Demand set: 2013 PM NO DEVELOPMENT

TIME	FROM/TO	ARM A	ARM B	ARM C
16.15 - 17.45		TURNING PROPORTIONS / TURNING COUNTS (PERCENTAGE OF H.V.S)		
	ARM A	0.000	0.010	0.990
		0.0	5.0	512.0
		(0.0)	(0.0)	(0.0)
	ARM B	0.800	0.000	0.200
		4.0	0.0	1.0
		(0.0)	(0.0)	(0.0)
	ARM C	0.991	0.009	0.000
		548.0	5.0	0.0
		(0.0)	(0.0)	(0.0)

TURNING PROPORTIONS ARE CALCULATED FROM TURNING COUNT DATA

QUEUE AND DELAY INFORMATION FOR EACH 15 MIN TIME SEGMENT

FOR DEMAND SET . 2013 PM NO DEVELOPMENT
AND FOR TIME PERIOD 1

TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)
16.15-16.30									
B-AC	0.06	6.49	0.010		0.00	0.01	0.1		0.16
C-AB	0.06	9.68	0.006		0.00	0.01	0.1		0.10
A-B	0.06								
A-C	6.42								

TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)
16.30-16.45									
B-AC	0.07	6.00	0.012		0.01	0.01	0.2		0.17
C-AB	0.07	9.35	0.008		0.01	0.01	0.1		0.11
A-B	0.07								
A-C	7.67								

TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)
16.45-17.00									
B-AC	0.09	5.31	0.017		0.01	0.02	0.3		0.19
C-AB	0.09	8.90	0.010		0.01	0.01	0.2		0.11
A-B	0.09								
A-C	9.40								

TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)
17.00-17.15									
B-AC	0.09	5.31	0.017		0.02	0.02	0.3		0.19
C-AB	0.09	8.90	0.010		0.01	0.01	0.2		0.11
A-B	0.09								
A-C	9.40								

TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)
17.15-17.30									
B-AC	0.07	6.00	0.012		0.02	0.01	0.2		0.17
C-AB	0.07	9.35	0.008		0.01	0.01	0.1		0.11
A-B	0.07								
A-C	7.67								

TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)
17.30-17.45									
B-AC	0.06	6.49	0.010		0.01	0.01	0.2		0.16
C-AB	0.06	9.68	0.006		0.01	0.01	0.1		0.10
A-B	0.06								
A-C	6.42								

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
16.30	0.0
16.45	0.0
17.00	0.0
17.15	0.0
17.30	0.0
17.45	0.0

QUEUE FOR STREAM C-AB

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE
16.30	0.0
16.45	0.0
17.00	0.0
17.15	0.0
17.30	0.0
17.45	0.0

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	6.9	4.6	1.2	0.17	1.2	0.17
C-AB	6.9	4.6	0.8	0.11	0.8	0.11
A-B	6.9	4.6				
A-C	704.7	469.8				
ALL	1479.7	986.4	1.9	0.00	1.9	0.00

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

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

.SLOPES AND INTERCEPT

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

Intercept For STREAM B-C	Slope For Opposing STREAM A-C	Slope For Opposing STREAM A-B
659.54	0.25	0.10

Intercept For STREAM B-A	Slope For Opposing STREAM A-C	Slope For Opposing STREAM A-B	Slope For Opposing STREAM C-A	Slope For Opposing STREAM C-B
513.44	0.23	0.09	0.15	0.33

Intercept For STREAM C-B	Slope For Opposing STREAM A-C	Slope For Opposing STREAM A-B
682.26	0.26	0.26

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

TRAFFIC DEMAND DATA

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

Demand set: 2018 PM NO DEVELOPMENT

TIME PERIOD BEGINS 16.15 AND ENDS 17.45

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

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	7.22	10.84	7.22
ARM B	15.00	45.00	75.00	0.08	0.11	0.08
ARM C	15.00	45.00	75.00	7.74	11.61	7.74

Demand set: 2018 PM NO DEVELOPMENT

TIME	FROM/TO	TURNING PROPORTIONS / TURNING COUNTS (PERCENTAGE OF H.V.S) ARM A	ARM B	ARM C
16.15 - 17.45	ARM A	0.000	0.010	0.990
		0.0	6.0	572.0
		(0.0)	(0.0)	(0.0)
	ARM B	0.833	0.000	0.167
		5.0	0.0	1.0
		(0.0)	(0.0)	(0.0)
	ARM C	0.990	0.010	0.000
		613.0	6.0	0.0
		(0.0)	(0.0)	(0.0)

TURNING PROPORTIONS ARE CALCULATED FROM TURNING COUNT DATA

QUEUE AND DELAY INFORMATION FOR EACH 15 MIN TIME SEGMENT

FOR DEMAND SET 2018 PM NO DEVELOPMENT
AND FOR TIME PERIOD 1

TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)
16.15-16.30									
B-AC	0.08	6.11	0.012		0.00	0.01	0.2		0.17
C-AB	0.08	9.48	0.008		0.00	0.01	0.1		0.11
A-B	0.08								
A-C	7.18								

TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)
16.30-16.45									
B-AC	0.09	5.55	0.016		0.01	0.02	0.2		0.18
C-AB	0.09	9.11	0.010		0.01	0.01	0.2		0.11
A-B	0.09								
A-C	8.57								

TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)
16.45-17.00									
B-AC	0.11	4.79	0.023		0.02	0.02	0.3		0.21
C-AB	0.11	8.60	0.013		0.01	0.01	0.2		0.12
A-B	0.11								
A-C	10.50								

TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)
17.00-17.15									
B-AC	0.11	4.79	0.023		0.02	0.02	0.3		0.21
C-AB	0.11	8.60	0.013		0.01	0.01	0.2		0.12
A-B	0.11								
A-C	10.50								

TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)
17.15-17.30									
B-AC	0.09	5.55	0.016		0.02	0.02	0.3		0.18
C-AB	0.09	9.11	0.010		0.01	0.01	0.2		0.11
A-B	0.09								
A-C	8.57								

TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)
17.30-17.45									
B-AC	0.08	6.10	0.012		0.02	0.01	0.2		0.17
C-AB	0.08	9.48	0.008		0.01	0.01	0.1		0.11
A-B	0.08								
A-C	7.18								

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
16.30	0.0
16.45	0.0
17.00	0.0
17.15	0.0
17.30	0.0
17.45	0.0

QUEUE FOR STREAM C-AB

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE
16.30	0.0
16.45	0.0
17.00	0.0
17.15	0.0
17.30	0.0
17.45	0.0

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	8.3	5.5	1.6	0.19	1.6	0.19
C-AB	8.3	5.5	0.9	0.11	0.9	0.11
A-B	8.3	5.5				
A-C	787.3	524.9				
ALL	1655.8	1103.9	2.5	0.00	2.5	0.00

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

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

.SLOPES AND INTERCEPT

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

Intercept For STREAM B-C	Slope For Opposing STREAM A-C	Slope For Opposing STREAM A-B
659.54	0.25	0.10

Intercept For STREAM B-A	Slope For Opposing STREAM A-C	Slope For Opposing STREAM A-B	Slope For Opposing STREAM C-A	Slope For Opposing STREAM C-B
513.44	0.23	0.09	0.15	0.33

Intercept For STREAM C-B	Slope For Opposing STREAM A-C	Slope For Opposing STREAM A-B
682.26	0.26	0.26

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

TRAFFIC DEMAND DATA

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

Demand set: 2013 PM WITH DEVELOPMENT

TIME PERIOD BEGINS 16.15 AND ENDS 17.45

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

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	6.60	9.90	6.60
ARM B	15.00	45.00	75.00	0.06	0.09	0.06
ARM C	15.00	45.00	75.00	7.05	10.58	7.05

Demand set: 2013 PM WITH DEVELOPMENT

TIME	FROM/TO	ARM A	ARM B	ARM C
16.15 - 17.45		TURNING PROPORTIONS / TURNING COUNTS (PERCENTAGE OF H.V.S)		
	ARM A	0.000	0.009	0.991
		0.0	5.0	523.0
		(0.0)	(0.0)	(0.0)
	ARM B	0.800	0.000	0.200
		4.0	0.0	1.0
		(0.0)	(0.0)	(0.0)
	ARM C	0.991	0.009	0.000
		559.0	5.0	0.0
		(0.0)	(0.0)	(0.0)

TURNING PROPORTIONS ARE CALCULATED FROM TURNING COUNT DATA

QUEUE AND DELAY INFORMATION FOR EACH 15 MIN TIME SEGMENT

FOR DEMAND SET 2013 PM WITH DEVELOPMENT
AND FOR TIME PERIOD 1

TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)
16.15-16.30									
B-AC	0.06	6.43	0.010		0.00	0.01	0.1		0.16
C-AB	0.06	9.64	0.007		0.00	0.01	0.1		0.10
A-B	0.06								
A-C	6.56								

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)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)
16.30-16.45									
B-AC	0.07	5.93	0.013		0.01	0.01	0.2		0.17
C-AB	0.07	9.31	0.008		0.01	0.01	0.1		0.11
A-B	0.07								
A-C	7.84								

TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)
16.45-17.00									
B-AC	0.09	5.24	0.018		0.01	0.02	0.3		0.19
C-AB	0.09	8.84	0.010		0.01	0.01	0.2		0.11
A-B	0.09								
A-C	9.60								

TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)
17.00-17.15									
B-AC	0.09	5.24	0.018		0.02	0.02	0.3		0.19
C-AB	0.09	8.84	0.010		0.01	0.01	0.2		0.11
A-B	0.09								
A-C	9.60								

TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)
17.15-17.30									
B-AC	0.07	5.93	0.013		0.02	0.01	0.2		0.17
C-AB	0.07	9.31	0.008		0.01	0.01	0.1		0.11
A-B	0.07								
A-C	7.84								

TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)
17.30-17.45									
B-AC	0.06	6.43	0.010		0.01	0.01	0.2		0.16
C-AB	0.06	9.64	0.007		0.01	0.01	0.1		0.10
A-B	0.06								
A-C	6.56								

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
16.30	0.0
16.45	0.0
17.00	0.0
17.15	0.0
17.30	0.0
17.45	0.0

QUEUE FOR STREAM C-AB

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE
16.30	0.0
16.45	0.0
17.00	0.0
17.15	0.0
17.30	0.0
17.45	0.0

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	6.9	4.6	1.2	0.17	1.2	0.17
C-AB	6.9	4.6	0.8	0.11	0.8	0.11
A-B	6.9	4.6				
A-C	719.9	479.9				
ALL	1509.9	1006.6	2.0	0.00	2.0	0.00

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

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

.SLOPES AND INTERCEPT

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

Intercept For STREAM B-C	Slope For Opposing STREAM A-C	Slope For Opposing STREAM A-B
659.54	0.25	0.10

Intercept For STREAM B-A	Slope For Opposing STREAM A-C	Slope For Opposing STREAM A-B	Slope For Opposing STREAM C-A	Slope For Opposing STREAM C-B
513.44	0.23	0.09	0.15	0.33

Intercept For STREAM C-B	Slope For Opposing STREAM A-C	Slope For Opposing STREAM A-B
682.26	0.26	0.26

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

TRAFFIC DEMAND DATA

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

Demand set: 2018 PM WITH DEVELOPMENT

TIME PERIOD BEGINS 16.15 AND ENDS 17.45

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

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	7.38	11.06	7.38
ARM B	15.00	45.00	75.00	0.08	0.11	0.08
ARM C	15.00	45.00	75.00	7.88	11.81	7.88

Demand set: 2018 PM WITH DEVELOPMENT

TIME	FROM/TO	TURNING PROPORTIONS / TURNING COUNTS (PERCENTAGE OF H.V.S) ARM A	ARM B	ARM C
16.15 - 17.45	ARM A	0.000	0.010	0.990
		0.0	6.0	584.0
		(0.0)	(0.0)	(0.0)
	ARM B	0.833	0.000	0.167
		5.0	0.0	1.0
		(0.0)	(0.0)	(0.0)
	ARM C	0.990	0.010	0.000
		624.0	6.0	0.0
		(0.0)	(0.0)	(0.0)

TURNING PROPORTIONS ARE CALCULATED FROM TURNING COUNT DATA

QUEUE AND DELAY INFORMATION FOR EACH 15 MIN TIME SEGMENT

FOR DEMAND SET 2018 PM WITH DEVELOPMENT
AND FOR TIME PERIOD 1

TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)
16.15-16.30									
B-AC	0.08	6.05	0.012		0.00	0.01	0.2		0.17
C-AB	0.08	9.44	0.008		0.00	0.01	0.1		0.11
A-B	0.08								
A-C	7.33								
16.30-16.45									
B-AC	0.09	5.49	0.016		0.01	0.02	0.2		0.19
C-AB	0.09	9.06	0.010		0.01	0.01	0.2		0.11
A-B	0.09								
A-C	8.75								
16.45-17.00									
B-AC	0.11	4.70	0.023		0.02	0.02	0.3		0.22
C-AB	0.11	8.55	0.013		0.01	0.01	0.2		0.12
A-B	0.11								
A-C	10.72								
17.00-17.15									
B-AC	0.11	4.70	0.023		0.02	0.02	0.4		0.22
C-AB	0.11	8.55	0.013		0.01	0.01	0.2		0.12
A-B	0.11								
A-C	10.72								

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)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)
17.15-17.30									
B-AC	0.09	5.49	0.016		0.02	0.02	0.3		0.19
C-AB	0.09	9.06	0.010		0.01	0.01	0.2		0.11
A-B	0.09								
A-C	8.75								

TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)
17.30-17.45									
B-AC	0.08	6.05	0.012		0.02	0.01	0.2		0.17
C-AB	0.08	9.44	0.008		0.01	0.01	0.1		0.11
A-B	0.08								
A-C	7.33								

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
16.30	0.0
16.45	0.0
17.00	0.0
17.15	0.0
17.30	0.0
17.45	0.0

QUEUE FOR STREAM C-AB

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE
16.30	0.0
16.45	0.0
17.00	0.0
17.15	0.0
17.30	0.0
17.45	0.0

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	8.3	5.5	1.6	0.19	1.6	0.19
C-AB	8.3	5.5	0.9	0.11	0.9	0.11
A-B	8.3	5.5				
A-C	803.8	535.9				
ALL	1687.5	1125.0	2.5	0.00	2.5	0.00

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

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

.SLOPES AND INTERCEPT

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

Intercept For STREAM B-C	Slope For Opposing STREAM A-C	Slope For Opposing STREAM A-B
659.54	0.25	0.10

Intercept For STREAM B-A	Slope For Opposing STREAM A-C	Slope For Opposing STREAM A-B	Slope For Opposing STREAM C-A	Slope For Opposing STREAM C-B
513.44	0.23	0.09	0.15	0.33

Intercept For STREAM C-B	Slope For Opposing STREAM A-C	Slope For Opposing STREAM A-B
682.26	0.26	0.26

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

TRAFFIC DEMAND DATA

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

Demand set: 2012 SAT BASE

TIME PERIOD BEGINS 16.15 AND ENDS 17.45

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

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	6.80	10.20	6.80
ARM B	15.00	45.00	75.00	0.21	0.32	0.21
ARM C	15.00	45.00	75.00	5.74	8.61	5.74

