	1075.46	0.015	0.02	3.397	A
C-A	868.03	868.03	0.00	-	-	-	-	-
A-B	40.74	40.74	0.00	-	-	-	-	-
A-C	334.71	334.71	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-C	6.29	6.31	0.00	522.63	0.012	0.01	6.974	A
B-A	77.31	77.71	0.00	425.84	0.182	0.22	10.354	B
C-AB	11.25	11.27	0.00	1006.32	0.011	0.01	3.619	A
C-A	710.63	710.63	0.00	-	-	-	-	-
A-B	33.26	33.26	0.00	-	-	-	-	-
A-C	273.29	273.29	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-C	5.27	5.28	0.00	537.55	0.010	0.01	6.762	A
B-A	64.75	64.97	0.00	455.62	0.142	0.17	9.222	A
C-AB	8.34	8.35	0.00	952.06	0.009	0.01	3.816	A
C-A	596.20	596.20	0.00	-	-	-	-	-
A-B	27.86	27.86	0.00	-	-	-	-	-
A-C	228.87	228.87	0.00	-	-	-	-	-

Junctions 8

PICADY 8 - Priority Intersection Module

Version: 8.0.2.316 [14 Feb 2013]

Filename: Cockshutts Ln-A6102 Langsett Rd N (3).arc8
Path: Y:\2015\15-201 to 15-225\15-215 Oughtibridge Mill, Oughtibridge\Technical\Junction Models
Report generation date: 16/03/2016 15:13:34

Summary of junction performance

	PM Peak			
	Queue (PCU)	**Delay (s)**	**RFC**	**LOS**
	Existing Layout - Base 2021			
Stream B-C	0.03	8.29	0.03	A
Stream B-A	0.15	12.10	0.13	B
Stream C-AB	0.04	5.17	0.03	A
Stream C-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 - Existing 2015, AM Peak" model duration: 07:30 - 09:00
"D2 - Existing 2015, PM Peak" model duration: 16:45 - 18:15
"D3 - Base 2021, AM Peak" model duration: 07:30 - 09:00
"D4 - Base 2021, PM Peak " model duration: 16:45 - 18:15
"D5 - Predicted 2021, AM Peak" model duration: 07:30 - 09:00
"D6 - Predicted 2021, PM Peak" model duration: 16:45 - 18:15

Run using Junctions 8.0.2.316 at 16/03/2016 15:13:34

File summary

File Description

Title	Cockshutts Lane/A6102 Langsett Road N Priority T-Junction
Location	Oughtibridge, Sheffield
Site Number	
Date	11/01/2016
Version	
Status	
Identifier	
Client	CEG
Jobnumber	15-215
Enumerator	RD
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

Existing Layout - Base 2021, PM Peak

Data Errors and Warnings

No errors or warnings

Analysis Set Details

Name	Description	Locked	Network Flow Scaling Factor (%)	Reason For Scaling Factors
Existing Layout			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
Base 2021, PM Peak	Base 2021	PM Peak		ONE HOUR	16:45	18:15	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	9.73	A

Junction Network Options

Driving Side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Name	Description	Arm Type
A	A6102 Langsett Road N (South West)		Major
B	Cockshutts Lane		Minor
C	A6102 Langsett Road N (North East)		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	8.80		0.00		2.20	96.00	✓	0.00

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 plus flare				10.00	9.30	6.60	5.30	5.20	✓	3.00	36	42

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	594.883	0.095	0.241	0.151	0.344
1	B-C	625.363	0.084	0.213	-	-
1	C-B	629.558	0.214	0.214	-	-

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	✓	740.00	100.000
B	ONE HOUR	✓	53.00	100.000
C	ONE HOUR	✓	386.00	100.000

Turning Proportions

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

		To		
		A	B	C
From	A	0.000	70.000	670.000
	B	42.000	0.000	11.000
	C	376.000	10.000	0.000

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

		To		
		A	B	C
From	A	0.00	0.09	0.91
	B	0.79	0.00	0.21
	C	0.97	0.03	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-C	0.03	8.29	0.03	A
B-A	0.13	12.10	0.15	B
C-AB	0.03	5.17	0.04	A
C-A	-	-	-	-
A-B	-	-	-	-
A-C	-	-	-	-

Main Results for each time segment

Main results: (16:45-17:00)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-C	8.28	8.22	0.00	504.00	0.016	0.02	7.261	A
B-A	31.62	31.30	0.00	423.14	0.075	0.08	9.180	A
C-AB	12.10	12.02	0.00	708.81	0.017	0.02	5.166	A
C-A	278.50	278.50	0.00	-	-	-	-	-
A-B	52.70	52.70	0.00	-	-	-	-	-
A-C	504.41	504.41	0.00	-	-	-	-	-

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-C	9.89	9.87	0.00	479.86	0.021	0.02	7.659	A
B-A	37.76	37.65	0.00	389.80	0.097	0.11	10.219	B
C-AB	15.97	15.94	0.00	726.52	0.022	0.03	5.065	A
C-A	331.04	331.04	0.00	-	-	-	-	-
A-B	62.93	62.93	0.00	-	-	-	-	-
A-C	602.32	602.32	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-C	12.11	12.08	0.00	446.18	0.027	0.03	8.293	A
B-A	46.24	46.05	0.00	343.71	0.135	0.15	12.087	B
C-AB	22.43	22.38	0.00	751.64	0.030	0.04	4.936	A
C-A	402.56	402.56	0.00	-	-	-	-	-
A-B	77.07	77.07	0.00	-	-	-	-	-
A-C	737.68	737.68	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-C	12.11	12.11	0.00	446.09	0.027	0.03	8.295	A
B-A	46.24	46.24	0.00	343.72	0.135	0.15	12.101	B
C-AB	22.45	22.45	0.00	751.66	0.030	0.04	4.938	A
C-A	402.55	402.55	0.00	-	-	-	-	-
A-B	77.07	77.07	0.00	-	-	-	-	-
A-C	737.68	737.68	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-C	9.89	9.91	0.00	479.71	0.021	0.02	7.662	A
B-A	37.76	37.94	0.00	389.82	0.097	0.11	10.237	B
C-AB	15.99	16.03	0.00	726.55	0.022	0.03	5.068	A
C-A	331.02	331.02	0.00	-	-	-	-	-
A-B	62.93	62.93	0.00	-	-	-	-	-
A-C	602.32	602.32	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-C	8.28	8.30	0.00	503.81	0.016	0.02	7.267	A
B-A	31.62	31.73	0.00	423.15	0.075	0.08	9.201	A
C-AB	12.14	12.17	0.00	708.84	0.017	0.02	5.169	A
C-A	278.46	278.46	0.00	-	-	-	-	-
A-B	52.70	52.70	0.00	-	-	-	-	-
A-C	504.41	504.41	0.00	-	-	-	-	-

Junctions 8

PICADY 8 - Priority Intersection Module

Version: 8.0.2.316 [14 Feb 2013]

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: A6102 Langsett Rd N-Orchard St (4).arc8
Path: Y:\2015\15-201 to 15-225\15-215 Oughtibridge Mill, Oughtibridge\Technical\Junction Models
Report generation date: 16/03/2016 15:25:56

Summary of junction performance

	AM Peak			
	Queue (PCU)	**Delay (s)**	**RFC**	**LOS**
	Existing Layout - Base 2021			
Stream B-C	0.00	0.00	0.00	A
Stream B-A	0.27	9.90	0.22	A
Stream C-A	-	-	-	-
Stream C-B	0.00	0.00	0.00	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 - Existing 2015, AM Peak" model duration: 07:30 - 09:00
"D2 - Existing 2015, PM Peak" model duration: 16:45 - 18:15
"D3 - Base 2021, AM Peak " model duration: 07:30 - 09:00
"D4 - Base 2021, PM Peak" model duration: 16:45 - 18:15
"D5 - Predicted 2021, AM Peak" model duration: 07:30 - 09:00
"D6 - Predicted 2021, PM Peak" model duration: 16:45 - 18:15

Run using Junctions 8.0.2.316 at 16/03/2016 15:25:56

File summary

File Description

Title	A6102 Langsett Road N/Orchard Street Priority T-Junction
Location	Oughtibridge, Sheffield
Site Number	
Date	11/01/2016
Version	
Status	
Identifier	
Client	CEG
Jobnumber	15-215
Enumerator	RD
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

Existing Layout - Base 2021, AM Peak

Data Errors and Warnings

No errors or warnings

Analysis Set Details

Name	Description	Locked	Network Flow Scaling Factor (%)	Reason For Scaling Factors
Existing Layout			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
Base 2021, AM Peak	Base 2021	AM Peak		ONE HOUR	07:30	09:00	90	15		

Junction Network

Junctions

Name	Junction Type	Major Road Direction	Arm Order	Junction Delay (s)	Junction LOS
(untitled)	T-Junction	One-way from C to A	A,B,C	9.90	A

Junction Network Options

Driving Side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Name	Description	Arm Type
A	Orchard Street		Major
B	A6102 Langsett Road N (South)		Minor
C	A6102 Langsett Road N (North East)		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	6.00		0.00		2.20	0.00		

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 plus flare				8.00	6.00	5.30	4.10	3.40	✓	2.00	100	0

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	585.852	0.079	0.199	0.125	0.285
1	B-C	526.072	0.060	0.151	-	-
1	C-B	573.963	0.164	0.164	-	-

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	✓	0.00	100.000
B	ONE HOUR	✓	91.00	100.000
C	ONE HOUR	✓	885.00	100.000

Turning Proportions

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

		To		
		A	B	C
From	A	0.000	0.000	0.000
	B	91.000	0.000	0.000
	C	885.000	0.000	0.000

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

		To		
		A	B	C
From	A	0.33	0.33	0.33
	B	1.00	0.00	0.00
	C	1.00	0.00	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-C	0.00	0.00	0.00	A
B-A	0.22	9.90	0.27	A
C-A	-	-	-	-
C-B	0.00	0.00	0.00	A
A-B	-	-	-	-
A-C	-	-	-	-

Main Results for each time segment

Main results: (07:30-07:45)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-C	0.00	0.00	0.00	508.13	0.000	0.00	0.000	A
B-A	68.51	67.88	0.00	502.31	0.136	0.16	8.275	A
C-A	666.27	666.27	0.00	-	-	-	-	-
C-B	0.00	0.00	0.00	573.96	0.000	0.00	0.000	A
A-B	0.00	0.00	0.00	-	-	-	-	-
A-C	0.00	0.00	0.00	-	-	-	-	-

Main results: (07:45-08:00)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-C	0.00	0.00	0.00	503.77	0.000	0.00	0.000	A
B-A	81.81	81.63	0.00	486.09	0.168	0.20	8.897	A
C-A	795.60	795.60	0.00	-	-	-	-	-
C-B	0.00	0.00	0.00	573.96	0.000	0.00	0.000	A
A-B	0.00	0.00	0.00	-	-	-	-	-
A-C	0.00	0.00	0.00	-	-	-	-	-

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-C	0.00	0.00	0.00	497.43	0.000	0.00	0.000	A
B-A	100.19	99.91	0.00	463.67	0.216	0.27	9.888	A
C-A	974.40	974.40	0.00	-	-	-	-	-
C-B	0.00	0.00	0.00	573.96	0.000	0.00	0.000	A
A-B	0.00	0.00	0.00	-	-	-	-	-
A-C	0.00	0.00	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-C	0.00	0.00	0.00	497.34	0.000	0.00	0.000	A
B-A	100.19	100.19	0.00	463.67	0.216	0.27	9.903	A
C-A	974.40	974.40	0.00	-	-	-	-	-
C-B	0.00	0.00	0.00	573.96	0.000	0.00	0.000	A
A-B	0.00	0.00	0.00	-	-	-	-	-
A-C	0.00	0.00	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-C	0.00	0.00	0.00	503.64	0.000	0.00	0.000	A
B-A	81.81	82.08	0.00	486.09	0.168	0.20	8.918	A
C-A	795.60	795.60	0.00	-	-	-	-	-
C-B	0.00	0.00	0.00	573.96	0.000	0.00	0.000	A
A-B	0.00	0.00	0.00	-	-	-	-	-
A-C	0.00	0.00	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-C	0.00	0.00	0.00	507.92	0.000	0.00	0.000	A
B-A	68.51	68.69	0.00	502.31	0.136	0.16	8.305	A
C-A	666.27	666.27	0.00	-	-	-	-	-
C-B	0.00	0.00	0.00	573.96	0.000	0.00	0.000	A
A-B	0.00	0.00	0.00	-	-	-	-	-
A-C	0.00	0.00	0.00	-	-	-	-	-

Junctions 8

PICADY 8 - Priority Intersection Module

Version: 8.0.2.316 [14 Feb 2013]

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: A6102 Langsett Rd N-Orchard St (4).arc8
Path: Y:\2015\15-201 to 15-225\15-215 Oughtibridge Mill, Oughtibridge\Technical\Junction Models
Report generation date: 16/03/2016 15:26:22

Summary of junction performance

	PM Peak			
	Queue (PCU)	**Delay (s)**	**RFC**	**LOS**
	Existing Layout - Base 2021			
Stream B-C	0.00	0.00	0.00	A
Stream B-A	0.08	7.38	0.08	A
Stream C-A	-	-	-	-
Stream C-B	0.00	0.00	0.00	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 - Existing 2015, AM Peak" model duration: 07:30 - 09:00
"D2 - Existing 2015, PM Peak" model duration: 16:45 - 18:15
"D3 - Base 2021, AM Peak" model duration: 07:30 - 09:00
"D4 - Base 2021, PM Peak " model duration: 16:45 - 18:15
"D5 - Predicted 2021, AM Peak" model duration: 07:30 - 09:00
"D6 - Predicted 2021, PM Peak" model duration: 16:45 - 18:15

Run using Junctions 8.0.2.316 at 16/03/2016 15:26:22

File summary

File Description

Title	A6102 Langsett Road N/Orchard Street Priority T-Junction
Location	Oughtibridge, Sheffield
Site Number	
Date	11/01/2016
Version	
Status	
Identifier	
Client	CEG
Jobnumber	15-215
Enumerator	RD
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

Existing Layout - Base 2021, PM Peak

Data Errors and Warnings

No errors or warnings

Analysis Set Details

Name	Description	Locked	Network Flow Scaling Factor (%)	Reason For Scaling Factors
Existing Layout			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
Base 2021, PM Peak	Base 2021	PM Peak		ONE HOUR	16:45	18:15	90	15		

Junction Network

Junctions

Name	Junction Type	Major Road Direction	Arm Order	Junction Delay (s)	Junction LOS
(untitled)	T-Junction	One-way from C to A	A,B,C	7.38	A

Junction Network Options

Driving Side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Name	Description	Arm Type
A	Orchard Street		Major
B	A6102 Langsett Road N (South)		Minor
C	A6102 Langsett Road N (North East)		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	6.00		0.00		2.20	0.00		

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 plus flare				8.00	6.00	5.30	4.10	3.40	✓	2.00	100	0

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	585.852	0.079	0.199	0.125	0.285
1	B-C	526.072	0.060	0.151	-	-
1	C-B	573.963	0.164	0.164	-	-

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	✓	0.00	100.000
B	ONE HOUR	✓	37.00	100.000
C	ONE HOUR	✓	418.00	100.000

Turning Proportions

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

		To		
		A	B	C
From	A	0.000	0.000	0.000
	B	37.000	0.000	0.000
	C	418.000	0.000	0.000

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

		To		
		A	B	C
From	A	0.33	0.33	0.33
	B	1.00	0.00	0.00
	C	1.00	0.00	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-C	0.00	0.00	0.00	A
B-A	0.08	7.38	0.08	A
C-A	-	-	-	-
C-B	0.00	0.00	0.00	A
A-B	-	-	-	-
A-C	-	-	-	-

Main Results for each time segment

Main results: (16:45-17:00)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-C	0.00	0.00	0.00	519.37	0.000	0.00	0.000	A
B-A	27.86	27.64	0.00	546.39	0.051	0.05	6.936	A
C-A	314.69	314.69	0.00	-	-	-	-	-
C-B	0.00	0.00	0.00	573.96	0.000	0.00	0.000	A
A-B	0.00	0.00	0.00	-	-	-	-	-
A-C	0.00	0.00	0.00	-	-	-	-	-

