Junctions 8

PICADY 8 - Priority Intersection Module

Version: 8.0.2.316 [14 Feb 2013]
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Filename: Site access dsp19.arc8
Path: C:\agito docs\F0067 Barnsley Lundwood
Report generation date: 03/08/2014 19:26:00

« (Default Analysis Set) - Scenario 1, PM
» Junction Network
» Arms
» Traffic Flows
» Entry Flows
» Turning Proportions
» Vehicle Mix
» Results

Summary of junction performance

	PM			
	Queue (PCU)	Delay (s)	RFC	LOS
	A1 - Scenario 1			
Stream B-AC	0.30	6.86	0.23	A
Stream C-A	-	-	-	-
Stream C-B	0.27	7.64	0.21	A
Stream A-B	-	-	-	-
Stream A-C	-	-	-	-

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

'D1 - Scenario 1, PM '' model duration: 16:00 - 17:30

Run using Junctions 8.0.2.316 at 03/08/2014 19:25:59

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File summary

File Description

Title	(untitled)
Location	
Site Number	
Date	03/08/2014
Version	
Status	(new file)
Identifier	
Client	
Jobnumber	
Enumerator	
Description	

Analysis Options

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

Units

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

(Default Analysis Set) - Scenario 1, PM

Data Errors and Warnings

No errors or warnings

Analysis Set Details

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

Demand Set Details

Name	Scenario Name	Time Period Name	Description	Traffic Profile Type	Model Start Time (HH:mm)	Model Finish Time (HH:mm)	Model Time Period Length (min)	Time Segment Length (min)	Single Time Segment Only	Locked
Scenario 1, PM	Scenario 1	PM		ONE HOUR	16:00	17:30	90	15		

Junction Network

Junctions

Name	Junction Type	Major Road Direction	Arm Order	Junction Delay (s)	Junction LOS
(untitled)	T-Junction	Two-way	A,B,C	7.21	A

Junction Network Options

Driving Side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Name	Description	Arm Type
A	Site Access		Major
B	Littleworth Ln north		Minor
C	Littleworth Ln south		Major

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Width of kerbed central reserve (m)	Has right turn bay	Width For Right Turn (m)	Visibility For Right Turn (m)	Blocks?	Blocking Queue (PCU)
C	7.40		0.00	✓	2.20	60.00		

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

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Minor Arm Geometry

Arm	Minor Arm Type	Lane Width (m)	Lane Width (Left) (m)	Lane Width (Right) (m)	Width at give-way (m)	Width at 5m (m)	Width at 10m (m)	Width at 15m (m)	Width at 20m (m)	Estimate Flare Length	Flare Length (PCU)	Visibility To Left (m)	Visibility To Right (m)
B	One lane	4.00										100	100

Pedestrian Crossings

Arm	Crossing Type
A	None
B	None
C	None

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Junction	Stream	Intercept (PCU/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
1	B-A	616.892	0.106	0.267	0.168	0.381
1	B-C	755.659	0.109	0.275	-	-
1	C-B	608.710	0.221	0.221	-	-

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

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

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

Traffic Flows

Demand Set Data Options

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

Entry Flows

General Flows Data

Arm	Profile Type	Use Turning Counts	Average Demand Flow (PCU/hr)	Flow Scaling Factor (%)
A	ONE HOUR	✓	46.00	100.000
B	ONE HOUR	✓	145.00	100.000
C	ONE HOUR	✓	153.00	100.000

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Turning Proportions

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

		To		
		A	B	C
From	A	0.000	23.000	23.000
	B	37.000	0.000	108.000
	C	38.000	115.000	0.000

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

		To		
		A	B	C
From	A	0.00	0.50	0.50
	B	0.26	0.00	0.74
	C	0.25	0.75	0.00

Vehicle Mix

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

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

Heavy Vehicle Percentages - Junction 1 (for whole period)

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

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Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-AC	0.23	6.86	0.30	A
C-A	-	-	-	-
C-B	0.21	7.64	0.27	A
A-B	-	-	-	-
A-C	-	-	-	-

