APPENDIX H

PICADY OUTPUT

TRL LIMITED

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

PICADY 4.1 ANALYSIS PROGRAM
RELEASE 3.0 (MAY 2001)

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PROGRAM ADVICE AND MAINTENANCE CONTACT:
TRL SOFTWARE BUREAU
TEL: CROWTHORNE (01344) 770758, FAX: 770864
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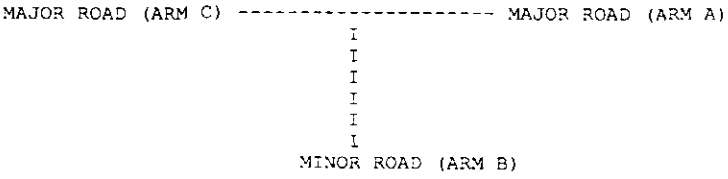
THE USER OF THIS COMPUTER PROGRAM FOR THE SOLUTION OF AN ENGINEERING PROBLEM IS IN NO WAY RELIEVED OF HIS RESPONSIBILITY FOR THE CORRECTNESS OF THE SOLUTION

Run with file:-
"p:\data\W50---\W50709 - Royston Development, Barnsley\PICADY\Midland Road Access\2013 Weekday AM Peak With Development.vpi"
(drive-on-the-left) at 13:27:47 on Wednesday, 26 September 2012

RUN TITLE
2013 Weekday AM Peak With Development

.MAJOR/MINOR JUNCTION CAPACITY AND DELAY

INPUT DATA



ARM A IS Midland Road (W)
ARM B IS Site Access
ARM C IS Midland Road (E)

STREAM LABELLING CONVENTION

STREAM A-B CONTAINS TRAFFIC GOING FROM ARM A TO ARM B

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

ETC.

GEOMETRIC DATA

DATA ITEM		MINOR ROAD B
TOTAL MAJOR ROAD CARRIAGEWAY WIDTH	(W)	6.60 M.
CENTRAL RESERVE WIDTH	(WCR)	0.00 M.
MAJOR ROAD RIGHT TURN - WIDTH	(WC-B)	2.20 M.
- VISIBILITY	(VC-B)	130.0 M.
- BLOCKS TRAFFIC		YES
MINOR ROAD - VISIBILITY TO LEFT	(VB-C)	0.0 M.
- VISIBILITY TO RIGHT	(VB-A)	0.0 M.
- LANE 1 WIDTH	(WB-C)	2.20 M.
- LANE 2 WIDTH	(WB-A)	0.00 M.

TRAFFIC DEMAND DATA

TIME PERIOD BEGINS 07.45 AND ENDS 09.15

LENGTH OF TIME PERIOD - 90 MINUTES.
LENGTH OF TIME SEGMENT - 15 MINUTES.

DEMAND FLOW PROFILES ARE SYNTHESISED FROM TURNING COUNT DATA

ARM	NUMBER OF MINUTES FROM START WHEN FLOW STARTS TO RISE	NUMBER OF MINUTES FROM START WHEN TOP OF PEAK IS REACHED	NUMBER OF MINUTES FROM START WHEN FLOW STOPS FALLING	RATE OF FLOW (VEH/MIN) BEFORE PEAK	RATE OF FLOW (VEH/MIN) AT TOP OF PEAK	RATE OF FLOW (VEH/MIN) AFTER PEAK
ARM A	15.00	45.00	75.00	3.95	5.93	3.95
ARM B	15.00	45.00	75.00	0.00	0.00	0.00
ARM C	15.00	45.00	75.00	5.00	7.50	5.00

TIME	FROM/TO	TURNING PROPORTIONS / TURNING COUNTS (VEH/HR) (PERCENTAGE OF H.V.S) ARM A	ARM B	ARM C
07.45 - 09.15	ARM A	0.000	0.348	0.652
		0.0	110.0	206.0
		(0.0)	(10.0)	(10.0)
	ARM B	0.000	0.000	0.000
		???????	???????	???????
		(10.0)	(0.0)	(10.0)
	ARM C	0.877	0.123	0.000
		351.0	49.0	0.0
		(10.0)	(10.0)	(0.0)

TURNING PROPORTIONS ARE CALCULATED FROM TURNING COUNT DATA

DEFAULT PROPORTIONS OF HEAVY VEHICLES ARE USED

TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)
07.45-08.00								
B-AC	0.00	6.40	0.000		0.0	0.0	0.0	
C-AB	0.97	11.82	0.082		0.0	0.1	2.2	
C-A	4.03							
A-B	1.38							
A-C	2.58							

TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)
08.00-08.15								
B-AC	0.00	6.17	0.000		0.0	0.0	0.0	
C-AB	1.27	12.23	0.104		0.1	0.2	3.1	
C-A	4.70							
A-B	1.64							
A-C	3.07							

TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)
08.15-08.30								
B-AC	0.00	5.85	0.000		0.0	0.0	0.0	
C-AB	1.77	12.82	0.138		0.2	0.3	4.5	
C-A	5.55							
A-B	2.01							
A-C	3.77							

TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)
08.30-08.45								
B-AC	0.00	5.85	0.000		0.0	0.0	0.0	
C-AB	1.77	12.82	0.138		0.3	0.3	4.5	
C-A	5.54							
A-B	2.01							
A-C	3.77							

TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)
08.45-09.00								
B-AC	0.00	6.17	0.000		0.0	0.0	0.0	
C-AB	1.27	12.24	0.104		0.3	0.2	3.1	
C-A	4.70							
A-B	1.64							
A-C	3.07							

TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)
09.00-09.15								
B-AC	0.00	6.40	0.000		0.0	0.0	0.0	
C-AB	0.97	11.82	0.082		0.2	0.2	2.3	
C-A	4.03							
A-B	1.38							
A-C	2.58							

WARNING THE JUNCTION MODELLED CAN CARRY HIGH-SPEED MAJOR ROAD TRAFFIC. (AG23 REF. 8.4.2(v)).

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

QUEUE FOR STREAM B-AC

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE
08.00	0.0
08.15	0.0
08.30	0.0
08.45	0.0
09.00	0.0
09.15	0.0

QUEUE FOR STREAM C-AB

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE
08.00	0.1
08.15	0.2
08.30	0.3
08.45	0.3
09.00	0.2
09.15	0.2

QUEUEING DELAY INFORMATION OVER WHOLE PERIOD

STREAM	TOTAL DEMAND		* QUEUEING * DELAY *		* INCLUSIVE QUEUEING * DELAY *	
	(VEH)	(VEH/H)	(MIN)	(MIN/VEH)	(MIN)	(MIN/VEH)
B-AC	0.0	0.0	0.0	0.00	0.0	0.00
C-AB	120.3	80.2	19.7	0.16	19.7	0.16
C-A	428.1	285.4				
A-B	150.8	100.6				
A-C	282.5	188.3				
ALL	981.8	654.5	19.7	0.02	19.7	0.02

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

END OF JOB

***** PICADY 4 run completed.

========== end of file ==========

[Printed at 13:28:10 on 26/09/2012]

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

PICADY 4.1 ANALYSIS PROGRAM
RELEASE 3.0 (MAY 2001)

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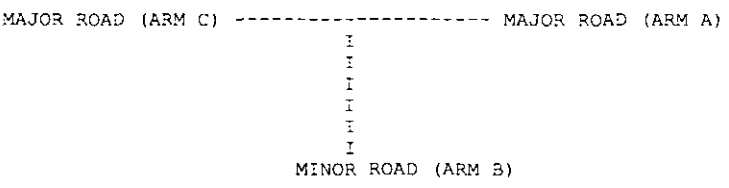
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(drive-on-the-left) at 13:30:43 on Wednesday, 26 September 2012

RUN TITLE

2013 Weekday PM Peak With Development

.MAJOR/MINOR JUNCTION CAPACITY AND DELAY

INPUT DATA



ARM A IS Midland Road (W)
ARM B IS Site Access
ARM C IS Midland Road (E)

STREAM LABELLING CONVENTION

STREAM A-B CONTAINS TRAFFIC GOING FROM ARM A TO ARM B

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

ETC.

GEOMETRIC DATA

DATA ITEM		MINOR ROAD B	
TOTAL MAJOR ROAD CARRIAGEWAY WIDTH	(W)	6.60 M.	
CENTRAL RESERVE WIDTH	(WCR)	0.00 M.	
MAJOR ROAD RIGHT TURN - WIDTH	(WC-B)	2.20 M.	
- VISIBILITY	(VC-B)	130.0 M.	
- BLOCKS TRAFFIC		YES	
MINOR ROAD - VISIBILITY TO LEFT	(VB-C)	0.0 M.	
- VISIBILITY TO RIGHT	(VB-A)	0.0 M.	
- LANE 1 WIDTH	(WB-C)	2.20 M.	
- LANE 2 WIDTH	(WB-A)	0.00 M.	

TRAFFIC DEMAND DATA

TIME PERIOD BEGINS 16.45 AND ENDS 18.15

LENGTH OF TIME PERIOD - 90 MINUTES.
LENGTH OF TIME SEGMENT - 15 MINUTES.

DEMAND FLOW PROFILES ARE SYNTHESISED FROM TURNING COUNT DATA

ARM	NUMBER OF MINUTES FROM START WHEN FLOW STARTS TO RISE	NUMBER OF MINUTES FROM START WHEN TOP OF PEAK IS REACHED	NUMBER OF MINUTES FROM START WHEN FLOW STOPS FALLING	RATE OF FLOW (VEH/MIN) BEFORE PEAK	RATE OF FLOW (VEH/MIN) AT TOP OF PEAK	RATE OF FLOW (VEH/MIN) AFTER PEAK
ARM A	15.00	45.00	75.00	4.97	7.46	4.97
ARM B	15.00	45.00	75.00	0.00	0.00	0.00
ARM C	15.00	45.00	75.00	5.61	8.42	5.61

