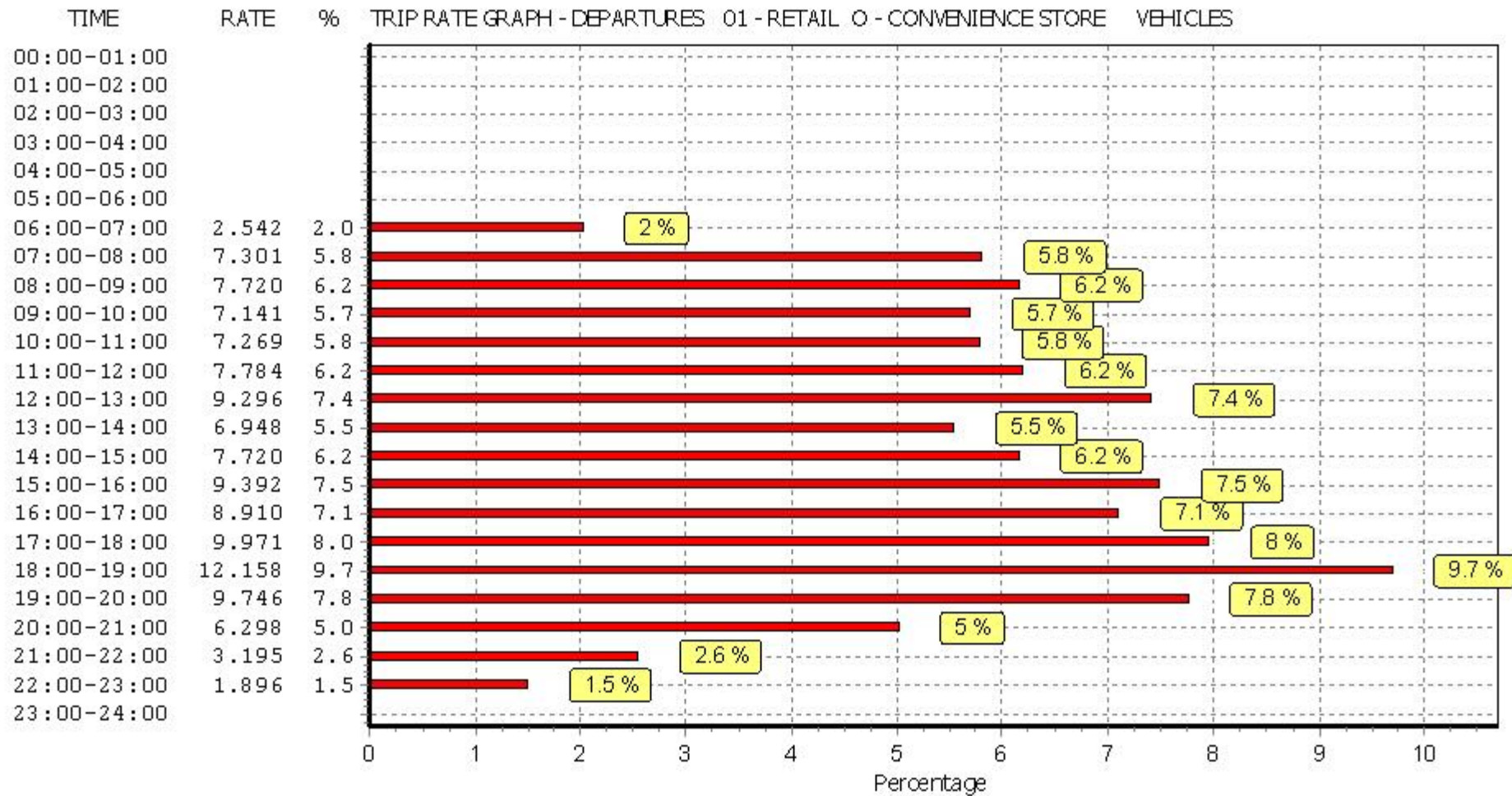
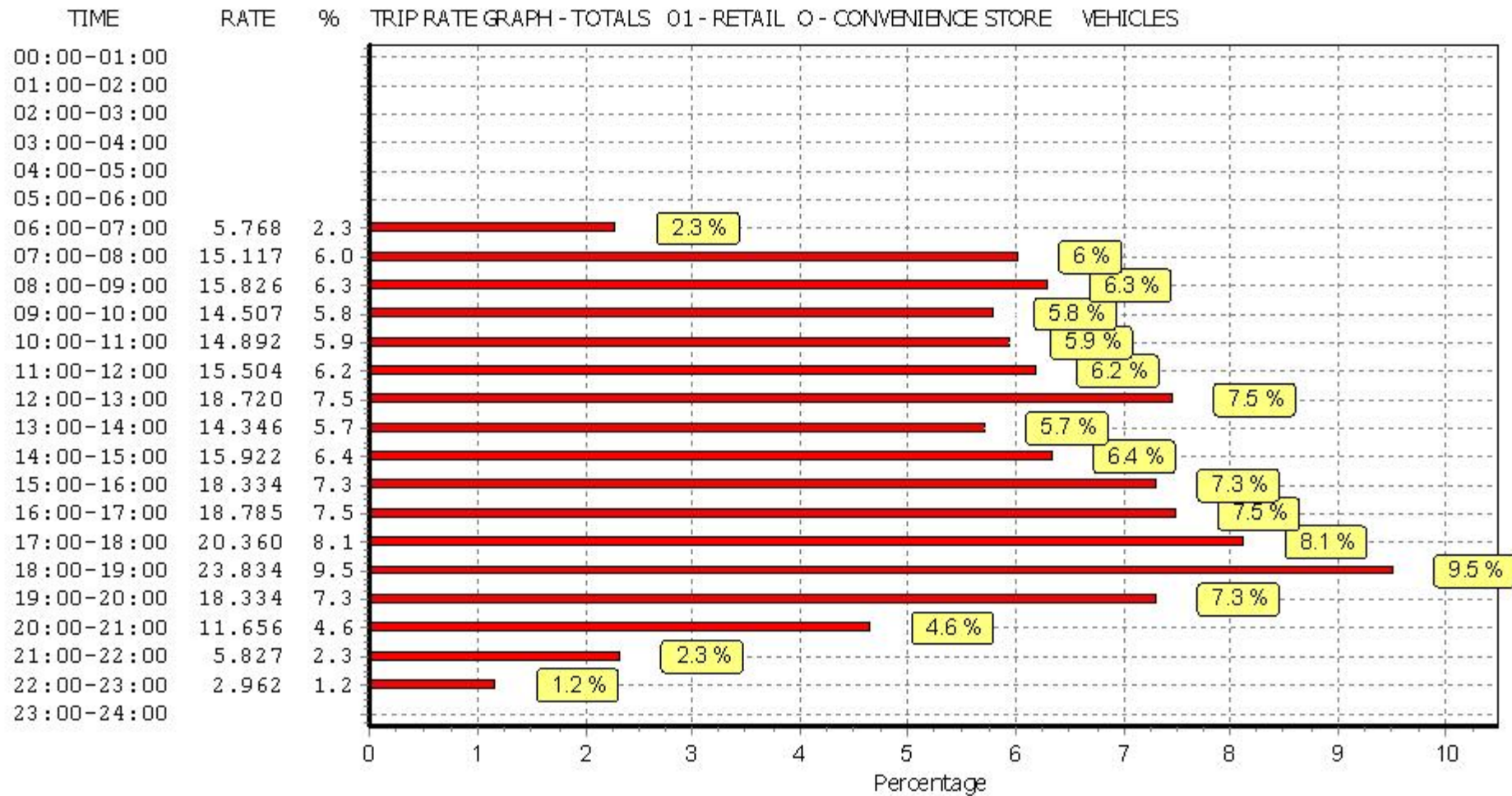


This graph is a visual representation of the trip rate calculation results screen. The same time periods and trip rates are displayed, but in addition there is an additional column showing the percentage of the total trip rate by individual time period, allowing peak periods to be easily identified through observation. Note that the type of count and the selected direction is shown at the top of the graph.



This graph is a visual representation of the trip rate calculation results screen. The same time periods and trip rates are displayed, but in addition there is an additional column showing the percentage of the total trip rate by individual time period, allowing peak periods to be easily identified through observation. Note that the type of count and the selected direction is shown at the top of the graph.



This graph is a visual representation of the trip rate calculation results screen. The same time periods and trip rates are displayed, but in addition there is an additional column showing the percentage of the total trip rate by individual time period, allowing peak periods to be easily identified through observation. Note that the type of count and the selected direction is shown at the top of the graph.