Demand set: 2012 SAT BASE

TIME	FROM/TO	TURNING PROPORTIONS / TURNING COUNTS / (PERCENTAGE OF H.V.S) ARM A	ARM B	ARM C
16.15 - 17.45	ARM A	0.000	0.007	0.993
		0.0	4.0	540.0
		(0.0)	(0.0)	(0.0)
	ARM B	0.588	0.000	0.412
		10.0	0.0	7.0
		(0.0)	(0.0)	(0.0)
	ARM C	0.987	0.013	0.000
		453.0	6.0	0.0
		(0.0)	(0.0)	(0.0)

TURNING PROPORTIONS ARE CALCULATED FROM TURNING COUNT DATA

QUEUE AND DELAY INFORMATION FOR EACH 15 MIN TIME SEGMENT

FOR DEMAND SET 2012 SAT BASE
AND FOR TIME PERIOD 1

TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)
16.15-16.30									
B-AC	0.21	7.11	0.030		0.00	0.03	0.4		0.14
C-AB	0.08	9.59	0.008		0.00	0.01	0.1		0.11
A-B	0.05								
A-C	6.78								

TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)
16.30-16.45									
B-AC	0.25	6.65	0.038		0.03	0.04	0.6		0.16
C-AB	0.09	9.24	0.010		0.01	0.01	0.1		0.11
A-B	0.06								
A-C	8.09								

TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)
16.45-17.00									
B-AC	0.31	6.00	0.052		0.04	0.05	0.8		0.18
C-AB	0.11	8.77	0.013		0.01	0.01	0.2		0.12
A-B	0.07								
A-C	9.91								

TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)
17.00-17.15									
B-AC	0.31	6.00	0.052		0.05	0.05	0.8		0.18
C-AB	0.11	8.77	0.013		0.01	0.01	0.2		0.12
A-B	0.07								
A-C	9.91								

TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)
17.15-17.30									
B-AC	0.25	6.65	0.038		0.05	0.04	0.6		0.16
C-AB	0.09	9.24	0.010		0.01	0.01	0.1		0.11
A-B	0.06								
A-C	8.09								

TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)
17.30-17.45									
B-AC	0.21	7.11	0.030		0.04	0.03	0.5		0.15
C-AB	0.08	9.59	0.008		0.01	0.01	0.1		0.11
A-B	0.05								
A-C	6.78								

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
16.30	0.0
16.45	0.0
17.00	0.1
17.15	0.1
17.30	0.0
17.45	0.0

QUEUE FOR STREAM C-AB

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE
16.30	0.0
16.45	0.0
17.00	0.0
17.15	0.0
17.30	0.0
17.45	0.0

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	23.4	15.6	3.7	0.16	3.7	0.16
C-AB	8.3	5.5	0.9	0.11	0.9	0.11
A-B	5.5	3.7				
A-C	743.3	495.5				
-ALL-	1404.0	936.0	4.6	0.00	4.6	0.00

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

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

.SLOPES AND INTERCEPT

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

Intercept For STREAM B-C	Slope For Opposing STREAM A-C	Slope For Opposing STREAM A-B
659.54	0.25	0.10

Intercept For STREAM B-A	Slope For Opposing STREAM A-C	Slope For Opposing STREAM A-B	Slope For Opposing STREAM C-A	Slope For Opposing STREAM C-B
513.44	0.23	0.09	0.15	0.33

Intercept For STREAM C-B	Slope For Opposing STREAM A-C	Slope For Opposing STREAM A-B
682.26	0.26	0.26

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

TRAFFIC DEMAND DATA

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

Demand set: 2013 SAT NO DEVELOPMENT

TIME PERIOD BEGINS 16.15 AND ENDS 17.45

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

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	6.93	10.39	6.93
ARM B	15.00	45.00	75.00	0.21	0.32	0.21
ARM C	15.00	45.00	75.00	5.85	8.77	5.85

Demand set: 2013 SAT NO DEVELOPMENT

TIME	FROM/TO	TURNING PROPORTIONS / TURNING COUNTS (PERCENTAGE OF H.V.S) ARM A	ARM B	ARM C
16.15 - 17.45	ARM A	0.000	0.007	0.993
		0.0	4.0	550.0
		(0.0)	(0.0)	(0.0)
	ARM B	0.588	0.000	0.412
		10.0	0.0	7.0
		(0.0)	(0.0)	(0.0)
	ARM C	0.987	0.013	0.000
		462.0	6.0	0.0
		(0.0)	(0.0)	(0.0)

TURNING PROPORTIONS ARE CALCULATED FROM TURNING COUNT DATA

QUEUE AND DELAY INFORMATION FOR EACH 15 MIN TIME SEGMENT

FOR DEMAND SET 2013 SAT NO DEVELOPMENT
AND FOR TIME PERIOD 1

TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)
16.15-16.30									
B-AC	0.21	7.07	0.030		0.00	0.03	0.4		0.15
C-AB	0.08	9.56	0.008		0.00	0.01	0.1		0.11
A-B	0.05								
A-C	6.90								

TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)
16.30-16.45									
B-AC	0.25	6.60	0.039		0.03	0.04	0.6		0.16
C-AB	0.09	9.21	0.010		0.01	0.01	0.1		0.11
A-B	0.06								
A-C	8.24								

TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)
16.45-17.00									
B-AC	0.31	5.94	0.053		0.04	0.05	0.8		0.18
C-AB	0.11	8.72	0.013		0.01	0.01	0.2		0.12
A-B	0.07								
A-C	10.09								

TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)
17.00-17.15									
B-AC	0.31	5.94	0.053		0.05	0.06	0.8		0.18
C-AB	0.11	8.72	0.013		0.01	0.01	0.2		0.12
A-B	0.07								
A-C	10.09								

TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)
17.15-17.30									
B-AC	0.25	6.60	0.039		0.06	0.04	0.6		0.16
C-AB	0.09	9.21	0.010		0.01	0.01	0.1		0.11
A-B	0.06								
A-C	8.24								

TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)
17.30-17.45									
B-AC	0.21	7.07	0.030		0.04	0.03	0.5		0.15
C-AB	0.08	9.56	0.008		0.01	0.01	0.1		0.11
A-B	0.05								
A-C	6.90								

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
16.30	0.0
16.45	0.0
17.00	0.1
17.15	0.1
17.30	0.0
17.45	0.0

QUEUE FOR STREAM C-AB

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE
16.30	0.0
16.45	0.0
17.00	0.0
17.15	0.0
17.30	0.0
17.45	0.0

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	23.4	15.6	3.8	0.16	3.8	0.16
C-AB	8.3	5.5	0.9	0.11	0.9	0.11
A-B	5.5	3.7				
A-C	757.0	504.7				
ALL	1430.1	953.4	4.7	0.00	4.7	0.00

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

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

SLOPES AND INTERCEPT

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

Intercept For STREAM B-C	Slope For Opposing STREAM A-C	Slope For Opposing STREAM A-B
659.54	0.25	0.10

Intercept For STREAM B-A	Slope For Opposing STREAM A-C	Slope For Opposing STREAM A-B	Slope For Opposing STREAM C-A	Slope For Opposing STREAM C-B
513.44	0.23	0.09	0.15	0.33

Intercept For STREAM C-B	Slope For Opposing STREAM A-C	Slope For Opposing STREAM A-B
682.26	0.26	0.26

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

TRAFFIC DEMAND DATA

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

Demand set: 2018 SAT NO DEVELOPMENT

TIME PERIOD BEGINS 16.15 AND ENDS 17.45

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

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	7.85	11.77	7.85
ARM B	15.00	45.00	75.00	0.25	0.38	0.25
ARM C	15.00	45.00	75.00	6.61	9.92	6.61

Demand set: 2018 SAT NO DEVELOPMENT

TIME	FROM/TO	TURNING PROPORTIONS / TURNING COUNTS (PERCENTAGE OF H.V.S) ARM A	ARM B	ARM C
16.15 - 17.45	ARM A	0.000	0.008	0.992
		0.0	5.0	623.0
		(0.0)	(0.0)	(0.0)
	ARM B	0.600	0.000	0.400
		12.0	0.0	8.0
		(0.0)	(0.0)	(0.0)
	ARM C	0.987	0.013	0.000
		522.0	7.0	0.0
		(0.0)	(0.0)	(0.0)

TURNING PROPORTIONS ARE CALCULATED FROM TURNING COUNT DATA

QUEUE AND DELAY INFORMATION FOR EACH 15 MIN TIME SEGMENT

FOR DEMAND SET 2018 SAT NO DEVELOPMENT
AND FOR TIME PERIOD 1

TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)
16.15-16.30									
B-AC	0.25	6.71	0.037		0.00	0.04	0.6		0.15
C-AB	0.09	9.32	0.009		0.00	0.01	0.1		0.11
A-B	0.06								
A-C	7.82								
16.30-16.45									
B-AC	0.30	6.17	0.049		0.04	0.05	0.7		0.17
C-AB	0.10	8.92	0.012		0.01	0.01	0.2		0.11
A-B	0.07								
A-C	9.33								
16.45-17.00									
B-AC	0.37	5.41	0.068		0.05	0.07	1.0		0.20
C-AB	0.13	8.36	0.015		0.01	0.02	0.2		0.12
A-B	0.09								
A-C	11.43								
17.00-17.15									
B-AC	0.37	5.41	0.068		0.07	0.07	1.1		0.20
C-AB	0.13	8.36	0.015		0.02	0.02	0.2		0.12
A-B	0.09								
A-C	11.43								

TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)
17.15-17.30									
B-AC	0.30	6.17	0.049		0.07	0.05	0.8		0.17
C-AB	0.10	8.92	0.012		0.02	0.01	0.2		0.11
A-B	0.07								
A-C	9.33								

TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)
17.30-17.45									
B-AC	0.25	6.71	0.037		0.05	0.04	0.6		0.15
C-AB	0.09	9.32	0.009		0.01	0.01	0.1		0.11
A-B	0.06								
A-C	7.82								

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
16.30	0.0
16.45	0.1
17.00	0.1
17.15	0.1
17.30	0.1
17.45	0.0

QUEUE FOR STREAM C-AB

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE
16.30	0.0
16.45	0.0
17.00	0.0
17.15	0.0
17.30	0.0
17.45	0.0

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	27.5	18.4	4.8	0.17	4.8	0.17
C-AB	9.6	6.4	1.1	0.12	1.1	0.12
A-B	6.9	4.6				
A-C	857.5	571.7				
ALL	1620.1	1080.0	5.9	0.00	5.9	0.00

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

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

.SLOPES AND INTERCEPT

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

Intercept For STREAM B-C	Slope For Opposing STREAM A-C	Slope For Opposing STREAM A-B
659.54	0.25	0.10

Intercept For STREAM B-A	Slope For Opposing STREAM A-C	Slope For Opposing STREAM A-B	Slope For Opposing STREAM C-A	Slope For Opposing STREAM C-B
513.44	0.23	0.09	0.15	0.33

Intercept For STREAM C-B	Slope For Opposing STREAM A-C	Slope For Opposing STREAM A-B
682.26	0.26	0.26

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

TRAFFIC DEMAND DATA

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

Demand set: 2013 SAT WITH DEVELOPMENT

TIME PERIOD BEGINS 16.15 AND ENDS 17.45

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

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	7.15	10.73	7.15
ARM B	15.00	45.00	75.00	0.21	0.32	0.21
ARM C	15.00	45.00	75.00	6.00	9.00	6.00

Demand set: 2013 SAT WITH DEVELOPMENT

TIME	FROM/TO	TURNING PROPORTIONS / TURNING COUNTS (PERCENTAGE OF H.V.S) ARM A	ARM B	ARM C
16.15 - 17.45	ARM A	0.000	0.007	0.993
		0.0	4.0	568.0
		(0.0)	(0.0)	(0.0)
	ARM B	0.588	0.000	0.412
		10.0	0.0	7.0
		(0.0)	(0.0)	(0.0)
	ARM C	0.988	0.013	0.000
		474.0	6.0	0.0
		(0.0)	(0.0)	(0.0)

TURNING PROPORTIONS ARE CALCULATED FROM TURNING COUNT DATA

QUEUE AND DELAY INFORMATION FOR EACH 15 MIN TIME SEGMENT

FOR DEMAND SET 2013 SAT WITH DEVELOPMENT
AND FOR TIME PERIOD 1

TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)
16.15-16.30									
B-AC	0.21	6.99	0.030		0.00	0.03	0.4		0.15
C-AB	0.08	9.50	0.008		0.00	0.01	0.1		0.11
A-B	0.05								
A-C	7.13								

TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)
16.30-16.45									
B-AC	0.25	6.51	0.039		0.03	0.04	0.6		0.16
C-AB	0.09	9.14	0.010		0.01	0.01	0.1		0.11
A-B	0.06								
A-C	8.51								

TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)
16.45-17.00									
B-AC	0.31	5.82	0.054		0.04	0.06	0.8		0.18
C-AB	0.11	8.63	0.013		0.01	0.01	0.2		0.12
A-B	0.07								
A-C	10.42								

TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)
17.00-17.15									
B-AC	0.31	5.82	0.054		0.06	0.06	0.8		0.18
C-AB	0.11	8.63	0.013		0.01	0.01	0.2		0.12
A-B	0.07								
A-C	10.42								

TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)
17.15-17.30									
B-AC	0.25	6.51	0.039		0.06	0.04	0.6		0.16
C-AB	0.09	9.14	0.010		0.01	0.01	0.2		0.11
A-B	0.06								
A-C	8.51								

TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)
17.30-17.45									
B-AC	0.21	6.99	0.030		0.04	0.03	0.5		0.15
C-AB	0.08	9.50	0.008		0.01	0.01	0.1		0.11
A-B	0.05								
A-C	7.13								

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
16.30	0.0
16.45	0.0
17.00	0.1
17.15	0.1
17.30	0.0
17.45	0.0

QUEUE FOR STREAM C-AB

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE
16.30	0.0
16.45	0.0
17.00	0.0
17.15	0.0
17.30	0.0
17.45	0.0

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	23.4	15.6	3.8	0.16	3.8	0.16
C-AB	8.3	5.5	0.9	0.11	0.9	0.11
A-B	5.5	3.7				
A-C	781.8	521.2				
ALL	1471.4	980.9	4.8	0.00	4.8	0.00

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

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

SLOPES AND INTERCEPT

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

Intercept For STREAM B-C	Slope For Opposing STREAM A-C	Slope For Opposing STREAM A-B
659.54	0.25	0.10

Intercept For STREAM B-A	Slope For Opposing STREAM A-C	Slope For Opposing STREAM A-B	Slope For Opposing STREAM C-A	Slope For Opposing STREAM C-B
513.44	0.23	0.09	0.15	0.33

Intercept For STREAM C-B	Slope For Opposing STREAM A-C	Slope For Opposing STREAM A-B
682.26	0.26	0.26

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

TRAFFIC DEMAND DATA

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

Demand set: 2018 SAT WITH DEVELOPMENT

TIME PERIOD BEGINS 16.15 AND ENDS 17.45

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

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	8.06	12.09	8.06
ARM B	15.00	45.00	75.00	0.25	0.38	0.25
ARM C	15.00	45.00	75.00	6.78	10.16	6.78

Demand set: 2018 SAT WITH DEVELOPMENT

TIME	FROM/TO	ARM A	ARM B	ARM C
16.15 - 17.45				
	ARM A	0.000	0.008	0.992
		0.0	5.0	640.0
		(0.0)	(0.0)	(0.0)
	ARM B	0.600	0.000	0.400
		12.0	0.0	8.0
		(0.0)	(0.0)	(0.0)
	ARM C	0.987	0.013	0.000
		535.0	7.0	0.0
		(0.0)	(0.0)	(0.0)