TIME	FROM/TO	TURNING PROPORTIONS / TURNING COUNTS (VEH/HR) / (PERCENTAGE OF H.V.S) ARM A	ARM B	ARM C
16.45 - 18.15	ARM A	0.000	0.394	0.606
		0.0	157.0	241.0
		(0.0)	(10.0)	(10.0)
	ARM B	0.000	0.000	0.000
		???????	???????	???????
		(10.0)	(0.0)	(10.0)
	ARM C	0.864	0.136	0.000
		388.0	61.0	0.0
		(10.0)	(10.0)	(0.0)

TURNING PROPORTIONS ARE CALCULATED FROM TURNING COUNT DATA

DEFAULT PROPORTIONS OF HEAVY VEHICLES ARE USED

TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)
16.45-17.00								
B-AC	0.00	6.19	0.000		0.0	0.0	0.0	
C-AB	1.28	11.92	0.107		0.0	0.2	3.0	
C-A	4.34							
A-B	1.96							
A-C	3.01							

TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)
17.00-17.15								
B-AC	0.00	5.91	0.000		0.0	0.0	0.0	
C-AB	1.70	12.37	0.137		0.2	0.3	4.3	
C-A	5.01							
A-B	2.34							
A-C	3.60							

TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)
17.15-17.30								
B-AC	0.00	5.52	0.000		0.0	0.0	0.0	
C-AB	2.40	12.99	0.185		0.3	0.4	6.5	
C-A	5.81							
A-B	2.87							
A-C	4.41							

TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)
17.30-17.45								
B-AC	0.00	5.52	0.000		0.0	0.0	0.0	
C-AB	2.40	13.00	0.185		0.4	0.4	6.5	
C-A	5.80							
A-B	2.87							
A-C	4.41							

TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)
17.45-18.00								
B-AC	0.00	5.91	0.000		0.0	0.0	0.0	
C-AB	1.70	12.37	0.137		0.4	0.3	4.4	
C-A	5.00							
A-B	2.34							
A-C	3.60							

TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)
18.00-18.15								
B-AC	0.00	6.19	0.000		0.0	0.0	0.0	
C-AB	1.28	11.93	0.108		0.3	0.2	3.1	
C-A	4.33							
A-B	1.96							
A-C	3.01							

WARNING THE JUNCTION MODELLED CAN CARRY HIGH-SPEED MAJOR ROAD TRAFFIC. (AG23 REF. 8.4.2(v)).

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

QUEUE FOR STREAM B-AC

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE
17.00	0.0
17.15	0.0
17.30	0.0
17.45	0.0
18.00	0.0
18.15	0.0

QUEUE FOR STREAM C-AB

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE
17.00	0.2
17.15	0.3
17.30	0.4
17.45	0.4
18.00	0.3
18.15	0.2

QUEUEING DELAY INFORMATION OVER WHOLE PERIOD

STREAM	TOTAL DEMAND		* QUEUEING * DELAY *		* INCLUSIVE QUEUEING * DELAY *	
	(VEH)	(VEH/H)	(MIN)	(MIN/VEH)	(MIN)	(MIN/VEH)
B-AC	0.0	0.0	0.0	0.00	0.0	0.00
C-AB	161.4	107.6	27.8	0.17	27.8	0.17
C-A	454.3	302.9				
A-B	215.3	143.5				
A-C	330.5	220.3				
ALL	1161.4	774.3	27.8	0.02	27.8	0.02

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

END OF JOB

***** PICADY 4 run completed.

========== end of file ==========

[Printed at 13:31:09 on 26/09/2012]

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

PICADY 4.1 ANALYSIS PROGRAM
RELEASE 3.0 (MAY 2001)

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TEL: CROWTHORNE (01344) 770758, FAX: 770864
EMAIL: SoftwareBureau@trl.co.uk

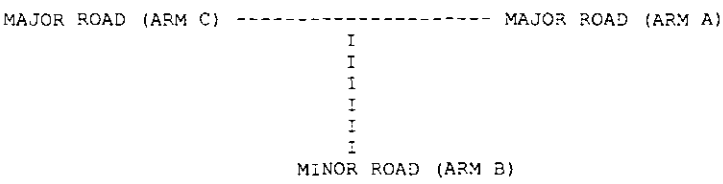
THE USER OF THIS COMPUTER PROGRAM FOR THE SOLUTION OF AN ENGINEERING PROBLEM IS IN NO WAY RELIEVED OF HIS RESPONSIBILITY FOR THE CORRECTNESS OF THE SOLUTION

Run with file:-
"p:\data\W50---\W50709 - Royston Development, Barnsley\PICADY\Midland Road Access\
2013 Saturday Peak With Development.vpi"
(drive-on-the-left) at 13:32:54 on Wednesday, 26 September 2012

RUN TITLE
2013 Saturday Peak With Development

.MAJOR/MINOR JUNCTION CAPACITY AND DELAY

INPUT DATA



ARM A IS Midland Road (W)
ARM B IS Site Access
ARM C IS Midland Road (E)

STREAM LABELLING CONVENTION

STREAM A-B CONTAINS TRAFFIC GOING FROM ARM A TO ARM B

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

ETC.