TRIP RATE for Land Use 01 - RETAIL/O - CONVENIENCE STORE
 TAXIS

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00	4	256	0.000	4	256	0.000	4	256	0.000
07:00 - 08:00	11	283	0.064	11	283	0.064	11	283	0.128
08:00 - 09:00	11	283	0.289	11	283	0.225	11	283	0.514
09:00 - 10:00	11	283	0.096	11	283	0.129	11	283	0.225
10:00 - 11:00	11	283	0.096	11	283	0.096	11	283	0.192
11:00 - 12:00	11	283	0.064	11	283	0.064	11	283	0.128
12:00 - 13:00	11	283	0.225	11	283	0.193	11	283	0.418
13:00 - 14:00	11	283	0.064	11	283	0.096	11	283	0.160
14:00 - 15:00	11	283	0.096	11	283	0.032	11	283	0.128
15:00 - 16:00	11	283	0.096	11	283	0.161	11	283	0.257
16:00 - 17:00	11	283	0.096	11	283	0.032	11	283	0.128
17:00 - 18:00	11	283	0.096	11	283	0.096	11	283	0.192
18:00 - 19:00	11	283	0.129	11	283	0.161	11	283	0.290
19:00 - 20:00	11	283	0.129	11	283	0.161	11	283	0.290
20:00 - 21:00	9	319	0.035	9	319	0.035	9	319	0.070
21:00 - 22:00	6	355	0.047	6	355	0.047	6	355	0.094
22:00 - 23:00	2	422	0.000	2	422	0.000	2	422	0.000
23:00 - 24:00									
Total Rates:			1.622			1.592			3.214

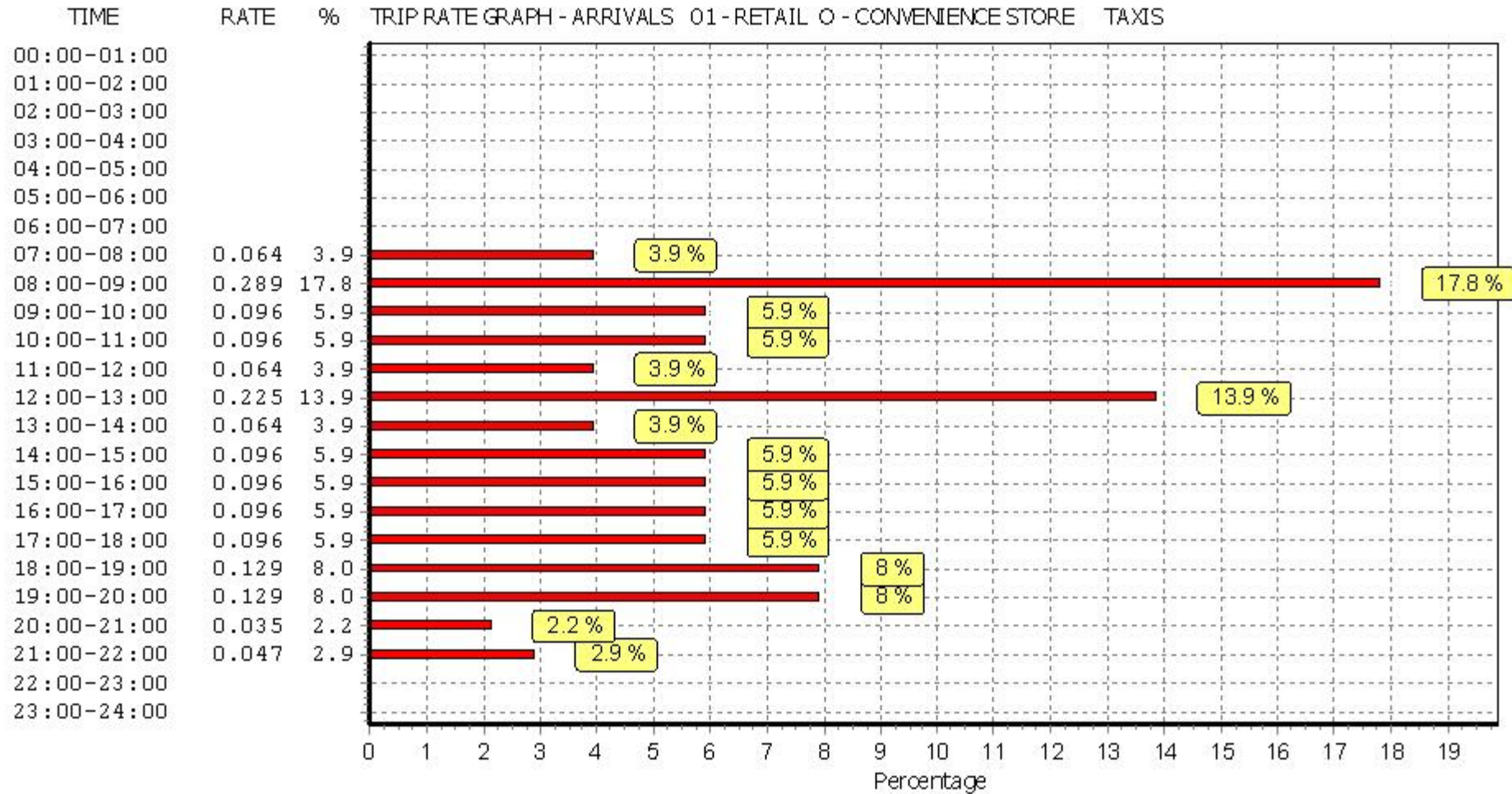
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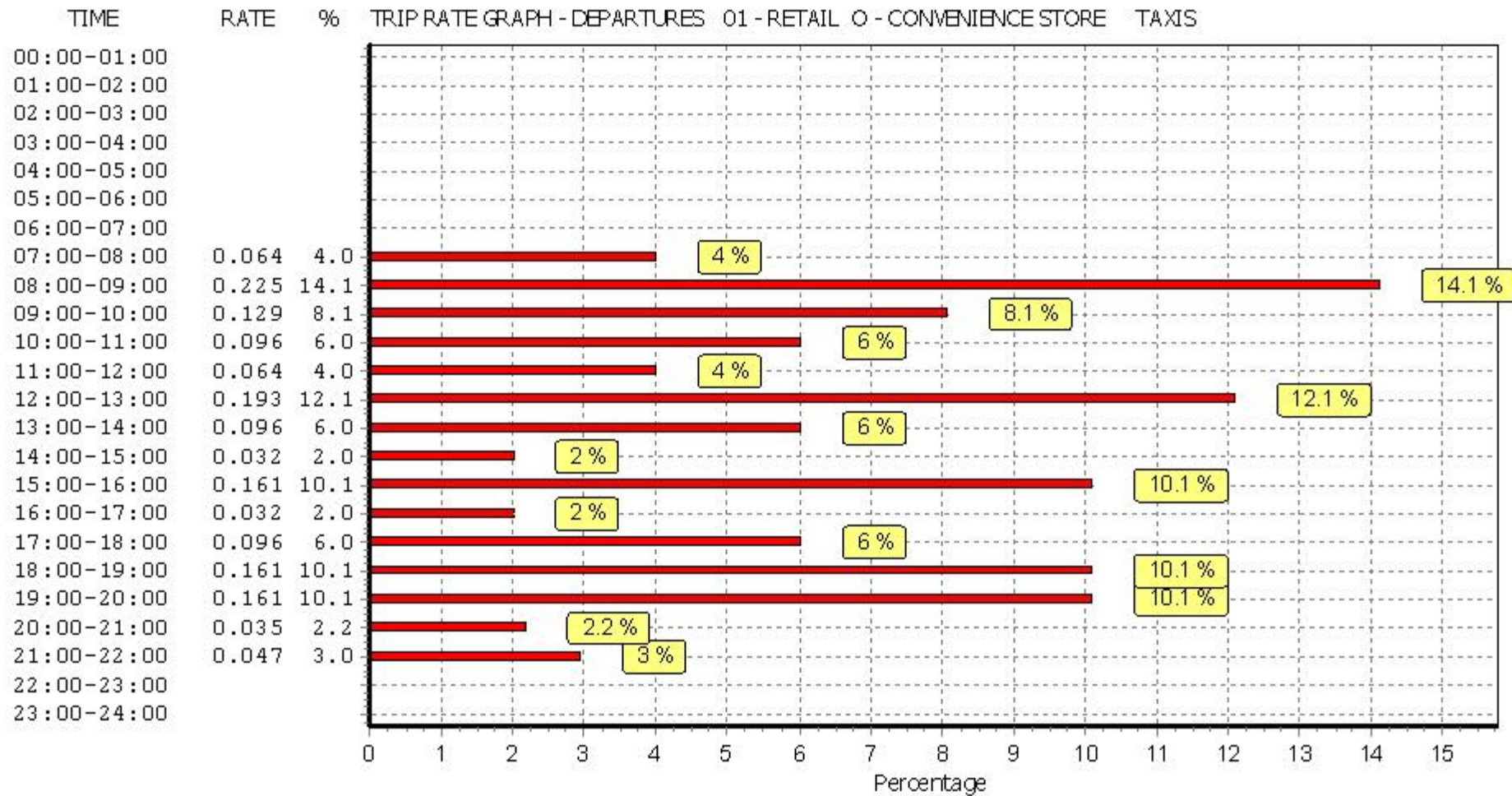
Parameter summary