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-C	0.00	0.00	0.00	517.90	0.000	0.00	0.000	A
B-A	33.26	33.21	0.00	538.73	0.062	0.07	7.121	A
C-A	375.77	375.77	0.00	-	-	-	-	-
C-B	0.00	0.00	0.00	573.96	0.000	0.00	0.000	A
A-B	0.00	0.00	0.00	-	-	-	-	-
A-C	0.00	0.00	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-C	0.00	0.00	0.00	515.86	0.000	0.00	0.000	A
B-A	40.74	40.67	0.00	528.15	0.077	0.08	7.385	A
C-A	460.23	460.23	0.00	-	-	-	-	-
C-B	0.00	0.00	0.00	573.96	0.000	0.00	0.000	A
A-B	0.00	0.00	0.00	-	-	-	-	-
A-C	0.00	0.00	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-C	0.00	0.00	0.00	515.85	0.000	0.00	0.000	A
B-A	40.74	40.74	0.00	528.15	0.077	0.08	7.385	A
C-A	460.23	460.23	0.00	-	-	-	-	-
C-B	0.00	0.00	0.00	573.96	0.000	0.00	0.000	A
A-B	0.00	0.00	0.00	-	-	-	-	-
A-C	0.00	0.00	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-C	0.00	0.00	0.00	517.87	0.000	0.00	0.000	A
B-A	33.26	33.33	0.00	538.73	0.062	0.07	7.125	A
C-A	375.77	375.77	0.00	-	-	-	-	-
C-B	0.00	0.00	0.00	573.96	0.000	0.00	0.000	A
A-B	0.00	0.00	0.00	-	-	-	-	-
A-C	0.00	0.00	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-C	0.00	0.00	0.00	519.30	0.000	0.00	0.000	A
B-A	27.86	27.90	0.00	546.39	0.051	0.05	6.945	A
C-A	314.69	314.69	0.00	-	-	-	-	-
C-B	0.00	0.00	0.00	573.96	0.000	0.00	0.000	A
A-B	0.00	0.00	0.00	-	-	-	-	-
A-C	0.00	0.00	0.00	-	-	-	-	-

Junctions 8

PICADY 8 - Priority Intersection Module

Version: 8.0.2.316 [14 Feb 2013]

Filename: Forge Ln-Orchard St (5-1).arc8
Path: Y:\2015\15-201 to 15-225\15-215 Oughtibridge Mill, Oughtibridge\Technical\Junction Models
Report generation date: 16/03/2016 15:29:17

Summary of junction performance

	AM Peak			
	Queue (PCU)	**Delay (s)**	**RFC**	**LOS**
	Existing Layout - Base 2021			
Stream B-AC	0.06	8.68	0.05	A
Stream C-A	-	-	-	-
Stream C-B	0.00	0.00	0.00	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 - Existing 2015, AM Peak" model duration: 07:30 - 09:00
"D2 - Existing 2015, PM Peak" model duration: 16:45 - 18:15
"D3 - Base 2021, AM Peak " model duration: 07:30 - 09:00
"D4 - Base 2021, PM Peak" model duration: 16:45 - 18:15
"D5 - Predicted 2021, AM Peak" model duration: 07:30 - 09:00
"D6 - Predicted 2021, PM Peak" model duration: 16:45 - 18:15

Run using Junctions 8.0.2.316 at 16/03/2016 15:29:17

File summary

File Description

Title	Orchard Street (North)/Forge Lane/Orchard Street (South) Priority T-Junction
Location	Oughtibridge, Sheffield
Site Number	
Date	11/01/2016
Version	
Status	
Identifier	
Client	CEG
Jobnumber	15-215
Enumerator	RD
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

Existing Layout - Base 2021, AM Peak

Data Errors and Warnings

No errors or warnings

Analysis Set Details

Name	Description	Locked	Network Flow Scaling Factor (%)	Reason For Scaling Factors
Existing Layout			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
Base 2021, AM Peak	Base 2021	AM Peak		ONE HOUR	07:30	09:00	90	15		

Junction Network

Junctions

Name	Junction Type	Major Road Direction	Arm Order	Junction Delay (s)	Junction LOS
(untitled)	T-Junction	One-way from A to C	A,B,C	8.68	A

Junction Network Options

Driving Side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Name	Description	Arm Type
A	Orchard Street (North)		Major
B	Forge Lane		Minor
C	Orchard Street (South)		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	6.00		0.00		2.20	0.00		

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	2.90										0	21

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	483.091	0.065	0.164	0.103	0.235
1	B-C	630.778	0.071	0.181	-	-
1	C-B	573.963	0.164	0.164	-	-

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	✓	975.00	100.000
B	ONE HOUR	✓	21.00	100.000
C	ONE HOUR	✓	0.00	100.000

Turning Proportions

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

		To		
		A	B	C
From	A	0.000	9.000	966.000
	B	0.000	0.000	21.000
	C	0.000	0.000	0.000

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

		To		
		A	B	C
From	A	0.00	0.01	0.99
	B	0.00	0.00	1.00
	C	0.33	0.33	0.33

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	0.05	8.68	0.06	A
C-A	-	-	-	-
C-B	0.00	0.00	0.00	A
A-B	-	-	-	-
A-C	-	-	-	-

Main Results for each time segment

Main results: (07:30-07:45)

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	15.81	15.68	0.00	498.95	0.032	0.03	7.447	A
C-A	0.00	0.00	0.00	-	-	-	-	-
C-B	0.00	0.00	0.00	453.34	0.000	0.00	0.000	A
A-B	6.78	6.78	0.00	-	-	-	-	-
A-C	727.26	727.26	0.00	-	-	-	-	-

Main results: (07:45-08:00)

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	18.88	18.84	0.00	473.36	0.040	0.04	7.920	A
C-A	0.00	0.00	0.00	-	-	-	-	-
C-B	0.00	0.00	0.00	429.92	0.000	0.00	0.000	A
A-B	8.09	8.09	0.00	-	-	-	-	-
A-C	868.41	868.41	0.00	-	-	-	-	-

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	23.12	23.07	0.00	437.99	0.053	0.06	8.675	A
C-A	0.00	0.00	0.00	-	-	-	-	-
C-B	0.00	0.00	0.00	397.55	0.000	0.00	0.000	A
A-B	9.91	9.91	0.00	-	-	-	-	-
A-C	1063.59	1063.59	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	23.12	23.12	0.00	437.99	0.053	0.06	8.677	A
C-A	0.00	0.00	0.00	-	-	-	-	-
C-B	0.00	0.00	0.00	397.55	0.000	0.00	0.000	A

A-B	9.91	9.91	0.00	-	-	-	-	-
A-C	1063.59	1063.59	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	18.88	18.93	0.00	473.36	0.040	0.04	7.924	A
C-A	0.00	0.00	0.00	-	-	-	-	-
C-B	0.00	0.00	0.00	429.92	0.000	0.00	0.000	A
A-B	8.09	8.09	0.00	-	-	-	-	-
A-C	868.41	868.41	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	15.81	15.85	0.00	498.95	0.032	0.03	7.454	A
C-A	0.00	0.00	0.00	-	-	-	-	-
C-B	0.00	0.00	0.00	453.34	0.000	0.00	0.000	A
A-B	6.78	6.78	0.00	-	-	-	-	-
A-C	727.26	727.26	0.00	-	-	-	-	-

Junctions 8

PICADY 8 - Priority Intersection Module

Version: 8.0.2.316 [14 Feb 2013]

Filename: Forge Ln-Orchard St (5-1).arc8
Path: Y:\2015\15-201 to 15-225\15-215 Oughtibridge Mill, Oughtibridge\Technical\Junction Models
Report generation date: 16/03/2016 15:29:39

Summary of junction performance

	PM Peak			
	Queue (PCU)	**Delay (s)**	**RFC**	**LOS**
	Existing Layout - Base 2021			
Stream B-AC	0.02	6.80	0.02	A
Stream C-A	-	-	-	-
Stream C-B	0.00	0.00	0.00	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 - Existing 2015, AM Peak" model duration: 07:30 - 09:00
"D2 - Existing 2015, PM Peak" model duration: 16:45 - 18:15
"D3 - Base 2021, AM Peak" model duration: 07:30 - 09:00
"D4 - Base 2021, PM Peak " model duration: 16:45 - 18:15
"D5 - Predicted 2021, AM Peak" model duration: 07:30 - 09:00
"D6 - Predicted 2021, PM Peak" model duration: 16:45 - 18:15

Run using Junctions 8.0.2.316 at 16/03/2016 15:29:39

File summary

File Description

Title	Orchard Street (North)/Forge Lane/Orchard Street (South) Priority T-Junction
Location	Oughtibridge, Sheffield
Site Number	
Date	11/01/2016
Version	
Status	
Identifier	
Client	CEG
Jobnumber	15-215
Enumerator	RD
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

Existing Layout - Base 2021, PM Peak

Data Errors and Warnings

No errors or warnings

Analysis Set Details

Name	Description	Locked	Network Flow Scaling Factor (%)	Reason For Scaling Factors
Existing Layout			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
Base 2021, PM Peak	Base 2021	PM Peak		ONE HOUR	16:45	18:15	90	15		

Junction Network

Junctions

Name	Junction Type	Major Road Direction	Arm Order	Junction Delay (s)	Junction LOS
(untitled)	T-Junction	One-way from A to C	A,B,C	6.80	A

Junction Network Options

Driving Side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Name	Description	Arm Type
A	Orchard Street (North)		Major
B	Forge Lane		Minor
C	Orchard Street (South)		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	6.00		0.00		2.20	0.00		

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	2.90										0	21

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	483.091	0.065	0.164	0.103	0.235
1	B-C	630.778	0.071	0.181	-	-
1	C-B	573.963	0.164	0.164	-	-

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	✓	456.00	100.000
B	ONE HOUR	✓	11.00	100.000
C	ONE HOUR	✓	0.00	100.000

Turning Proportions

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

		To		
		A	B	C
From	A	0.000	10.000	446.000
	B	0.000	0.000	11.000
	C	0.000	0.000	0.000

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

		To		
		A	B	C
From	A	0.00	0.02	0.98
	B	0.00	0.00	1.00
	C	0.33	0.33	0.33

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	0.02	6.80	0.02	A
C-A	-	-	-	-
C-B	0.00	0.00	0.00	A
A-B	-	-	-	-
A-C	-	-	-	-

Main Results for each time segment

Main results: (16:45-17:00)

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	8.28	8.22	0.00	569.60	0.015	0.01	6.412	A
C-A	0.00	0.00	0.00	-	-	-	-	-
C-B	0.00	0.00	0.00	517.55	0.000	0.00	0.000	A
A-B	7.53	7.53	0.00	-	-	-	-	-
A-C	335.77	335.77	0.00	-	-	-	-	-

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	9.89	9.88	0.00	557.72	0.018	0.02	6.570	A
C-A	0.00	0.00	0.00	-	-	-	-	-
C-B	0.00	0.00	0.00	506.60	0.000	0.00	0.000	A
A-B	8.99	8.99	0.00	-	-	-	-	-
A-C	400.94	400.94	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	12.11	12.09	0.00	541.31	0.022	0.02	6.801	A
C-A	0.00	0.00	0.00	-	-	-	-	-
C-B	0.00	0.00	0.00	491.46	0.000	0.00	0.000	A
A-B	11.01	11.01	0.00	-	-	-	-	-
A-C	491.06	491.06	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	12.11	12.11	0.00	541.31	0.022	0.02	6.801	A
C-A	0.00	0.00	0.00	-	-	-	-	-
C-B	0.00	0.00	0.00	491.46	0.000	0.00	0.000	A

A-B	11.01	11.01	0.00	-	-	-	-	-
A-C	491.06	491.06	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	9.89	9.91	0.00	557.72	0.018	0.02	6.570	A
C-A	0.00	0.00	0.00	-	-	-	-	-
C-B	0.00	0.00	0.00	506.60	0.000	0.00	0.000	A
A-B	8.99	8.99	0.00	-	-	-	-	-
A-C	400.94	400.94	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	8.28	8.29	0.00	569.60	0.015	0.01	6.415	A
C-A	0.00	0.00	0.00	-	-	-	-	-
C-B	0.00	0.00	0.00	517.55	0.000	0.00	0.000	A
A-B	7.53	7.53	0.00	-	-	-	-	-
A-C	335.77	335.77	0.00	-	-	-	-	-

Junctions 8

PICADY 8 - Priority Intersection Module

Version: 8.0.2.316 [14 Feb 2013]

Filename: Orchard St-Station Ln-Low Rd-Bridge Hill (5-2).arc8
Path: Y:\2015\15-201 to 15-225\15-215 Oughtibridge Mill, Oughtibridge\Technical\Junction Models
Report generation date: 16/03/2016 15:32:10

Summary of junction performance

	AM Peak			
	Queue (PCU)	**Delay (s)**	**RFC**	**LOS**
	Existing Layout - Base 2021			
Stream B-ACD	2.79	24.98	0.75	C
Stream A-B	-	-	-	-
Stream A-C	-	-	-	-
Stream A-D	0.00	0.00	0.00	A
Stream D-AB	1.08	23.34	0.53	C
Stream D-BC	0.96	20.34	0.50	C
Stream C-D	-	-	-	-
Stream C-A	-	-	-	-
Stream C-B	0.00	0.00	0.00	A

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

"D1 - Existing 2015, AM Peak" model duration: 07:30 - 09:00
"D2 - Existing 2015, PM Peak" model duration: 16:45 - 18:15
"D3 - Base 2021, AM Peak " model duration: 07:30 - 09:00
"D4 - Base 2021, PM Peak" model duration: 16:45 - 18:15
"D5 - Predicted 2021, AM Peak" model duration: 07:30 - 09:00
"D6 - Predicted 2021, PM Peak" model duration: 16:45 - 18:15

Run using Junctions 8.0.2.316 at 16/03/2016 15:32:10

File summary

File Description

Title	Orchard Street/Station Lane/Low Road/Bridge Hill Priority Crossroads Junction
Location	Oughtibridge, Sheffield
Site Number	
Date	11/01/2016
Version	
Status	
Identifier	
Client	CEG
Jobnumber	15-215
Enumerator	RD
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

Existing Layout - Base 2021, AM Peak

Data Errors and Warnings

No errors or warnings

Analysis Set Details

Name	Description	Locked	Network Flow Scaling Factor (%)	Reason For Scaling Factors
Existing Layout			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
Base 2021, AM Peak	Base 2021	AM Peak		ONE HOUR	07:30	09:00	90	15		

Junction Network

Junctions

Name	Junction Type	Major Road Direction	Arm Order	Junction Delay (s)	Junction LOS
(untitled)	Crossroads	One-way from A to C	A,B,C,D	23.54	C

Junction Network Options

Driving Side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Name	Description	Arm Type
A	Orchard Street		Major
B	Station Lane		Minor
C	Low Road		Major
D	Bridge Hill		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	6.00		0.00		2.20	0.00		
C	6.00		0.00		2.20	0.00		

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	4.00								✓		0	100
	One lane												

D	plus flare				10.00	5.40	4.20	4.20	4.20	✓	1.00	32	0

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	573.963	-	-	-	-	-	-	0.164	0.235	0.164	-	-	-
1	B-A	578.734	0.078	0.197	0.197	-	-	-	0.124	0.281	-	0.197	0.197	0.098
1	B-C	755.659	0.086	0.216	-	-	-	-	-	-	-	-	-	-
1	B-D, nearside lane	578.734	0.078	0.197	0.197	-	-	-	0.124	0.281	0.124	-	-	-
1	B-D, offside lane	578.734	0.078	0.197	0.197	-	-	-	0.124	0.281	0.124	-	-	-
1	C-B	573.963	0.164	0.164	0.235	-	-	-	-	-	-	-	-	-
1	D-A	677.033	-	-	-	-	-	-	0.194	-	0.077	-	-	-
1	D-B, nearside lane	529.457	0.113	0.113	0.257	-	-	-	0.180	0.180	0.071	-	-	-
1	D-B, offside lane	529.457	0.113	0.113	0.257	-	-	-	0.180	0.180	0.071	-	-	-
1	D-C	529.457	-	0.113	0.257	0.090	0.180	0.180	0.180	0.180	0.071	-	-	-

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	✓	987.00	100.000
B	ONE HOUR	✓	379.00	100.000
C	ONE HOUR	✓	0.00	100.000
D	ONE HOUR	✓	312.00	100.000

Turning Proportions

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

	To			
	A	B	C	D

From	A	0.000	272.000	715.000	0.000
	B	0.000	0.000	379.000	0.000
	C	0.000	0.000	0.000	0.000
	D	0.000	286.000	26.000	0.000