GEOMETRIC DATA

DATA ITEM		MINOR ROAD B	
TOTAL MAJOR ROAD CARRIAGEWAY WIDTH	(W)	6.60	M.
CENTRAL RESERVE WIDTH	(WCR)	0.00	M.
MAJOR ROAD RIGHT TURN - WIDTH	(WC-B)	2.20	M.
- VISIBILITY	(VC-B)	130.0	M.
- BLOCKS TRAFFIC		YES	
MINOR ROAD - VISIBILITY TO LEFT	(VB-C)	0.0	M.
- VISIBILITY TO RIGHT	(VB-A)	0.0	M.
- LANE 1 WIDTH	(WB-C)	2.20	M.
- LANE 2 WIDTH	(WB-A)	0.00	M.

TRAFFIC DEMAND DATA

TIME PERIOD BEGINS 11.45 AND ENDS 13.15

LENGTH OF TIME PERIOD - 90 MINUTES.
LENGTH OF TIME SEGMENT - 15 MINUTES.

DEMAND FLOW PROFILES ARE SYNTHESISED FROM TURNING COUNT DATA

ARM	NUMBER OF MINUTES FROM START WHEN FLOW STARTS TO RISE	TOP OF PEAK IS REACHED	FLOW STOPS FALLING	RATE OF FLOW (VEH/MIN) BEFORE PEAK	AT TOP OF PEAK	AFTER PEAK
ARM A	15.00	45.00	75.00	4.64	6.96	4.64
ARM B	15.00	45.00	75.00	0.00	0.00	0.00
ARM C	15.00	45.00	75.00	6.05	9.08	6.05

TURNING PROPORTIONS
TURNING COUNTS (VEH/HR)
(PERCENTAGE OF H.V.S)

TIME	FROM/TO	ARM A	ARM B	ARM C
11.45 - 13.15	ARM A	0.000	0.485	0.515
		0.0	180.0	191.0
		(0.0)	(10.0)	(10.0)
	ARM B	0.000	0.000	0.000
		????????	????????	????????
		(10.0)	(0.0)	(10.0)
	ARM C	0.845	0.155	0.000
		409.0	75.0	0.0
		(10.0)	(10.0)	(0.0)

TURNING PROPORTIONS ARE CALCULATED FROM TURNING COUNT DATA

DEFAULT PROPORTIONS OF HEAVY VEHICLES ARE USED

TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)
11.45-12.00								
B-AC	0.00	6.24	0.000		0.0	0.0	0.0	
C-AB	1.60	12.16	0.132		0.0	0.3	3.7	
C-A	4.45							
A-B	2.25							
A-C	2.39							

TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)
12.00-12.15								
B-AC	0.00	5.97	0.000		0.0	0.0	0.0	
C-AB	2.14	12.65	0.169		0.3	0.4	5.3	
C-A	5.09							
A-B	2.69							
A-C	2.85							

TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)
12.15-12.30								
B-AC	0.00	5.59	0.000		0.0	0.0	0.0	
C-AB	3.09	13.40	0.231		0.4	0.6	8.3	
C-A	5.76							
A-B	3.29							
A-C	3.49							

TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)
12.30-12.45								
B-AC	0.00	5.59	0.000		0.0	0.0	0.0	
C-AB	3.10	13.40	0.231		0.6	0.6	8.5	
C-A	5.75							
A-B	3.29							
A-C	3.49							

TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)
12.45-13.00								
B-AC	0.00	5.96	0.000		0.0	0.0	0.0	
C-AB	2.14	12.66	0.169		0.6	0.4	5.5	
C-A	5.08							
A-B	2.69							
A-C	2.85							

TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)
13.00-13.15								
B-AC	0.00	6.23	0.000		0.0	0.0	0.0	
C-AB	1.61	12.17	0.132		0.4	0.3	3.9	
C-A	4.44							
A-B	2.25							
A-C	2.39							

WARNING THE JUNCTION MODELLED CAN CARRY HIGH-SPEED MAJOR ROAD TRAFFIC. (AG23 REF. 8.4.2(v)).

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

QUEUE FOR STREAM B-AC

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE
12.00	0.0
12.15	0.0
12.30	0.0
12.45	0.0
13.00	0.0
13.15	0.0

QUEUE FOR STREAM C-AB

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE	
12.00	0.3	
12.15	0.4	
12.30	0.6	*
12.45	0.6	*
13.00	0.4	
13.15	0.3	

QUEUEING DELAY INFORMATION OVER WHOLE PERIOD

STREAM	TOTAL DEMAND		* QUEUEING * DELAY *		* INCLUSIVE QUEUEING * DELAY *	
	(VEH)	(VEH/H)	(MIN)	(MIN/VEH)	(MIN)	(MIN/VEH)
B-AC	0.0	0.0	0.0	0.00	0.0	0.00
C-AB	205.3	136.8	35.3	0.17	35.3	0.17
C-A	458.4	305.6				
A-B	246.8	164.5				
A-C	261.9	174.6				
ALL	1172.4	781.6	35.3	0.03	35.3	0.03