Trip rate parameter range selected: 70 - 469 (units: sqm)
 Survey date date range: 01/01/06 - 19/12/12
 Number of weekdays (Monday-Friday): 11
 Number of Saturdays: 0
 Number of Sundays: 0
 Surveys manually removed from selection: 0

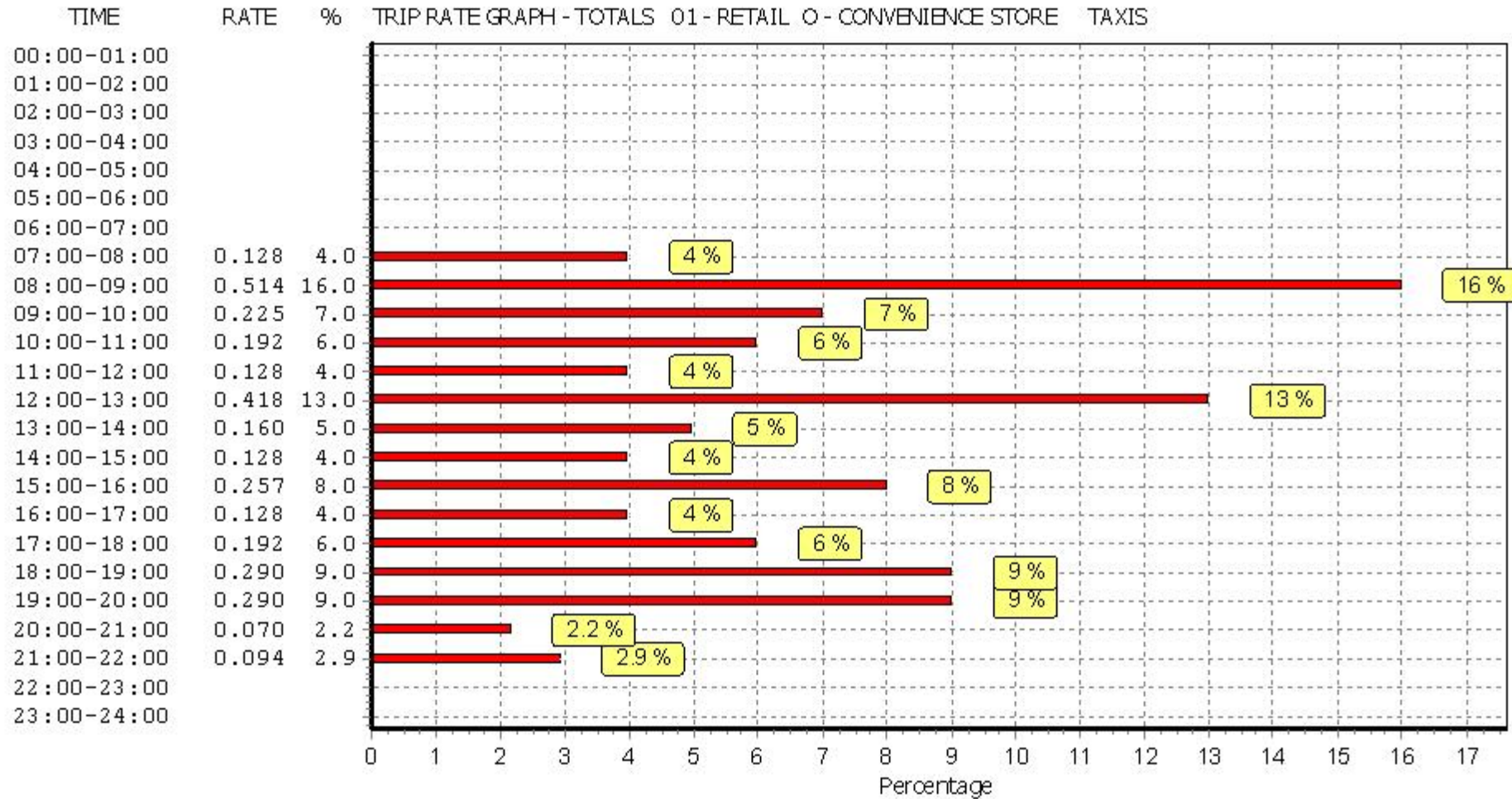
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This graph is a visual representation of the trip rate calculation results screen. The same time periods and trip rates are displayed, but in addition there is an additional column showing the percentage of the total trip rate by individual time period, allowing peak periods to be easily identified through observation. Note that the type of count and the selected direction is shown at the top of the graph.

TRIP RATE for Land Use 01 - RETAIL/O - CONVENIENCE STORE
 OGVS

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00	4	256	0.196	4	256	0.196	4	256	0.392
07:00 - 08:00	11	283	0.386	11	283	0.386	11	283	0.772
08:00 - 09:00	11	283	0.225	11	283	0.257	11	283	0.482
09:00 - 10:00	11	283	0.193	11	283	0.225	11	283	0.418
10:00 - 11:00	11	283	0.129	11	283	0.129	11	283	0.258
11:00 - 12:00	11	283	0.161	11	283	0.129	11	283	0.290
12:00 - 13:00	11	283	0.161	11	283	0.193	11	283	0.354
13:00 - 14:00	11	283	0.129	11	283	0.096	11	283	0.225
14:00 - 15:00	11	283	0.000	11	283	0.000	11	283	0.000
15:00 - 16:00	11	283	0.064	11	283	0.064	11	283	0.128
16:00 - 17:00	11	283	0.032	11	283	0.032	11	283	0.064
17:00 - 18:00	11	283	0.064	11	283	0.064	11	283	0.128
18:00 - 19:00	11	283	0.000	11	283	0.000	11	283	0.000
19:00 - 20:00	11	283	0.000	11	283	0.000	11	283	0.000
20:00 - 21:00	9	319	0.035	9	319	0.035	9	319	0.070
21:00 - 22:00	6	355	0.000	6	355	0.000	6	355	0.000
22:00 - 23:00	2	422	0.000	2	422	0.000	2	422	0.000
23:00 - 24:00									
Total Rates:			1.775			1.806			3.581

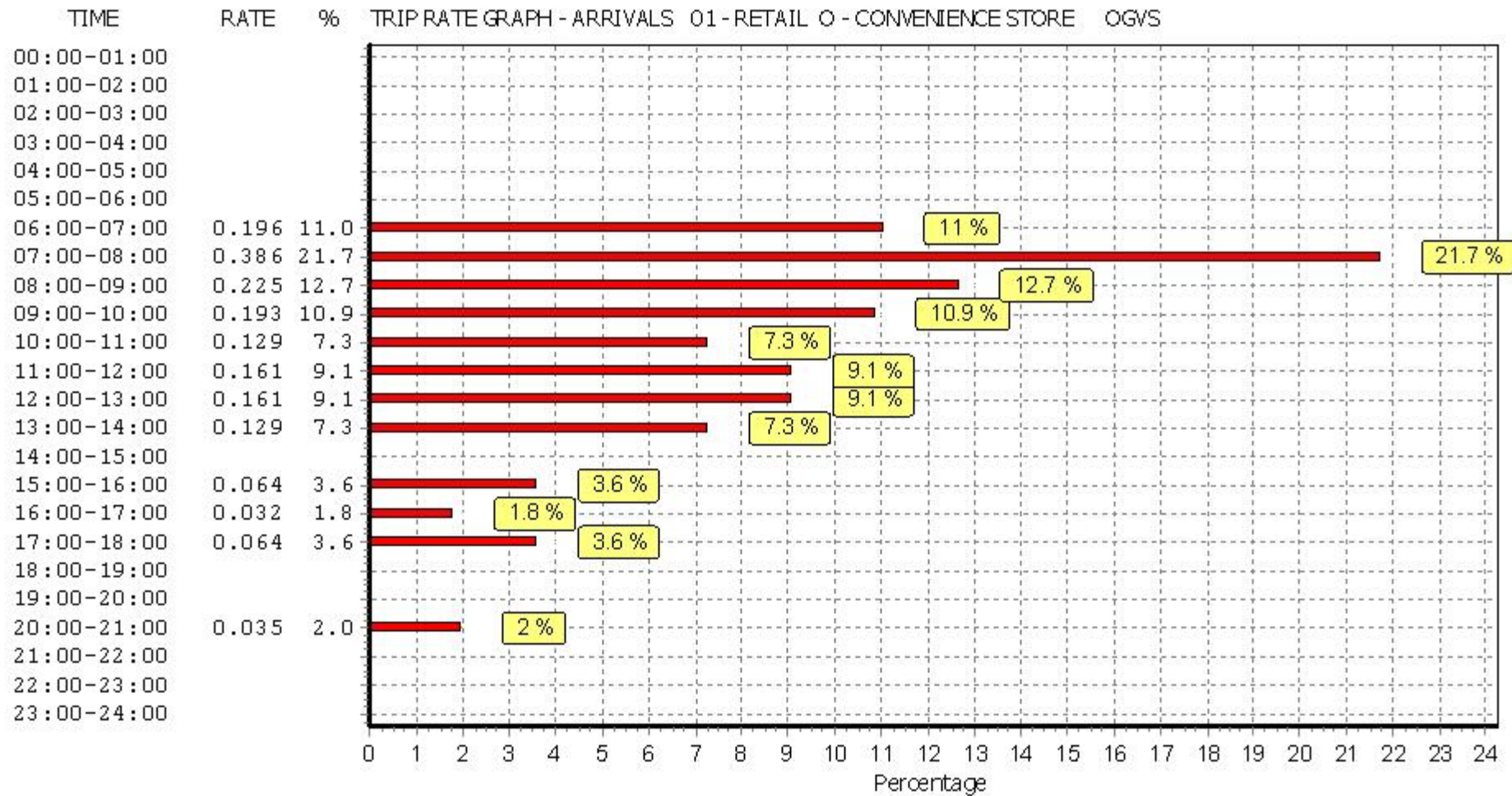
This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