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

		To			
		A	B	C	D
From	A	0.00	0.28	0.72	0.00
	B	0.00	0.00	1.00	0.00
	C	0.25	0.25	0.25	0.25
	D	0.00	0.92	0.08	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	0.75	24.98	2.79	C
A-B	-	-	-	-
A-C	-	-	-	-
A-D	0.00	0.00	0.00	A
D-AB	0.53	23.34	1.08	C
D-BC	0.50	20.34	0.96	C
C-D	-	-	-	-
C-A	-	-	-	-
C-B	0.00	0.00	0.00	A

Main Results for each time segment

Main results: (07:30-07:45)

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	285.33	282.01	0.00	621.67	0.459	0.83	10.500	B
A-B	204.78	204.78	0.00	-	-	-	-	-
A-C	538.29	538.29	0.00	-	-	-	-	-

A-D	0.00	0.00	0.00	573.96	0.000	0.00	0.000	A
D-AB	112.71	111.19	0.00	404.53	0.279	0.38	12.212	B
D-BC	122.18	120.62	0.00	430.41	0.284	0.39	11.564	B
C-D	0.00	0.00	0.00	-	-	-	-	-
C-A	0.00	0.00	0.00	-	-	-	-	-
C-B	0.00	0.00	0.00	451.85	0.000	0.00	0.000	A

Main results: (07:45-08:00)

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	340.71	338.87	0.00	595.66	0.572	1.29	13.915	B
A-B	244.52	244.52	0.00	-	-	-	-	-
A-C	642.77	642.77	0.00	-	-	-	-	-
A-D	0.00	0.00	0.00	573.96	0.000	0.00	0.000	A
D-AB	136.25	135.53	0.00	373.71	0.365	0.56	15.067	C
D-BC	144.23	143.61	0.00	402.50	0.358	0.55	13.870	B
C-D	0.00	0.00	0.00	-	-	-	-	-
C-A	0.00	0.00	0.00	-	-	-	-	-
C-B	0.00	0.00	0.00	428.15	0.000	0.00	0.000	A

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	417.29	411.78	0.00	559.70	0.746	2.67	23.484	C
A-B	299.48	299.48	0.00	-	-	-	-	-
A-C	787.23	787.23	0.00	-	-	-	-	-
A-D	0.00	0.00	0.00	573.96	0.000	0.00	0.000	A
D-AB	169.98	168.05	0.00	325.28	0.523	1.04	22.616	C
D-BC	173.54	171.99	0.00	351.99	0.493	0.93	19.824	C
C-D	0.00	0.00	0.00	-	-	-	-	-
C-A	0.00	0.00	0.00	-	-	-	-	-
C-B	0.00	0.00	0.00	395.38	0.000	0.00	0.000	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	417.29	416.82	0.00	559.70	0.746	2.79	24.975	C
A-B	299.48	299.48	0.00	-	-	-	-	-
A-C	787.23	787.23	0.00	-	-	-	-	-
A-D	0.00	0.00	0.00	573.96	0.000	0.00	0.000	A
D-AB	170.12	169.99	0.00	323.91	0.525	1.08	23.339	C
D-BC	173.39	173.30	0.00	350.05	0.495	0.96	20.338	C
C-D	0.00	0.00	0.00	-	-	-	-	-
C-A	0.00	0.00	0.00	-	-	-	-	-
C-B	0.00	0.00	0.00	395.38	0.000	0.00	0.000	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	340.71	346.32	0.00	595.66	0.572	1.38	14.742	B
A-B	244.52	244.52	0.00	-	-	-	-	-
A-C	642.77	642.77	0.00	-	-	-	-	-
A-D	0.00	0.00	0.00	573.96	0.000	0.00	0.000	A
D-AB	136.40	138.33	0.00	372.26	0.366	0.59	15.511	C
D-BC	144.08	145.62	0.00	400.89	0.359	0.57	14.187	B
C-D	0.00	0.00	0.00	-	-	-	-	-
C-A	0.00	0.00	0.00	-	-	-	-	-
C-B	0.00	0.00	0.00	428.15	0.000	0.00	0.000	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	285.33	287.40	0.00	621.67	0.459	0.87	10.834	B
A-B	204.78	204.78	0.00	-	-	-	-	-
A-C	538.29	538.29	0.00	-	-	-	-	-
A-D	0.00	0.00	0.00	573.96	0.000	0.00	0.000	A

D-AB	112.82	113.61	0.00	403.40	0.280	0.40	12.458	B
D-BC	122.07	122.75	0.00	429.54	0.284	0.40	11.760	B
C-D	0.00	0.00	0.00	-	-	-	-	-
C-A	0.00	0.00	0.00	-	-	-	-	-
C-B	0.00	0.00	0.00	451.85	0.000	0.00	0.000	A

Junctions 8

PICADY 8 - Priority Intersection Module

Version: 8.0.2.316 [14 Feb 2013]

Filename: Orchard St-Station Ln-Low Rd-Bridge Hill (5-2).arc8
Path: Y:\2015\15-201 to 15-225\15-215 Oughtibridge Mill, Oughtibridge\Technical\Junction Models
Report generation date: 16/03/2016 15:32:34

Summary of junction performance

	PM Peak			
	Queue (PCU)	**Delay (s)**	**RFC**	**LOS**
	Existing Layout - Base 2021			
Stream B-ACD	8.42	53.93	0.92	F
Stream A-B	-	-	-	-
Stream A-C	-	-	-	-
Stream A-D	0.00	0.00	0.00	A
Stream D-AB	0.50	13.21	0.33	B
Stream D-BC	0.57	13.63	0.37	B
Stream C-D	-	-	-	-
Stream C-A	-	-	-	-
Stream C-B	0.00	0.00	0.00	A

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

"D1 - Existing 2015, AM Peak" model duration: 07:30 - 09:00
"D2 - Existing 2015, PM Peak" model duration: 16:45 - 18:15
"D3 - Base 2021, AM Peak" model duration: 07:30 - 09:00
"D4 - Base 2021, PM Peak " model duration: 16:45 - 18:15
"D5 - Predicted 2021, AM Peak" model duration: 07:30 - 09:00
"D6 - Predicted 2021, PM Peak" model duration: 16:45 - 18:15

Run using Junctions 8.0.2.316 at 16/03/2016 15:32:34

File summary

File Description

Title	Orchard Street/Station Lane/Low Road/Bridge Hill Priority Crossroads Junction
Location	Oughtibridge, Sheffield
Site Number	
Date	11/01/2016
Version	
Status	
Identifier	
Client	CEG
Jobnumber	15-215
Enumerator	RD
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

Existing Layout - Base 2021, PM Peak

Data Errors and Warnings

No errors or warnings

Analysis Set Details

Name	Description	Locked	Network Flow Scaling Factor (%)	Reason For Scaling Factors
Existing Layout			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
Base 2021, PM Peak	Base 2021	PM Peak		ONE HOUR	16:45	18:15	90	15		

Junction Network

Junctions

Name	Junction Type	Major Road Direction	Arm Order	Junction Delay (s)	Junction LOS
(untitled)	Crossroads	One-way from A to C	A,B,C,D	40.80	E

Junction Network Options

Driving Side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Name	Description	Arm Type
A	Orchard Street		Major
B	Station Lane		Minor
C	Low Road		Major
D	Bridge Hill		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	6.00		0.00		2.20	0.00		
C	6.00		0.00		2.20	0.00		

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	4.00								✓		0	100
	One lane												

D	plus flare				10.00	5.40	4.20	4.20	4.20	✓	1.00	32	0

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	573.963	-	-	-	-	-	-	0.164	0.235	0.164	-	-	-
1	B-A	578.734	0.078	0.197	0.197	-	-	-	0.124	0.281	-	0.197	0.197	0.098
1	B-C	755.659	0.086	0.216	-	-	-	-	-	-	-	-	-	-
1	B-D, nearside lane	578.734	0.078	0.197	0.197	-	-	-	0.124	0.281	0.124	-	-	-
1	B-D, offside lane	578.734	0.078	0.197	0.197	-	-	-	0.124	0.281	0.124	-	-	-
1	C-B	573.963	0.164	0.164	0.235	-	-	-	-	-	-	-	-	-
1	D-A	677.033	-	-	-	-	-	-	0.194	-	0.077	-	-	-
1	D-B, nearside lane	529.457	0.113	0.113	0.257	-	-	-	0.180	0.180	0.071	-	-	-
1	D-B, offside lane	529.457	0.113	0.113	0.257	-	-	-	0.180	0.180	0.071	-	-	-
1	D-C	529.457	-	0.113	0.257	0.090	0.180	0.180	0.180	0.180	0.071	-	-	-

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	✓	457.00	100.000
B	ONE HOUR	✓	548.00	100.000
C	ONE HOUR	✓	0.00	100.000
D	ONE HOUR	✓	263.00	100.000

Turning Proportions

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

	To				
		A	B	C	D

From	A	0.000	70.000	387.000	0.000
	B	0.000	0.000	548.000	0.000
	C	0.000	0.000	0.000	0.000
	D	0.000	220.000	43.000	0.000

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

		To			
		A	B	C	D
From	A	0.00	0.15	0.85	0.00
	B	0.00	0.00	1.00	0.00
	C	0.25	0.25	0.25	0.25
	D	0.00	0.84	0.16	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	0.92	53.93	8.42	F
A-B	-	-	-	-
A-C	-	-	-	-
A-D	0.00	0.00	0.00	A
D-AB	0.33	13.21	0.50	B
D-BC	0.37	13.63	0.57	B
C-D	-	-	-	-
C-A	-	-	-	-
C-B	0.00	0.00	0.00	A

Main Results for each time segment

Main results: (16:45-17:00)

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	412.56	406.78	0.00	688.11	0.600	1.45	12.556	B
A-B	52.70	52.70	0.00	-	-	-	-	-
A-C	291.35	291.35	0.00	-	-	-	-	-

A-D	0.00	0.00	0.00	573.96	0.000	0.00	0.000	A
D-AB	89.16	88.21	0.00	455.93	0.196	0.24	9.765	A
D-BC	108.84	107.63	0.00	463.74	0.235	0.30	10.075	B
C-D	0.00	0.00	0.00	-	-	-	-	-
C-A	0.00	0.00	0.00	-	-	-	-	-
C-B	0.00	0.00	0.00	517.42	0.000	0.00	0.000	A

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	492.64	488.35	0.00	675.00	0.730	2.52	18.842	C
A-B	62.93	62.93	0.00	-	-	-	-	-
A-C	347.91	347.91	0.00	-	-	-	-	-
A-D	0.00	0.00	0.00	573.96	0.000	0.00	0.000	A
D-AB	108.53	108.19	0.00	437.82	0.248	0.32	10.910	B
D-BC	127.90	127.53	0.00	446.47	0.286	0.39	11.273	B
C-D	0.00	0.00	0.00	-	-	-	-	-
C-A	0.00	0.00	0.00	-	-	-	-	-
C-B	0.00	0.00	0.00	506.45	0.000	0.00	0.000	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	603.36	584.69	0.00	656.87	0.919	7.19	41.726	E
A-B	77.07	77.07	0.00	-	-	-	-	-
A-C	426.09	426.09	0.00	-	-	-	-	-
A-D	0.00	0.00	0.00	573.96	0.000	0.00	0.000	A
D-AB	136.74	136.07	0.00	409.95	0.334	0.49	13.111	B
D-BC	152.83	152.16	0.00	418.39	0.365	0.56	13.486	B
C-D	0.00	0.00	0.00	-	-	-	-	-
C-A	0.00	0.00	0.00	-	-	-	-	-
C-B	0.00	0.00	0.00	491.28	0.000	0.00	0.000	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	603.36	598.43	0.00	656.87	0.919	8.42	53.933	F
A-B	77.07	77.07	0.00	-	-	-	-	-
A-C	426.09	426.09	0.00	-	-	-	-	-
A-D	0.00	0.00	0.00	573.96	0.000	0.00	0.000	A
D-AB	136.95	136.93	0.00	409.29	0.335	0.50	13.215	B
D-BC	152.62	152.58	0.00	416.60	0.366	0.57	13.631	B
C-D	0.00	0.00	0.00	-	-	-	-	-
C-A	0.00	0.00	0.00	-	-	-	-	-
C-B	0.00	0.00	0.00	491.28	0.000	0.00	0.000	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	492.64	514.66	0.00	675.00	0.730	2.92	24.931	C
A-B	62.93	62.93	0.00	-	-	-	-	-
A-C	347.91	347.91	0.00	-	-	-	-	-
A-D	0.00	0.00	0.00	573.96	0.000	0.00	0.000	A
D-AB	108.74	109.38	0.00	437.07	0.249	0.34	11.009	B
D-BC	127.69	128.34	0.00	444.17	0.287	0.41	11.421	B
C-D	0.00	0.00	0.00	-	-	-	-	-
C-A	0.00	0.00	0.00	-	-	-	-	-
C-B	0.00	0.00	0.00	506.45	0.000	0.00	0.000	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	412.56	418.03	0.00	688.11	0.600	1.55	13.583	B
A-B	52.70	52.70	0.00	-	-	-	-	-
A-C	291.35	291.35	0.00	-	-	-	-	-
A-D	0.00	0.00	0.00	573.96	0.000	0.00	0.000	A

D-AB	89.29	89.65	0.00	455.20	0.196	0.25	9.859	A
D-BC	108.71	109.10	0.00	462.72	0.235	0.31	10.193	B
C-D	0.00	0.00	0.00	-	-	-	-	-
C-A	0.00	0.00	0.00	-	-	-	-	-
C-B	0.00	0.00	0.00	517.42	0.000	0.00	0.000	A

Junctions 8

PICADY 8 - Priority Intersection Module

Version: 8.0.2.316 [14 Feb 2013]

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: A6102 Langsett Rd N-Bridge Hill-A6102 Langsett Rd S-Church St (6).arc8
Path: Y:\2015\15-201 to 15-225\15-215 Oughtibridge Mill, Oughtibridge\Technical\Junction Models
Report generation date: 16/03/2016 15:36:18

Summary of junction performance

	AM Peak			
	Queue (PCU)	**Delay (s)**	**RFC**	**LOS**
	Existing Layout - Base 2021			
Stream B-ACD	0.00	0.00	0.00	A
Stream A-B	-	-	-	-
Stream A-C	-	-	-	-
Stream A-D	0.00	0.00	0.00	A
Stream D-ABC	2.50	22.61	0.72	C
Stream C-D	-	-	-	-
Stream C-A	-	-	-	-
Stream C-B	0.30	8.15	0.23	A

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

"D1 - Existing 2015, AM Peak" model duration: 07:30 - 09:00
"D2 - Existing 2015, PM Peak" model duration: 16:45 - 18:15
"D3 - Base 2021, AM Peak " model duration: 07:30 - 09:00
"D4 - Base 2021, PM Peak" model duration: 16:45 - 18:15
"D5 - Predicted 2021, AM Peak" model duration: 07:30 - 09:00
"D6 - Predicted 2021, PM Peak" model duration: 16:45 - 18:15

Run using Junctions 8.0.2.316 at 16/03/2016 15:36:18

File summary

File Description

Title	A6102 Langsett Road S/Bridge Hill/A6102 Lnagsett Road N/Church Street Priority Crossroads Junction
Location	Oughtibridge, Sheffield
Site Number	
Date	11/01/2016
Version	
Status	
Identifier	
Client	CEG
Jobnumber	15-215
Enumerator	RD
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

Existing Layout - Base 2021, AM Peak

Data Errors and Warnings

No errors or warnings

Analysis Set Details

Name	Description	Locked	Network Flow Scaling Factor (%)	Reason For Scaling Factors
Existing Layout			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
Base 2021, AM Peak	Base 2021	AM Peak		ONE HOUR	07:30	09:00	90	15		

Junction Network

Junctions

Name	Junction Type	Major Road Direction	Arm Order	Junction Delay (s)	Junction LOS
(untitled)	Crossroads	One-way from C to A	A,B,C,D	19.10	C

Junction Network Options

Driving Side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Name	Description	Arm Type
A	A6102 Langsett Road N		Major
B	Bridge Hill		Minor
C	A6102 Langsett Road S		Major
D	Church Street		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	6.00		0.00		2.20	0.00		
C	6.00		0.00		2.20	0.00		

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	4.20										0	0
D	One lane	5.00										0	27