Main Results for each time segment

Main results: (16:00-16:15)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-AC	109.16	108.42	0.00	694.44	0.157	0.19	6.135	A
C-A	28.61	28.61	0.00	-	-	-	-	-
C-B	86.58	85.91	0.00	601.04	0.144	0.17	6.980	A
A-B	17.32	17.32	0.00	-	-	-	-	-
A-C	17.32	17.32	0.00	-	-	-	-	-

Main results: (16:15-16:30)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-AC	130.35	130.17	0.00	690.27	0.189	0.23	6.426	A
C-A	34.16	34.16	0.00	-	-	-	-	-
C-B	103.38	103.22	0.00	599.55	0.172	0.21	7.251	A
A-B	20.68	20.68	0.00	-	-	-	-	-
A-C	20.68	20.68	0.00	-	-	-	-	-

Main results: (16:30-16:45)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-AC	159.65	159.37	0.00	684.53	0.233	0.30	6.852	A
C-A	41.84	41.84	0.00	-	-	-	-	-
C-B	126.62	126.38	0.00	597.49	0.212	0.27	7.638	A
A-B	25.32	25.32	0.00	-	-	-	-	-
A-C	25.32	25.32	0.00	-	-	-	-	-

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

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-AC	159.65	159.64	0.00	684.49	0.233	0.30	6.858	A
C-A	41.84	41.84	0.00	-	-	-	-	-
C-B	126.62	126.61	0.00	597.49	0.212	0.27	7.644	A
A-B	25.32	25.32	0.00	-	-	-	-	-
A-C	25.32	25.32	0.00	-	-	-	-	-

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

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-AC	130.35	130.62	0.00	690.21	0.189	0.23	6.438	A
C-A	34.16	34.16	0.00	-	-	-	-	-
C-B	103.38	103.61	0.00	599.55	0.172	0.21	7.264	A
A-B	20.68	20.68	0.00	-	-	-	-	-
A-C	20.68	20.68	0.00	-	-	-	-	-

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

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-AC	109.16	109.35	0.00	694.32	0.157	0.19	6.155	A
C-A	28.61	28.61	0.00	-	-	-	-	-
C-B	86.58	86.74	0.00	601.04	0.144	0.17	7.003	A
A-B	17.32	17.32	0.00	-	-	-	-	-
A-C	17.32	17.32	0.00	-	-	-	-	-

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Junctions 8

PICADY 8 - Priority Intersection Module

Version: 8.0.2.316 [14 Feb 2013]
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Filename: Site access dsa14.arc8
Path: C:\agito docs\F0067 Barnsley Lundwood
Report generation date: 03/08/2014 19:17:10

« (Default Analysis Set) - Scenario 1, AM
» Junction Network
» Arms
» Traffic Flows
» Entry Flows
» Turning Proportions
» Vehicle Mix
» Results

Summary of junction performance

	AM			
	Queue (PCU)	Delay (s)	RFC	LOS
	A1 - Scenario 1			
Stream B-AC	0.13	5.76	0.11	A
Stream C-A	-	-	-	-
Stream C-B	0.23	7.55	0.19	A
Stream A-B	-	-	-	-
Stream A-C	-	-	-	-

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

"D1 - Scenario 1, AM " model duration: 07:00 - 08:30

Run using Junctions 8.0.2.316 at 03/08/2014 19:17:10

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File summary

File Description

Title	(untitled)
Location	
Site Number	
Date	03/08/2014
Version	
Status	(new file)
Identifier	
Client	
Jobnumber	
Enumerator	
Description	

Analysis Options

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

Units

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

(Default Analysis Set) - Scenario 1, AM

Data Errors and Warnings

No errors or warnings

Analysis Set Details

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

Demand Set Details

Name	Scenario Name	Time Period Name	Description	Traffic Profile Type	Model Start Time (HH:mm)	Model Finish Time (HH:mm)	Model Time Period Length (min)	Time Segment Length (min)	Single Time Segment Only	Locked
Scenario 1, AM	Scenario 1	AM		ONE HOUR	07:00	08:30	90	15		

Junction Network

Junctions

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

Junction Network Options

Driving Side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Name	Description	Arm Type
A	Site Access		Major
B	Littleworth Ln north		Minor
C	Littleworth Ln south		Major

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Width of kerbed central reserve (m)	Has right turn bay	Width For Right Turn (m)	Visibility For Right Turn (m)	Blocks?	Blocking Queue (PCU)
C	7.40		0.00	✓	2.20	60.00		