TURNING PROPORTIONS
TURNING COUNTS
(PERCENTAGE OF H.V.S)

TURNING PROPORTIONS ARE CALCULATED FROM TURNING COUNT DATA

QUEUE AND DELAY INFORMATION FOR EACH 15 MIN TIME SEGMENT

FOR DEMAND SET 2018 SAT WITH DEVELOPMENT
AND FOR TIME PERIOD 1

TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)
16.15-16.30									
B-AC	0.25	6.64	0.038		0.00	0.04	0.6		0.16
C-AB	0.09	9.26	0.009		0.00	0.01	0.1		0.11
A-B	0.06								
A-C	8.03								

TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)
16.30-16.45									
B-AC	0.30	6.09	0.049		0.04	0.05	0.7		0.17
C-AB	0.10	8.85	0.012		0.01	0.01	0.2		0.11
A-B	0.07								
A-C	9.59								

TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)
16.45-17.00									
B-AC	0.37	5.30	0.069		0.05	0.07	1.1		0.20
C-AB	0.13	8.28	0.016		0.01	0.02	0.2		0.12
A-B	0.09								
A-C	11.74								

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)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)
17.00-17.15									
B-AC	0.37	5.30	0.069		0.07	0.07	1.1		0.20
C-AB	0.13	8.28	0.016		0.02	0.02	0.2		0.12
A-B	0.09								
A-C	11.74								

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)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)
17.15-17.30									
B-AC	0.30	6.09	0.049		0.07	0.05	0.8		0.17
C-AB	0.10	8.85	0.012		0.02	0.01	0.2		0.11
A-B	0.07								
A-C	9.59								

TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)
17.30-17.45									
B-AC	0.25	6.64	0.038		0.05	0.04	0.6		0.16
C-AB	0.09	9.26	0.009		0.01	0.01	0.1		0.11
A-B	0.06								
A-C	8.03								

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
16.30	0.0
16.45	0.1
17.00	0.1
17.15	0.1
17.30	0.1
17.45	0.0

QUEUE FOR STREAM C-AB

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE
16.30	0.0
16.45	0.0
17.00	0.0
17.15	0.0
17.30	0.0
17.45	0.0

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	27.5	18.4	4.9	0.18	4.9	0.18
C-AB	9.6	6.4	1.1	0.12	1.1	0.12
A-B	6.9	4.6				
A-C	880.9	587.3				
ALL	1661.3	1107.6	6.0	0.00	6.0	0.00

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

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

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

Printed at 21:33:02 on 17/05/2013]

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

PICADY 5.1 ANALYSIS PROGRAM
RELEASE 5.0 (JUNE 2010)

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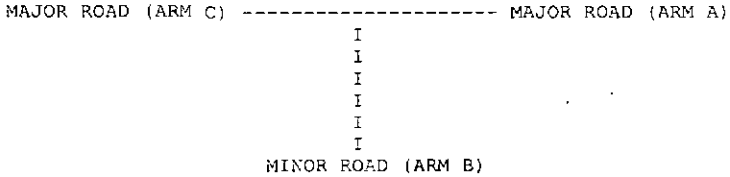
Run with file:- "C:\Users\C Smith\Documents\PICADY\CUDWORTH SYNDALE.vpi" (drive-on-the-left) at 22:35:02 on Wednesday, 17 A

RUN INFORMATION

RUN TITLE	: ALDI CUDWORTH
LOCATION	: SYNDALE ROAD
DATE	: 17/04/13
CLIENT	: ALDI STORES
ENUMERATOR	: C Smith [CSMITH-HP]
JOB NUMBER	:
STATUS	:
DESCRIPTION	:

MAJOR/MINOR JUNCTION CAPACITY AND DELAY

INPUT DATA



ARM A IS BARNSLEY ROAD E
ARM B IS SYNDALE ROAD
ARM C IS BARNSLEY ROAD W

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)	8.40 M.
CENTRAL RESERVE WIDTH	(WCR)	0.00 M.
MAJOR ROAD RIGHT TURN - WIDTH	(WC-B)	2.50 M.
- VISIBILITY	(VC-B)	111.00 M.
- BLOCKS TRAFFIC (SPACES)		YES (5)
MINOR ROAD - VISIBILITY TO LEFT	(VB-C)	50.0 M.
- VISIBILITY TO RIGHT	(VB-A)	36.0 M.
- LANE 1 WIDTH	(WB-C)	-
- LANE 2 WIDTH	(WB-A)	-
WIDTH AT 0 M FROM JUNCTION		10.00 M.
WIDTH AT 5 M FROM JUNCTION		7.50 M.
WIDTH AT 10 M FROM JUNCTION		5.78 M.
WIDTH AT 15 M FROM JUNCTION		4.98 M.
WIDTH AT 20 M FROM JUNCTION		4.00 M.
- LENGTH OF FLARED SECTION	DERIVED:	3 PCU

.SLOPES AND INTERCEPT

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

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

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

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

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

Intercept For STREAM C-B	Slope For Opposing STREAM A-C	Slope For Opposing STREAM A-B
659.08	0.23	0.23

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

TRAFFIC DEMAND DATA

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

Demand set: 2012 PM BASE

TIME PERIOD BEGINS 16.15 AND ENDS 17.45

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

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	7.06	10.59	7.06
ARM B	15.00	45.00	75.00	2.38	3.56	2.38
ARM C	15.00	45.00	75.00	6.80	10.20	6.80

Demand set: 2012 PM BASE

TIME	FROM/TO	TURNING PROPORTIONS / TURNING COUNTS (PERCENTAGE OF H.V.S) ARM A	ARM B	ARM C
16.15 - 17.45	ARM A	0.000	0.257	0.743
		0.0	145.0	420.0
		(0.0)	(0.0)	(0.0)
	ARM B	0.574	0.000	0.426
		109.0	0.0	81.0
		(0.0)	(0.0)	(0.0)
	ARM C	0.796	0.204	0.000
		433.0	111.0	0.0
		(0.0)	(0.0)	(0.0)

TURNING PROPORTIONS ARE CALCULATED FROM TURNING COUNT DATA

QUEUE AND DELAY INFORMATION FOR EACH 15 MIN TIME SEGMENT

FOR DEMAND SET 2012 PM BASE
AND FOR TIME PERIOD 1

TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)
16.15-16.30									
B-C	1.02	9.12	0.111		0.00	0.12	1.8		0.12
B-A	1.37	6.65	0.206		0.00	0.25	3.6		0.19
C-AB	1.39	9.36	0.149		0.00	0.17	2.6		0.13
A-B	1.82								
A-C	5.27								

TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)
16.30-16.45									
B-C	1.21	8.72	0.139		0.12	0.16	2.3		0.13
B-A	1.63	6.14	0.266		0.25	0.36	5.1		0.22
C-AB	1.66	9.05	0.184		0.17	0.22	3.3		0.14
A-B	2.17								
A-C	6.29								

TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)
16.45-17.00									
B-C	1.49	8.11	0.183		0.16	0.22	3.2		0.15
B-A	2.00	5.44	0.368		0.36	0.57	8.0		0.29
C-AB	2.04	8.61	0.236		0.22	0.31	4.6		0.15
A-B	2.66								
A-C	7.71								

TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)
17.00-17.15									
B-C	1.49	8.11	0.183		0.22	0.22	3.3		0.15
B-A	2.00	5.44	0.368		0.57	0.57	8.6		0.29
C-AB	2.04	8.61	0.236		0.31	0.31	4.6		0.15
A-B	2.66								
A-C	7.71								

TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)
17.15-17.30									
B-C	1.21	8.71	0.139		0.22	0.16	2.5		0.13
B-A	1.63	6.14	0.266		0.57	0.37	5.8		0.22
C-AB	1.66	9.05	0.184		0.31	0.23	3.4		0.14
A-B	2.17								
A-C	6.29								

TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)
17.30-17.45									
B-C	1.02	9.11	0.112		0.16	0.13	1.9		0.12
B-A	1.37	6.65	0.206		0.37	0.26	4.1		0.19
C-AB	1.39	9.36	0.149		0.23	0.18	2.6		0.13
A-B	1.82								
A-C	5.27								

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

QUEUE FOR STREAM B-C

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE
16.30	0.1
16.45	0.2
17.00	0.2
17.15	0.2
17.30	0.2
17.45	0.1

QUEUE FOR STREAM B-A

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE	
16.30	0.3	
16.45	0.4	
17.00	0.6	*
17.15	0.6	*
17.30	0.4	
17.45	0.3	

QUEUE FOR STREAM C-AB

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE
16.30	0.2
16.45	0.2
17.00	0.3
17.15	0.3
17.30	0.2
17.45	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-C	111.5	74.3	15.2	0.14	15.2	0.14
B-A	150.0	100.0	35.2	0.23	35.2	0.23
C-AB	152.8	101.9	21.2	0.14	21.2	0.14
A-B	199.6	133.1				
A-C	578.1	385.4				
ALL	1788.0	1192.0	71.6	0.04	71.6	0.04

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

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

.SLOPES AND INTERCEPT

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

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

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

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

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

Intercept For STREAM C-B	Slope For Opposing STREAM A-C	Slope For Opposing STREAM A-B
659.08	0.23	0.23

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

TRAFFIC DEMAND DATA

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

Demand set: 2013 PM NO DEVELOPMENT

TIME PERIOD BEGINS 16.15 AND ENDS 17.45

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

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	7.20	10.80	7.20
ARM B	15.00	45.00	75.00	2.42	3.64	2.42
ARM C	15.00	45.00	75.00	6.93	10.39	6.93

Demand set: 2013 PM NO DEVELOPMENT

TIME	FROM/TO	TURNING PROPORTIONS / TURNING COUNTS (PERCENTAGE OF H.V.S) ARM A	ARM B	ARM C
16.15 - 17.45	ARM A	0.000	0.257	0.743
		0.0	148.0	428.0
		(0.0)	(0.0)	(0.0)
	ARM B	0.572	0.000	0.428
		111.0	0.0	83.0
		(0.0)	(0.0)	(0.0)
	ARM C	0.796	0.204	0.000
		441.0	113.0	0.0
		(0.0)	(0.0)	(0.0)

TURNING PROPORTIONS ARE CALCULATED FROM TURNING COUNT DATA

QUEUE AND DELAY INFORMATION FOR EACH 15 MIN TIME SEGMENT

FOR DEMAND SET 2013 PM NO DEVELOPMENT
AND FOR TIME PERIOD 1

TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)
16.15-16.30									
B-C	1.04	9.09	0.115		0.00	0.13	1.9		0.12
B-A	1.39	6.60	0.211		0.00	0.26	3.7		0.19
C-AB	1.42	9.33	0.152		0.00	0.18	2.6		0.13
A-B	1.86								
A-C	5.37								

TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)
16.30-16.45									
B-C	1.24	8.67	0.143		0.13	0.17	2.4		0.13
B-A	1.66	6.08	0.274		0.26	0.37	5.3		0.23
C-AB	1.69	9.01	0.188		0.18	0.23	3.4		0.14
A-B	2.22								
A-C	6.41								

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)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)
16.45-17.00									
B-C	1.52	8.05	0.189		0.17	0.23	3.4		0.15
B-A	2.04	5.36	0.380		0.37	0.59	8.4		0.30
C-AB	2.07	8.57	0.242		0.23	0.32	4.7		0.15
A-B	2.72								
A-C	7.85								

TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)
17.00-17.15									
B-C	1.52	8.04	0.189		0.23	0.23	3.5		0.15
B-A	2.04	5.36	0.380		0.59	0.60	9.0		0.30
C-AB	2.07	8.57	0.242		0.32	0.32	4.8		0.15
A-B	2.72								
A-C	7.85								

TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)
17.15-17.30									
B-C	1.24	8.66	0.144		0.23	0.17	2.6		0.14
B-A	1.66	6.08	0.274		0.60	0.38	6.0		0.23
C-AB	1.69	9.01	0.188		0.32	0.23	3.5		0.14
A-B	2.22								
A-C	6.41								

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)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)
17.30-17.45									
B-C	1.04	9.08	0.115		0.17	0.13	2.0		0.12
B-A	1.39	6.60	0.211		0.38	0.27	4.2		0.19
C-AB	1.42	9.33	0.152		0.23	0.18	2.7		0.13
A-B	1.86								
A-C	5.37								

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

QUEUE FOR STREAM B-C

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE
16.30	0.1
16.45	0.2
17.00	0.2
17.15	0.2
17.30	0.2
17.45	0.1

QUEUE FOR STREAM B-A

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE
16.30	0.3
16.45	0.4
17.00	0.6
17.15	0.6
17.30	0.4
17.45	0.3

QUEUE FOR STREAM C-AB

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE
16.30	0.2
16.45	0.2
17.00	0.3
17.15	0.3
17.30	0.2
17.45	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-C	114.2	76.2	15.7	0.14	15.7	0.14
B-A	152.8	101.9	36.8	0.24	36.8	0.24
C-AB	155.5	103.7	21.8	0.14	21.8	0.14
A-B	203.7	135.8				
A-C	589.1	392.7				
ALL	1822.4	1214.9	74.3	0.04	74.3	0.04

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

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

.SLOPES AND INTERCEPT

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

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

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

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

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

Intercept For STREAM C-B	Slope For Opposing STREAM A-C	Slope For Opposing STREAM A-B
659.08	0.23	0.23

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

TRAFFIC DEMAND DATA

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

Demand set: 2018 PM NO DEVELOPMENT

TIME PERIOD BEGINS 16.15 AND ENDS 17.45

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

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	8.04	12.06	8.04
ARM B	15.00	45.00	75.00	2.70	4.05	2.70
ARM C	15.00	45.00	75.00	7.74	11.61	7.74

Demand set: 2018 PM NO DEVELOPMENT

TIME	FROM/TO	ARM A	ARM B	ARM C
		TURNING PROPORTIONS		
		TURNING COUNTS		
		(PERCENTAGE OF H.V.S)		
16.15 - 17.45	ARM A	0.000	0.257	0.743
		0.0	165.0	478.0
		(0.0)	(0.0)	(0.0)
	ARM B	0.574	0.000	0.426
		124.0	0.0	92.0
		(0.0)	(0.0)	(0.0)
	ARM C	0.796	0.204	0.000
		493.0	126.0	0.0
		(0.0)	(0.0)	(0.0)

TURNING PROPORTIONS ARE CALCULATED FROM TURNING COUNT DATA

QUEUE AND DELAY INFORMATION FOR EACH 15 MIN TIME SEGMENT

FOR DEMAND SET 2018 PM NO DEVELOPMENT
AND FOR TIME PERIOD 1

TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)
16.15-16.30									
B-C	1.15	8.84	0.131		0.00	0.15	2.2		0.13
B-A	1.56	6.30	0.247		0.00	0.32	4.6		0.21
C-AB	1.58	9.14	0.173		0.00	0.21	3.1		0.13
A-B	2.07								
A-C	6.00								
16.30-16.45									
B-C	1.38	8.36	0.165		0.15	0.20	2.9		0.14
B-A	1.86	5.71	0.325		0.32	0.47	6.7		0.26
C-AB	1.89	8.78	0.215		0.21	0.27	4.1		0.14
A-B	2.47								
A-C	7.16								
16.45-17.00									
B-C	1.69	7.58	0.223		0.20	0.28	4.1		0.17
B-A	2.28	4.91	0.463		0.47	0.83	11.5		0.37
C-AB	2.31	8.29	0.279		0.27	0.38	5.7		0.17
A-B	3.03								
A-C	8.77								
17.00-17.15									
B-C	1.69	7.56	0.223		0.28	0.29	4.3		0.17
B-A	2.28	4.91	0.464		0.83	0.84	12.6		0.38
C-AB	2.31	8.29	0.279		0.38	0.38	5.8		0.17
A-B	3.03								
A-C	8.77								