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	573.963	-	-	-	-	-	-	0.164	0.235	0.164	-	-	-
1	B-A	535.261	0.072	0.182	0.182	-	-	-	0.115	0.260	-	0.182	0.182	0.091
1	B-C	698.897	0.079	0.200	-	-	-	-	-	-	-	-	-	-
1	B-D, nearside lane	535.261	0.072	0.182	0.182	-	-	-	0.115	0.260	0.115	-	-	-
1	B-D, offside lane	535.261	0.072	0.182	0.182	-	-	-	0.115	0.260	0.115	-	-	-
1	C-B	573.963	0.164	0.164	0.235	-	-	-	-	-	-	-	-	-
1	D-A	769.271	-	-	-	-	-	-	0.220	-	0.087	-	-	-
1	D-B, nearside lane	589.158	0.126	0.126	0.286	-	-	-	0.200	0.200	0.079	-	-	-
1	D-B, offside lane	589.158	0.126	0.126	0.286	-	-	-	0.200	0.200	0.079	-	-	-
1	D-C	589.158	-	0.126	0.286	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	✓	0.00	100.000
B	ONE HOUR	✓	0.00	100.000
C	ONE HOUR	✓	560.00	100.000
D	ONE HOUR	✓	374.00	100.000

Turning Proportions

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

		To			
		A	B	C	D
From	A	0.000	0.000	0.000	0.000
	B	0.000	0.000	0.000	0.000
	C	253.000	120.000	0.000	187.000
	D	180.000	194.000	0.000	0.000

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

		To			
		A	B	C	D
From	A	0.25	0.25	0.25	0.25
	B	0.25	0.25	0.25	0.25
	C	0.45	0.21	0.00	0.33
	D	0.48	0.52	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	0.00	0.00	0.00	A
A-B	-	-	-	-
A-C	-	-	-	-
A-D	0.00	0.00	0.00	A
D-ABC	0.72	22.61	2.50	C
C-D	-	-	-	-
C-A	-	-	-	-
C-B	0.23	8.15	0.30	A

Main Results for each time segment

Main results: (07:30-07:45)

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	0.00	0.00	0.00	504.32	0.000	0.00	0.000	A
A-B	0.00	0.00	0.00	-	-	-	-	-
A-C	0.00	0.00	0.00	-	-	-	-	-
A-D	0.00	0.00	0.00	498.32	0.000	0.00	0.000	A
D-ABC	281.57	278.11	0.00	599.76	0.469	0.86	11.079	B
C-D	140.78	140.78	0.00	-	-	-	-	-
C-A	190.47	190.47	0.00	-	-	-	-	-
C-B	90.34	89.60	0.00	573.96	0.157	0.18	7.422	A

Main results: (07:45-08:00)

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	0.00	0.00	0.00	490.87	0.000	0.00	0.000	A
A-B	0.00	0.00	0.00	-	-	-	-	-
A-C	0.00	0.00	0.00	-	-	-	-	-
A-D	0.00	0.00	0.00	483.46	0.000	0.00	0.000	A
D-ABC	336.22	334.50	0.00	587.10	0.573	1.30	14.149	B
C-D	168.11	168.11	0.00	-	-	-	-	-
C-A	227.44	227.44	0.00	-	-	-	-	-
C-B	107.88	107.70	0.00	573.96	0.188	0.23	7.721	A

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	0.00	0.00	0.00	472.29	0.000	0.00	0.000	A
A-B	0.00	0.00	0.00	-	-	-	-	-
A-C	0.00	0.00	0.00	-	-	-	-	-
A-D	0.00	0.00	0.00	463.12	0.000	0.00	0.000	A
D-ABC	411.78	407.32	0.00	569.67	0.723	2.41	21.578	C
C-D	205.89	205.89	0.00	-	-	-	-	-
C-A	278.56	278.56	0.00	-	-	-	-	-
C-B	132.12	131.86	0.00	573.96	0.230	0.30	8.137	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	0.00	0.00	0.00	471.93	0.000	0.00	0.000	A
A-B	0.00	0.00	0.00	-	-	-	-	-
A-C	0.00	0.00	0.00	-	-	-	-	-
A-D	0.00	0.00	0.00	463.06	0.000	0.00	0.000	A
D-ABC	411.78	411.42	0.00	569.63	0.723	2.50	22.614	C
C-D	205.89	205.89	0.00	-	-	-	-	-
C-A	278.56	278.56	0.00	-	-	-	-	-
C-B	132.12	132.12	0.00	573.96	0.230	0.30	8.147	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	0.00	0.00	0.00	490.35	0.000	0.00	0.000	A
A-B	0.00	0.00	0.00	-	-	-	-	-
A-C	0.00	0.00	0.00	-	-	-	-	-
A-D	0.00	0.00	0.00	483.36	0.000	0.00	0.000	A
D-ABC	336.22	340.67	0.00	587.04	0.573	1.39	14.862	B
C-D	168.11	168.11	0.00	-	-	-	-	-
C-A	227.44	227.44	0.00	-	-	-	-	-
C-B	107.88	108.13	0.00	573.96	0.188	0.23	7.733	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	0.00	0.00	0.00	503.76	0.000	0.00	0.000	A
A-B	0.00	0.00	0.00	-	-	-	-	-
A-C	0.00	0.00	0.00	-	-	-	-	-
A-D	0.00	0.00	0.00	498.10	0.000	0.00	0.000	A
D-ABC	281.57	283.50	0.00	599.63	0.470	0.91	11.455	B
C-D	140.78	140.78	0.00	-	-	-	-	-
C-A	190.47	190.47	0.00	-	-	-	-	-
C-B	90.34	90.52	0.00	573.96	0.157	0.19	7.448	A

Junctions 8

PICADY 8 - Priority Intersection Module

Version: 8.0.2.316 [14 Feb 2013]

Filename: A6102 Langsett Rd N-Bridge Hill-A6102 Langsett Rd S-Church St (6).arc8
Path: Y:\2015\15-201 to 15-225\15-215 Oughtibridge Mill, Oughtibridge\Technical\Junction Models
Report generation date: 16/03/2016 15:36:41

Summary of junction performance

	PM Peak			
	Queue (PCU)	**Delay (s)**	**RFC**	**LOS**
	Existing Layout - Base 2021			
Stream B-ACD	0.00	0.00	0.00	A
Stream A-B	-	-	-	-
Stream A-C	-	-	-	-
Stream A-D	0.00	0.00	0.00	A
Stream D-ABC	2.37	24.83	0.71	C
Stream C-D	-	-	-	-
Stream C-A	-	-	-	-
Stream C-B	0.28	8.05	0.22	A

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

"D1 - Existing 2015, AM Peak" model duration: 07:30 - 09:00
"D2 - Existing 2015, PM Peak" model duration: 16:45 - 18:15
"D3 - Base 2021, AM Peak" model duration: 07:30 - 09:00
"D4 - Base 2021, PM Peak " model duration: 16:45 - 18:15
"D5 - Predicted 2021, AM Peak" model duration: 07:30 - 09:00
"D6 - Predicted 2021, PM Peak" model duration: 16:45 - 18:15

Run using Junctions 8.0.2.316 at 16/03/2016 15:36:41

File summary

File Description

Title	A6102 Langsett Road S/Bridge Hill/A6102 Lnagsett Road N/Church Street Priority Crossroads Junction
Location	Oughtibridge, Sheffield
Site Number	
Date	11/01/2016
Version	
Status	
Identifier	
Client	CEG
Jobnumber	15-215
Enumerator	RD
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

Existing Layout - Base 2021, PM Peak

Data Errors and Warnings

No errors or warnings

Analysis Set Details

Name	Description	Locked	Network Flow Scaling Factor (%)	Reason For Scaling Factors
Existing Layout			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
Base 2021, PM Peak	Base 2021	PM Peak		ONE HOUR	16:45	18:15	90	15		

Junction Network

Junctions

Name	Junction Type	Major Road Direction	Arm Order	Junction Delay (s)	Junction LOS
(untitled)	Crossroads	One-way from C to A	A,B,C,D	20.42	C

Junction Network Options

Driving Side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Name	Description	Arm Type
A	A6102 Langsett Road N		Major
B	Bridge Hill		Minor
C	A6102 Langsett Road S		Major
D	Church Street		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	6.00		0.00		2.20	0.00		
C	6.00		0.00		2.20	0.00		

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	4.20										0	0
D	One lane	5.00										0	27

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	573.963	-	-	-	-	-	-	0.164	0.235	0.164	-	-	-
1	B-A	535.261	0.072	0.182	0.182	-	-	-	0.115	0.260	-	0.182	0.182	0.091
1	B-C	698.897	0.079	0.200	-	-	-	-	-	-	-	-	-	-
1	B-D, nearside lane	535.261	0.072	0.182	0.182	-	-	-	0.115	0.260	0.115	-	-	-
1	B-D, offside lane	535.261	0.072	0.182	0.182	-	-	-	0.115	0.260	0.115	-	-	-
1	C-B	573.963	0.164	0.164	0.235	-	-	-	-	-	-	-	-	-
1	D-A	769.271	-	-	-	-	-	-	0.220	-	0.087	-	-	-
1	D-B, nearside lane	589.158	0.126	0.126	0.286	-	-	-	0.200	0.200	0.079	-	-	-
1	D-B, offside lane	589.158	0.126	0.126	0.286	-	-	-	0.200	0.200	0.079	-	-	-
1	D-C	589.158	-	0.126	0.286	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	✓	0.00	100.000
B	ONE HOUR	✓	0.00	100.000
C	ONE HOUR	✓	886.00	100.000
D	ONE HOUR	✓	323.00	100.000

Turning Proportions

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

		To			
		A	B	C	D
From	A	0.000	0.000	0.000	0.000
	B	0.000	0.000	0.000	0.000
	C	605.000	115.000	0.000	166.000
	D	172.000	151.000	0.000	0.000

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

		To			
		A	B	C	D
From	A	0.25	0.25	0.25	0.25
	B	0.25	0.25	0.25	0.25
	C	0.68	0.13	0.00	0.19
	D	0.53	0.47	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	0.00	0.00	0.00	A
A-B	-	-	-	-
A-C	-	-	-	-
A-D	0.00	0.00	0.00	A
D-ABC	0.71	24.83	2.37	C
C-D	-	-	-	-
C-A	-	-	-	-
C-B	0.22	8.05	0.28	A

Main Results for each time segment

Main results: (16:45-17:00)

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	0.00	0.00	0.00	481.06	0.000	0.00	0.000	A
A-B	0.00	0.00	0.00	-	-	-	-	-
A-C	0.00	0.00	0.00	-	-	-	-	-
A-D	0.00	0.00	0.00	458.25	0.000	0.00	0.000	A
D-ABC	243.17	240.12	0.00	554.76	0.438	0.76	11.336	B
C-D	124.97	124.97	0.00	-	-	-	-	-
C-A	455.48	455.48	0.00	-	-	-	-	-
C-B	86.58	85.87	0.00	573.96	0.151	0.18	7.365	A

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	0.00	0.00	0.00	462.79	0.000	0.00	0.000	A
A-B	0.00	0.00	0.00	-	-	-	-	-
A-C	0.00	0.00	0.00	-	-	-	-	-
A-D	0.00	0.00	0.00	435.63	0.000	0.00	0.000	A
D-ABC	290.37	288.77	0.00	531.51	0.546	1.16	14.729	B
C-D	149.23	149.23	0.00	-	-	-	-	-
C-A	543.88	543.88	0.00	-	-	-	-	-
C-B	103.38	103.22	0.00	573.96	0.180	0.22	7.646	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	0.00	0.00	0.00	437.29	0.000	0.00	0.000	A
A-B	0.00	0.00	0.00	-	-	-	-	-
A-C	0.00	0.00	0.00	-	-	-	-	-
A-D	0.00	0.00	0.00	404.53	0.000	0.00	0.000	A
D-ABC	355.63	351.18	0.00	499.34	0.712	2.28	23.594	C
C-D	182.77	182.77	0.00	-	-	-	-	-
C-A	666.12	666.12	0.00	-	-	-	-	-
C-B	126.62	126.37	0.00	573.96	0.221	0.28	8.039	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	0.00	0.00	0.00	436.93	0.000	0.00	0.000	A
A-B	0.00	0.00	0.00	-	-	-	-	-
A-C	0.00	0.00	0.00	-	-	-	-	-
A-D	0.00	0.00	0.00	404.47	0.000	0.00	0.000	A
D-ABC	355.63	355.27	0.00	499.30	0.712	2.37	24.828	C
C-D	182.77	182.77	0.00	-	-	-	-	-
C-A	666.12	666.12	0.00	-	-	-	-	-
C-B	126.62	126.61	0.00	573.96	0.221	0.28	8.047	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	0.00	0.00	0.00	462.28	0.000	0.00	0.000	A
A-B	0.00	0.00	0.00	-	-	-	-	-
A-C	0.00	0.00	0.00	-	-	-	-	-
A-D	0.00	0.00	0.00	435.53	0.000	0.00	0.000	A
D-ABC	290.37	294.85	0.00	531.45	0.546	1.25	15.489	C
C-D	149.23	149.23	0.00	-	-	-	-	-
C-A	543.88	543.88	0.00	-	-	-	-	-
C-B	103.38	103.62	0.00	573.96	0.180	0.22	7.657	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	0.00	0.00	0.00	480.55	0.000	0.00	0.000	A
A-B	0.00	0.00	0.00	-	-	-	-	-
A-C	0.00	0.00	0.00	-	-	-	-	-
A-D	0.00	0.00	0.00	458.04	0.000	0.00	0.000	A
D-ABC	243.17	244.96	0.00	554.64	0.438	0.80	11.691	B
C-D	124.97	124.97	0.00	-	-	-	-	-
C-A	455.48	455.48	0.00	-	-	-	-	-
C-B	86.58	86.75	0.00	573.96	0.151	0.18	7.393	A

Junctions 8

PICADY 8 - Priority Intersection Module

Version: 8.0.2.316 [14 Feb 2013]

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: A6102 Forge Hill-A6102 Langsett Rd S (7).arc8
Path: Y:\2015\15-201 to 15-225\15-215 Oughtibridge Mill, Oughtibridge\Technical\Junction Models
Report generation date: 16/03/2016 15:39:40

Summary of junction performance

	AM Peak			
	Queue (PCU)	**Delay (s)**	**RFC**	**LOS**
	Existing Layout - Base 2021			
Stream B-C	0.00	0.00	0.00	A
Stream B-A	0.85	12.36	0.46	B
Stream C-A	-	-	-	-
Stream C-B	0.00	0.00	0.00	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 - Existing 2015, AM Peak" model duration: 07:30 - 09:00
"D2 - Existing 2015, PM Peak" model duration: 16:45 - 18:15
"D3 - Base 2021, AM Peak " model duration: 07:30 - 09:00
"D4 - Base 2021, PM Peak" model duration: 16:45 - 18:15
"D5 - Predicted 2021, AM Peak" model duration: 07:30 - 09:00
"D6 - Predicted 2021, PM Peak" model duration: 16:45 - 18:15

Run using Junctions 8.0.2.316 at 16/03/2016 15:39:40

File summary

File Description

Title	A6102 Forge Hill/A6102 Langsett Road S Priority T-Junction
Location	Oughtibridge, Sheffield
Site Number	
Date	11/01/2016
Version	
Status	
Identifier	
Client	CEG
Jobnumber	15-215
Enumerator	RD
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

Existing Layout - Base 2021, AM Peak

Data Errors and Warnings

No errors or warnings

Analysis Set Details

Name	Description	Locked	Network Flow Scaling Factor (%)	Reason For Scaling Factors
Existing Layout			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
Base 2021, AM Peak	Base 2021	AM Peak		ONE HOUR	07:30	09:00	90	15		

Junction Network

Junctions

Name	Junction Type	Major Road Direction	Arm Order	Junction Delay (s)	Junction LOS
(untitled)	T-Junction	One-way from C to A	A,B,C	12.36	B

Junction Network Options

Driving Side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Name	Description	Arm Type
A	A6102 Langsett Road S (North West)		Major
B	A6102 Forge Hill		Minor
C	A6102 Langsett Road S (South East)		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	6.00		0.00		2.20	0.00		

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 plus flare				10.00	7.10	5.80	4.80	2.90	✓	2.00	100	0

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	587.891	0.079	0.200	0.126	0.286
1	B-C	559.908	0.063	0.160	-	-
1	C-B	573.963	0.164	0.164	-	-

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	✓	0.00	100.000
B	ONE HOUR	✓	228.00	100.000
C	ONE HOUR	✓	331.00	100.000

Turning Proportions

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

		To		
		A	B	C
From	A	0.000	0.000	0.000
	B	228.000	0.000	0.000
	C	331.000	0.000	0.000

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

		To		
		A	B	C
From	A	0.33	0.33	0.33
	B	1.00	0.00	0.00
	C	1.00	0.00	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-C	0.00	0.00	0.00	A
B-A	0.46	12.36	0.85	B
C-A	-	-	-	-
C-B	0.00	0.00	0.00	A
A-B	-	-	-	-
A-C	-	-	-	-