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

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Minor Arm Geometry

Arm	Minor Arm Type	Lane Width (m)	Lane Width (Left) (m)	Lane Width (Right) (m)	Width at give-way (m)	Width at 5m (m)	Width at 10m (m)	Width at 15m (m)	Width at 20m (m)	Estimate Flare Length	Flare Length (PCU)	Visibility To Left (m)	Visibility To Right (m)
B	One lane	4.00										100	100

Pedestrian Crossings

Arm	Crossing Type
A	None
B	None
C	None

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Junction	Stream	Intercept (PCU/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
1	B-A	616.892	0.106	0.267	0.168	0.381
1	B-C	755.659	0.109	0.275	-	-
1	C-B	608.710	0.221	0.221	-	-

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

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

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

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Traffic Flows

Demand Set Data Options

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

Entry Flows

General Flows Data

Arm	Profile Type	Use Turning Counts	Average Demand Flow (PCU/hr)	Flow Scaling Factor (%)
A	ONE HOUR	✓	84.00	100.000
B	ONE HOUR	✓	72.00	100.000
C	ONE HOUR	✓	118.00	100.000

Turning Proportions

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

		To		
		A	B	C
From	A	0.000	52.000	32.000
	B	11.000	0.000	61.000
	C	17.000	101.000	0.000

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

		To		
		A	B	C
From	A	0.00	0.62	0.38
	B	0.15	0.00	0.85
	C	0.14	0.86	0.00

Vehicle Mix

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

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

Heavy Vehicle Percentages - Junction 1 (for whole period)

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

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Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-AC	0.11	5.76	0.13	A
C-A	-	-	-	-
C-B	0.19	7.55	0.23	A
A-B	-	-	-	-
A-C	-	-	-	-

Main Results for each time segment

Main results: (07:00-07:15)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-AC	54.21	53.88	0.00	712.68	0.076	0.08	5.462	A
C-A	12.80	12.80	0.00	-	-	-	-	-
C-B	76.04	75.46	0.00	594.70	0.128	0.15	6.926	A
A-B	39.15	39.15	0.00	-	-	-	-	-
A-C	24.09	24.09	0.00	-	-	-	-	-

Main results: (07:15-07:30)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-AC	64.73	64.65	0.00	709.08	0.091	0.10	5.586	A
C-A	15.28	15.28	0.00	-	-	-	-	-
C-B	90.80	90.66	0.00	591.98	0.153	0.18	7.179	A
A-B	46.75	46.75	0.00	-	-	-	-	-
A-C	28.77	28.77	0.00	-	-	-	-	-

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

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-AC	79.27	79.17	0.00	704.11	0.113	0.13	5.760	A
C-A	18.72	18.72	0.00	-	-	-	-	-
C-B	111.20	111.00	0.00	588.23	0.189	0.23	7.539	A
A-B	57.25	57.25	0.00	-	-	-	-	-
A-C	35.23	35.23	0.00	-	-	-	-	-

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

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-AC	79.27	79.27	0.00	704.09	0.113	0.13	5.761	A
C-A	18.72	18.72	0.00	-	-	-	-	-
C-B	111.20	111.20	0.00	588.23	0.189	0.23	7.545	A
A-B	57.25	57.25	0.00	-	-	-	-	-
A-C	35.23	35.23	0.00	-	-	-	-	-

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

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-AC	64.73	64.83	0.00	709.05	0.091	0.10	5.588	A
C-A	15.28	15.28	0.00	-	-	-	-	-
C-B	90.80	90.99	0.00	591.98	0.153	0.18	7.187	A
A-B	46.75	46.75	0.00	-	-	-	-	-
A-C	28.77	28.77	0.00	-	-	-	-	-

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

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-AC	54.21	54.28	0.00	712.62	0.076	0.08	5.468	A
C-A	12.80	12.80	0.00	-	-	-	-	-
C-B	76.04	76.18	0.00	594.70	0.128	0.15	6.946	A
A-B	39.15	39.15	0.00	-	-	-	-	-
A-C	24.09	24.09	0.00	-	-	-	-	-