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)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)
17.15-17.30									
B-C	1.38	8.34	0.165		0.29	0.20	3.1		0.14
B-A	1.86	5.71	0.325		0.84	0.49	7.9		0.26
C-AB	1.89	8.78	0.215		0.38	0.28	4.2		0.15
A-B	2.47								
A-C	7.16								

TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)	AVERAGE DELAY PER ARRIVING. VEHICLE (MIN)
17.30-17.45									
B-C	1.15	8.83	0.131		0.20	0.15	2.3		0.13
B-A	1.56	6.29	0.247		0.49	0.33	5.2		0.21
C-AB	1.58	9.14	0.173		0.28	0.21	3.2		0.13
A-B	2.07								
A-C	6.00								

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

QUEUE FOR STREAM B-C

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE
16.30	0.1
16.45	0.2
17.00	0.3
17.15	0.3
17.30	0.2
17.45	0.2

QUEUE FOR STREAM B-A

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE
16.30	0.3
16.45	0.5
17.00	0.8 *
17.15	0.8 *
17.30	0.5
17.45	0.3

QUEUE FOR STREAM C-AB

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE
16.30	0.2
16.45	0.3
17.00	0.4
17.15	0.4
17.30	0.3
17.45	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-C	126.6	84.4	18.8	0.15	18.8	0.15
B-A	170.7	113.8	48.5	0.28	48.5	0.28
C-AB	173.4	115.6	26.0	0.15	26.0	0.15
A-B	227.1	151.4				
A-C	657.9	438.6				
ALL	2034.4	1356.2	93.3	0.05	93.3	0.05

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

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

.SLOPES AND INTERCEPT

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

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

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

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

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

Intercept For STREAM C-B	Slope For Opposing SIREAM A-C	Slope For Opposing STREAM A-B
659.08	0.23	0.23

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

TRAFFIC DEMAND DATA

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

Demand set: 2013 PM WITH DEVELOPMENT

TIME PERIOD BEGINS 16.15 AND ENDS 17.45

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

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	7.30	10.95	7.30
ARM B	15.00	45.00	75.00	2.45	3.68	2.45
ARM C	15.00	45.00	75.00	7.28	10.91	7.28

Demand set: 2013 PM WITH DEVELOPMENT

TIME	FROM/TO	TURNING PROPORTIONS / TURNING COUNTS (PERCENTAGE OF H.V.S) ARM A	ARM B	ARM C
16.15 - 17.45	ARM A	0.000	0.240	0.760
		0.0	140.0	444.0
		(0.0)	(0.0)	(0.0)
	ARM B	0.541	0.000	0.459
		106.0	0.0	90.0
		(0.0)	(0.0)	(0.0)
	ARM C	0.787	0.213	0.000
		458.0	124.0	0.0
		(0.0)	(0.0)	(0.0)

TURNING PROPORTIONS ARE CALCULATED FROM TURNING COUNT DATA

QUEUE AND DELAY INFORMATION FOR EACH 15 MIN TIME SEGMENT

FOR DEMAND SET 2013 PM WITH DEVELOPMENT
AND FOR TIME PERIOD 1

TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)
16.15-16.30									
B-C	1.13	9.19	0.123		0.00	0.14	2.0		0.12
B-A	1.33	6.40	0.208		0.00	0.26	3.7		0.20
C-AB	1.56	9.31	0.167		0.00	0.20	3.0		0.13
A-B	1.76								
A-C	5.57								

TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)
16.30-16.45									
B-C	1.35	8.76	0.154		0.14	0.18	2.6		0.13
B-A	1.59	5.87	0.271		0.26	0.36	5.2		0.23
C-AB	1.86	8.98	0.207		0.20	0.26	3.9		0.14
A-B	2.10								
A-C	6.65								

TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)
16.45-17.00									
B-C	1.65	8.12	0.203		0.18	0.25	3.7		0.15
B-A	1.95	5.13	0.379		0.36	0.59	8.4		0.31
C-AB	2.28	8.53	0.267		0.26	0.36	5.4		0.16
A-B	2.57								
A-C	8.15								

TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)
17.00-17.15									
B-C	1.65	8.11	0.204		0.25	0.25	3.8		0.15
B-A	1.95	5.13	0.379		0.59	0.60	9.0		0.31
C-AB	2.28	8.53	0.267		0.36	0.36	5.5		0.16
A-B	2.57								
A-C	8.15								

TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)
17.15-17.30									
B-C	1.35	8.75	0.154		0.25	0.18	2.8		0.14
B-A	1.59	5.86	0.271		0.60	0.38	6.0		0.24
C-AB	1.86	8.98	0.207		0.36	0.26	4.0		0.14
A-B	2.10								
A-C	6.65								

TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)
17.30-17.45									
B-C	1.13	9.18	0.123		0.18	0.14	2.2		0.12
B-A	1.33	6.40	0.208		0.38	0.27	4.2		0.20
C-AB	1.56	9.31	0.167		0.26	0.20	3.0		0.13
A-B	1.76								
A-C	5.57								

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

QUEUE FOR STREAM B-C

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE	
16.30	0.1	
16.45	0.2	
17.00	0.3	
17.15	0.3	
17.30	0.2	
17.45	0.1	

QUEUE FOR STREAM B-A

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE	
16.30	0.3	
16.45	0.4	
17.00	0.6	*
17.15	0.6	*
17.30	0.4	
17.45	0.3	

QUEUE FOR STREAM C-AB

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE
16.30	0.2
16.45	0.3
17.00	0.4
17.15	0.4
17.30	0.3
17.45	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-C	123.9	82.6	17.1	0.14	17.1	0.14
B-A	145.9	97.3	36.4	0.25	36.4	0.25
C-AB	170.7	113.8	24.7	0.14	24.7	0.14
A-B	192.7	128.5				
A-C	611.1	407.4				
ALL	1874.7	1249.8	78.2	0.04	78.2	0.04

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

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

.SLOPES AND INTERCEPT

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

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

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

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

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

Intercept For STREAM C-B	Slope For Opposing STREAM A-C	Slope For Opposing STREAM A-B
659.08	0.23	0.23

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

TRAFFIC DEMAND DATA

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

Demand set: 2018 PM WITH DEVELOPMENT

TIME PERIOD BEGINS 16.15 AND ENDS 17.45

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

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	8.15	12.22	8.15
ARM B	15.00	45.00	75.00	2.72	4.09	2.72
ARM C	15.00	45.00	75.00	8.10	12.15	8.10

Demand set: 2018 PM WITH DEVELOPMENT

TIME	FROM/TO	TURNING PROPORTIONS / TURNING COUNTS (PERCENTAGE OF H.V.S) ARM A	ARM B	ARM C
16.15 - 17.45	ARM A	0.000	0.242	0.758
		0.0	158.0	494.0
		(0.0)	(0.0)	(0.0)
	ARM B	0.546	0.000	0.454
		119.0	0.0	99.0
		(0.0)	(0.0)	(0.0)
	ARM C	0.787	0.213	0.000
		510.0	138.0	0.0
		(0.0)	(0.0)	(0.0)

TURNING PROPORTIONS ARE CALCULATED FROM TURNING COUNT DATA

QUEUE AND DELAY INFORMATION FOR EACH 15 MIN TIME SEGMENT

FOR DEMAND SET 2018 PM WITH DEVELOPMENT
AND FOR TIME PERIOD 1

TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)
16.15-16.30									
B-C	1.24	8.92	0.139		0.00	0.16	2.3		0.13
B-A	1.49	6.10	0.245		0.00	0.32	4.5		0.22
C-AB	1.73	9.11	0.190		0.00	0.23	3.4		0.13
A-B	1.98								
A-C	6.20								
16.30-16.45									
B-C	1.48	8.42	0.176		0.16	0.21	3.1		0.14
B-A	1.78	5.51	0.324		0.32	0.47	6.7		0.27
C-AB	2.07	8.75	0.236		0.23	0.31	4.6		0.15
A-B	2.37								
A-C	7.40								
16.45-17.00									
B-C	1.82	7.62	0.239		0.21	0.31	4.5		0.17
B-A	2.18	4.68	0.467		0.47	0.84	11.6		0.39
C-AB	2.53	8.25	0.307		0.31	0.44	6.6		0.17
A-B	2.90								
A-C	9.07								
17.00-17.15									
B-C	1.82	7.60	0.239		0.31	0.31	4.7		0.17
B-A	2.18	4.68	0.467		0.84	0.85	12.7		0.40
C-AB	2.53	8.25	0.307		0.44	0.44	6.7		0.17
A-B	2.90								
A-C	9.07								

TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)
17.15-17.30									
B-C	1.48	8.41	0.176		0.31	0.22	3.4		0.14
B-A	1.78	5.50	0.324		0.85	0.49	7.8		0.27
C-AB	2.07	8.75	0.236		0.44	0.31	4.7		0.15
A-B	2.37								
A-C	7.40								

TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)
17.30-17.45									
B-C	1.24	8.91	0.139		0.22	0.16	2.5		0.13
B-A	1.49	6.10	0.245		0.49	0.33	5.2		0.22
C-AB	1.73	9.11	0.190		0.31	0.24	3.6		0.14
A-B	1.98								
A-C	6.20								

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

QUEUE FOR STREAM B-C

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE	
16.30	0.2	
16.45	0.2	
17.00	0.3	
17.15	0.3	
17.30	0.2	
17.45	0.2	

QUEUE FOR STREAM B-A

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE	
16.30	0.3	
16.45	0.5	
17.00	0.8	*
17.15	0.9	*
17.30	0.5	
17.45	0.3	

QUEUE FOR STREAM C-AB

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE
16.30	0.2
16.45	0.3
17.00	0.4
17.15	0.4
17.30	0.3
17.45	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-C	136.3	90.8	20.4	0.15	20.4	0.15
B-A	163.8	109.2	48.5	0.30	48.5	0.30
C-AB	189.9	126.6	29.5	0.16	29.5	0.16
A-B	217.5	145.0				
A-C	680.0	453.3				
ALL	2089.4	1392.9	98.5	0.05	98.5	0.05

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

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

.SLOPES AND INTERCEPT

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

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

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

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

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

Intercept For STREAM C-B	Slope For Opposing STREAM A-C	Slope For Opposing STREAM A-B
659.08	0.23	0.23

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

TRAFFIC DEMAND DATA

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

Demand set: 2012 SAT BASE

TIME PERIOD BEGINS 16.15 AND ENDS 17.45

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

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	7.19	10.78	7.19
ARM B	15.00	45.00	75.00	2.36	3.54	2.36
ARM C	15.00	45.00	75.00	5.78	8.66	5.78

Demand set: 2012 SAT BASE

TIME	FROM/TO	TURNING PROPORTIONS / TURNING COUNTS (PERCENTAGE OF H.V.S) ARM A	ARM B	ARM C
16.15 - 17.45	ARM A	0.000	0.230	0.770
		0.0	132.0	443.0
		(0.0)	(0.0)	(0.0)
	ARM B	0.508	0.000	0.492
		96.0	0.0	93.0
		(0.0)	(0.0)	(0.0)
	ARM C	0.818	0.182	0.000
		378.0	84.0	0.0
		(0.0)	(0.0)	(0.0)

TURNING PROPORTIONS ARE CALCULATED FROM TURNING COUNT DATA

QUEUE AND DELAY INFORMATION FOR EACH 15 MIN TIME SEGMENT

FOR DEMAND SET 2012 SAT BASE
AND FOR TIME PERIOD 1

TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)
16.15-16.30									
B-C	1.17	9.40	0.124		0.00	0.14	2.0		0.12
B-A	1.20	6.62	0.182		0.00	0.22	3.1		0.18
C-AB	1.05	9.33	0.113		0.00	0.13	1.9		0.12
A-B	1.66								
A-C	5.56								
16.30-16.45									
B-C	1.39	9.00	0.155		0.14	0.18	2.7		0.13
B-A	1.44	6.16	0.234		0.22	0.30	4.3		0.21
C-AB	1.26	9.01	0.140		0.13	0.16	2.4		0.13
A-B	1.98								
A-C	6.64								
16.45-17.00									
B-C	1.71	8.42	0.203		0.18	0.25	3.7		0.15
B-A	1.76	5.52	0.319		0.30	0.46	6.5		0.26
C-AB	1.54	8.57	0.180		0.16	0.22	3.3		0.14
A-B	2.42								
A-C	8.13								
17.00-17.15									
B-C	1.71	8.41	0.203		0.25	0.25	3.8		0.15
B-A	1.76	5.52	0.319		0.46	0.46	6.9		0.27
C-AB	1.54	8.57	0.180		0.22	0.22	3.3		0.14
A-B	2.42								
A-C	8.13								

TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)
17.15-17.30									
B-C	1.39	8.99	0.155		0.25	0.19	2.9		0.13
B-A	1.44	6.16	0.234		0.46	0.31	4.9		0.21
C-AB	1.26	9.01	0.140		0.22	0.16	2.5		0.13
A-B	1.98								
A-C	6.64								

TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)
17.30-17.45									
B-C	1.17	9.39	0.124		0.19	0.14	2.2		0.12
B-A	1.20	6.62	0.182		0.31	0.23	3.5		0.19
C-AB	1.05	9.33	0.113		0.16	0.13	1.9		0.12
A-B	1.66								
A-C	5.56								

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

QUEUE FOR STREAM B-C

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE
16.30	0.1
16.45	0.2
17.00	0.3
17.15	0.3
17.30	0.2
17.45	0.1

QUEUE FOR STREAM B-A

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE
16.30	0.2
16.45	0.3
17.00	0.5
17.15	0.5
17.30	0.3
17.45	0.2

QUEUE FOR STREAM C-AB

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE
16.30	0.1
16.45	0.2
17.00	0.2
17.15	0.2
17.30	0.2
17.45	0.1

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-C	128.0	85.3	17.2	0.13	17.2	0.13
B-A	132.1	88.1	29.3	0.22	29.3	0.22
C-AB	115.6	77.1	15.2	0.13	15.2	0.13
A-B	181.7	121.1				
A-C	609.8	406.5				
ALL	1687.5	1125.0	61.7	0.04	61.7	0.04

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

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

.SLOPES AND INTERCEPT

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

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

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

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

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

Intercept For STREAM C-B	Slope For Opposing STREAM A-C	Slope For Opposing STREAM A-B
659.08	0.23	0.23

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

TRAFFIC DEMAND DATA

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

Demand set: 2013 SAT NO DEVELOPMENT

TIME PERIOD BEGINS 16.15 AND ENDS 17.45

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

DEMAND FLOW PROFILES ARE SYNTHESISED FROM TURNING COUNT DATA

ARM	NUMBER OF MINUTES FROM START WHEN 1 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	7.32	10.99	7.32
ARM B	15.00	45.00	75.00	2.41	3.62	2.41
ARM C	15.00	45.00	75.00	5.89	8.83	5.89