Main Results for each time segment

Main results: (07:30-07:45)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-C	0.00	0.00	0.00	516.74	0.000	0.00	0.000	A
B-A	171.65	169.89	0.00	556.54	0.308	0.44	9.270	A
C-A	249.19	249.19	0.00	-	-	-	-	-
C-B	0.00	0.00	0.00	573.96	0.000	0.00	0.000	A
A-B	0.00	0.00	0.00	-	-	-	-	-
A-C	0.00	0.00	0.00	-	-	-	-	-

Main results: (07:45-08:00)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-C	0.00	0.00	0.00	507.34	0.000	0.00	0.000	A
B-A	204.97	204.39	0.00	550.45	0.372	0.58	10.385	B
C-A	297.56	297.56	0.00	-	-	-	-	-
C-B	0.00	0.00	0.00	573.96	0.000	0.00	0.000	A
A-B	0.00	0.00	0.00	-	-	-	-	-
A-C	0.00	0.00	0.00	-	-	-	-	-

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-C	0.00	0.00	0.00	494.48	0.000	0.00	0.000	A
B-A	251.03	250.00	0.00	542.04	0.463	0.84	12.280	B
C-A	364.44	364.44	0.00	-	-	-	-	-
C-B	0.00	0.00	0.00	573.96	0.000	0.00	0.000	A
A-B	0.00	0.00	0.00	-	-	-	-	-
A-C	0.00	0.00	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-C	0.00	0.00	0.00	494.21	0.000	0.00	0.000	A
B-A	251.03	250.99	0.00	542.04	0.463	0.85	12.365	B
C-A	364.44	364.44	0.00	-	-	-	-	-
C-B	0.00	0.00	0.00	573.96	0.000	0.00	0.000	A
A-B	0.00	0.00	0.00	-	-	-	-	-
A-C	0.00	0.00	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-C	0.00	0.00	0.00	506.92	0.000	0.00	0.000	A
B-A	204.97	205.96	0.00	550.45	0.372	0.60	10.480	B
C-A	297.56	297.56	0.00	-	-	-	-	-
C-B	0.00	0.00	0.00	573.96	0.000	0.00	0.000	A
A-B	0.00	0.00	0.00	-	-	-	-	-
A-C	0.00	0.00	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-C	0.00	0.00	0.00	516.13	0.000	0.00	0.000	A
B-A	171.65	172.26	0.00	556.54	0.308	0.45	9.382	A
C-A	249.19	249.19	0.00	-	-	-	-	-
C-B	0.00	0.00	0.00	573.96	0.000	0.00	0.000	A
A-B	0.00	0.00	0.00	-	-	-	-	-
A-C	0.00	0.00	0.00	-	-	-	-	-

Junctions 8

PICADY 8 - Priority Intersection Module

Version: 8.0.2.316 [14 Feb 2013]

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Filename: A6102 Forge Hill-A6102 Langsett Rd S (7).arc8
Path: Y:\2015\15-201 to 15-225\15-215 Oughtibridge Mill, Oughtibridge\Technical\Junction Models
Report generation date: 16/03/2016 15:40:14

Summary of junction performance

	PM Peak			
	Queue (PCU)	**Delay (s)**	**RFC**	**LOS**
	Existing Layout - Base 2021			
Stream B-C	0.00	0.00	0.00	A
Stream B-A	2.43	24.68	0.72	C
Stream C-A	-	-	-	-
Stream C-B	0.00	0.00	0.00	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 - Existing 2015, AM Peak" model duration: 07:30 - 09:00
"D2 - Existing 2015, PM Peak" model duration: 16:45 - 18:15
"D3 - Base 2021, AM Peak" model duration: 07:30 - 09:00
"D4 - Base 2021, PM Peak " model duration: 16:45 - 18:15
"D5 - Predicted 2021, AM Peak" model duration: 07:30 - 09:00
"D6 - Predicted 2021, PM Peak" model duration: 16:45 - 18:15

Run using Junctions 8.0.2.316 at 16/03/2016 15:40:13

File summary

File Description

Title	A6102 Forge Hill/A6102 Langsett Road S Priority T-Junction
Location	Oughtibridge, Sheffield
Site Number	
Date	11/01/2016
Version	
Status	
Identifier	
Client	CEG
Jobnumber	15-215
Enumerator	RD
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

Existing Layout - Base 2021, PM Peak

Data Errors and Warnings

No errors or warnings

Analysis Set Details

Name	Description	Locked	Network Flow Scaling Factor (%)	Reason For Scaling Factors
Existing Layout			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
Base 2021, PM Peak	Base 2021	PM Peak		ONE HOUR	16:45	18:15	90	15		

Junction Network

Junctions

Name	Junction Type	Major Road Direction	Arm Order	Junction Delay (s)	Junction LOS
(untitled)	T-Junction	One-way from C to A	A,B,C	24.68	C

Junction Network Options

Driving Side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Name	Description	Arm Type
A	A6102 Langsett Road S (North West)		Major
B	A6102 Forge Hill		Minor
C	A6102 Langsett Road S (South East)		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	6.00		0.00		2.20	0.00		

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 plus flare				10.00	7.10	5.80	4.80	2.90	✓	2.00	100	0

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	587.891	0.079	0.200	0.126	0.286
1	B-C	559.908	0.063	0.160	-	-
1	C-B	573.963	0.164	0.164	-	-

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	✓	0.00	100.000
B	ONE HOUR	✓	333.00	100.000
C	ONE HOUR	✓	554.00	100.000

Turning Proportions

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

		To		
		A	B	C
From	A	0.000	0.000	0.000
	B	333.000	0.000	0.000
	C	554.000	0.000	0.000

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

		To		
		A	B	C
From	A	0.33	0.33	0.33
	B	1.00	0.00	0.00
	C	1.00	0.00	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-C	0.00	0.00	0.00	A
B-A	0.72	24.68	2.43	C
C-A	-	-	-	-
C-B	0.00	0.00	0.00	A
A-B	-	-	-	-
A-C	-	-	-	-

Main Results for each time segment

Main results: (16:45-17:00)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-C	0.00	0.00	0.00	494.37	0.000	0.00	0.000	A
B-A	250.70	247.27	0.00	535.41	0.468	0.86	12.354	B
C-A	417.08	417.08	0.00	-	-	-	-	-
C-B	0.00	0.00	0.00	573.96	0.000	0.00	0.000	A
A-B	0.00	0.00	0.00	-	-	-	-	-
A-C	0.00	0.00	0.00	-	-	-	-	-

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-C	0.00	0.00	0.00	479.21	0.000	0.00	0.000	A
B-A	299.36	297.69	0.00	525.23	0.570	1.28	15.698	C
C-A	498.03	498.03	0.00	-	-	-	-	-
C-B	0.00	0.00	0.00	573.96	0.000	0.00	0.000	A
A-B	0.00	0.00	0.00	-	-	-	-	-
A-C	0.00	0.00	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-C	0.00	0.00	0.00	458.10	0.000	0.00	0.000	A
B-A	366.64	362.41	0.00	511.14	0.717	2.33	23.527	C
C-A	609.97	609.97	0.00	-	-	-	-	-
C-B	0.00	0.00	0.00	573.96	0.000	0.00	0.000	A
A-B	0.00	0.00	0.00	-	-	-	-	-
A-C	0.00	0.00	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-C	0.00	0.00	0.00	456.95	0.000	0.00	0.000	A
B-A	366.64	366.28	0.00	511.14	0.717	2.43	24.681	C
C-A	609.97	609.97	0.00	-	-	-	-	-
C-B	0.00	0.00	0.00	573.96	0.000	0.00	0.000	A
A-B	0.00	0.00	0.00	-	-	-	-	-
A-C	0.00	0.00	0.00	-	-	-	-	-

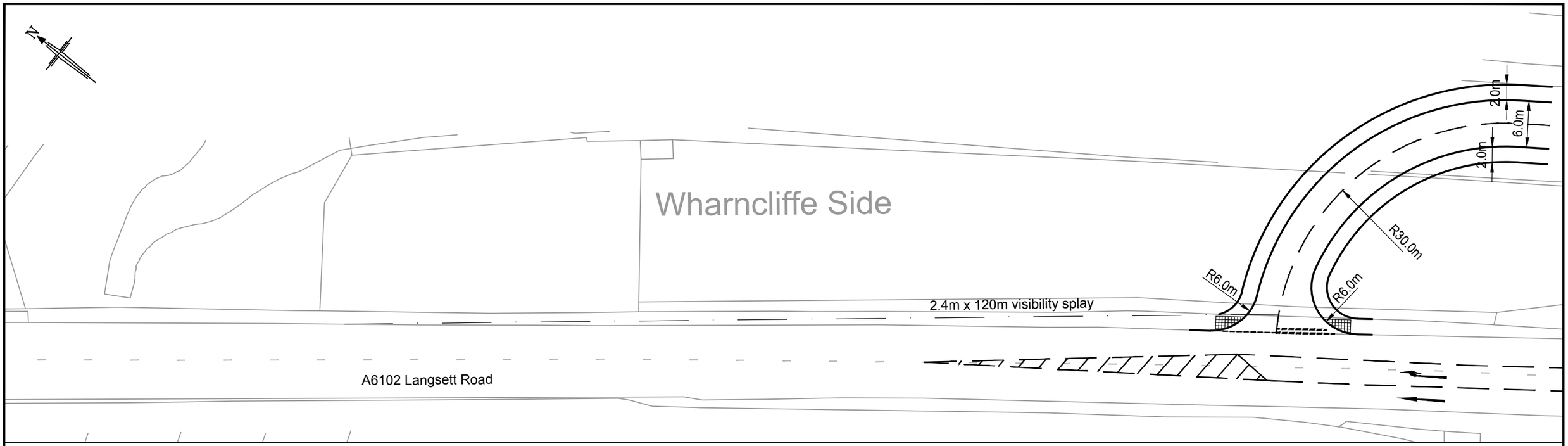
Main results: (17:45-18:00)

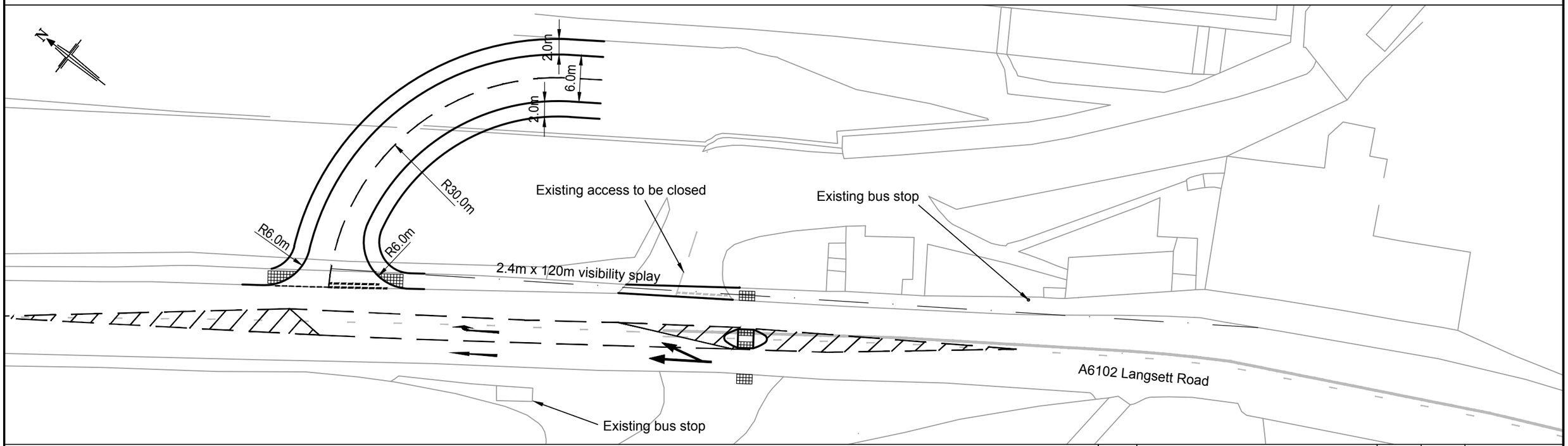
Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-C	0.00	0.00	0.00	477.54	0.000	0.00	0.000	A
B-A	299.36	303.56	0.00	525.23	0.570	1.38	16.531	C
C-A	498.03	498.03	0.00	-	-	-	-	-
C-B	0.00	0.00	0.00	573.96	0.000	0.00	0.000	A
A-B	0.00	0.00	0.00	-	-	-	-	-
A-C	0.00	0.00	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-C	0.00	0.00	0.00	492.93	0.000	0.00	0.000	A
B-A	250.70	252.60	0.00	535.41	0.468	0.90	12.813	B
C-A	417.08	417.08	0.00	-	-	-	-	-
C-B	0.00	0.00	0.00	573.96	0.000	0.00	0.000	A
A-B	0.00	0.00	0.00	-	-	-	-	-
A-C	0.00	0.00	0.00	-	-	-	-	-

APPENDIX BGH 14





Client: CEG

Project: OUGHTIBRIDGE MILL

Title: SITE ACCESS
GHOST ISLAND OPTION

BRYAN G HALL
CONSULTING CIVIL & TRANSPORTATION PLANNING ENGINEERS

E highways@bryanghall.co.uk
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26/36 Wharfdale Road
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Rev:	Amendment:	Drn:	Chk:	Date:

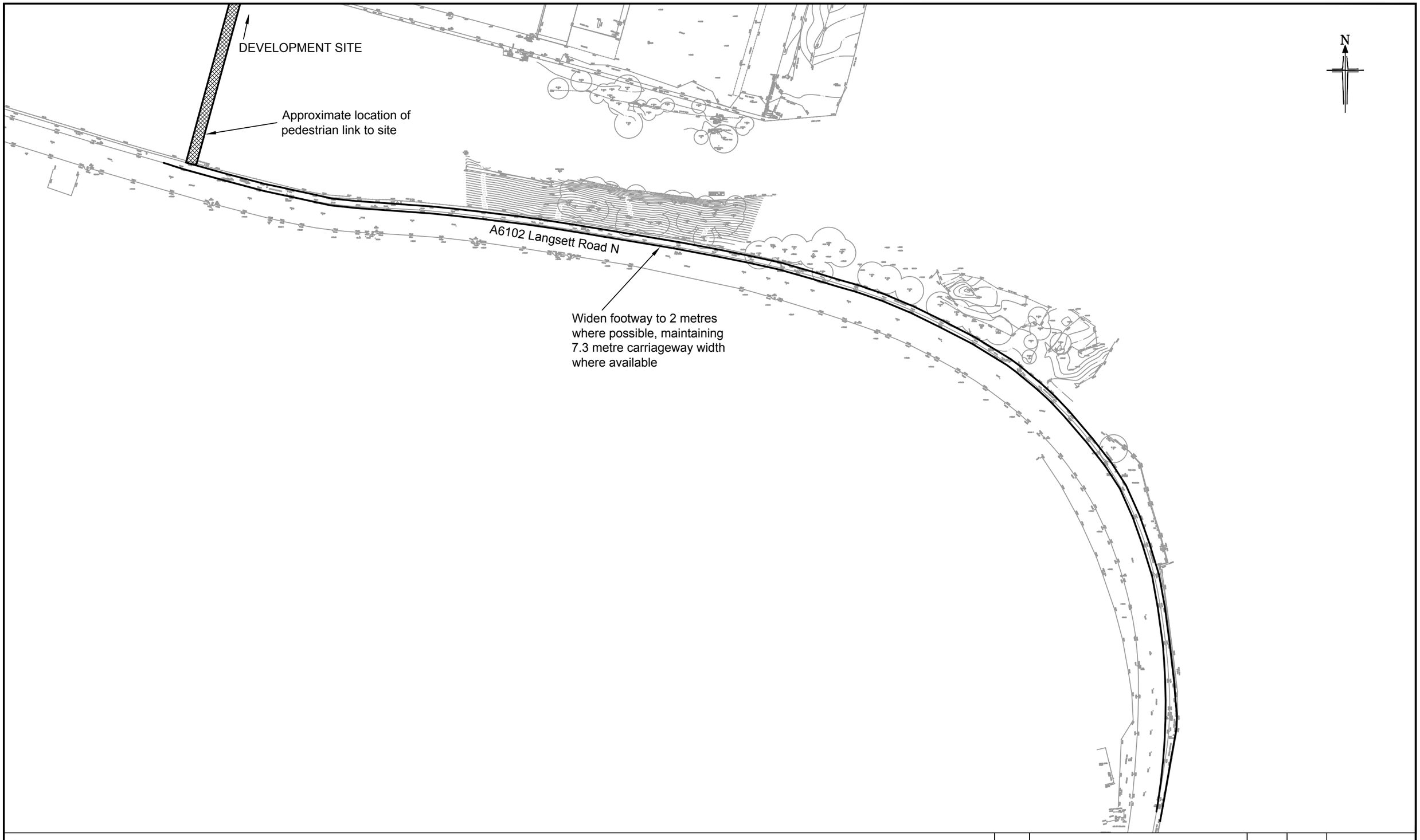
Job No: 15-215 Drawn: NC Checked: MC Date: 16.06.15