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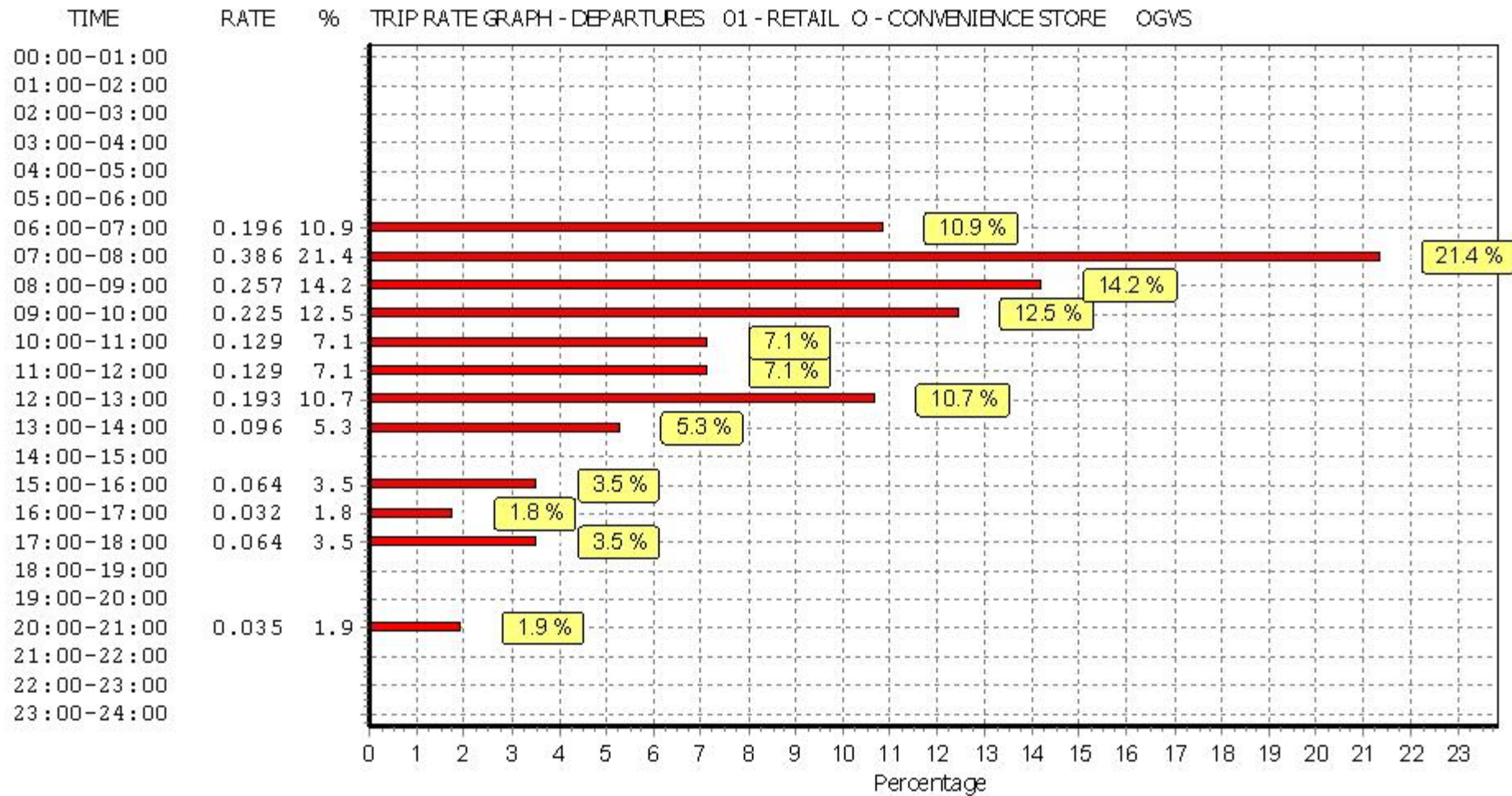
Parameter summary

Trip rate parameter range selected: 70 - 469 (units: sqm)
 Survey date date range: 01/01/06 - 19/12/12
 Number of weekdays (Monday-Friday): 11
 Number of Saturdays: 0
 Number of Sundays: 0
 Surveys manually removed from selection: 0

This section displays a quick summary of some of the data filtering selections made by the TRICS® user. The trip rate calculation parameter range of all selected surveys is displayed first, followed by the range of minimum and maximum survey dates selected by the user. Then, the total number of selected weekdays and weekend days in the selected set of surveys are shown. Finally, the number of survey days that have been manually removed from the selected set outside of the standard filtering procedure are displayed.



This graph is a visual representation of the trip rate calculation results screen. The same time periods and trip rates are displayed, but in addition there is an additional column showing the percentage of the total trip rate by individual time period, allowing peak periods to be easily identified through observation. Note that the type of count and the selected direction is shown at the top of the graph.



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TRIP RATE for Land Use 01 - RETAIL/O - CONVENIENCE STORE
 PSVS

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00	4	256	0.000	4	256	0.000	4	256	0.000
07:00 - 08:00	11	283	0.000	11	283	0.000	11	283	0.000
08:00 - 09:00	11	283	0.000	11	283	0.000	11	283	0.000
09:00 - 10:00	11	283	0.000	11	283	0.000	11	283	0.000
10:00 - 11:00	11	283	0.000	11	283	0.000	11	283	0.000
11:00 - 12:00	11	283	0.000	11	283	0.000	11	283	0.000
12:00 - 13:00	11	283	0.000	11	283	0.000	11	283	0.000
13:00 - 14:00	11	283	0.000	11	283	0.000	11	283	0.000
14:00 - 15:00	11	283	0.000	11	283	0.000	11	283	0.000
15:00 - 16:00	11	283	0.000	11	283	0.000	11	283	0.000
16:00 - 17:00	11	283	0.000	11	283	0.000	11	283	0.000
17:00 - 18:00	11	283	0.000	11	283	0.000	11	283	0.000
18:00 - 19:00	11	283	0.000	11	283	0.000	11	283	0.000
19:00 - 20:00	11	283	0.000	11	283	0.000	11	283	0.000
20:00 - 21:00	9	319	0.000	9	319	0.000	9	319	0.000
21:00 - 22:00	6	355	0.000	6	355	0.000	6	355	0.000
22:00 - 23:00	2	422	0.000	2	422	0.000	2	422	0.000
23:00 - 24:00									
Total Rates:			0.000			0.000			0.000