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Junctions 8

PICADY 8 - Priority Intersection Module

Version: 8.0.2.316 [14 Feb 2013]
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Filename: Site access dsa19.arc8
Path: C:\agito docs\F0067 Barnsley Lundwood
Report generation date: 03/08/2014 19:18:35

« (Default Analysis Set) - Scenario 1, AM
» Junction Network
» Arms
» Traffic Flows
» Entry Flows
» Turning Proportions
» Vehicle Mix
» Results

Summary of junction performance

	AM			
	Queue (PCU)	Delay (s)	RFC	LOS
	A1 - Scenario 1			
Stream B-AC	0.13	5.77	0.11	A
Stream C-A	-	-	-	-
Stream C-B	0.24	7.58	0.19	A
Stream A-B	-	-	-	-
Stream A-C	-	-	-	-

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

"D1 - Scenario 1, AM " model duration: 07:00 - 08:30

Run using Junctions 8.0.2.316 at 03/08/2014 19:18:34

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File summary

File Description

Title	(untitled)
Location	
Site Number	
Date	03/08/2014
Version	
Status	(new file)
Identifier	
Client	
Jobnumber	
Enumerator	
Description	

Analysis Options

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

Units

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

(Default Analysis Set) - Scenario 1, AM

Data Errors and Warnings

No errors or warnings

Analysis Set Details

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

Demand Set Details

Name	Scenario Name	Time Period Name	Description	Traffic Profile Type	Model Start Time (HH:mm)	Model Finish Time (HH:mm)	Model Time Period Length (min)	Time Segment Length (min)	Single Time Segment Only	Locked
Scenario 1, AM	Scenario 1	AM		ONE HOUR	07:00	08:30	90	15		

Junction Network

Junctions

Name	Junction Type	Major Road Direction	Arm Order	Junction Delay (s)	Junction LOS
(untitled)	T-Junction	Two-way	A,B,C	6.83	A

Junction Network Options

Driving Side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Name	Description	Arm Type
A	Site Access		Major
B	Littleworth Ln north		Minor
C	Littleworth Ln south		Major

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Width of kerbed central reserve (m)	Has right turn bay	Width For Right Turn (m)	Visibility For Right Turn (m)	Blocks?	Blocking Queue (PCU)
C	7.40		0.00	✓	2.20	60.00		

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

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Minor Arm Geometry

Arm	Minor Arm Type	Lane Width (m)	Lane Width (Left) (m)	Lane Width (Right) (m)	Width at give-way (m)	Width at 5m (m)	Width at 10m (m)	Width at 15m (m)	Width at 20m (m)	Estimate Flare Length	Flare Length (PCU)	Visibility To Left (m)	Visibility To Right (m)
B	One lane	4.00										100	100

Pedestrian Crossings

Arm	Crossing Type
A	None
B	None
C	None

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Junction	Stream	Intercept (PCU/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
1	B-A	616.892	0.106	0.267	0.168	0.381
1	B-C	755.659	0.109	0.275	-	-
1	C-B	608.710	0.221	0.221	-	-

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

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

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

Traffic Flows

Demand Set Data Options

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

Entry Flows

General Flows Data

Arm	Profile Type	Use Turning Counts	Average Demand Flow (PCU/hr)	Flow Scaling Factor (%)
A	ONE HOUR	✓	84.00	100.000
B	ONE HOUR	✓	73.00	100.000
C	ONE HOUR	✓	120.00	100.000

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Turning Proportions

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

		To		
		A	B	C
From	A	0.000	52.000	32.000
	B	11.000	0.000	62.000
	C	17.000	103.000	0.000

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

		To		
		A	B	C
From	A	0.00	0.62	0.38
	B	0.15	0.00	0.85
	C	0.14	0.86	0.00

Vehicle Mix

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

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

Heavy Vehicle Percentages - Junction 1 (for whole period)

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

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Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-AC	0.11	5.77	0.13	A
C-A	-	-	-	-
C-B	0.19	7.58	0.24	A
A-B	-	-	-	-
A-C	-	-	-	-

Main Results for each time segment

Main results: (07:00-07:15)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-AC	54.96	54.63	0.00	712.97	0.077	0.08	5.466	A
C-A	12.80	12.80	0.00	-	-	-	-	-
C-B	77.54	76.95	0.00	594.70	0.130	0.15	6.946	A
A-B	39.15	39.15	0.00	-	-	-	-	-
A-C	24.09	24.09	0.00	-	-	-	-	-