Scale: 1:500 A3 - 420 x 297

Drawing No: 15/215/TR/003

Revision: A

APPENDIX BGH 15



Client:

CEG

Project:

OUGHTIBRIDGE MILL,
SHEFFIELD

Title

PROPOSED FOOTWAY WIDENING SCHEME

Rev:	Amendment:	Drn:	Chk:	Date:

Job No: 15-215 Drawn: RD Checked: MC Date: 27-01-2016

Scale: 1:1000 A3 - 420 x 297

Drawing No: 15/215/TR/006

Revision:

BRYAN G HALL
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APPENDIX BGH 16

Calculation Reference: AUDIT-604801-150612-0643

TRIP RATE CALCULATION SELECTION PARAMETERS:

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

Selected regions and areas:

02	SOUTH EAST		
	EX	ESSEX	1 days
	WS	WEST SUSSEX	1 days
04	EAST ANGLIA		
	SF	SUFFOLK	1 days
05	EAST MIDLANDS		
	LN	LINCOLNSHIRE	2 days
06	WEST MIDLANDS		
	SH	SHROPSHIRE	1 days
07	YORKSHIRE & NORTH LINCOLNSHIRE		
	NE	NORTH EAST LINCOLNSHIRE	1 days
	NY	NORTH YORKSHIRE	1 days
08	NORTH WEST		
	CH	CHESHIRE	2 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: 108 to 432 (units:)
Range Selected by User: 100 to 750 (units:)

Public Transport Provision:
Selection by: Include all surveys

Date Range: 01/01/07 to 11/12/14

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:

Monday	2 days
Tuesday	4 days
Thursday	3 days
Friday	1 days

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

Selected survey types:

Manual count	10 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)	4
Edge of Town	6

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	7
No Sub Category	3

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	10 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
10,001 to 15,000	2 days
15,001 to 20,000	4 days
20,001 to 25,000	2 days

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

Population within 5 miles:

5,001 to 25,000	1 days
50,001 to 75,000	1 days
75,001 to 100,000	2 days
100,001 to 125,000	4 days
125,001 to 250,000	2 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	8 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	9 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-A-02 HOUSES/FLATS CHESHIRE
SYDNEY ROAD

CREWE
Edge of Town
Residential Zone
Total Number of dwellings: 174
Survey date: TUESDAY 14/10/08 Survey Type: MANUAL

2 CH-03-A-06 SEMI-DET./BUNGALOWS CHESHIRE
CREWE ROAD

CREWE
Suburban Area (PPS6 Out of Centre)
No Sub Category
Total Number of dwellings: 129
Survey date: TUESDAY 14/10/08 Survey Type: MANUAL

3 EX-03-A-01 SEMI-DET. ESSEX
MILTON ROAD
CORRINGHAM
STANFORD-LE-HOPE
Edge of Town
Residential Zone
Total Number of dwellings: 237
Survey date: TUESDAY 13/05/08 Survey Type: MANUAL

4 LN-03-A-01 MIXED HOUSES 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 LN-03-A-02 MIXED HOUSES LINCOLNSHIRE
HYKEHAM ROAD

LINCOLN
Suburban Area (PPS6 Out of Centre)
Residential Zone
Total Number of dwellings: 186
Survey date: MONDAY 14/05/07 Survey Type: MANUAL

6 NE-03-A-02 SEMI DETACHED & DETACHED NORTH EAST LINCOLNSHIRE
HANOVER WALK

SCUNTHORPE
Edge of Town
No Sub Category
Total Number of dwellings: 432
Survey date: MONDAY 12/05/14 Survey Type: MANUAL

7 NY-03-A-06 BUNGALOWS & SEMI DET. NORTH YORKSHIRE
HORSEFAIR

BOROUGHBRIDGE
Suburban Area (PPS6 Out of Centre)
Residential Zone
Total Number of dwellings: 115
Survey date: FRIDAY 14/10/11 Survey Type: MANUAL

LIST OF SITES relevant to selection parameters (Cont.)

8 SF-03-A-02 SEMI DET./TERRACED SUFFOLK
STOKE PARK DRIVE
MAIDENHALL
IPSWICH
Edge of Town
Residential Zone
Total Number of dwellings: 230
Survey date: THURSDAY 24/05/07 Survey Type: MANUAL

9 SH-03-A-04 TERRACED SHROPSHIRE
ST MICHAEL'S STREET

SHREWSBURY
Suburban Area (PPS6 Out of Centre)
No Sub Category
Total Number of dwellings: 108
Survey date: THURSDAY 11/06/09 Survey Type: MANUAL

10 WS-03-A-04 MIXED HOUSES WEST SUSSEX
HILLS FARM LANE
BROADBRIDGE HEATH
HORSHAM
Edge of Town
Residential Zone
Total Number of dwellings: 151
Survey date: THURSDAY 11/12/14 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/A - HOUSES PRIVATELY OWNED
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	10	191	0.083	10	191	0.268	10	191	0.351
08:00 - 09:00	10	191	0.152	10	191	0.402	10	191	0.554
09:00 - 10:00	10	191	0.157	10	191	0.181	10	191	0.338
10:00 - 11:00	10	191	0.146	10	191	0.186	10	191	0.332
11:00 - 12:00	10	191	0.165	10	191	0.161	10	191	0.326
12:00 - 13:00	10	191	0.186	10	191	0.181	10	191	0.367
13:00 - 14:00	10	191	0.172	10	191	0.150	10	191	0.322
14:00 - 15:00	10	191	0.179	10	191	0.190	10	191	0.369
15:00 - 16:00	10	191	0.301	10	191	0.215	10	191	0.516
16:00 - 17:00	10	191	0.302	10	191	0.185	10	191	0.487
17:00 - 18:00	10	191	0.353	10	191	0.219	10	191	0.572
18:00 - 19:00	10	191	0.252	10	191	0.201	10	191	0.453
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			2.448			2.539			4.987

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:	108 - 432 (units:)
Survey date date range:	01/01/07 - 11/12/14
Number of weekdays (Monday-Friday):	10
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.

Calculation Reference: AUDIT-604801-160216-0252

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 03 - RESIDENTIAL
Category : C - FLATS PRIVATELY OWNED
VEHICLES

Selected regions and areas:

01	GREATER LONDON		
	TH	TOWER HAMLETS	1 days
02	SOUTH EAST		
	HF	HERTFORDSHIRE	1 days
03	SOUTH WEST		
	BR	BRISTOL CITY	1 days
04	EAST ANGLIA		
	CA	CAMBRIDGESHIRE	1 days
09	NORTH		
	TV	TEES VALLEY	2 days
13	MUNSTER		
	WA	WATERFORD	1 days
15	GREATER DUBLIN		
	DL	DUBLIN	2 days
17	ULSTER (NORTHERN IRELAND)		
	AN	ANTRIM	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: 44 to 140 (units:)
Range Selected by User: 40 to 160 (units:)

Public Transport Provision:
Selection by: Include all surveys

Date Range: 01/01/07 to 12/05/15

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:

Monday	2 days
Tuesday	5 days
Wednesday	3 days

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

Selected survey types:

Manual count	10 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)	10

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	7
No Sub Category	3

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	10 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:

5,001 to 10,000	1 days
20,001 to 25,000	1 days
25,001 to 50,000	7 days
50,001 to 100,000	1 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
75,001 to 100,000	1 days
125,001 to 250,000	2 days
250,001 to 500,000	3 days
500,001 or More	3 days

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

Car ownership within 5 miles:

0.5 or Less	1 days
0.6 to 1.0	3 days
1.1 to 1.5	6 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:

No	10 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.

TRIP RATE for Land Use 03 - RESIDENTIAL/C - FLATS PRIVATELY OWNED
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	10	77	0.027	10	77	0.159	10	77	0.186
08:00 - 09:00	10	77	0.062	10	77	0.267	10	77	0.329
09:00 - 10:00	10	77	0.069	10	77	0.129	10	77	0.198
10:00 - 11:00	10	77	0.055	10	77	0.069	10	77	0.124
11:00 - 12:00	10	77	0.070	10	77	0.085	10	77	0.155
12:00 - 13:00	10	77	0.094	10	77	0.092	10	77	0.186
13:00 - 14:00	10	77	0.101	10	77	0.087	10	77	0.188
14:00 - 15:00	10	77	0.105	10	77	0.081	10	77	0.186
15:00 - 16:00	10	77	0.121	10	77	0.088	10	77	0.209
16:00 - 17:00	10	77	0.131	10	77	0.083	10	77	0.214
17:00 - 18:00	10	77	0.247	10	77	0.103	10	77	0.350
18:00 - 19:00	10	77	0.211	10	77	0.121	10	77	0.332
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			1.293			1.364			2.657

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.

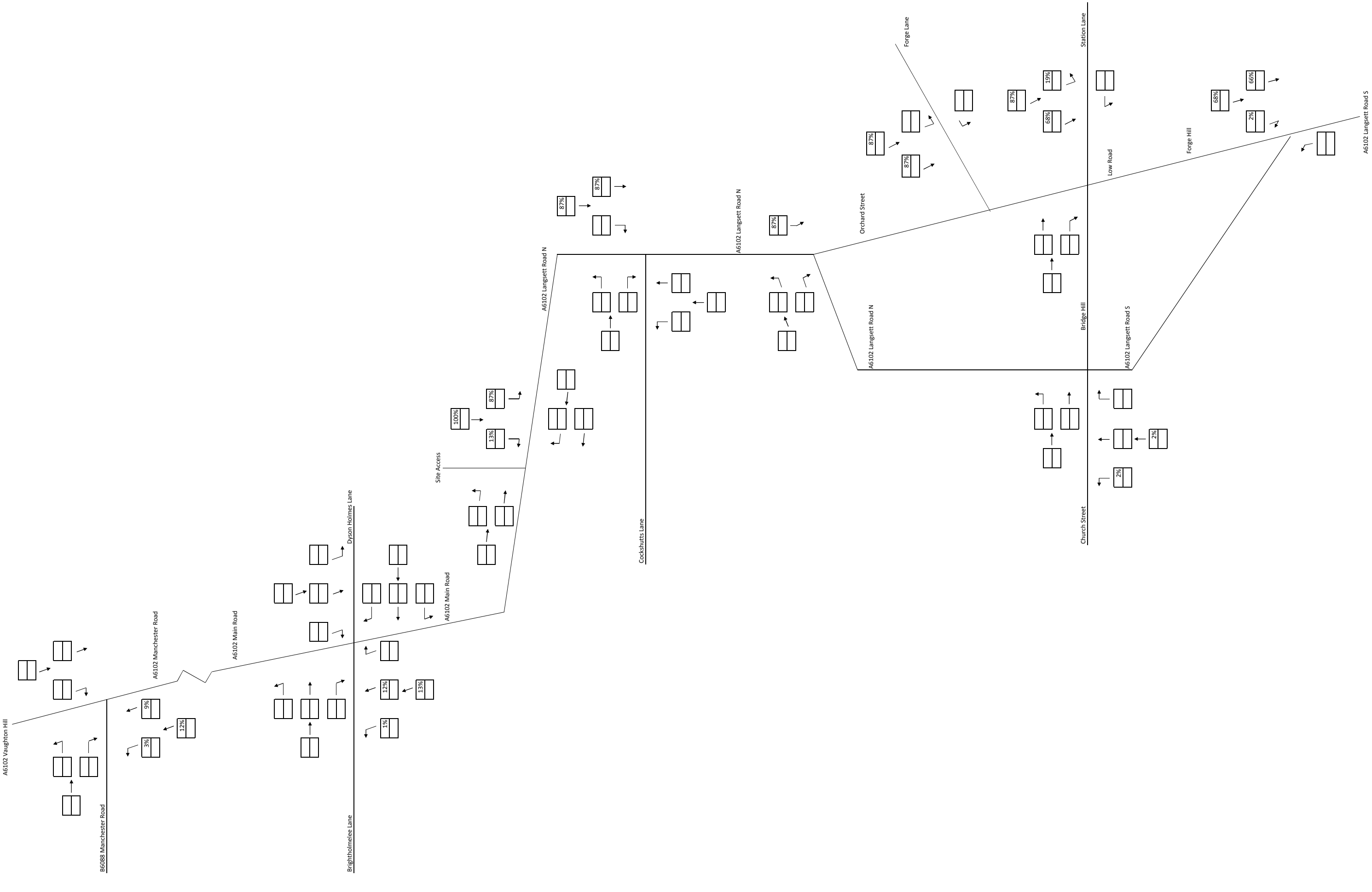
Parameter summary

Trip rate parameter range selected:	44 - 140 (units:)
Survey date date range:	01/01/07 - 12/05/15
Number of weekdays (Monday-Friday):	10
Number of Saturdays:	0
Number of Sundays:	0
Surveys manually removed from selection:	1

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.