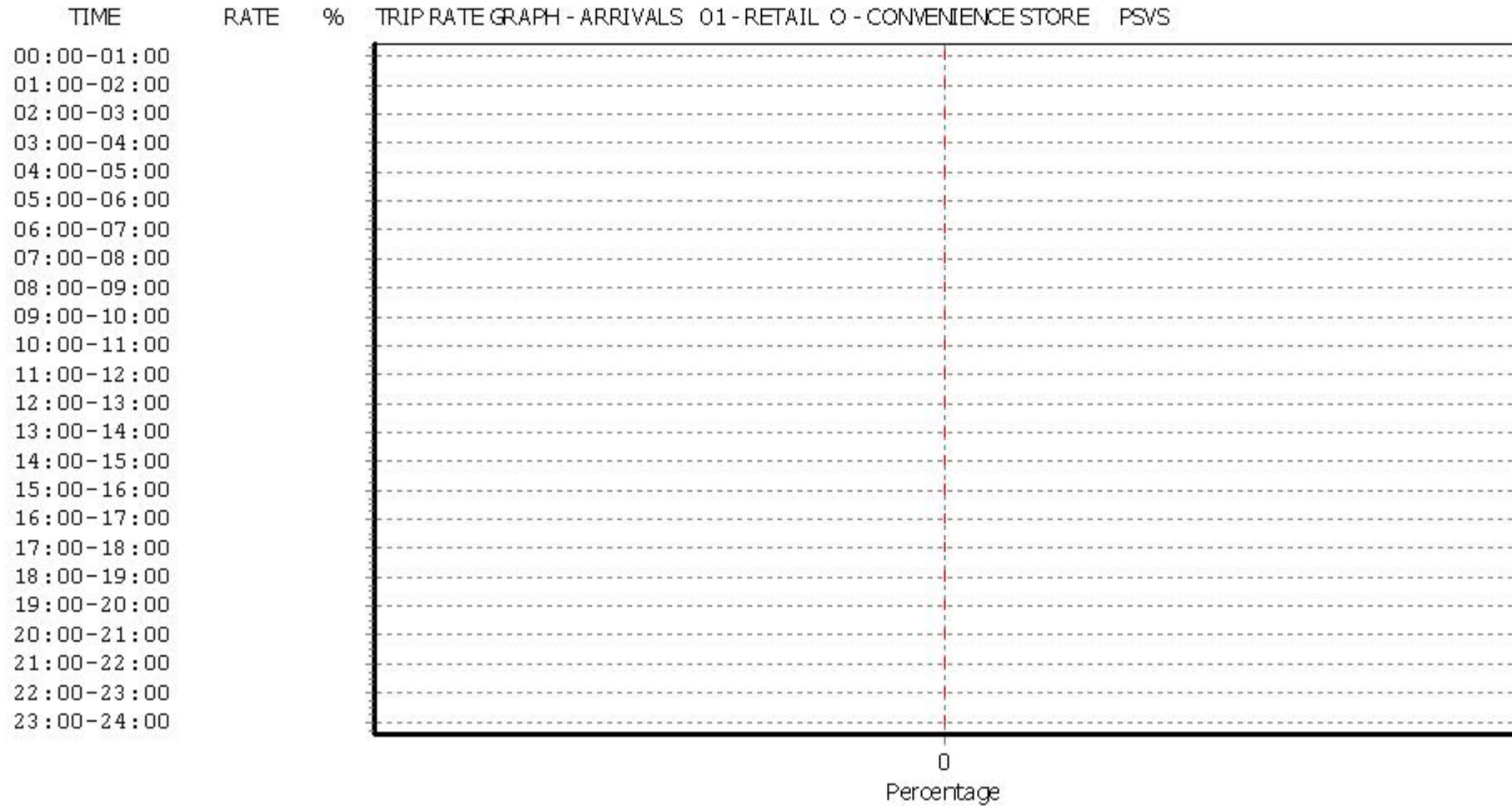
This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

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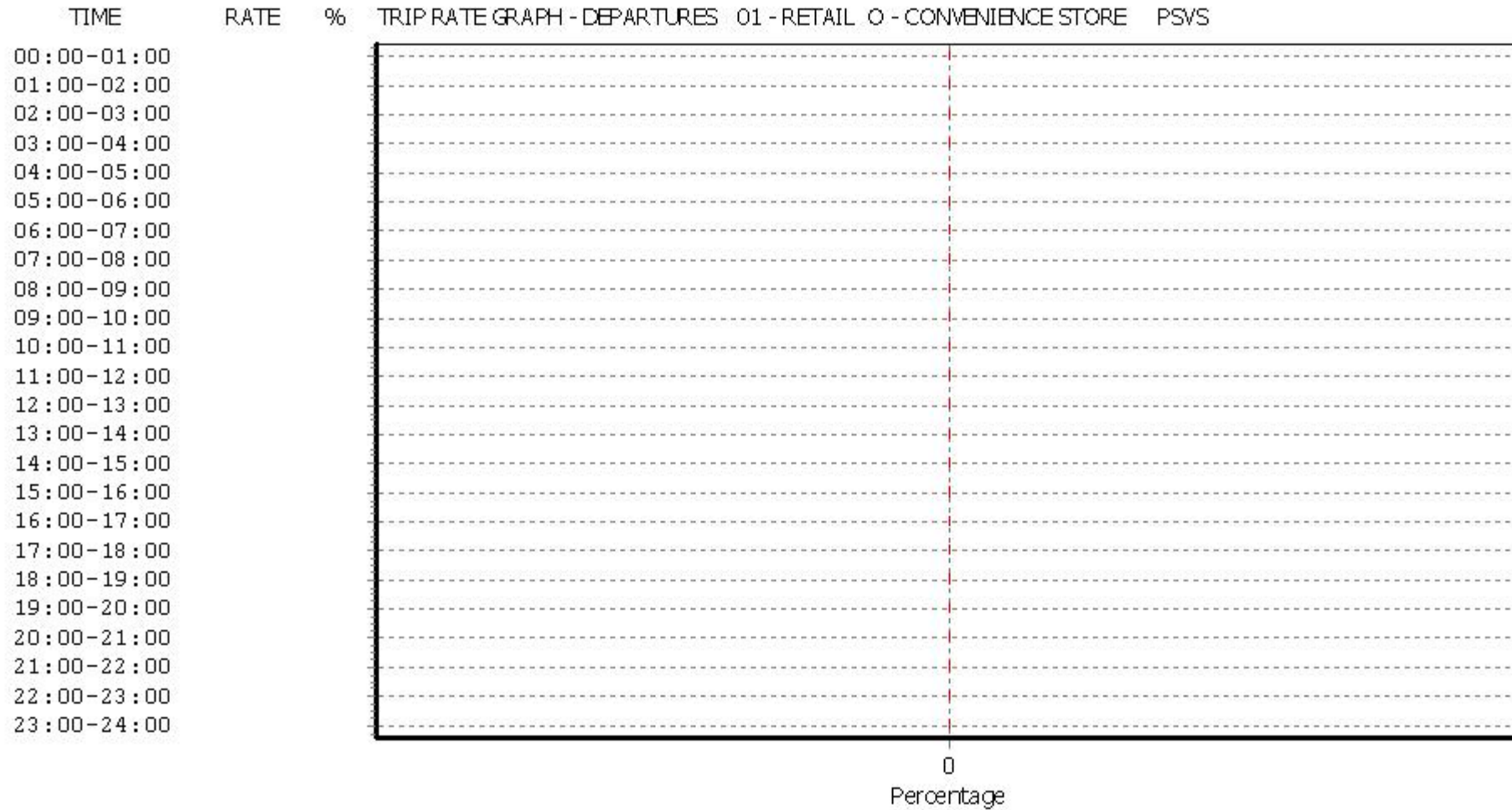
Parameter summary

Trip rate parameter range selected: 70 - 469 (units: sqm)
 Survey date date range: 01/01/06 - 19/12/12
 Number of weekdays (Monday-Friday): 11
 Number of Saturdays: 0
 Number of Sundays: 0
 Surveys manually removed from selection: 0

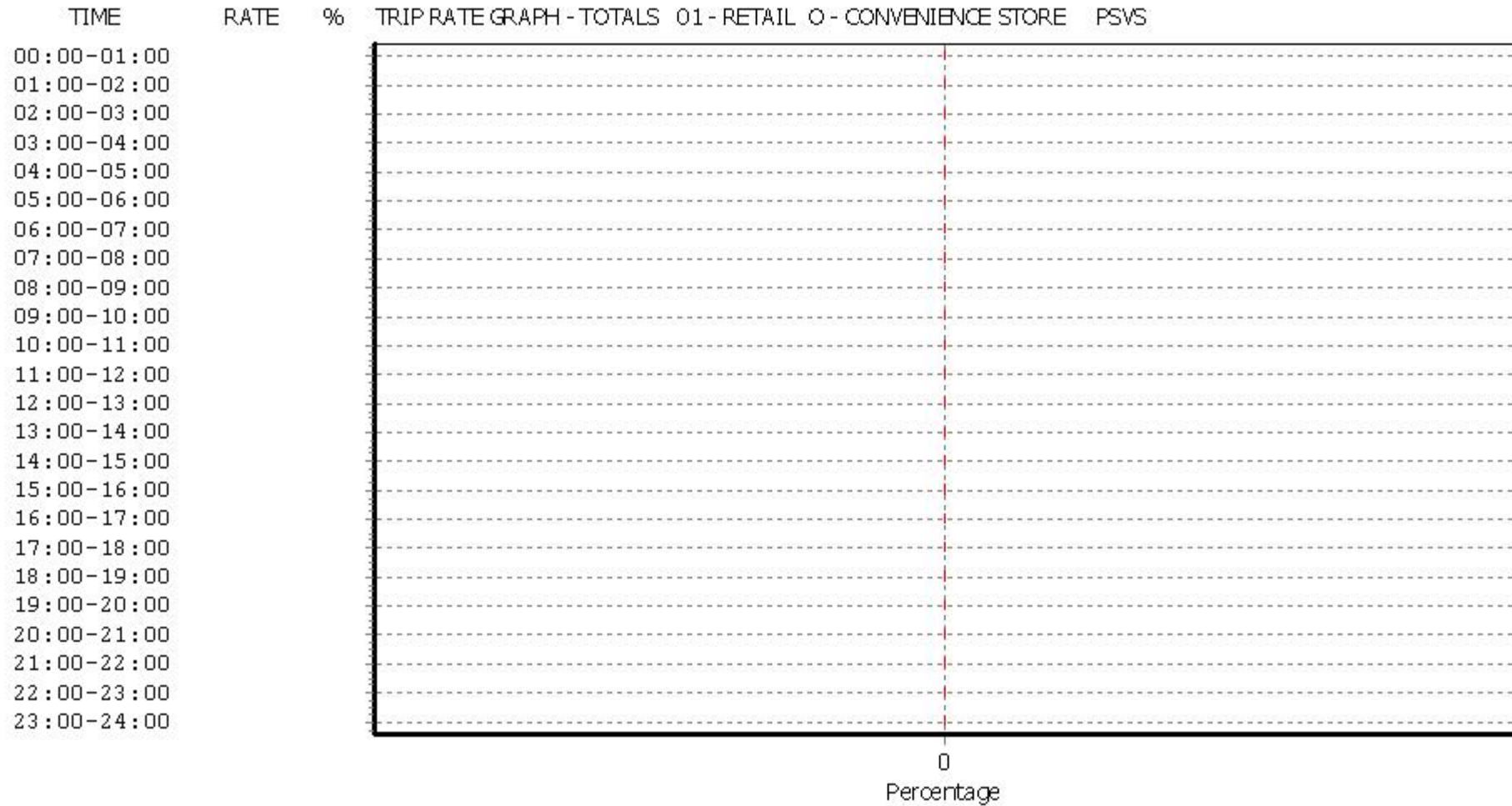
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TRIP RATE for Land Use 01 - RETAIL/O - CONVENIENCE STORE
 CYCLISTS