Main results: (07:15-07:30)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-AC	65.63	65.55	0.00	709.36	0.093	0.10	5.591	A
C-A	15.28	15.28	0.00	-	-	-	-	-
C-B	92.59	92.45	0.00	591.98	0.156	0.18	7.205	A
A-B	46.75	46.75	0.00	-	-	-	-	-
A-C	28.77	28.77	0.00	-	-	-	-	-

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

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-AC	80.37	80.27	0.00	704.37	0.114	0.13	5.768	A
C-A	18.72	18.72	0.00	-	-	-	-	-
C-B	113.41	113.19	0.00	588.23	0.193	0.24	7.574	A
A-B	57.25	57.25	0.00	-	-	-	-	-
A-C	35.23	35.23	0.00	-	-	-	-	-

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

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-AC	80.37	80.37	0.00	704.35	0.114	0.13	5.768	A
C-A	18.72	18.72	0.00	-	-	-	-	-
C-B	113.41	113.40	0.00	588.23	0.193	0.24	7.580	A
A-B	57.25	57.25	0.00	-	-	-	-	-
A-C	35.23	35.23	0.00	-	-	-	-	-

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

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-AC	65.63	65.73	0.00	709.32	0.093	0.10	5.596	A
C-A	15.28	15.28	0.00	-	-	-	-	-
C-B	92.59	92.80	0.00	591.98	0.156	0.19	7.216	A
A-B	46.75	46.75	0.00	-	-	-	-	-
A-C	28.77	28.77	0.00	-	-	-	-	-

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

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-AC	54.96	55.03	0.00	712.90	0.077	0.08	5.474	A
C-A	12.80	12.80	0.00	-	-	-	-	-
C-B	77.54	77.69	0.00	594.70	0.130	0.15	6.966	A
A-B	39.15	39.15	0.00	-	-	-	-	-
A-C	24.09	24.09	0.00	-	-	-	-	-

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Junctions 8

PICADY 8 - Priority Intersection Module

Version: 8.0.2.316 [14 Feb 2013]
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Filename: Site access dsp14.arc8
Path: C:\agito docs\F0067 Barnsley Lundwood
Report generation date: 03/08/2014 19:22:28

« (Default Analysis Set) - Scenario 1, PM
» Junction Network
» Arms
» Traffic Flows
» Entry Flows
» Turning Proportions
» Vehicle Mix
» Results

Summary of junction performance

	PM			
	Queue (PCU)	Delay (s)	RFC	LOS
	A1 - Scenario 1			
Stream B-AC	0.30	6.84	0.23	A
Stream C-A	-	-	-	-
Stream C-B	0.25	7.56	0.20	A
Stream A-B	-	-	-	-
Stream A-C	-	-	-	-

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

"D1 - Scenario 1, PM " model duration: 16:00 - 17:30

Run using Junctions 8.0.2.316 at 03/08/2014 19:22:27

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File summary

File Description

Title	(untitled)
Location	
Site Number	
Date	03/08/2014
Version	
Status	(new file)
Identifier	
Client	
Jobnumber	
Enumerator	
Description	

Analysis Options

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

Units

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

(Default Analysis Set) - Scenario 1, PM

Data Errors and Warnings

No errors or warnings

Analysis Set Details

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

Demand Set Details

Name	Scenario Name	Time Period Name	Description	Traffic Profile Type	Model Start Time (HH:mm)	Model Finish Time (HH:mm)	Model Time Period Length (min)	Time Segment Length (min)	Single Time Segment Only	Locked
Scenario 1, PM	Scenario 1	PM		ONE HOUR	16:00	17:30	90	15		

Junction Network

Junctions

Name	Junction Type	Major Road Direction	Arm Order	Junction Delay (s)	Junction LOS
(untitled)	T-Junction	Two-way	A,B,C	7.15	A

Junction Network Options

Driving Side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Name	Description	Arm Type
A	Site Access		Major
B	Littleworth Ln north		Minor
C	Littleworth Ln south		Major