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

END OF JOB

***** PICADY 4 run completed.

========== end of file ==========

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

PICADY 4.1 ANALYSIS PROGRAM
RELEASE 3.0 (MAY 2001)

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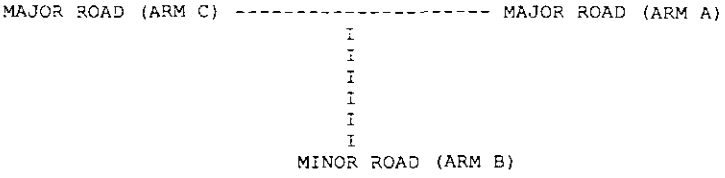
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Run with file:-
"p:\data\W50---\W50709 - Royston Development, Barnsley\PICADY\Midland Road Access\
2017 Weekday AM Peak With Development.vpi"
(drive-on-the-left) at 13:34:36 on Wednesday, 26 September 2012

RUN TITLE
2017 Weekday AM Peak With Development

.MAJOR/MINOR JUNCTION CAPACITY AND DELAY

INPUT DATA



ARM A IS Midland Road (W)
ARM B IS Site Acces
ARM C IS Midland Road (E)

STREAM LABELLING CONVENTION

STREAM A-B CONTAINS TRAFFIC GOING FROM ARM A TO ARM B

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

ETC.

GEOMETRIC DATA

DATA ITEM		MINOR ROAD B
TOTAL MAJOR ROAD CARRIAGEWAY WIDTH	(W)	6.60 M.
CENTRAL RESERVE WIDTH	(WCR)	0.00 M.
MAJOR ROAD RIGHT TURN - WIDTH	(WC-B)	2.20 M.
- VISIBILITY	(VC-B)	130.0 M.
- BLOCKS TRAFFIC		YES
MINOR ROAD - VISIBILITY TO LEFT	(VB-C)	0.0 M.
- VISIBILITY TO RIGHT	(VB-A)	0.0 M.
- LANE 1 WIDTH	(WB-C)	2.20 M.
- LANE 2 WIDTH	(WB-A)	0.00 M.

TRAFFIC DEMAND DATA

TIME PERIOD BEGINS 07.45 AND ENDS 09.15

LENGTH OF TIME PERIOD - 90 MINUTES.
LENGTH OF TIME SEGMENT - 15 MINUTES.

DEMAND FLOW PROFILES ARE SYNTHESISED FROM TURNING COUNT DATA

ARM	NUMBER OF MINUTES FROM START WHEN FLOW STARTS TO RISE	NUMBER OF MINUTES FROM START WHEN TOP OF PEAK IS REACHED	NUMBER OF MINUTES FROM START WHEN FLOW STOPS FALLING	RATE OF FLOW (VEH/MIN) BEFORE PEAK	RATE OF FLOW (VEH/MIN) AT TOP OF PEAK	RATE OF FLOW (VEH/MIN) AFTER PEAK
ARM A	15.00	45.00	75.00	4.11	6.17	4.11
ARM B	15.00	45.00	75.00	0.00	0.00	0.00
ARM C	15.00	45.00	75.00	5.19	7.78	5.19

TURNING PROPORTIONS
TURNING COUNTS (VEH/HR)
(PERCENTAGE OF H.V.S)

TIME	FROM/TO	ARM A	ARM B	ARM C
07.45 - 09.15	ARM A	0.000	0.334	0.666
		0.0	110.0	219.0
		(0.0)	(10.0)	(10.0)
	ARM B	0.000	0.000	0.000
		???????	???????	???????
		(10.0)	(0.0)	(10.0)
	ARM C	0.882	0.118	0.000
		366.0	49.0	0.0
		(10.0)	(10.0)	(0.0)

TURNING PROPORTIONS ARE CALCULATED FROM TURNING COUNT DATA

DEFAULT PROPORTIONS OF HEAVY VEHICLES ARE USED

TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)
07.45-08.00								
B-AC	0.00	6.35	0.000		0.0	0.0	0.0	
C-AB	0.99	11.91	0.083		0.0	0.2	2.3	
C-A	4.20							
A-B	1.38							
A-C	2.74							

TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)
08.00-08.15								
B-AC	0.00	6.11	0.000		0.0	0.0	0.0	
C-AB	1.30	12.35	0.105		0.2	0.2	3.2	
C-A	4.89							
A-B	1.64							
A-C	3.27							

TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)
08.15-08.30								
B-AC	0.00	5.77	0.000		0.0	0.0	0.0	
C-AB	1.82	12.95	0.140		0.2	0.3	4.7	
C-A	5.77							
A-B	2.01							
A-C	4.00							

TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)
08.30-08.45								
B-AC	0.00	5.77	0.000		0.0	0.0	0.0	
C-AB	1.82	12.96	0.141		0.3	0.3	4.7	
C-A	5.76							
A-B	2.01							
A-C	4.00							

TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)
08.45-09.00								
B-AC	0.00	6.11	0.000		0.0	0.0	0.0	
C-AB	1.31	12.35	0.106		0.3	0.2	3.3	
C-A	4.89							
A-B	1.64							
A-C	3.27							

TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)
09.00-09.15								
B-AC	0.00	6.35	0.000		0.0	0.0	0.0	
C-AB	0.99	11.92	0.083		0.2	0.2	2.4	
C-A	4.19							
A-B	1.38							
A-C	2.74							

WARNING THE JUNCTION MODELLED CAN CARRY HIGH-SPEED MAJOR ROAD TRAFFIC. (AG23 REF. 8.4.2(v)).