Demand set: 2013 SAT NO DEVELOPMENT

TIME	FROM/TO	TURNING PROPORTIONS / TURNING COUNTS (PERCENTAGE OF H.V.S) ARM A	ARM B	ARM C
16.15 - 17.45	ARM A	0.000	0.230	0.770
		0.0	135.0	451.0
		(0.0)	(0.0)	(0.0)
	ARM B	0.508	0.000	0.492
		98.0	0.0	95.0
		(0.0)	(0.0)	(0.0)
	ARM C	0.817	0.183	0.000
		385.0	86.0	0.0
		(0.0)	(0.0)	(0.0)

TURNING PROPORTIONS ARE CALCULATED FROM TURNING COUNT DATA

QUEUE AND DELAY INFORMATION FOR EACH 15 MIN TIME SEGMENT

FOR DEMAND SET 2013 SAT NO DEVELOPMENT
AND FOR TIME PERIOD 1

TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)
16.15-16.30									
B-C	1.19	9.36	0.127		0.00	0.14	2.1		0.12
B-A	1.23	6.58	0.187		0.00	0.23	3.2		0.19
C-AB	1.08	9.30	0.116		0.00	0.13	1.9		0.12
A-B	1.69								
A-C	5.66								

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/ IIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)
16.30-16.45									
B-C	1.42	8.95	0.159		0.14	0.19	2.7		0.13
B-A	1.47	6.10	0.241		0.23	0.31	4.5		0.22
C-AB	1.29	8.98	0.144		0.13	0.17	2.5		0.13
A-B	2.02								
A-C	6.76								

TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)
16.45-17.00									
B-C	1.74	8.35	0.209		0.19	0.26	3.8		0.15
B-A	1.80	5.45	0.330		0.31	0.48	6.9		0.27
C-AB	1.58	8.53	0.185		0.17	0.22	3.4		0.14
A-B	2.48								
A-C	8.28								

TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)
17.00-17.15									
B-C	1.74	8.35	0.209		0.26	0.26	3.9		0.15
B-A	1.80	5.45	0.330		0.48	0.49	7.3		0.27
C-AB	1.58	8.53	0.185		0.22	0.23	3.4		0.14
A-B	2.48								
A-C	8.28								

TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)
17.15-17.30									
B-C	1.42	8.94	0.159		0.26	0.19	2.9		0.13
B-A	1.47	6.10	0.241		0.49	0.32	5.1		0.22
C-AB	1.29	8.98	0.144		0.23	0.17	2.5		0.13
A-B	2.02								
A-C	6.76								

TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)
17.30-17.45									
B-C	1.19	9.35	0.127		0.19	0.15	2.3		0.12
B-A	1.23	6.57	0.187		0.32	0.23	3.6		0.19
C-AB	1.08	9.30	0.116		0.17	0.13	2.0		0.12
A-B	1.69								
A-C	5.66								

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

QUEUE FOR STREAM B-C

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE
16.30	0.1
16.45	0.2
17.00	0.3
17.15	0.3
17.30	0.2
17.45	0.1

QUEUE FOR STREAM B-A

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE
16.30	0.2
16.45	0.3
17.00	0.5
17.15	0.5
17.30	0.3
17.45	0.2

QUEUE FOR STREAM C-AB

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE
16.30	0.1
16.45	0.2
17.00	0.2
17.15	0.2
17.30	0.2
17.45	0.1

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-C	130.8	87.2	17.8	0.14	17.8	0.14
B-A	134.9	89.9	30.5	0.23	30.5	0.23
C-AB	118.4	78.9	15.7	0.13	15.7	0.13
A-B	185.8	123.9				
A-C	620.8	413.8				
ALL	1720.5	1147.0	64.0	0.04	64.0	0.04

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

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

.SLOPES AND INTERCEPT

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

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

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

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

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

Intercept For STREAM C-B	Slope For Opposing STREAM A-C	Slope For Opposing STREAM A-B
659.08	0.23	0.23

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

TRAFFIC DEMAND DATA

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

Demand set: 2018 SAT NO DEVELOPMENT

TIME PERIOD BEGINS 16.15 AND ENDS 17.45

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

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
1 ARM A	15.00	45.00	75.00	8.29	12.43	8.29
ARM B	15.00	45.00	75.00	2.72	4.09	2.72
ARM C	15.00	45.00	75.00	6.66	9.99	6.66

Demand set: 2018 SAT NO DEVELOPMENT

TIME	FROM/TO	TURNING PROPORTIONS / TURNING COUNTS (PERCENTAGE OF H.V.S) ARM A	ARM B	ARM C
16.15 - 17.45	ARM A	0.000	0.229	0.771
		0.0	152.0	511.0
		(0.0)	(0.0)	(0.0)
	ARM B	0.509	0.000	0.491
		111.0	0.0	107.0
		(0.0)	(0.0)	(0.0)
	ARM C	0.818	0.182	0.000
		436.0	97.0	0.0
		(0.0)	(0.0)	(0.0)

TURNING PROPORTIONS ARE CALCULATED FROM TURNING COUNT DATA

QUEUE AND DELAY INFORMATION FOR EACH 15 MIN TIME SEGMENT

FOR DEMAND SET 2018 SAT NO DEVELOPMENT
AND FOR TIME PERIOD 1

TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)
16.15-16.30									
B-C	1.34	9.08	0.148		0.00	0.17	2.5		0.13
B-A	1.39	6.26	0.222		0.00	0.28	4.0		0.20
C-AB	1.22	9.08	0.134		0.00	0.15	2.3		0.13
A-B	1.91								
A-C	6.41								

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)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)
16.30-16.45									
B-C	1.60	8.60	0.186		0.17	0.23	3.3		0.14
B-A	1.66	5.72	0.291		0.28	0.40	5.8		0.25
C-AB	1.45	8.71	0.167		0.15	0.20	3.0		0.14
A-B	2.28								
A-C	7.66								

TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)
16.45-17.00									
B-C	1.96	7.87	0.249		0.23	0.33	4.8		0.17
B-A	2.04	4.98	0.409		0.40	0.67	9.4		0.34
C-AB	1.78	8.20	0.217		0.20	0.27	4.1		0.16
A-B	2.79								
A-C	9.38								

TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)
17.00-17.15									
B-C	1.96	7.86	0.250		0.33	0.33	4.9		0.17
B-A	2.04	4.98	0.409		0.67	0.68	10.1		0.34
C-AB	1.78	8.20	0.217		0.27	0.28	4.2		0.16
A-B	2.79								
A-C	9.38								

TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)
17.15-17.30									
B-C	1.60	8.59	0.187		0.33	0.23	3.6		0.14
B-A	1.66	5.72	0.291		0.68	0.42	6.6		0.25
C-AB	1.45	8.71	0.167		0.28	0.20	3.0		0.14
A-B	2.28								
A-C	7.66								

TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)
17.30-17.45									
B-C	1.34	9.07	0.148		0.23	0.18	2.7		0.13
B-A	1.39	6.26	0.223		0.42	0.29	4.5		0.21
C-AB	1.22	9.08	0.134		0.20	0.16	2.3		0.13
A-B	1.91								
A-C	6.41								

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

QUEUE FOR STREAM B-C

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE
16.30	0.2
16.45	0.2
17.00	0.3
17.15	0.3
17.30	0.2
17.45	0.2

QUEUE FOR STREAM B-A

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE	
16.30	0.3	
16.45	0.4	
17.00	0.7	*
17.15	0.7	*
17.30	0.4	
17.45	0.3	

QUEUE FOR STREAM C-AB

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE
16.30	0.2
16.45	0.2
17.00	0.3
17.15	0.3
17.30	0.2
17.45	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-C	147.3	98.2	21.8	0.15	21.8	0.15
B-A	152.8	101.9	40.5	0.26	40.5	0.26
C-AB	133.5	89.0	18.9	0.14	18.9	0.14
A-B	209.2	139.5				
A-C	703.4	468.9				
ALL	1946.3	1297.5	81.1	0.04	81.1	0.04

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

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

.SLOPES AND INTERCEPT

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

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

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

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

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

Intercept For STREAM C-B	Slope For Opposing STREAM A-C	Slope For Opposing STREAM A-B
659.08	0.23	0.23

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

TRAFFIC DEMAND DATA

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

Demand set: 2013 SAT WITH DEVELOPMENT

TIME PERIOD BEGINS 16.15 AND ENDS 17.45

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

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	7.47	11.21	7.47
ARM B	15.00	45.00	75.00	2.44	3.66	2.44
ARM C	15.00	45.00	75.00	6.30	9.45	6.30

Demand set: 2013 SAT WITH DEVELOPMENT

TIME	FROM/TO	TURNING PROPORTIONS / TURNING COUNTS (PERCENTAGE OF H.V.S) ARM A	ARM B	ARM C
16.15 - 17.45	ARM A	0.000	0.209	0.791
		0.0	125.0	473.0
		(0.0)	(0.0)	(0.0)
	ARM B	0.467	0.000	0.533
		91.0	0.0	104.0
		(0.0)	(0.0)	(0.0)
	ARM C	0.804	0.196	0.000
		405.0	99.0	0.0
		(0.0)	(0.0)	(0.0)

TURNING PROPORTIONS ARE CALCULATED FROM TURNING COUNT DATA

QUEUE AND DELAY INFORMATION FOR EACH 15 MIN TIME SEGMENT

FOR DEMAND SET 2013 SAT WITH DEVELOPMENT
AND FOR TIME PERIOD 1

TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)
16.15-16.30									
B-C	1.30	9.49	0.137		0.00	0.16	2.3		0.12
B-A	1.14	6.33	0.180		0.00	0.22	3.1		0.19
C-AB	1.24	9.27	0.134		0.00	0.15	2.3		0.12
A-B	1.57								
A-C	5.93								

TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)
16.30-16.45									
B-C	1.56	9.07	0.172		0.16	0.21	3.0		0.13
B-A	1.36	5.83	0.234		0.22	0.30	4.3		0.22
C-AB	1.48	8.94	0.166		0.15	0.20	3.0		0.13
A-B	1.87								
A-C	7.09								

TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)
16.45-17.00									
B-C	1.91	8.45	0.226		0.21	0.29	4.2		0.15
B-A	1.67	5.15	0.324		0.30	0.47	6.7		0.29
C-AB	1.82	8.48	0.214		0.20	0.27	4.0		0.15
A-B	2.29								
A-C	8.68								

TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)
17.00-17.15									
B-C	1.91	8.44	0.226		0.29	0.29	4.3		0.15
B-A	1.67	5.15	0.324		0.47	0.47	7.1		0.29
C-AB	1.82	8.48	0.214		0.27	0.27	4.1		0.15
A-B	2.29								
A-C	8.68								

TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)
17.15-17.30									
B-C	1.56	9.06	0.172		0.29	0.21	3.2		0.13
B-A	1.36	5.83	0.234		0.47	0.31	4.9		0.22
C-AB	1.48	8.94	0.166		0.27	0.20	3.0		0.13
A-B	1.87								
A-C	7.09								

TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)
17.30-17.45									
B-C	1.30	9.49	0.138		0.21	0.16	2.5		0.12
B-A	1.14	6.32	0.181		0.31	0.22	3.5		0.19
C-AB	1.24	9.27	0.134		0.20	0.16	2.3		0.12
A-B	1.57								
A-C	5.93								

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

QUEUE FOR STREAM B-C

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE
16.30	0.2
16.45	0.2
17.00	0.3
17.15	0.3
17.30	0.2
17.45	0.2

QUEUE FOR STREAM B-A

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE
16.30	0.2
16.45	0.3
17.00	0.5
17.15	0.5
17.30	0.3
17.45	0.2

QUEUE FOR STREAM C-AB

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE
16.30	0.2
16.45	0.2
17.00	0.3
17.15	0.3
17.30	0.2
17.45	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-C	143.1	95.4	19.5	0.14	19.5	0.14
B-A	125.3	83.5	29.5	0.24	29.5	0.24
C-AB	136.3	90.8	18.7	0.14	18.7	0.14
A-B	172.1	114.7				
A-C	651.0	434.0				
ALL	1785.2	1190.1	67.8	0.04	67.8	0.04

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

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

.SLOPES AND INTERCEPT

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

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

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

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

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

Intercept For STREAM C-B	Slope For Opposing STREAM A-C	Slope For Opposing STREAM A-B
659.08	0.23	0.23

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

TRAFFIC DEMAND DATA

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

Demand set: 2018 SAT WITH DEVELOPMENT

TIME PERIOD BEGINS 16.15 AND ENDS 17.45

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

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	8.45	12.67	8.45
ARM B	15.00	45.00	75.00	2.76	4.14	2.76
ARM C	15.00	45.00	75.00	7.09	10.63	7.09

Demand set: 2018 SAT WITH DEVELOPMENT

TIME	FROM/TO	TURNING PROPORTIONS / TURNING COUNTS (PERCENTAGE OF H.V.S) ARM A	ARM B	ARM C
16.15 - 17.45	ARM A	0.000	0.212	0.788
		0.0	143.0	533.0
		(0.0)	(0.0)	(0.0)
	ARM B	0.471	0.000	0.529
		104.0	0.0	117.0
		(0.0)	(0.0)	(0.0)
	ARM C	0.804	0.196	0.000
		456.0	111.0	0.0
		(0.0)	(0.0)	(0.0)

TURNING PROPORTIONS ARE CALCULATED FROM TURNING COUNT DATA

QUEUE AND DELAY INFORMATION FOR EACH 15 MIN TIME SEGMENT

FOR DEMAND SET 2018 SAT WITH DEVELOPMENT
AND FOR TIME PERIOD 1

TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)
16.15-16.30									
B-C	1.47	9.20	0.160		0.00	0.19	2.7		0.13
B-A	1.30	6.02	0.217		0.00	0.27	3.9		0.21
C-AB	1.39	9.04	0.154		0.00	0.18	2.7		0.13
A-B	1.79								
A-C	6.69								

TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)
16.30-16.45									
B-C	1.75	8.70	0.202		0.19	0.25	3.6		0.14
B-A	1.56	5.46	0.285		0.27	0.39	5.6		0.26
C-AB	1.66	8.67	0.192		0.18	0.23	3.5		0.14
A-B	2.14								
A-C	7.99								

TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)
16.45-17.00									
B-C	2.15	7.94	0.270		0.25	0.36	5.3		0.17
B-A	1.91	4.69	0.407		0.39	0.66	9.3		0.35
C-AB	2.04	8.15	0.250		0.23	0.33	4.9		0.16
A-B	2.62								
A-C	9.78								

TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)
17.00-17.15									
B-C	2.15	7.93	0.271		0.36	0.37	5.5		0.17
B-A	1.91	4.69	0.407		0.66	0.67	10.0		0.36
C-AB	2.04	8.15	0.250		0.33	0.33	5.0		0.16
A-B	2.62								
A-C	9.78								

TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)
17.15-17.30									
B-C	1.75	8.68	0.202		0.37	0.26	4.0		0.14
B-A	1.56	5.46	0.286		0.67	0.41	6.5		0.26
C-AB	1.66	8.67	0.192		0.33	0.24	3.6		0.14
A-B	2.14								
A-C	7.99								

TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)
17.30-17.45									
B-C	1.47	9.18	0.160		0.26	0.19	3.0		0.13
B-A	1.30	6.01	0.217		0.41	0.28	4.4		0.21
C-AB	1.39	9.04	0.154		0.24	0.18	2.8		0.13
A-B	1.79								
A-C	6.69								