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00	4	256	0.293	4	256	0.196	4	256	0.489
07:00 - 08:00	11	283	0.450	11	283	0.579	11	283	1.029
08:00 - 09:00	11	283	0.804	11	283	0.740	11	283	1.544
09:00 - 10:00	11	283	0.386	11	283	0.289	11	283	0.675
10:00 - 11:00	11	283	0.225	11	283	0.193	11	283	0.418
11:00 - 12:00	11	283	0.193	11	283	0.257	11	283	0.450
12:00 - 13:00	11	283	0.515	11	283	0.418	11	283	0.933
13:00 - 14:00	11	283	0.129	11	283	0.257	11	283	0.386
14:00 - 15:00	11	283	0.225	11	283	0.225	11	283	0.450
15:00 - 16:00	11	283	0.289	11	283	0.322	11	283	0.611
16:00 - 17:00	11	283	0.547	11	283	0.450	11	283	0.997
17:00 - 18:00	11	283	0.322	11	283	0.289	11	283	0.611
18:00 - 19:00	11	283	0.450	11	283	0.482	11	283	0.932
19:00 - 20:00	11	283	0.193	11	283	0.289	11	283	0.482
20:00 - 21:00	9	319	0.209	9	319	0.313	9	319	0.522
21:00 - 22:00	7	354	0.242	7	354	0.121	7	354	0.363
22:00 - 23:00	2	422	0.000	2	422	0.000	2	422	0.000
23:00 - 24:00									
Total Rates:			5.472			5.420			10.892

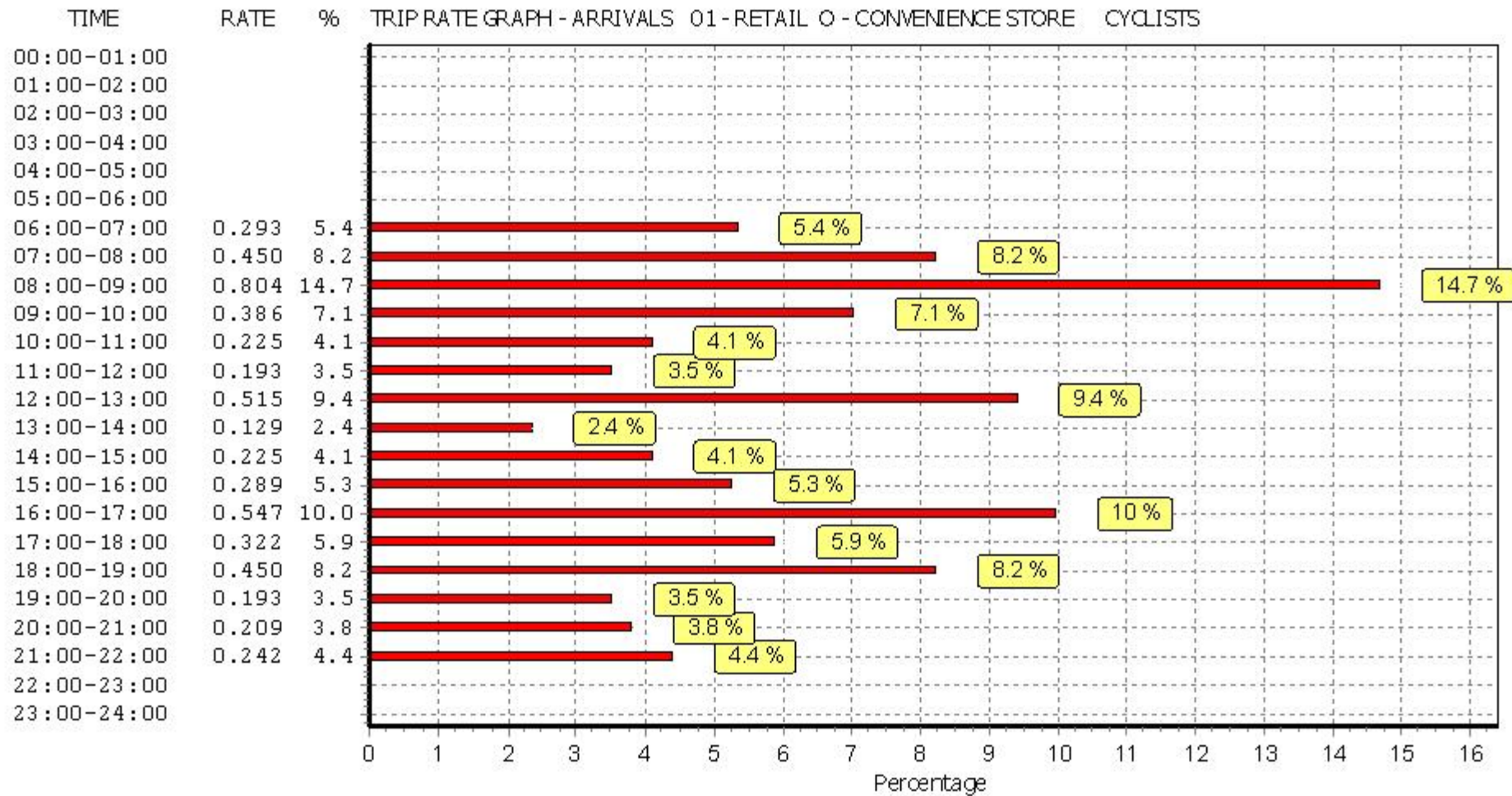
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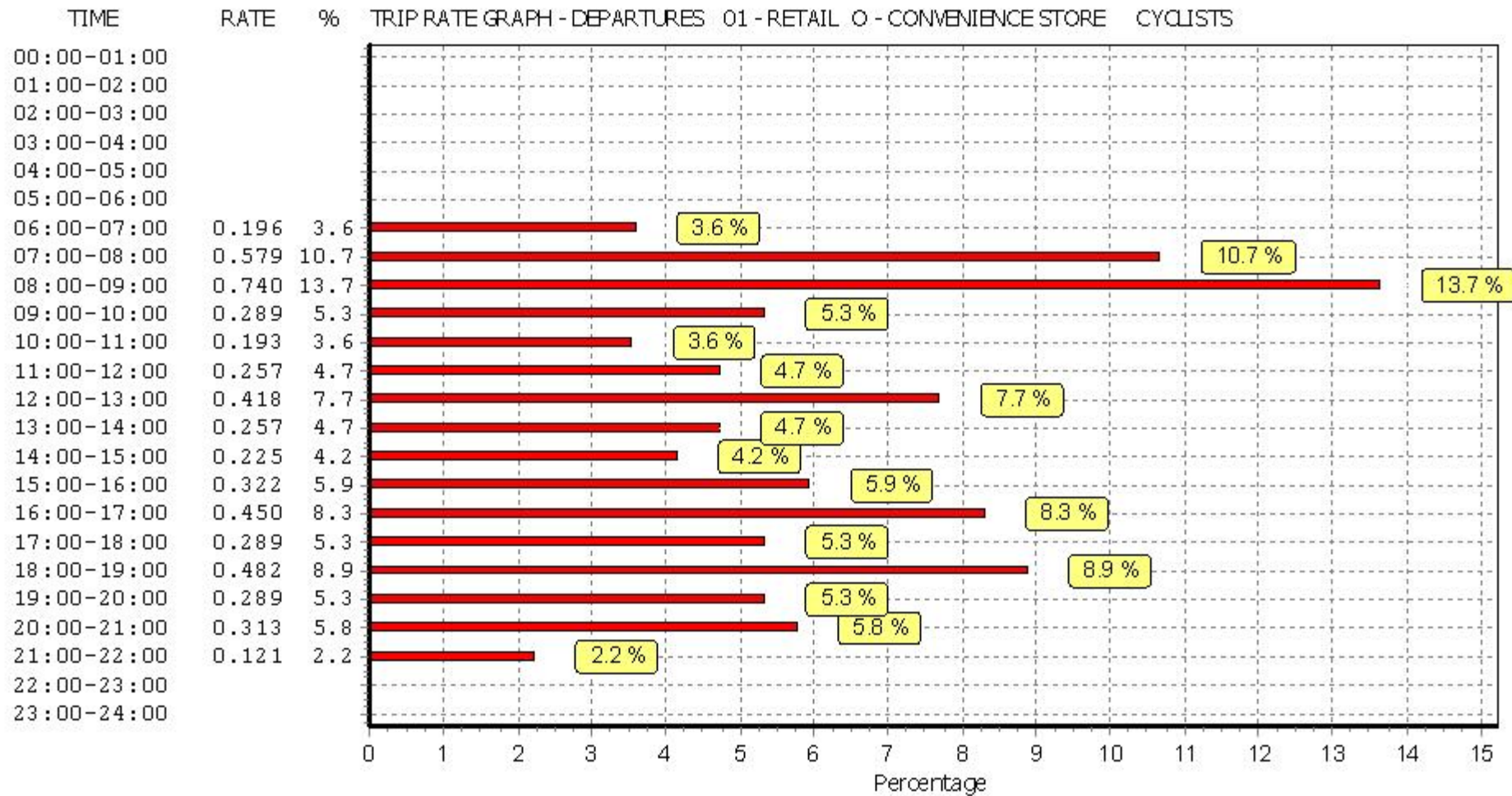
Parameter summary