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Width of kerbed central reserve (m)	Has right turn bay	Width For Right Turn (m)	Visibility For Right Turn (m)	Blocks?	Blocking Queue (PCU)
C	7.40		0.00	✓	2.20	60.00		

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

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Minor Arm Geometry

Arm	Minor Arm Type	Lane Width (m)	Lane Width (Left) (m)	Lane Width (Right) (m)	Width at give-way (m)	Width at 5m (m)	Width at 10m (m)	Width at 15m (m)	Width at 20m (m)	Estimate Flare Length	Flare Length (PCU)	Visibility To Left (m)	Visibility To Right (m)
B	One lane	4.00										100	100

Pedestrian Crossings

Arm	Crossing Type
A	None
B	None
C	None

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Junction	Stream	Intercept (PCU/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
1	B-A	616.892	0.106	0.267	0.168	0.381
1	B-C	755.659	0.109	0.275	-	-
1	C-B	608.710	0.221	0.221	-	-

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

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

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

Traffic Flows

Demand Set Data Options

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

Entry Flows

General Flows Data

Arm	Profile Type	Use Turning Counts	Average Demand Flow (PCU/hr)	Flow Scaling Factor (%)
A	ONE HOUR	✓	46.00	100.000
B	ONE HOUR	✓	144.00	100.000
C	ONE HOUR	✓	148.00	100.000

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Turning Proportions

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

		To		
		A	B	C
From	A	0.000	23.000	23.000
	B	37.000	0.000	107.000
	C	38.000	110.000	0.000

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

		To		
		A	B	C
From	A	0.00	0.50	0.50
	B	0.26	0.00	0.74
	C	0.26	0.74	0.00

Vehicle Mix

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

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

Heavy Vehicle Percentages - Junction 1 (for whole period)

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

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Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-AC	0.23	6.84	0.30	A
C-A	-	-	-	-
C-B	0.20	7.56	0.25	A
A-B	-	-	-	-
A-C	-	-	-	-

Main Results for each time segment

Main results: (16:00-16:15)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-AC	108.41	107.68	0.00	694.63	0.156	0.18	6.125	A
C-A	28.61	28.61	0.00	-	-	-	-	-
C-B	82.81	82.18	0.00	601.04	0.138	0.16	6.929	A
A-B	17.32	17.32	0.00	-	-	-	-	-
A-C	17.32	17.32	0.00	-	-	-	-	-

Main results: (16:15-16:30)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-AC	129.45	129.27	0.00	690.57	0.187	0.23	6.412	A
C-A	34.16	34.16	0.00	-	-	-	-	-
C-B	98.89	98.74	0.00	599.55	0.165	0.20	7.186	A
A-B	20.68	20.68	0.00	-	-	-	-	-
A-C	20.68	20.68	0.00	-	-	-	-	-

Main results: (16:30-16:45)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-AC	158.55	158.27	0.00	684.97	0.231	0.30	6.832	A
C-A	41.84	41.84	0.00	-	-	-	-	-
C-B	121.11	120.89	0.00	597.49	0.203	0.25	7.550	A
A-B	25.32	25.32	0.00	-	-	-	-	-
A-C	25.32	25.32	0.00	-	-	-	-	-

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

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-AC	158.55	158.54	0.00	684.93	0.231	0.30	6.838	A
C-A	41.84	41.84	0.00	-	-	-	-	-
C-B	121.11	121.11	0.00	597.49	0.203	0.25	7.556	A
A-B	25.32	25.32	0.00	-	-	-	-	-
A-C	25.32	25.32	0.00	-	-	-	-	-

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

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-AC	129.45	129.72	0.00	690.51	0.187	0.23	6.421	A
C-A	34.16	34.16	0.00	-	-	-	-	-
C-B	98.89	99.10	0.00	599.55	0.165	0.20	7.198	A
A-B	20.68	20.68	0.00	-	-	-	-	-
A-C	20.68	20.68	0.00	-	-	-	-	-

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

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-AC	108.41	108.60	0.00	694.52	0.156	0.19	6.147	A
C-A	28.61	28.61	0.00	-	-	-	-	-
C-B	82.81	82.97	0.00	601.04	0.138	0.16	6.952	A
A-B	17.32	17.32	0.00	-	-	-	-	-
A-C	17.32	17.32	0.00	-	-	-	-	-

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