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

QUEUE FOR STREAM B-C

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE	
16.30	0.2	
16.45	0.2	
17.00	0.4	
17.15	0.4	
17.30	0.3	
17.45	0.2	

QUEUE FOR STREAM B-A

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE	
16.30	0.3	
16.45	0.4	
17.00	0.7	*
17.15	0.7	*
17.30	0.4	
17.45	0.3	

QUEUE FOR STREAM C-AB

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE
16.30	0.2
16.45	0.2
17.00	0.3
17.15	0.3
17.30	0.2
17.45	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-C	161.0	107.4	24.1	0.15	24.1	0.15
B-A	143.1	95.4	39.7	0.28	39.7	0.28
C-AB	152.8	101.9	22.5	0.15	22.5	0.15
A-B	196.8	131.2				
A-C	733.6	489.1				
ALL	2015.1	1343.4	86.3	0.04	86.3	0.04

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

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

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

Printed at 21:34:00 on 17/05/2013]

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

PICADY 5.1 ANALYSIS PROGRAM
RELEASE 5.0 (JUNE 2010)

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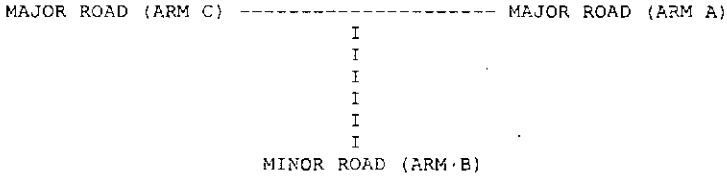
Run with file:- "C:\Users\C Smith\Documents\PICADY\CUDWORTH ACCESS.vpi" (drive-on-the-left) at 11:42:23 on Tuesday, 23 Apri

RUN INFORMATION

RUN TITLE	: ALDI CUDWORTH
LOCATION	: CUDWORTH
DATE	: 17/04/13
CLIENT	: ALDI STORES LTD
ENUMERATOR	: C Smith [CSMITH-HP]
JOB NUMBER	:
STATUS	:
DESCRIPTION	:

MAJOR/MINOR JUNCTION CAPACITY AND DELAY

INPUT DATA



ARM A IS BARNSLEY ROAD W
ARM B IS SITE ACCESS
ARM C IS BARNSLEY 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) 7.80 M.
CENTRAL RESERVE WIDTH	(WCR) 0.00 M.
MAJOR ROAD RIGHT TURN - WIDTH	(WC-B) 2.50 M.
- VISIBILITY	(VC-B) 150.00 M.
- BLOCKS TRAFFIC (SPACES)	YES (0)
MINOR ROAD - VISIBILITY TO LEFT	(VB-C) 51.0 M.
- VISIBILITY TO RIGHT	(VB-A) 27.0 M.
- LANE 1 WIDTH	(WB-C) 3.50 M.
- LANE 2 WIDTH	(WB-A) 0.00 M.

SLOPES AND INTERCEPT

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

Intercept For STREAM B-C	Slope For Opposing STREAM A-C	Slope For Opposing STREAM A-B
673.02	0.24	0.10

Intercept For STREAM B-A	Slope For Opposing STREAM A-C	Slope For Opposing STREAM A-B	Slope For Opposing STREAM C-A	Slope For Opposing STREAM C-B
532.77	0.23	0.09	0.14	0.32

Intercept For STREAM C-B	Slope For Opposing STREAM A-C	Slope For Opposing STREAM A-B
682.41	0.24	0.24

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

TRAFFIC DEMAND DATA

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

Demand set: 2013 PM WITH DEVELOPMENT

TIME PERIOD BEGINS 16.15 AND ENDS 17.45

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

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	7.05	10.58	7.05
ARM B	15.00	45.00	75.00	0.61	0.92	0.61
ARM C	15.00	45.00	75.00	6.75	10.13	6.75

Demand set: 2013 PM WITH DEVELOPMENT

TIME	FROM/TO	TURNING PROPORTIONS / TURNING COUNTS (PERCENTAGE OF H.V.S) ARM A	ARM B	ARM C
16.15 - 17.45	ARM A	0.000	0.028	0.972
		0.0	16.0	548.0
		(0.0)	(0.0)	(0.0)
	ARM B	0.347	0.000	0.653
		17.0	0.0	32.0
		(0.0)	(0.0)	(0.0)
	ARM C	0.950	0.050	0.000
		513.0	27.0	0.0
		(0.0)	(0.0)	(0.0)

TURNING PROPORTIONS ARE CALCULATED FROM TURNING COUNT DATA

QUEUE AND DELAY INFORMATION FOR EACH 15 MIN TIME SEGMENT

FOR DEMAND SET 2013 PM WITH DEVELOPMENT
AND FOR TIME PERIOD 1

TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)
16.15-16.30									
B-AC	0.61	8.09	0.076		0.00	0.08	1.2		0.13
C-AB	0.59	13.86	0.043		0.00	0.06	0.9		0.08
C-A	6.18								
A-B	0.20								
A-C	6.88								

TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)
16.30-16.45									
B-AC	0.73	7.64	0.096		0.08	0.11	1.5		0.14
C-AB	0.84	14.55	0.058		0.06	0.09	1.4		0.07
C-A	7.25								
A-B	0.24								
A-C	8.21								

TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)
16.45-17.00									
B-AC	0.90	7.01	0.128		0.11	0.15	2.1		0.16
C-AB	1.22	15.35	0.079		0.09	0.15	2.2		0.07
C-A	8.69								
A-B	0.29								
A-C	10.06								

TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)
17.00-17.15									
B-AC	0.90	7.01	0.128		0.15	0.15	2.2		0.16
C-AB	1.22	15.35	0.079		0.15	0.15	2.2		0.07
C-A	8.69								
A-B	0.29								
A-C	10.06								

TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)
17.15-17.30									
B-AC	0.73	7.64	0.096		0.15	0.11	1.7		0.14
C-AB	0.84	14.55	0.058		0.15	0.09	1.4		0.07
C-A	7.25								
A-B	0.24								
A-C	8.21								

TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)
17.30-17.45									
B-AC	0.61	8.09	0.076		0.11	0.08	1.3		0.13
C-AB	0.59	13.86	0.043		0.09	0.06	0.9		0.08
C-A	6.18								
A-B	0.20								
A-C	6.88								

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
16.30	0.1
16.45	0.1
17.00	0.1
17.15	0.1
17.30	0.1
17.45	0.1

QUEUE FOR STREAM C-AB

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE
16.30	0.1
16.45	0.1
17.00	0.1
17.15	0.1
17.30	0.1
17.45	0.1

QUEUEING DELAY INFORMATION OVER WHOLE PERIOD

STREAM	TOTAL DEMAND (VEH)	TOTAL DEMAND (VEH/H)	* QUEUEING * DELAY * (MIN)	* QUEUEING * DELAY * (MIN/VEH)	* INCLUSIVE QUEUEING * DELAY * (MIN)	* INCLUSIVE QUEUEING * DELAY * (MIN/VEH)
B-AC	67.4	45.0	10.0	0.15	10.0	0.15
C-AB	79.5	53.0	9.1	0.11	9.1	0.11
C-A	663.8	442.5				
A-B	22.0	14.7				
A-C	754.3	502.9				
ALL	1587.0	1058.0	19.0	0.01	19.0	0.01

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

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

.SLOPES AND INTERCEPT

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

Intercept For STREAM B-C	Slope For Opposing STREAM A-C	Slope For Opposing STREAM A-B
673.02	0.24	0.10

Intercept For STREAM B-A	Slope For Opposing STREAM A-C	Slope For Opposing STREAM A-B	Slope For Opposing STREAM C-A	Slope For Opposing STREAM C-B
532.77	0.23	0.09	0.14	0.32

Intercept For STREAM C-B	Slope For Opposing STREAM A-C	Slope For Opposing STREAM A-B
682.41	0.24	0.24

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

TRAFFIC DEMAND DATA

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

Demand set: 2018 PM WITH DEVELOPMENT

TIME PERIOD BEGINS 16.15 AND ENDS 17.45

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

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	7.86	11.79	7.86
ARM B	15.00	45.00	75.00	0.61	0.92	0.61
ARM C	15.00	45.00	75.00	7.50	11.25	7.50

Demand set: 2018 PM WITH DEVELOPMENT

TIME	FROM/TO	TURNING PROPORTIONS / TURNING COUNTS (PERCENTAGE OF H.V.S) ARM A	ARM B	ARM C
16.15 - 17.45	ARM A	0.000	0.025	0.975
		0.0	16.0	613.0
		(0.0)	(0.0)	(0.0)
	ARM B	0.347	0.000	0.653
		17.0	0.0	32.0
		(0.0)	(0.0)	(0.0)
	ARM C	0.955	0.045	0.000
		573.0	27.0	0.0
		(0.0)	(0.0)	(0.0)

TURNING PROPORTIONS ARE CALCULATED FROM TURNING COUNT DATA

QUEUE AND DELAY INFORMATION FOR EACH 15 MIN TIME SEGMENT

FOR DEMAND SET 2018 PM WITH DEVELOPMENT
AND FOR TIME PERIOD 1

TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)
16.15-16.30									
B-AC	0.61	7.83	0.079		0.00	0.08	1.2		0.14
C-AB	0.63	14.16	0.044		0.00	0.06	1.0		0.07
C-A	6.90								
A-B	0.20								
A-C	7.69								
16.30-16.45									
B-AC	0.73	7.32	0.100		0.08	0.11	1.6		0.15
C-AB	0.92	14.96	0.061		0.06	0.10	1.5		0.07
C-A	8.07								
A-B	0.24								
A-C	9.18								
16.45-17.00									
B-AC	0.90	6.60	0.136		0.11	0.16	2.3		0.18
C-AB	1.36	15.86	0.086		0.10	0.16	2.5		0.07
C-A	9.65								
A-B	0.29								
A-C	11.25								
17.00-17.15									
B-AC	0.90	6.60	0.136		0.16	0.16	2.3		0.18
C-AB	1.36	15.87	0.086		0.16	0.16	2.5		0.07
C-A	9.65								
A-B	0.29								
A-C	11.25								

TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)
17.15-17.30									
B-AC	0.73	7.32	0.100		0.16	0.11	1.7		0.15
C-AB	0.92	14.97	0.061		0.16	0.10	1.5		0.07
C-A	8.07								
A-B	0.24								
A-C	9.18								

TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)
17.30-17.45									
B-AC	0.61	7.83	0.079		0.11	0.09	1.3		0.14
C-AB	0.63	14.16	0.045		0.10	0.07	1.0		0.07
C-A	6.90								
A-B	0.20								
A-C	7.69								

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
16.30	0.1
16.45	0.1
17.00	0.2
17.15	0.2
17.30	0.1
17.45	0.1

QUEUE FOR STREAM C-AB

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE
16.30	0.1
16.45	0.1
17.00	0.2
17.15	0.2
17.30	0.1
17.45	0.1

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	67.4	45.0	10.5	0.16	10.5	0.16
C-AB	87.2	58.1	9.9	0.11	9.9	0.11
C-A	738.7	492.5				
A-B	22.0	14.7				
A-C	843.7	562.5				
ALL	1759.1	1172.7	20.5	0.01	20.5	0.01

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

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

.SLOPES AND INTERCEPT

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

Intercept For STREAM B-C	Slope For Opposing STREAM A-C	Slope For Opposing STREAM A-B
673.02	0.24	0.10

Intercept For STREAM B-A	Slope For Opposing STREAM A-C	Slope For Opposing STREAM A-B	Slope For Opposing STREAM C-A	Slope For Opposing STREAM C-B
532.77	0.23	0.09	0.14	0.32

Intercept For STREAM C-B	Slope For Opposing STREAM A-C	Slope For Opposing STREAM A-B
682.41	0.24	0.24

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

TRAFFIC DEMAND DATA

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

Demand set: 2013 SAT WITH DEVELOPMENT

TIME PERIOD BEGINS 16.15 AND ENDS 17.45

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

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	6.05	9.08	6.05
ARM B	15.00	45.00	75.00	0.80	1.20	0.80
ARM C	15.00	45.00	75.00	7.32	10.99	7.32

Demand set: 2013 SAT WITH DEVELOPMENT

TIME	FROM/TO	TURNING PROPORTIONS / TURNING COUNTS (PERCENTAGE OF H.V.S) ARM A	ARM B	ARM C
16.15 - 17.45	ARM A	0.000	0.037	0.963
		0.0	18.0	466.0
		(0.0)	(0.0)	(0.0)
	ARM B	0.375	0.000	0.625
		24.0	0.0	40.0
		(0.0)	(0.0)	(0.0)
	ARM C	0.937	0.063	0.000
		549.0	37.0	0.0
		(0.0)	(0.0)	(0.0)

TURNING PROPORTIONS ARE CALCULATED FROM TURNING COUNT DATA

QUEUE AND DELAY INFORMATION FOR EACH 15 MIN TIME SEGMENT

FOR DEMAND SET 2013 SAT WITH DEVELOPMENT
AND FOR TIME PERIOD 1

TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)
16.15-16.30									
B-AC	0.80	8.17	0.098		0.00	0.11	1.6		0.14
C-AB	0.87	14.47	0.060		0.00	0.10	1.4		0.07
C-A	6.48								
A-B	0.23								
A-C	5.85								
16.30-16.45									
B-AC	0.96	7.75	0.124		0.11	0.14	2.0		0.15
C-AB	1.18	15.12	0.078		0.10	0.14	2.1		0.07
C-A	7.60								
A-B	0.27								
A-C	6.98								
16.45-17.00									
B-AC	1.17	7.16	0.164		0.14	0.19	2.8		0.17
C-AB	1.72	16.02	0.107		0.14	0.23	3.5		0.07
C-A	9.04								
A-B	0.33								
A-C	8.55								
17.00-17.15									
B-AC	1.17	7.16	0.164		0.19	0.20	2.9		0.17
C-AB	1.72	16.02	0.107		0.23	0.23	3.5		0.07
C-A	9.03								
A-B	0.33								
A-C	8.55								

TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)
17.15-17.30									
B-AC	0.96	7.75	0.124		0.20	0.14	2.2		0.15
C-AB	1.18	15.12	0.078		0.23	0.15	2.2		0.07
C-A	7.60								
A-B	0.27								
A-C	6.98								

TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)
17.30-17.45									
B-AC	0.80	8.17	0.098		0.14	0.11	1.7		0.14
C-AB	0.87	14.47	0.060		0.15	0.10	1.5		0.07
C-A	6.48								
A-B	0.23								
A-C	5.85								

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
16.30	0.1
16.45	0.1
17.00	0.2
17.15	0.2
17.30	0.1
17.45	0.1

QUEUE FOR STREAM C-AB

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE
16.30	0.1
16.45	0.1
17.00	0.2
17.15	0.2
17.30	0.1
17.45	0.1

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	88.1	58.7	13.2	0.15	13.2	0.15
C-AB	113.2	75.5	14.4	0.13	14.4	0.13
C-A	693.4	462.3				
A-B	24.8	16.5				
A-C	641.4	427.6				
ALL	1560.9	1040.6	27.6	0.02	27.6	0.02

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

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

.SLOPES AND INTERCEPT

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

Intercept For STREAM B-C	Slope For Opposing STREAM A-C	Slope For Opposing STREAM A-B
673.02	0.24	0.10