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

QUEUE FOR STREAM B-AC

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE
08.00	0.0
08.15	0.0
08.30	0.0
08.45	0.0
09.00	0.0
09.15	0.0

QUEUE FOR STREAM C-AB

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE
08.00	0.2
08.15	0.2
08.30	0.3
08.45	0.3
09.00	0.2
09.15	0.2

QUEUEING DELAY INFORMATION OVER WHOLE PERIOD

STREAM	TOTAL DEMAND		* QUEUEING * DELAY *		* INCLUSIVE QUEUEING * DELAY *	
	(VEH)	(VEH/H)	(MIN)	(MIN/VEH)	(MIN)	(MIN/VEH)
B-AC	0.0	0.0	0.0	0.00	0.0	0.00
C-AB	123.4	82.3	20.5	0.17	20.5	0.17
C-A	445.6	297.1				
A-B	150.8	100.6				
A-C	300.3	200.2				
ALL	1020.2	680.1	20.5	0.02	20.5	0.02

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

END OF JOB

***** PICADY 4 run completed.

========== end of file ==========

[Printed at 13:34:42 on 26/09/2012]

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

PICADY 4.1 ANALYSIS PROGRAM
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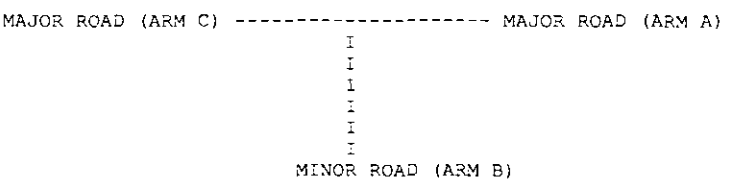
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Run with file:-
"p:\data\W50---\W50709 - Royston Development, Barnsley\PICADY\Midland Road Access\2017 Weekday PM Peak With Development.vpi"
(drive-on-the-left) at 13:35:58 on Wednesday, 26 September 2012

RUN TITLE
2017 Weekday PM Peak With Development

.MAJOR/MINOR JUNCTION CAPACITY AND DELAY

INPUT DATA



ARM A IS Midland Road (W)
ARM B IS SIte Access
ARM C IS Midland Road (E)

STREAM LABELLING CONVENTION

STREAM A-B CONTAINS TRAFFIC GOING FROM ARM A TO ARM B

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

ETC.

GEOMETRIC DATA

DATA ITEM	MINOR ROAD B	
TOTAL MAJOR ROAD CARRIAGEWAY WIDTH	(W)	6.60 M.
CENTRAL RESERVE WIDTH	(WCR)	0.00 M.
MAJOR ROAD RIGHT TURN - WIDTH	(WC-B)	2.20 M.
- VISIBILITY	(VC-B)	130.0 M.
- BLOCKS TRAFFIC		YES
MINOR ROAD - VISIBILITY TO LEFT	(VB-C)	0.0 M.
- VISIBILITY TO RIGHT	(VB-A)	0.0 M.
- LANE 1 WIDTH	(WB-C)	2.20 M.
- LANE 2 WIDTH	(WB-A)	0.00 M.

TRAFFIC DEMAND DATA

TIME PERIOD BEGINS 16.45 AND ENDS 18.15

LENGTH OF TIME PERIOD - 90 MINUTES.
LENGTH OF TIME SEGMENT - 15 MINUTES.

DEMAND FLOW PROFILES ARE SYNTHESISED FROM TURNING COUNT DATA

ARM	NUMBER OF MINUTES FROM START WHEN FLOW STARTS TO RISE	NUMBER OF MINUTES FROM START WHEN TOP OF PEAK IS REACHED	NUMBER OF MINUTES FROM START WHEN FLOW STOPS FALLING	RATE OF FLOW (VEH/MIN) BEFORE PEAK	RATE OF FLOW (VEH/MIN) AT TOP OF PEAK	RATE OF FLOW (VEH/MIN) AFTER PEAK
ARM A	15.00	45.00	75.00	5.19	7.78	5.19
ARM B	15.00	45.00	75.00	0.00	0.00	0.00
ARM C	15.00	45.00	75.00	5.81	8.72	5.81