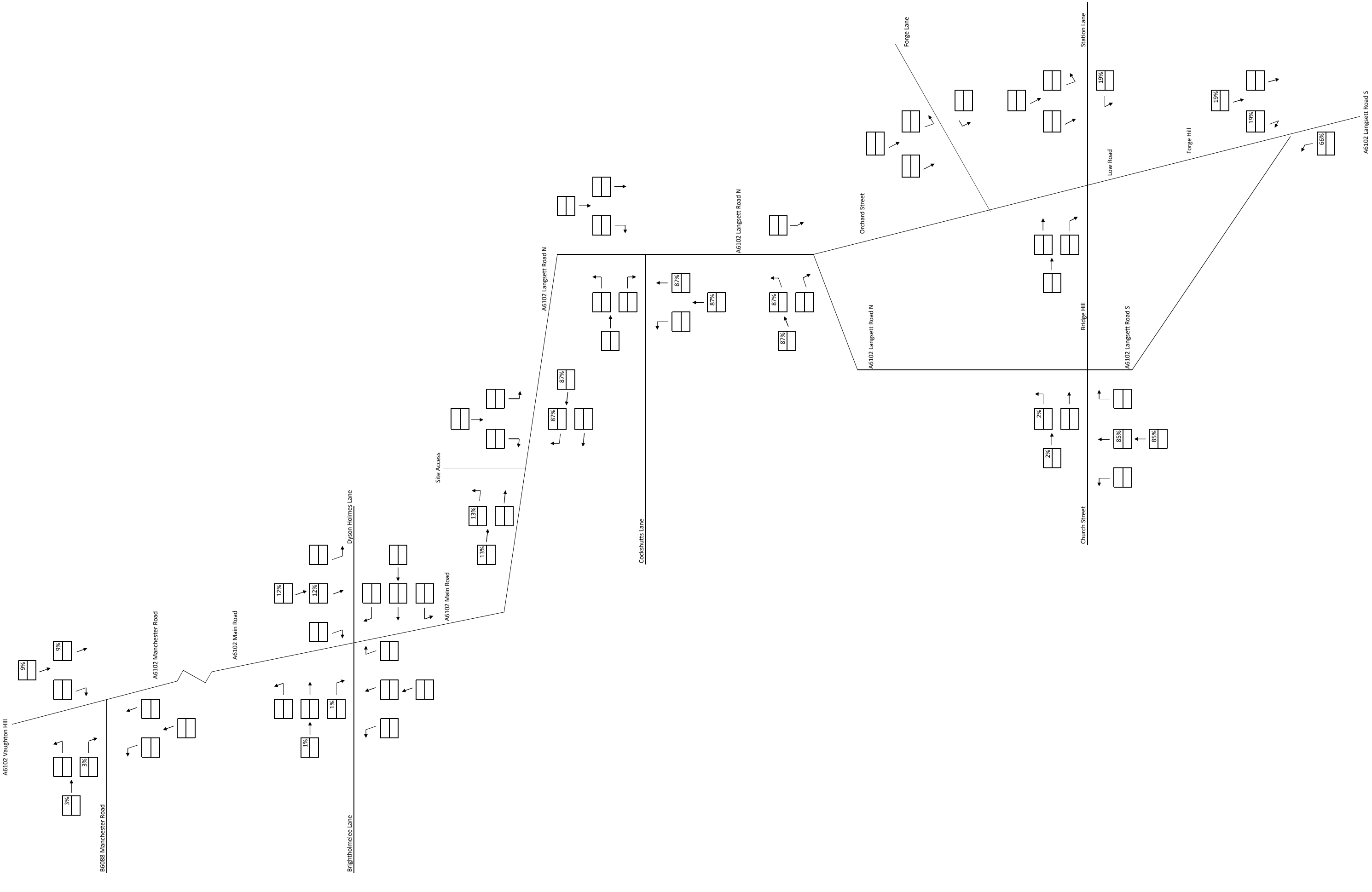
APPENDIX BGH 17

TRIP DISTRIBUTION - DEPARTURES
OUGHTIBRIDGE, SHEFFIELD



TRIP DISTRIBUTION - ARRIVALS

OUGHTIBRIDGE, SHEFFIELD



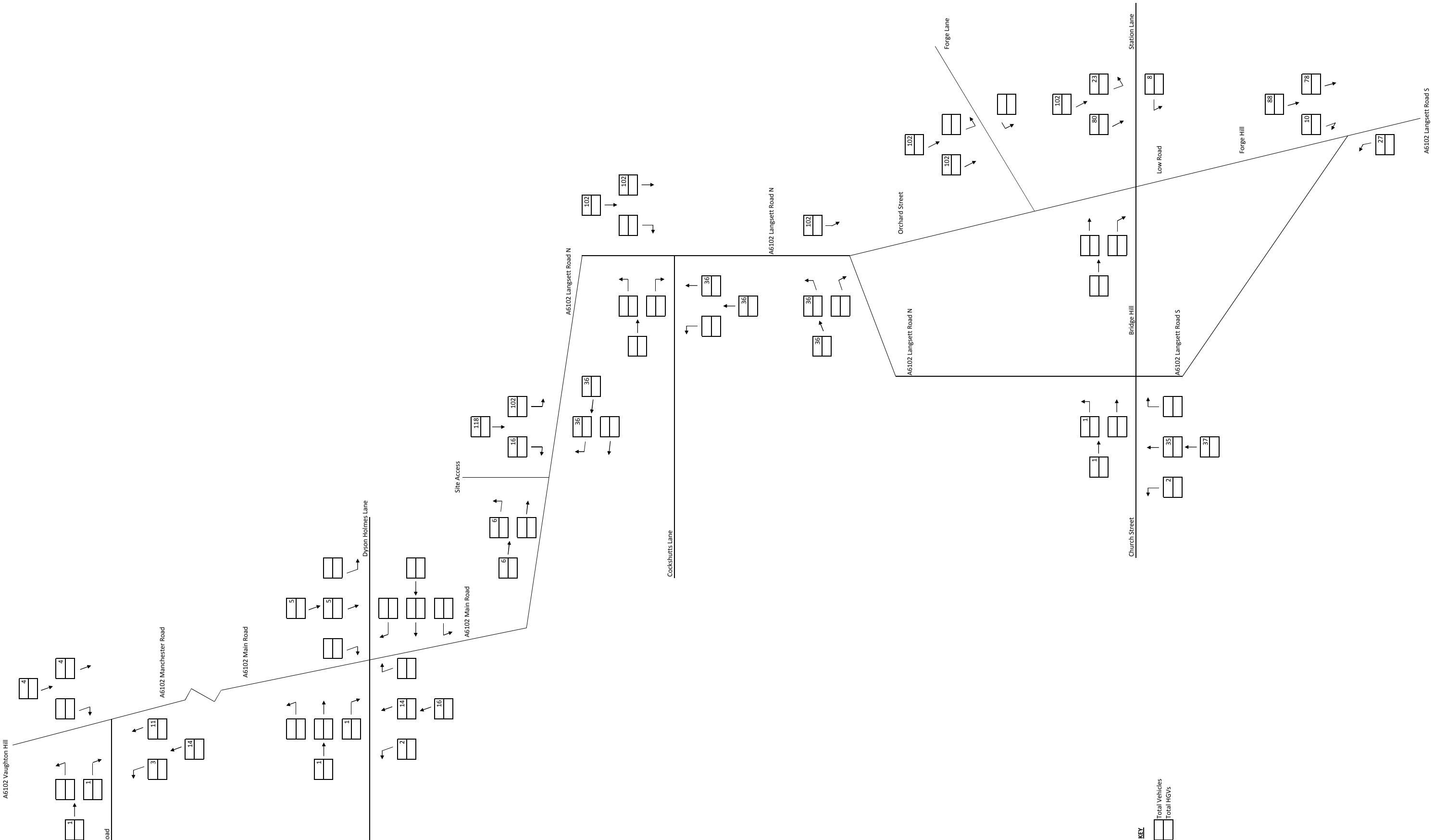
APPENDIX BGH 18

DEVELOPMENT GENERATED FLOWS

OUGHTIBRIDGE, SHEFFIELD

7:45 am - 8:45 am

AM PEAK

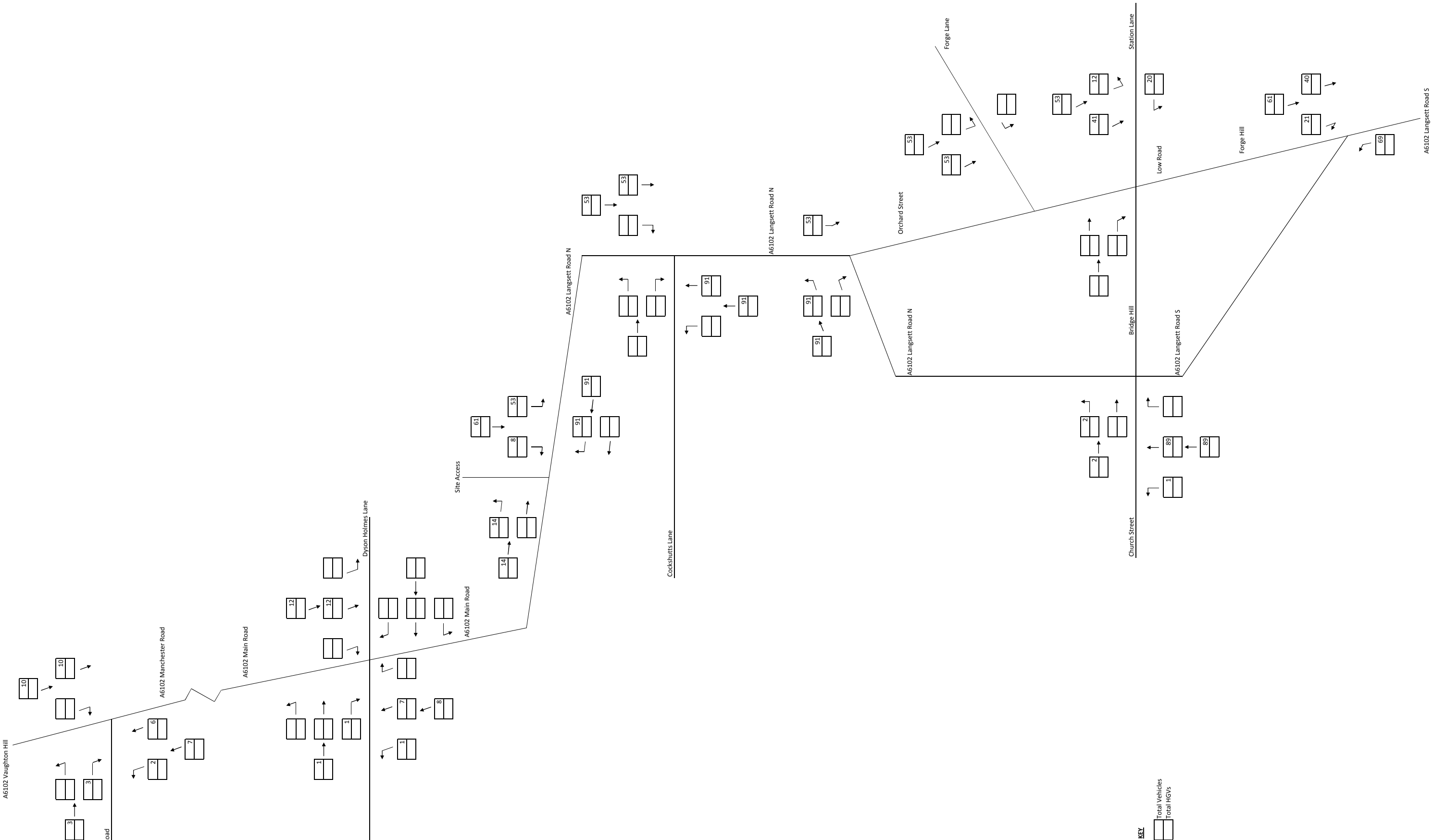


DEVELOPMENT GENERATED FLOWS

OUGHTIBRIDGE, SHEFFIELD

5:00 pm - 6:00 pm

PM PEAK



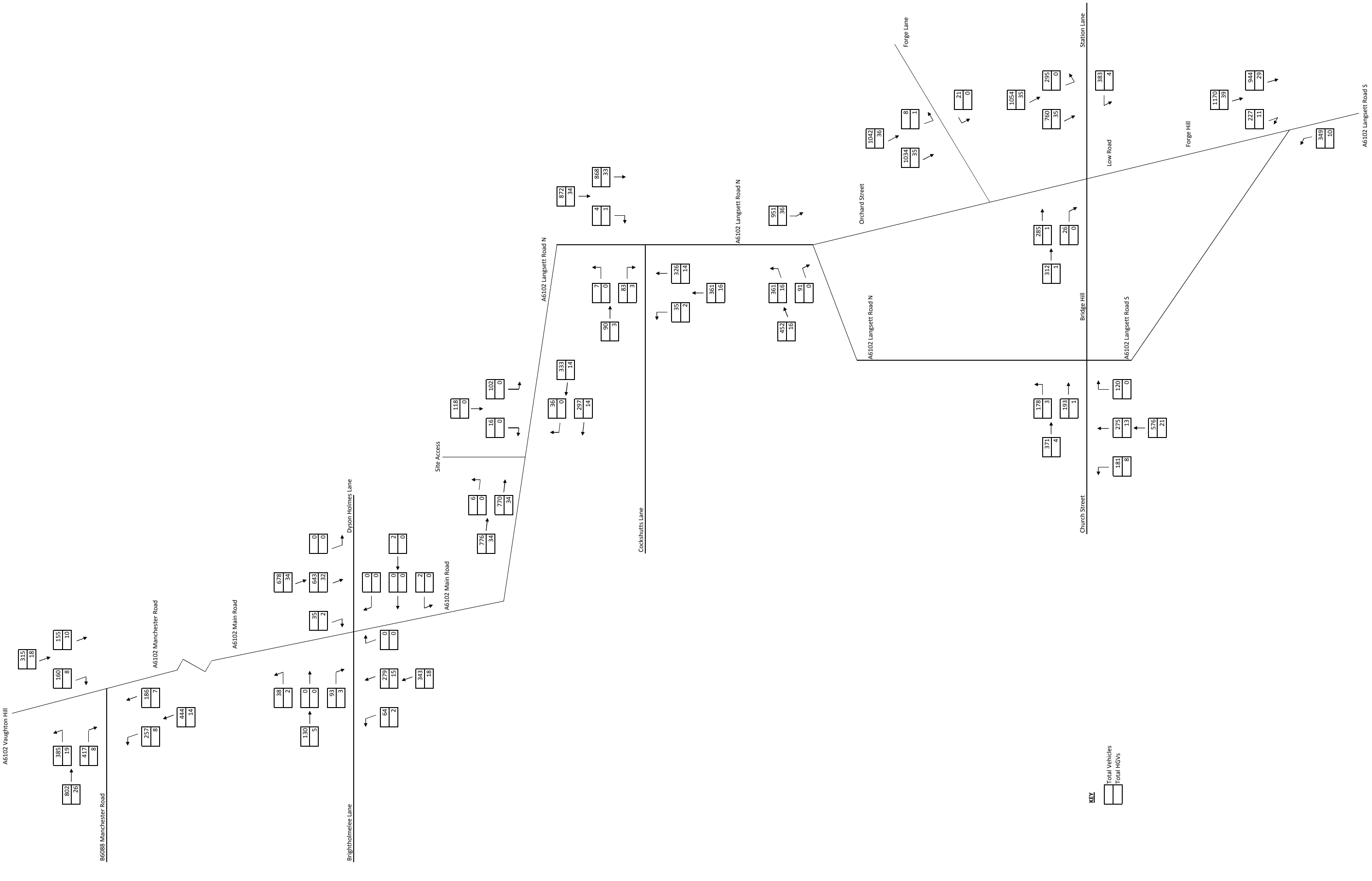
APPENDIX BGH 19

PREDICTED 2021 VEHICULAR FLOWS

OUGHTIBRIDGE, SHEFFIELD

7:45 am - 8:45 am

AM PEAK

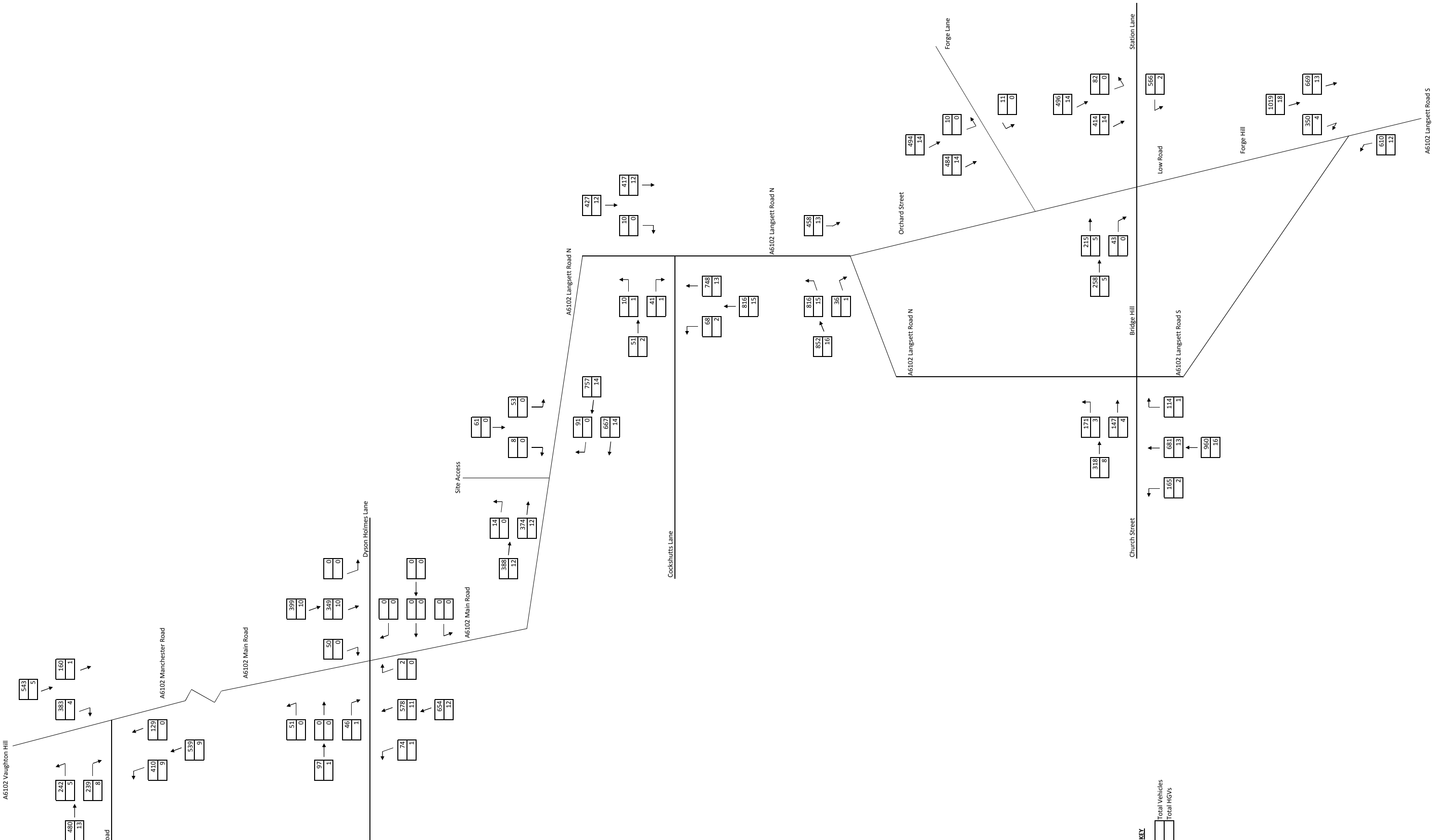


PREDICTED 2021 VEHICULAR FLOWS

OUGHTIBRIDGE, SHEFFIELD

5:00 pm - 6:00 pm

PM PEAK



APPENDIX BGH 20

Junctions 8

PICADY 8 - Priority Intersection Module

Version: 8.0.2.316 [14 Feb 2013]