Trip rate parameter range selected: 70 - 469 (units: sqm)
 Survey date range: 01/01/06 - 19/12/12
 Number of weekdays (Monday-Friday): 11
 Number of Saturdays: 0
 Number of Sundays: 0
 Surveys manually removed from selection: 0

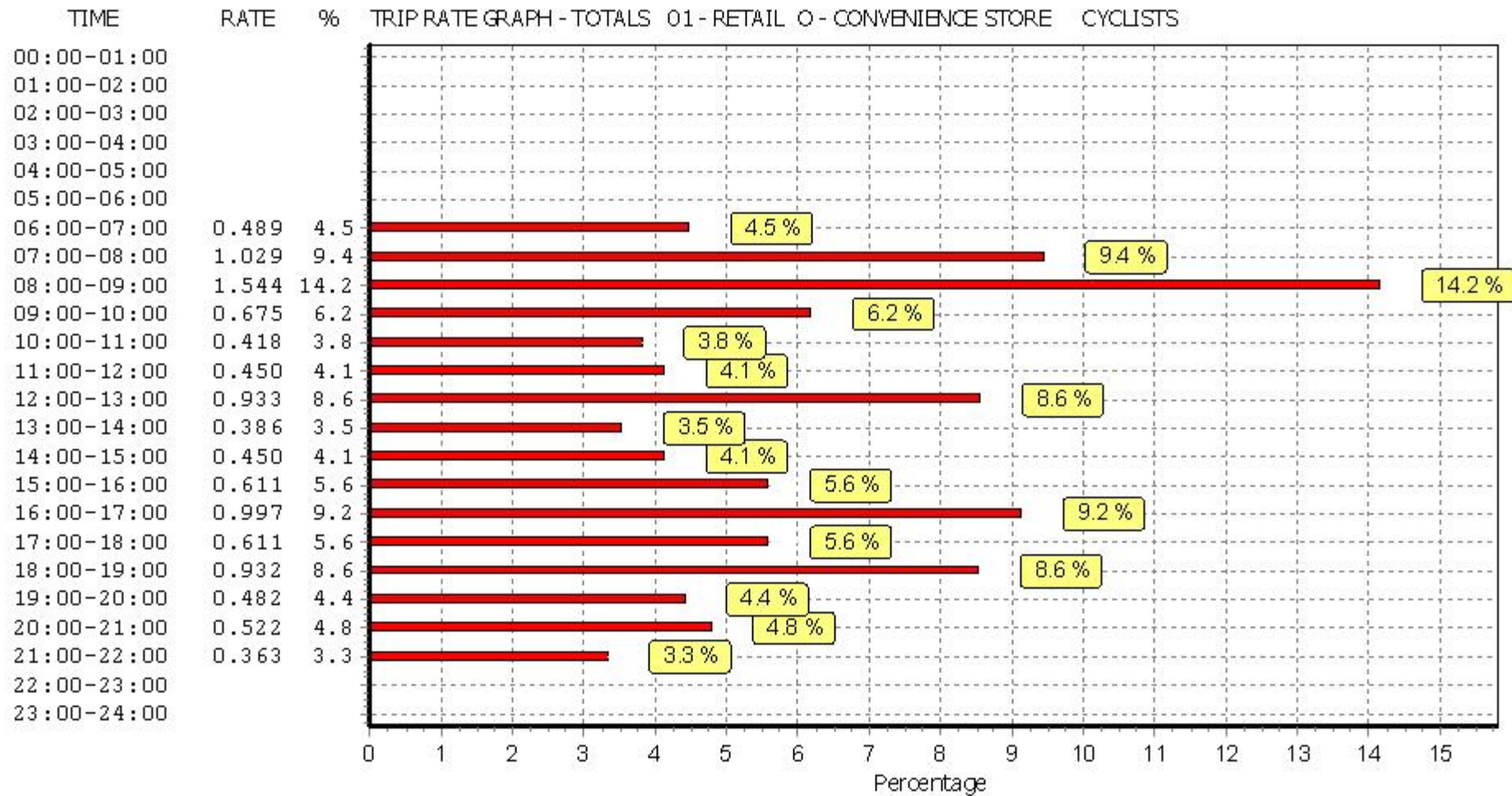
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APPENDIX E: Traffic Flow Diagrams