Intercept For STREAM B-A	Slope For Opposing STREAM A-C	Slope For Opposing STREAM A-B	Slope For Opposing STREAM C-A	Slope For Opposing STREAM C-B
532.77	0.23	0.09	0.14	0.32

Intercept For STREAM C-B	Slope For Opposing STREAM A-C	Slope For Opposing STREAM A-B
682.41	0.24	0.24

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

TRAFFIC DEMAND DATA

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

Demand set: 2018 SAT WITH DEVELOPMENT

TIME PERIOD BEGINS 16.15 AND ENDS 17.45

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

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	6.82	10.24	6.82
ARM B	15.00	45.00	75.00	0.80	1.20	0.80
ARM C	15.00	45.00	75.00	8.24	12.36	8.24

Demand set: 2018 SAT WITH DEVELOPMENT

TIME	FROM/TO	ARM A	ARM B	ARM C
		TURNING PROPORTIONS		
		TURNING COUNTS		
		(PERCENTAGE OF H.V.S)		
16.15 - 17.45	ARM A	0.000	0.033	0.967
		0.0	18.0	528.0
		(0.0)	(0.0)	(0.0)
	ARM B	0.375	0.000	0.625
		24.0	0.0	40.0
		(0.0)	(0.0)	(0.0)
	ARM C	0.944	0.056	0.000
		622.0	37.0	0.0
		(0.0)	(0.0)	(0.0)

TURNING PROPORTIONS ARE CALCULATED FROM TURNING COUNT DATA

QUEUE AND DELAY INFORMATION FOR EACH 15 MIN TIME SEGMENT

FOR DEMAND SET 2018 SAT WITH DEVELOPMENT
AND FOR TIME PERIOD 1

TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)
16.15-16.30									
B-AC	0.80	7.90	0.102		0.00	0.11	1.6		0.14
C-AB	0.95	14.91	0.064		0.00	0.11	1.6		0.07
C-A	7.32								
A-B	0.23								
A-C	6.63								
16.30-16.45									
B-AC	0.96	7.42	0.129		0.11	0.15	2.1		0.15
C-AB	1.31	15.65	0.083		0.11	0.16	2.4		0.07
C-A	8.57								
A-B	0.27								
A-C	7.91								
16.45-17.00									
B-AC	1.17	6.74	0.174		0.15	0.21	3.0		0.18
C-AB	2.03	16.85	0.121		0.16	0.28	4.2		0.07
C-A	10.06								
A-B	0.33								
A-C	9.69								
17.00-17.15									
B-AC	1.17	6.74	0.174		0.21	0.21	3.1		0.18
C-AB	2.04	16.85	0.121		0.28	0.28	4.3		0.07
C-A	10.06								
A-B	0.33								
A-C	9.69								

TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)
17.15-17.30									
B-AC	0.96	7.42	0.129		0.21	0.15	2.3		0.15
C-AB	1.31	15.66	0.084		0.28	0.16	2.4		0.07
C-A	8.56								
A-B	0.27								
A-C	7.91								

TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)
17.30-17.45									
B-AC	0.80	7.90	0.102		0.15	0.11	1.8		0.14
C-AB	0.95	14.92	0.064		0.16	0.11	1.6		0.07
C-A	7.32								
A-B	0.23								
A-C	6.63								

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
16.30	0.1
16.45	0.1
17.00	0.2
17.15	0.2
17.30	0.2
17.45	0.1

QUEUE FOR STREAM C-AB

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE
16.30	0.1
16.45	0.2
17.00	0.3
17.15	0.3
17.30	0.2
17.45	0.1

QUEUEING DELAY INFORMATION OVER WHOLE PERIOD

STREAM	TOTAL DEMAND		* QUEUEING * DELAY *		* INCLUSIVE QUEUEING * DELAY *	
	(VEH)	(VEH/H)	(MIN)	(MIN/VEH)	(MIN)	(MIN/VEH)
B-AC	88.1	58.7	14.0	0.16	14.0	0.16
C-AB	128.8	85.9	16.5	0.13	16.5	0.13
C-A	778.3	518.9				
A-B	24.8	16.5				
A-C	726.8	484.5				
ALL	1746.7	1164.5	30.6	0.02	30.6	0.02

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

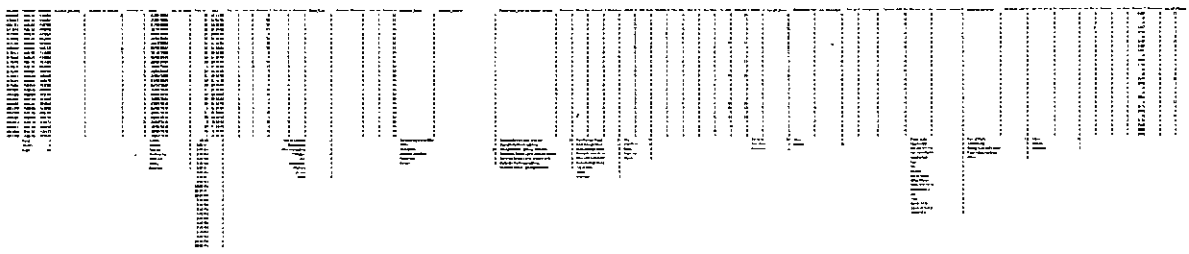
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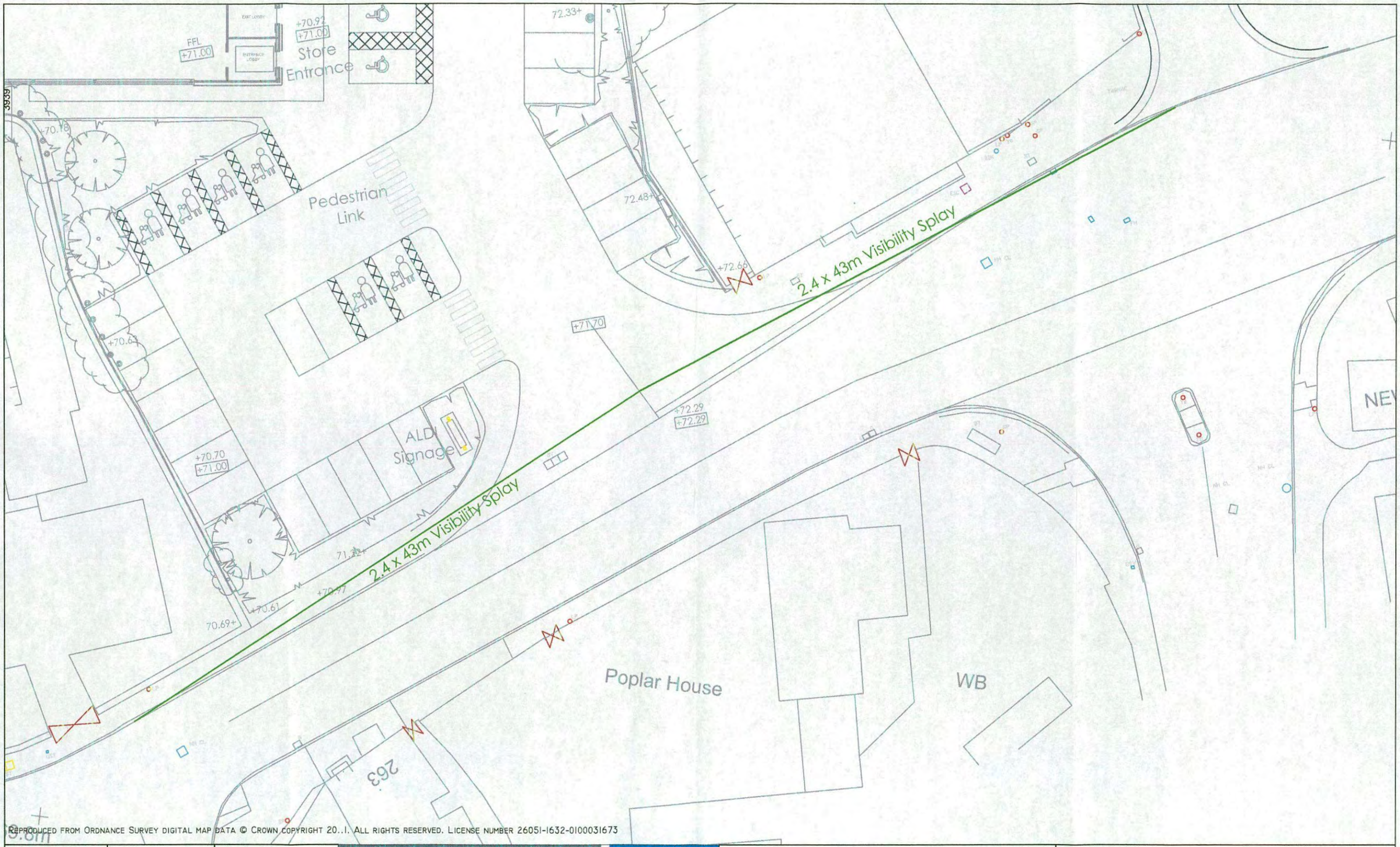
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APPENDIX E

Accident Data



DRAWINGS



REPRODUCED FROM ORDNANCE SURVEY DIGITAL MAP DATA © CROWN COPYRIGHT 20..1. ALL RIGHTS RESERVED. LICENSE NUMBER 26051-1632-0100031673

SCALE @ A3 1:250	DRAWN BY PR	CHECKED BY CS	
DRAWING REFERENCE CUD/03		REVISION	
DATE 1:250	CAD REF CUD_03		

Transport Potential

14-15 REGENT PARADE, HARROGATE, HG1 5AW. TELEPHONE 01423 502240

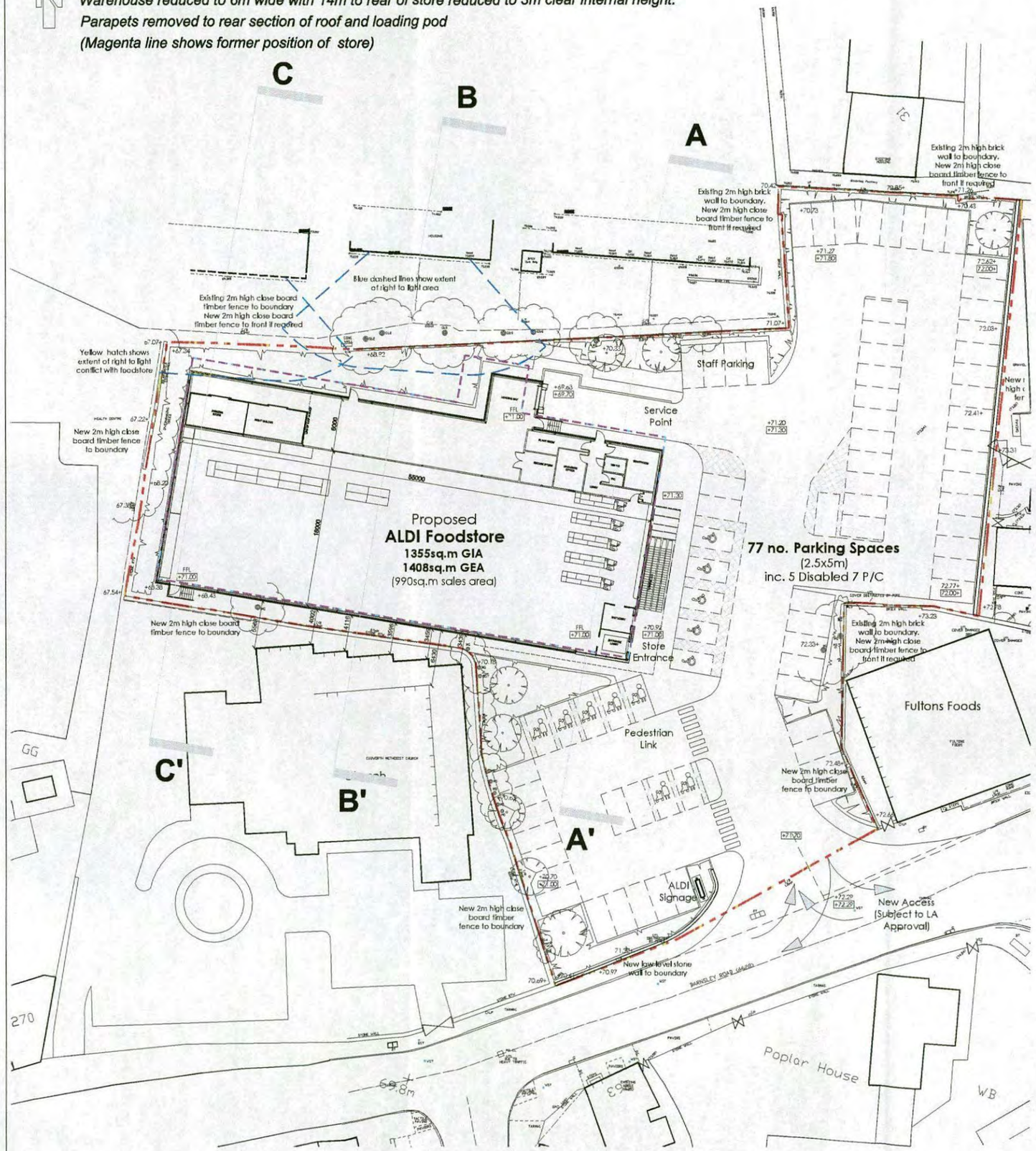
SCHEME
BARNSLEY ROAD
CUDWORTH

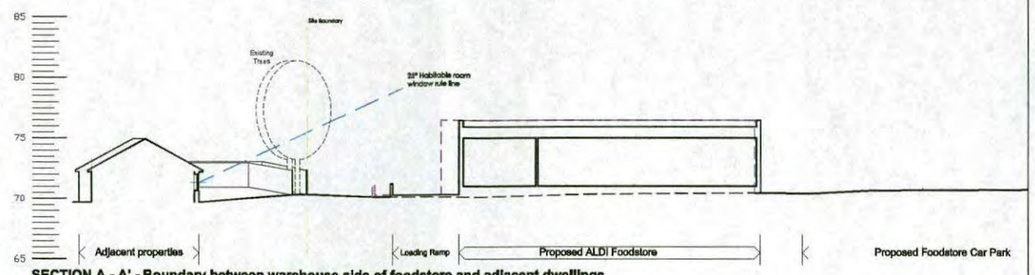
ON BEHALF OF
ALDI STORES LTD

DRAWING TITLE
VISIBILITY SPLAY

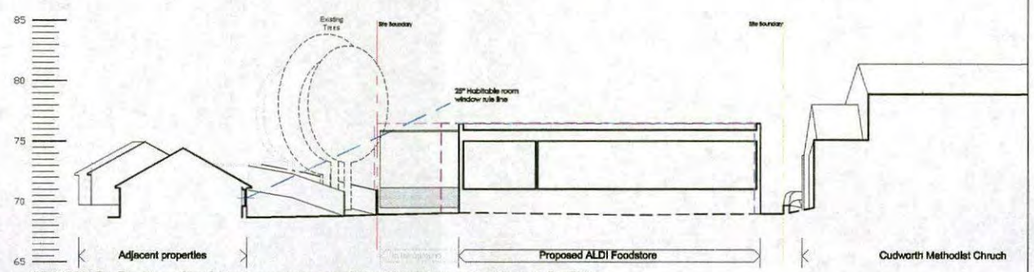
OPTION B

Foodstore moved south by 500mm & service pod moved east 1900mm.
Warehouse reduced to 6m wide with 14m to rear of store reduced to 3m clear internal height.
Parapets removed to rear section of roof and loading pod
(Magenta line shows former position of store)