TIME	TURNING PROPORTIONS / TURNING COUNTS (VEH/HR) (PERCENTAGE OF H.V.S) FROM/TO	ARM A	ARM B	ARM C
16.45 - 18.15	ARM A	0.000	0.378	0.622
		0.0	157.0	258.0
		(0.0)	(10.0)	(10.0)
	ARM B	0.000	0.000	0.000
		????????	????????	????????
		(10.0)	(0.0)	(10.0)
	ARM C	0.869	0.131	0.000
		404.0	61.0	0.0
		(10.0)	(10.0)	(0.0)

TURNING PROPORTIONS ARE CALCULATED FROM TURNING COUNT DATA

DEFAULT PROPORTIONS OF HEAVY VEHICLES ARE USED

TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)
16.45-17.00								
B-AC	0.00	6.13	0.000		0.0	0.0	0.0	
C-AB	1.30	12.01	0.109		0.0	0.2	3.1	
C-A	4.51							
A-B	1.96							
A-C	3.22							

TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)
17.00-17.15								
B-AC	0.00	5.83	0.000		0.0	0.0	0.0	
C-AB	1.74	12.48	0.140		0.2	0.3	4.4	
C-A	5.20							
A-B	2.34							
A-C	3.85							

TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)
17.15-17.30								
B-AC	0.00	5.43	0.000		0.0	0.0	0.0	
C-AB	2.53	13.19	0.192		0.3	0.5	6.9	
C-A	5.97							
A-B	2.87							
A-C	4.72							

TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)
17.30-17.45								
B-AC	0.00	5.42	0.000		0.0	0.0	0.0	
C-AB	2.53	13.19	0.192		0.5	0.5	7.0	
C-A	5.97							
A-B	2.87							
A-C	4.72							

TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)
17.45-18.00								
B-AC	0.00	5.83	0.000		0.0	0.0	0.0	
C-AB	1.75	12.49	0.140		0.5	0.3	4.6	
C-A	5.19							
A-B	2.34							
A-C	3.85							

TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)
18.00-18.15								
B-AC	0.00	6.12	0.000		0.0	0.0	0.0	
C-AB	1.31	12.02	0.109		0.3	0.2	3.2	
C-A	4.50							
A-B	1.96							
A-C	3.22							

WARNING THE JUNCTION MODELLED CAN CARRY HIGH-SPEED MAJOR ROAD TRAFFIC. (AG23 REF. 8.4.2(v)).

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

QUEUE FOR STREAM B-AC

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE
17.00	0.0
17.15	0.0
17.30	0.0
17.45	0.0
18.00	0.0
18.15	0.0

QUEUE FOR STREAM C-AB

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE
17.00	0.2
17.15	0.3
17.30	0.5
17.45	0.5
18.00	0.3
18.15	0.2

QUEUEING DELAY INFORMATION OVER WHOLE PERIOD

STREAM	TOTAL DEMAND (VEH)	TOTAL DEMAND (VEH/H)	* QUEUEING * DELAY * (MIN)	* QUEUEING * DELAY * (MIN/VEH)	* INCLUSIVE QUEUEING * DELAY * (MIN)	* INCLUSIVE QUEUEING * DELAY * (MIN/VEH)
B-AC	0.0	0.0	0.0	0.00	0.0	0.00
C-AB	167.4	111.6	29.2	0.17	29.2	0.17
C-A	470.2	313.5				
A-B	215.3	143.5				
A-C	353.8	235.8				
ALL	1206.7	804.4	29.2	0.02	29.2	0.02

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

END OF JOB

***** PICADY 4 run completed.

========== end of file ==========

Printed at 13:36:03 on 26/09/2012]

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

PICADY 4.1 ANALYSIS PROGRAM
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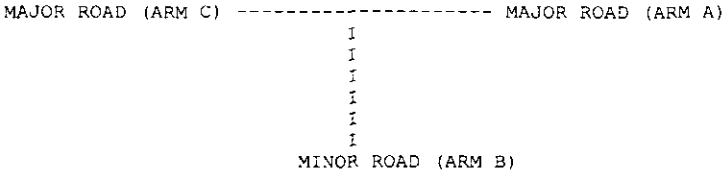
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Run with file:-
"p:\data\W50---\W50709 - Royston Development, Barnsley\PICADY\Midland Road Access\2017 Saturday Peak With Development.vpi"
(drive-on-the-left) at 13:37:19 on Wednesday, 26 September 2012

RUN TITLE
2017 Saturday Peak With Development

.MAJOR/MINOR JUNCTION CAPACITY AND DELAY

INPUT DATA



ARM A IS Midland Road (W)
ARM B IS Site Access
ARM C IS Midland Road (E)

STREAM LABELLING CONVENTION

STREAM A-B CONTAINS TRAFFIC GOING FROM ARM A TO ARM B

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

ETC.