Filename: Cockshutts Ln-A6102 Langsett Rd N (3).arc8
Path: Y:\2015\15-201 to 15-225\15-215 Oughtibridge Mill, Oughtibridge\Technical\Junction Models
Report generation date: 16/03/2016 15:13:59

Summary of junction performance

	AM Peak			
	Queue (PCU)	**Delay (s)**	**RFC**	**LOS**
	Existing Layout - Predicted 2021			
Stream B-C	0.02	7.46	0.02	A
Stream B-A	0.36	13.70	0.27	B
Stream C-AB	0.02	3.67	0.02	A
Stream C-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 - Existing 2015, AM Peak" model duration: 07:30 - 09:00
"D2 - Existing 2015, PM Peak" model duration: 16:45 - 18:15
"D3 - Base 2021, AM Peak" model duration: 07:30 - 09:00
"D4 - Base 2021, PM Peak" model duration: 16:45 - 18:15
"D5 - Predicted 2021, AM Peak " model duration: 07:30 - 09:00
"D6 - Predicted 2021, PM Peak" model duration: 16:45 - 18:15

Run using Junctions 8.0.2.316 at 16/03/2016 15:13:58

File summary

File Description

Title	Cockshutts Lane/A6102 Langsett Road N Priority T-Junction
Location	Oughtibridge, Sheffield
Site Number	
Date	11/01/2016
Version	
Status	
Identifier	
Client	CEG
Jobnumber	15-215
Enumerator	RD
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

Existing Layout - Predicted 2021, AM Peak

Data Errors and Warnings

No errors or warnings

Analysis Set Details

Name	Description	Locked	Network Flow Scaling Factor (%)	Reason For Scaling Factors
Existing Layout			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
Predicted 2021, AM Peak	Predicted 2021	AM Peak		ONE HOUR	07:30	09:00	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	11.97	B

Junction Network Options

Driving Side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Name	Description	Arm Type
A	A6102 Langsett Road N (South West)		Major
B	Cockshutts Lane		Minor
C	A6102 Langsett Road N (North East)		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	8.80		0.00		2.20	96.00	✓	0.00

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 plus flare				10.00	9.30	6.60	5.30	5.20	✓	3.00	36	42

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	609.065	0.097	0.246	0.155	0.352
1	B-C	607.276	0.082	0.207	-	-
1	C-B	629.558	0.214	0.214	-	-

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	✓	377.00	100.000
B	ONE HOUR	✓	93.00	100.000
C	ONE HOUR	✓	906.00	100.000

Turning Proportions

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

		To		
		A	B	C
From	A	0.000	37.000	340.000
	B	86.000	0.000	7.000
	C	901.000	5.000	0.000

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

		To		
		A	B	C
From	A	0.00	0.10	0.90
	B	0.92	0.00	0.08
	C	0.99	0.01	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-C	0.02	7.46	0.02	A
B-A	0.27	13.70	0.36	B
C-AB	0.02	3.67	0.02	A
C-A	-	-	-	-
A-B	-	-	-	-
A-C	-	-	-	-

Main Results for each time segment

Main results: (07:30-07:45)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-C	5.27	5.23	0.00	531.62	0.010	0.01	6.838	A
B-A	64.75	64.06	0.00	436.92	0.148	0.17	9.638	A
C-AB	9.02	8.98	0.00	989.36	0.009	0.01	3.671	A
C-A	673.07	673.07	0.00	-	-	-	-	-
A-B	27.86	27.86	0.00	-	-	-	-	-
A-C	255.97	255.97	0.00	-	-	-	-	-

Main results: (07:45-08:00)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-C	6.29	6.28	0.00	515.09	0.012	0.01	7.074	A
B-A	77.31	77.07	0.00	403.51	0.192	0.23	11.028	B
C-AB	12.29	12.28	0.00	1047.78	0.012	0.01	3.475	A
C-A	802.19	802.19	0.00	-	-	-	-	-
A-B	33.26	33.26	0.00	-	-	-	-	-
A-C	305.65	305.65	0.00	-	-	-	-	-

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-C	7.71	7.69	0.00	490.70	0.016	0.02	7.452	A
B-A	94.69	94.21	0.00	357.31	0.265	0.35	13.659	B
C-AB	17.75	17.73	0.00	1121.06	0.016	0.02	3.262	A
C-A	979.78	979.78	0.00	-	-	-	-	-
A-B	40.74	40.74	0.00	-	-	-	-	-
A-C	374.35	374.35	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-C	7.71	7.71	0.00	490.49	0.016	0.02	7.455	A
B-A	94.69	94.67	0.00	357.32	0.265	0.36	13.704	B
C-AB	17.76	17.76	0.00	1121.07	0.016	0.02	3.264	A
C-A	979.77	979.77	0.00	-	-	-	-	-
A-B	40.74	40.74	0.00	-	-	-	-	-
A-C	374.35	374.35	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-C	6.29	6.31	0.00	514.79	0.012	0.01	7.082	A
B-A	77.31	77.78	0.00	403.53	0.192	0.24	11.068	B
C-AB	12.30	12.32	0.00	1047.80	0.012	0.01	3.475	A
C-A	802.17	802.17	0.00	-	-	-	-	-
A-B	33.26	33.26	0.00	-	-	-	-	-
A-C	305.65	305.65	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-C	5.27	5.28	0.00	531.27	0.010	0.01	6.846	A
B-A	64.75	65.00	0.00	436.93	0.148	0.18	9.687	A
C-AB	9.04	9.06	0.00	989.38	0.009	0.01	3.671	A
C-A	673.04	673.04	0.00	-	-	-	-	-
A-B	27.86	27.86	0.00	-	-	-	-	-
A-C	255.97	255.97	0.00	-	-	-	-	-

Junctions 8

PICADY 8 - Priority Intersection Module

Version: 8.0.2.316 [14 Feb 2013]

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Filename: Cockshutts Ln-A6102 Langsett Rd N (3).arc8
Path: Y:\2015\15-201 to 15-225\15-215 Oughtibridge Mill, Oughtibridge\Technical\Junction Models
Report generation date: 16/03/2016 15:14:18

Summary of junction performance

	PM Peak			
	Queue (PCU)	**Delay (s)**	**RFC**	**LOS**
	Existing Layout - Predicted 2021			
Stream B-C	0.03	8.74	0.03	A
Stream B-A	0.17	13.61	0.15	B
Stream C-AB	0.04	5.07	0.03	A
Stream C-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 - Existing 2015, AM Peak" model duration: 07:30 - 09:00
"D2 - Existing 2015, PM Peak" model duration: 16:45 - 18:15
"D3 - Base 2021, AM Peak" model duration: 07:30 - 09:00
"D4 - Base 2021, PM Peak" model duration: 16:45 - 18:15
"D5 - Predicted 2021, AM Peak" model duration: 07:30 - 09:00
"D6 - Predicted 2021, PM Peak " model duration: 16:45 - 18:15

Run using Junctions 8.0.2.316 at 16/03/2016 15:14:18

File summary

File Description

Title	Cockshutts Lane/A6102 Langsett Road N Priority T-Junction
Location	Oughtibridge, Sheffield
Site Number	
Date	11/01/2016
Version	
Status	
Identifier	
Client	CEG
Jobnumber	15-215
Enumerator	RD
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

Existing Layout - Predicted 2021, PM Peak

Data Errors and Warnings

No errors or warnings

Analysis Set Details

Name	Description	Locked	Network Flow Scaling Factor (%)	Reason For Scaling Factors
Existing Layout			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
Predicted 2021, PM Peak	Predicted 2021	PM Peak		ONE HOUR	16:45	18:15	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	10.53	B

Junction Network Options

Driving Side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Name	Description	Arm Type
A	A6102 Langsett Road N (South West)		Major
B	Cockshutts Lane		Minor
C	A6102 Langsett Road N (North East)		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	8.80		0.00		2.20	96.00	✓	0.00

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 plus flare				10.00	9.30	6.60	5.30	5.20	✓	3.00	36	42

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	594.883	0.095	0.241	0.151	0.344
1	B-C	625.363	0.084	0.213	-	-
1	C-B	629.558	0.214	0.214	-	-

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	✓	831.00	100.000
B	ONE HOUR	✓	53.00	100.000
C	ONE HOUR	✓	439.00	100.000

Turning Proportions

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

		To		
		A	B	C
From	A	0.000	70.000	761.000
	B	42.000	0.000	11.000
	C	429.000	10.000	0.000

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

		To		
		A	B	C
From	A	0.00	0.08	0.92
	B	0.79	0.00	0.21
	C	0.98	0.02	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-C	0.03	8.74	0.03	A
B-A	0.15	13.61	0.17	B
C-AB	0.03	5.07	0.04	A
C-A	-	-	-	-
A-B	-	-	-	-
A-C	-	-	-	-

Main Results for each time segment

Main results: (16:45-17:00)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-C	8.28	8.21	0.00	489.17	0.017	0.02	7.485	A
B-A	31.62	31.28	0.00	400.62	0.079	0.08	9.738	A
C-AB	12.96	12.88	0.00	723.38	0.018	0.02	5.066	A
C-A	317.54	317.54	0.00	-	-	-	-	-
A-B	52.70	52.70	0.00	-	-	-	-	-
A-C	572.92	572.92	0.00	-	-	-	-	-

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-C	9.89	9.87	0.00	462.01	0.021	0.02	7.962	A
B-A	37.76	37.64	0.00	362.92	0.104	0.11	11.064	B
C-AB	17.35	17.32	0.00	744.23	0.023	0.03	4.952	A
C-A	377.31	377.31	0.00	-	-	-	-	-
A-B	62.93	62.93	0.00	-	-	-	-	-
A-C	684.12	684.12	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-C	12.11	12.08	0.00	423.97	0.029	0.03	8.740	A
B-A	46.24	46.01	0.00	310.78	0.149	0.17	13.586	B
C-AB	24.87	24.82	0.00	773.62	0.032	0.04	4.807	A
C-A	458.47	458.47	0.00	-	-	-	-	-
A-B	77.07	77.07	0.00	-	-	-	-	-
A-C	837.88	837.88	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-C	12.11	12.11	0.00	423.85	0.029	0.03	8.743	A
B-A	46.24	46.24	0.00	310.79	0.149	0.17	13.607	B
C-AB	24.89	24.89	0.00	773.65	0.032	0.04	4.809	A
C-A	458.45	458.45	0.00	-	-	-	-	-
A-B	77.07	77.07	0.00	-	-	-	-	-
A-C	837.88	837.88	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-C	9.89	9.92	0.00	461.82	0.021	0.02	7.968	A
B-A	37.76	37.98	0.00	362.95	0.104	0.12	11.087	B
C-AB	17.37	17.43	0.00	744.27	0.023	0.03	4.953	A
C-A	377.28	377.28	0.00	-	-	-	-	-
A-B	62.93	62.93	0.00	-	-	-	-	-
A-C	684.12	684.12	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-C	8.28	8.30	0.00	488.95	0.017	0.02	7.492	A
B-A	31.62	31.74	0.00	400.64	0.079	0.09	9.763	A
C-AB	13.01	13.04	0.00	723.42	0.018	0.02	5.067	A
C-A	317.50	317.50	0.00	-	-	-	-	-
A-B	52.70	52.70	0.00	-	-	-	-	-
A-C	572.92	572.92	0.00	-	-	-	-	-

Junctions 8

PICADY 8 - Priority Intersection Module

Version: 8.0.2.316 [14 Feb 2013]

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Filename: A6102 Langsett Rd N-Orchard St (4).arc8
Path: Y:\2015\15-201 to 15-225\15-215 Oughtibridge Mill, Oughtibridge\Technical\Junction Models
Report generation date: 16/03/2016 15:26:53

Summary of junction performance

	AM Peak			
	Queue (PCU)	**Delay (s)**	**RFC**	**LOS**
	Existing Layout - Predicted 2021			
Stream B-C	0.00	0.00	0.00	A
Stream B-A	0.28	10.30	0.22	B
Stream C-A	-	-	-	-
Stream C-B	0.00	0.00	0.00	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 - Existing 2015, AM Peak" model duration: 07:30 - 09:00
"D2 - Existing 2015, PM Peak" model duration: 16:45 - 18:15
"D3 - Base 2021, AM Peak" model duration: 07:30 - 09:00
"D4 - Base 2021, PM Peak" model duration: 16:45 - 18:15
"D5 - Predicted 2021, AM Peak " model duration: 07:30 - 09:00
"D6 - Predicted 2021, PM Peak" model duration: 16:45 - 18:15

Run using Junctions 8.0.2.316 at 16/03/2016 15:26:53

File summary

File Description

Title	A6102 Langsett Road N/Orchard Street Priority T-Junction
Location	Oughtibridge, Sheffield
Site Number	
Date	11/01/2016
Version	
Status	
Identifier	
Client	CEG
Jobnumber	15-215
Enumerator	RD
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

Existing Layout - Predicted 2021, AM Peak

Data Errors and Warnings

No errors or warnings

Analysis Set Details

Name	Description	Locked	Network Flow Scaling Factor (%)	Reason For Scaling Factors
Existing Layout			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
Predicted 2021, AM Peak	Predicted 2021	AM Peak		ONE HOUR	07:30	09:00	90	15		

Junction Network

Junctions

Name	Junction Type	Major Road Direction	Arm Order	Junction Delay (s)	Junction LOS
(untitled)	T-Junction	One-way from C to A	A,B,C	10.30	B

Junction Network Options

Driving Side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Name	Description	Arm Type
A	Orchard Street		Major
B	A6102 Langsett Road N (South)		Minor
C	A6102 Langsett Road N (North East)		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	6.00		0.00		2.20	0.00		

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 plus flare				8.00	6.00	5.30	4.10	3.40	✓	2.00	100	0

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	585.852	0.079	0.199	0.125	0.285
1	B-C	526.072	0.060	0.151	-	-
1	C-B	573.963	0.164	0.164	-	-

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	✓	0.00	100.000
B	ONE HOUR	✓	91.00	100.000
C	ONE HOUR	✓	987.00	100.000

Turning Proportions

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

		To		
		A	B	C
From	A	0.000	0.000	0.000
	B	91.000	0.000	0.000
	C	987.000	0.000	0.000

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

		To		
		A	B	C
From	A	0.33	0.33	0.33
	B	1.00	0.00	0.00
	C	1.00	0.00	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-C	0.00	0.00	0.00	A
B-A	0.22	10.30	0.28	B
C-A	-	-	-	-
C-B	0.00	0.00	0.00	A
A-B	-	-	-	-
A-C	-	-	-	-

Main Results for each time segment

Main results: (07:30-07:45)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-C	0.00	0.00	0.00	507.78	0.000	0.00	0.000	A
B-A	68.51	67.87	0.00	492.68	0.139	0.16	8.461	A
C-A	743.07	743.07	0.00	-	-	-	-	-
C-B	0.00	0.00	0.00	573.96	0.000	0.00	0.000	A
A-B	0.00	0.00	0.00	-	-	-	-	-
A-C	0.00	0.00	0.00	-	-	-	-	-

Main results: (07:45-08:00)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-C	0.00	0.00	0.00	503.22	0.000	0.00	0.000	A
B-A	81.81	81.62	0.00	474.60	0.172	0.21	9.157	A
C-A	887.29	887.29	0.00	-	-	-	-	-
C-B	0.00	0.00	0.00	573.96	0.000	0.00	0.000	A
A-B	0.00	0.00	0.00	-	-	-	-	-
A-C	0.00	0.00	0.00	-	-	-	-	-

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-C	0.00	0.00	0.00	496.52	0.000	0.00	0.000	A
B-A	100.19	99.89	0.00	449.59	0.223	0.28	10.284	B
C-A	1086.71	1086.71	0.00	-	-	-	-	-
C-B	0.00	0.00	0.00	573.96	0.000	0.00	0.000	A
A-B	0.00	0.00	0.00	-	-	-	-	-
A-C	0.00	0.00	0.00	-	-	-	-	-