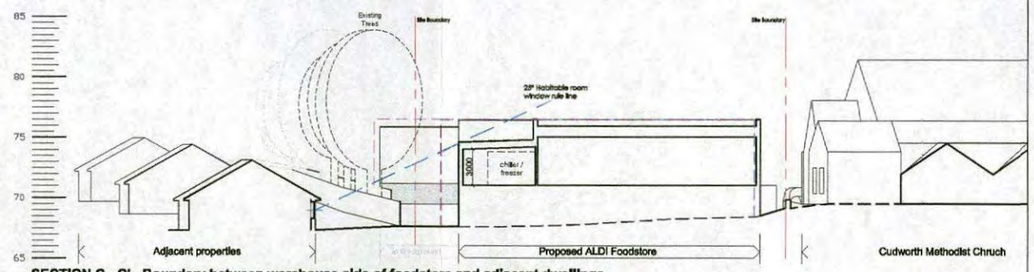




SECTION A - A' - Boundary between warehouse side of foodstore and adjacent dwellings



SECTION B - B' - Boundary between warehouse side of foodstore and adjacent dwellings



SECTION C - C' - Boundary between warehouse side of foodstore and adjacent dwellings

Rev	Date	Description	Rev By	Chk'd
B	23.05.13	Roof slope to section C-C revised.	SSL	GH
A	22.05.13	Layout amended to remove parapets	JDB	JDB

Project Title	Proposed Development Barnsley Road CUDWORTH
Client	Quora
Status	For Comment
Scale	1:250
Drawing Size	A1
Drawn By	JDB
Checked By	
Date	05-2013
Drawing No	Site Boundary Sections
Job-Dwg No	0738-08
Rev	B

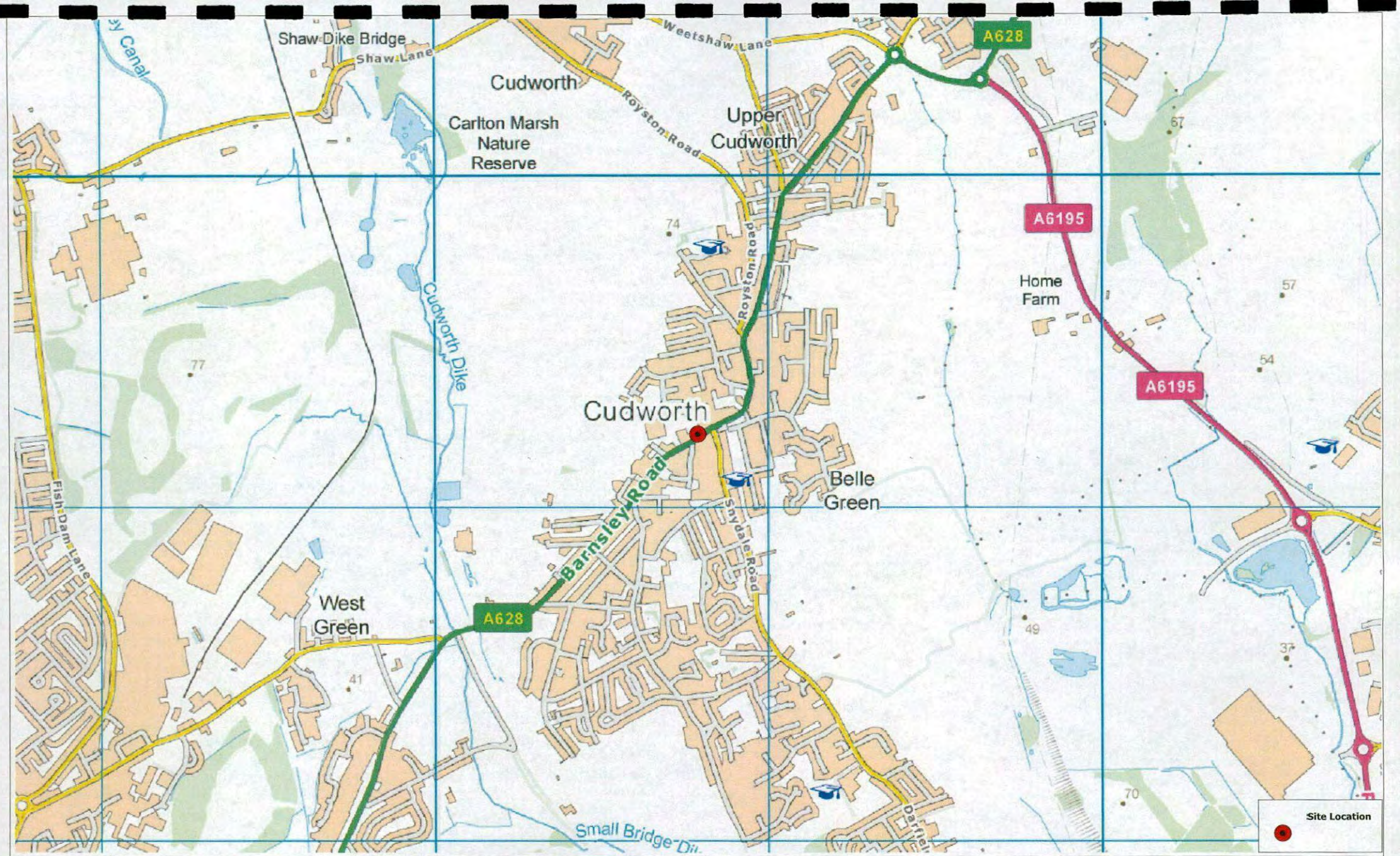
THE HARRIS PARTNERSHIP WAKEFIELD
2-5 St. Johns North, Wakefield, WF1 3QA
t. 01924 291 800 f. 01924 290 072

THE HARRIS PARTNERSHIP MANCHESTER
2nd Floor, Corvedale Waterhouse
77 Dale Street, Manchester, M1 2HG
t. 0161 236 8555 f. 0161 244 5809

THE HARRIS PARTNERSHIP MILTON LEYNES
The Old Rectory, 79 High Street
Newport Pagnell, MK16 8AB
t. 01908 211 577 f. 01908 211 722

THE HARRIS PARTNERSHIP READING
101 London Road, Reading, RG1 5BY
t. 0118 950 7700 f. 0118 956 8442

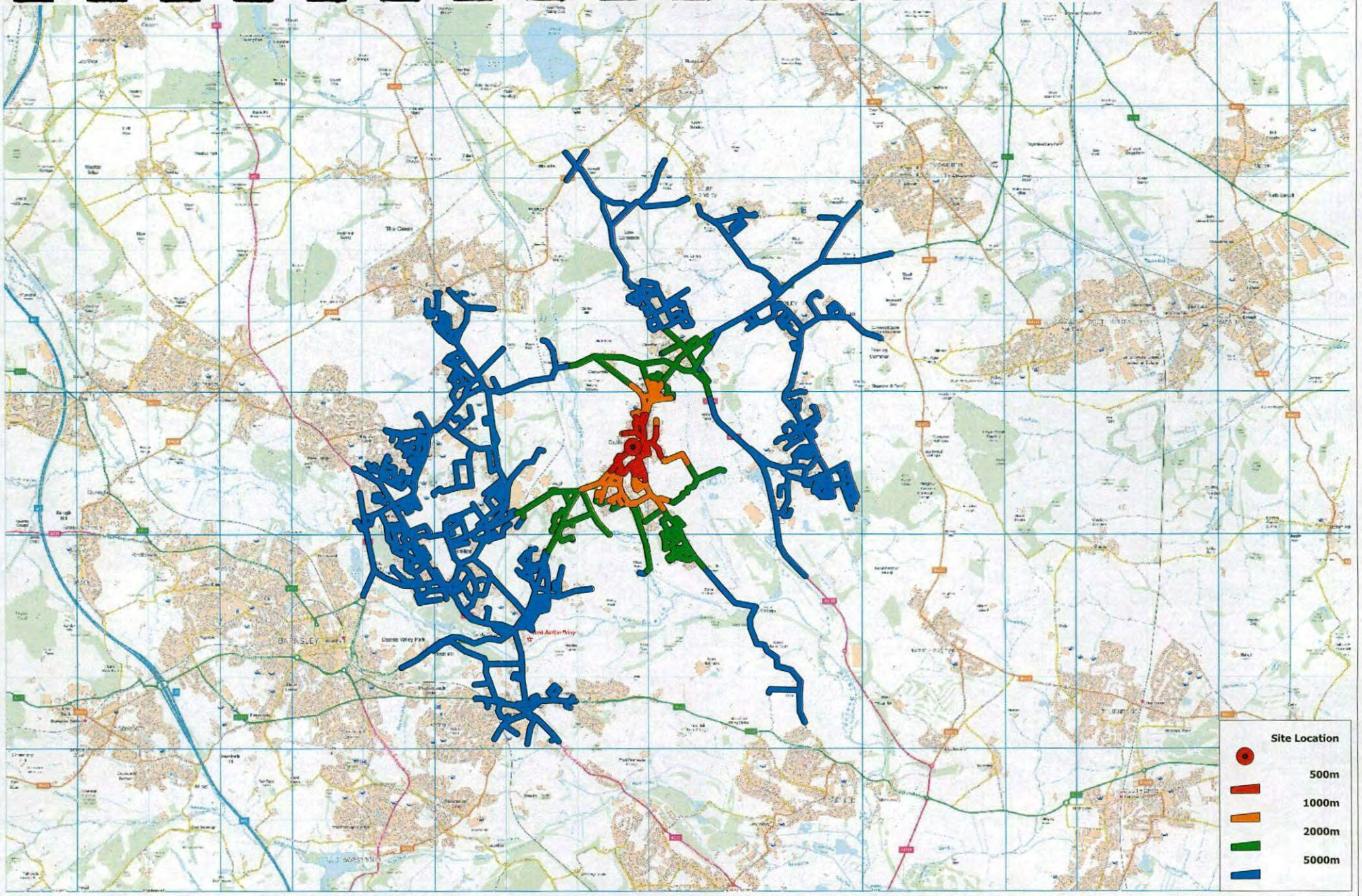
THE HARRIS PARTNERSHIP
ARCHITECTS
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Scale 1:10000	DRAWN BY PR	CHECKED BY CS	SCHEME Cudworth	DRAWING TITLE Location Plan
DRAWING REFERENCE TPL/01	REV		ON BEHALF OF Aldi Stores LTD	
DATE Apr 2013	CAD REF GIS/cudworth			

Transport Potential

Transport Potential LTD, 14-15 Regent Parade, Harrogate, HG1 5AQ.



Scale 1:50000	DRAWN BY PR	CHECKED BY CS	
DRAWING REFERENCE TPL/02		REV	
DATE Apr 2013	CAD REF GIS/cudworth		

Transport Potential

Transport Potential LTD, 14-15 Regent Parade, Harrogate, HG1 5AQ.

SCHEME

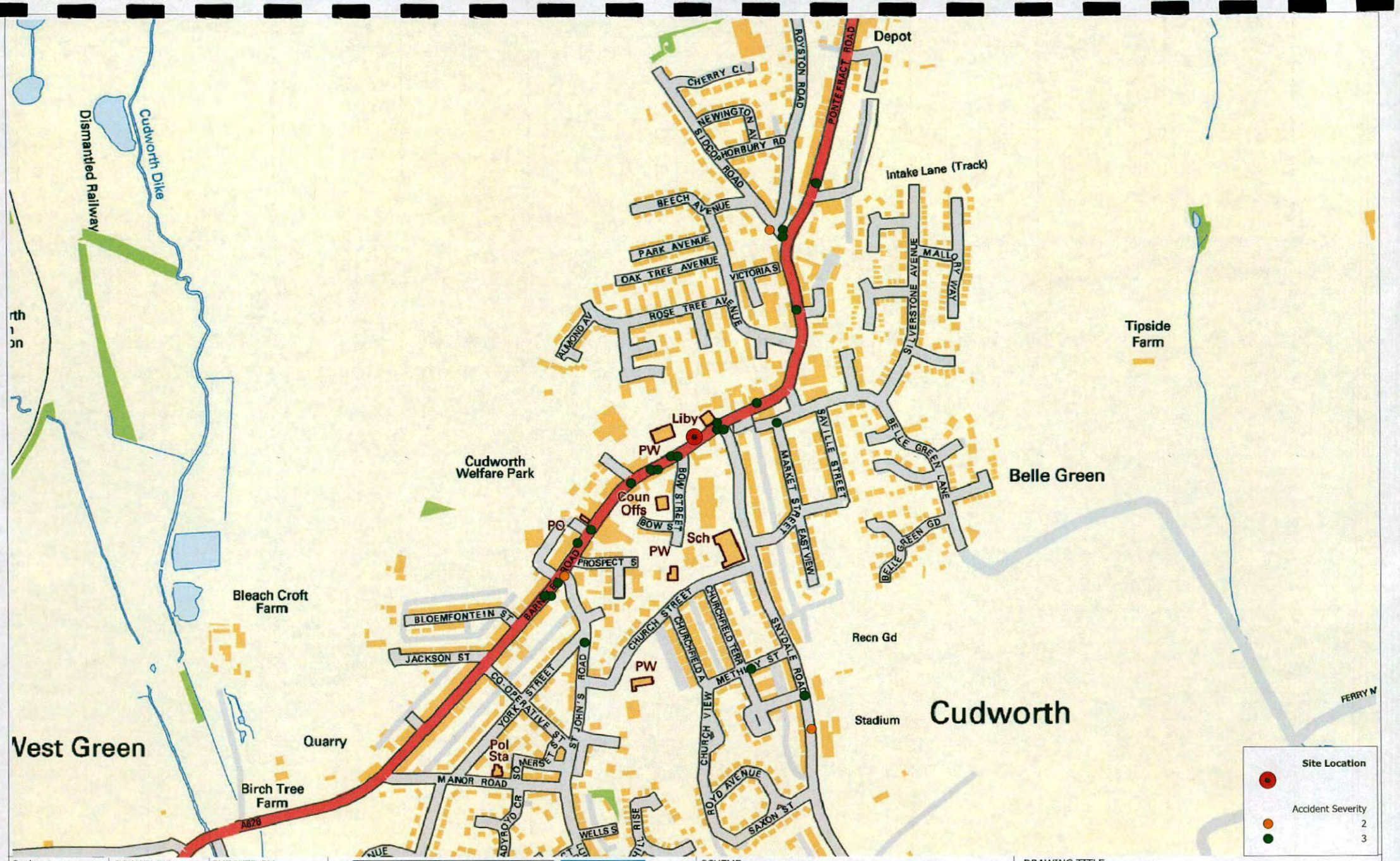
Cudworth

ON BEHALF OF

Aldi Stores LTD

DRAWING TITLE

Distance Isochrones



Scale 1:5000	DRAWN BY PR	CHECKED BY CS	
DRAWING REFERENCE TPL/03		REV	
DATE Apr 2013	CAD REF GIS/cudworth		

Transport Potential

Transport Potential LTD, 14-15 Regent Parade, Harrogate, HG1 5AQ.

SCHEME
Cudworth

ON BEHALF OF
Aldi Stores LTD

DRAWING TITLE
Accident Plots