GEOMETRIC DATA

DATA ITEM		MINOR ROAD B	
TOTAL MAJOR ROAD CARRIAGEWAY WIDTH	(W)	6.60 M.	
CENTRAL RESERVE WIDTH	(WCR)	0.00 M.	
MAJOR ROAD RIGHT TURN - WIDTH	(WC-B)	2.20 M.	
- VISIBILITY	(VC-B)	130.0 M.	
- BLOCKS TRAFFIC		YES	
MINOR ROAD - VISIBILITY TO LEFT	(VB-C)	0.0 M.	
- VISIBILITY TO RIGHT	(VB-A)	0.0 M.	
- LANE 1 WIDTH	(WB-C)	2.20 M.	
- LANE 2 WIDTH	(WB-A)	0.00 M.	

TRAFFIC DEMAND DATA

TIME PERIOD BEGINS 11.45 AND ENDS 13.15

LENGTH OF TIME PERIOD - 90 MINUTES.
LENGTH OF TIME SEGMENT - 15 MINUTES.

DEMAND FLOW PROFILES ARE SYNTHESISED FROM TURNING COUNT DATA

ARM	NUMBER OF MINUTES FROM START WHEN FLOW STARTS TO RISE	NUMBER OF MINUTES FROM START WHEN TOP OF PEAK IS REACHED	NUMBER OF MINUTES FROM START WHEN FLOW STOPS FALLING	RATE OF FLOW (VEH/MIN) BEFORE PEAK	RATE OF FLOW (VEH/MIN) AT TOP OF PEAK	RATE OF FLOW (VEH/MIN) AFTER PEAK
ARM A	15.00	45.00	75.00	4.81	7.22	4.81
ARM B	15.00	45.00	75.00	0.00	0.00	0.00
ARM C	15.00	45.00	75.00	6.22	9.34	6.22

TURNING PROPORTIONS
TURNING COUNTS (VEH/HR)
(PERCENTAGE OF H.V.S)

TIME	FROM/TO	ARM A	ARM B	ARM C
11.45 - 13.15	ARM A	0.000	0.468	0.532
		0.0	180.0	205.0
		(0.0)	(10.0)	(10.0)
	ARM B	0.000	0.000	0.000
		???????	???????	???????
		(10.0)	(0.0)	(10.0)
	ARM C	0.849	0.151	0.000
		423.0	75.0	0.0
		(10.0)	(10.0)	(0.0)

TURNING PROPORTIONS ARE CALCULATED FROM TURNING COUNT DATA

DEFAULT PROPORTIONS OF HEAVY VEHICLES ARE USED

TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)
11.45-12.00								
B-AC	0.00	6.18	0.000		0.0	0.0	0.0	
C-AB	1.63	12.25	0.133		0.0	0.3	3.8	
C-A	4.59							
A-B	2.25							
A-C	2.56							

TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)
12.00-12.15								
B-AC	0.00	5.90	0.000		0.0	0.0	0.0	
C-AB	2.19	12.75	0.171		0.3	0.4	5.5	
C-A	5.25							
A-B	2.69							
A-C	3.06							

TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)
12.15-12.30								
B-AC	0.00	5.51	0.000		0.0	0.0	0.0	
C-AB	3.19	13.53	0.235		0.4	0.6	8.7	
C-A	5.92							
A-B	3.29							
A-C	3.75							

TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)
12.30-12.45								
B-AC	0.00	5.50	0.000		0.0	0.0	0.0	
C-AB	3.19	13.54	0.236		0.6	0.6	8.8	
C-A	5.91							
A-B	3.29							
A-C	3.75							

TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)
12.45-13.00								
B-AC	0.00	5.90	0.000		0.0	0.0	0.0	
C-AB	2.19	12.76	0.172		0.6	0.4	5.7	
C-A	5.24							
A-B	2.69							
A-C	3.06							

TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)
13.00-13.15								
B-AC	0.00	6.18	0.000		0.0	0.0	0.0	
C-AB	1.64	12.25	0.134		0.4	0.3	4.0	
C-A	4.58							
A-B	2.25							
A-C	2.56							

WARNING THE JUNCTION MODELLED CAN CARRY HIGH-SPEED MAJOR ROAD TRAFFIC. (AG23 REF. 8.4.2(v)).

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

QUEUE FOR STREAM B-AC

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE	
12.00	0.0	
12.15	0.0	
12.30	0.0	
12.45	0.0	
13.00	0.0	
13.15	0.0	

QUEUE FOR STREAM C-AB

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE	
12.00	0.3	
12.15	0.4	
12.30	0.6	*
12.45	0.6	*
13.00	0.4	
13.15	0.3	

QUEUEING DELAY INFORMATION OVER WHOLE PERIOD

STREAM	TOTAL DEMAND		* QUEUEING * DELAY *		* INCLUSIVE QUEUEING * DELAY *	
	(VEH)	(VEH/H)	(MIN)	(MIN/VEH)	(MIN)	(MIN/VEH)
B-AC	0.0	0.0	0.0	0.00	0.0	0.00
C-AB	210.5	140.3	36.6	0.17	36.6	0.17
C-A	472.4	314.9				
A-B	246.8	164.5				
A-C	281.1	187.4				
ALL	1210.8	807.2	36.6	0.03	36.6	0.03

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

END OF JOB

***** PICADY 4 run completed.

========== end of file ==========

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