Traffic Data Diagram: 2014 Base Flows

SITE

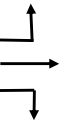
AM	0	0	0	0
PM	0	0	0	0



Birk Avenue

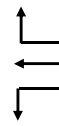
Birk Avenue

AM	PM
0	0
112	164
0	2
112	166



Colley Crescent

AM	PM
0	0
122	133
18	22
140	155



AM	2	0	22	24
PM	6	0	18	24



AM	PM
206	146
74	80
280	226



Birk Avenue

AM	83	478	561
PM	77	478	555



Hunningley Lane

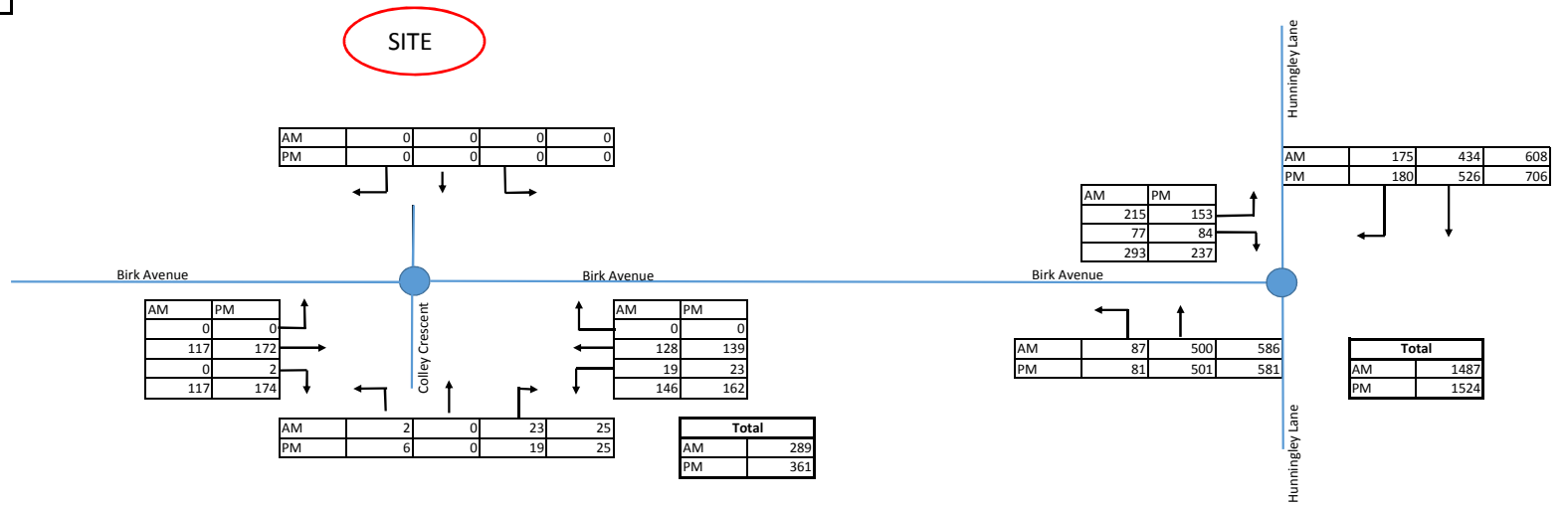
Hunningley Lane

AM	167	415	582
PM	172	502	674

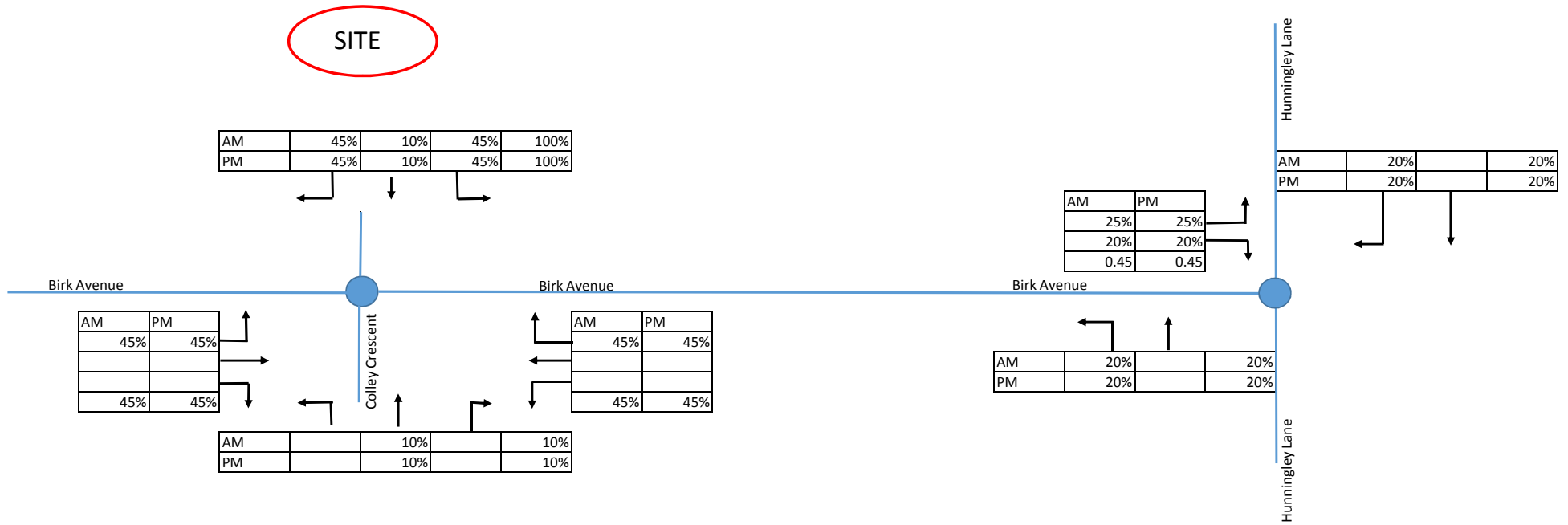


Traffic Data Diagram: 2019 Do Nothing

Forecast year	Growth Rate	
	AM peak hour	PM Peak Hour
2014 - 2019	4.53%	4.76%

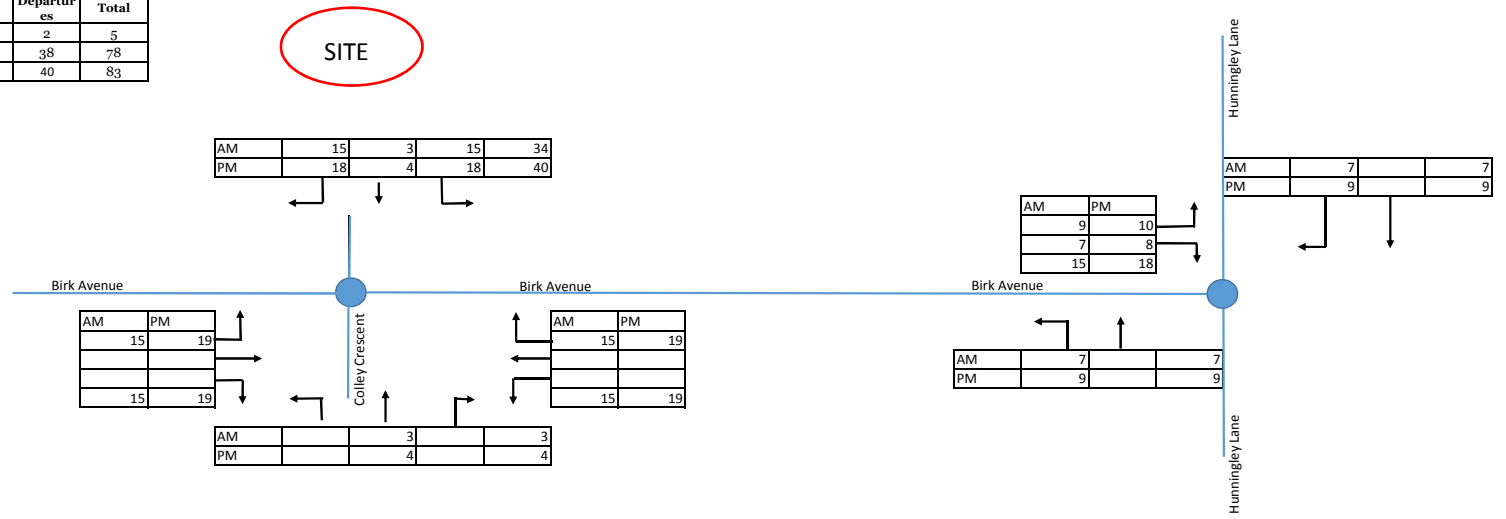


Traffic Data Diagram: Proposed Development Traffic Distribution

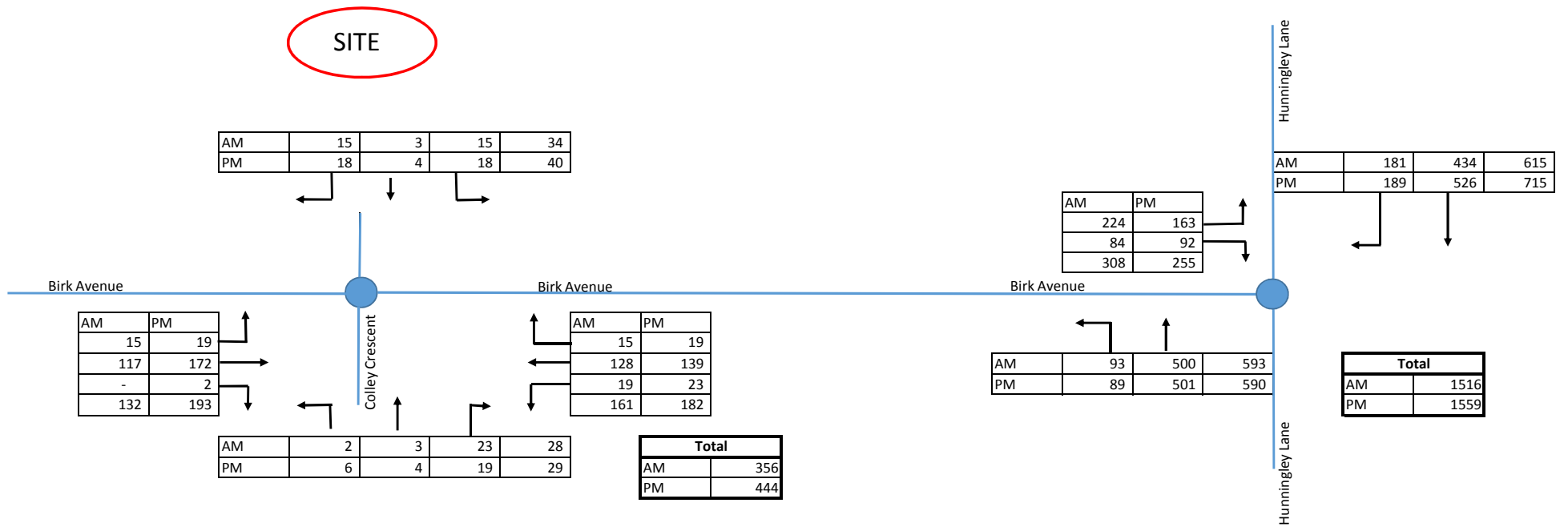


Traffic Data Diagram: Proposed Development Flows

Land Use	Trips Rates & Generations					
	AM Peak			PM Peak		
	Arrivals	Departures	Total	Arrivals	Departures	Total
Residential Use Trips	2	4	6	3	2	5
Retail Use -Trips	31	30	61	40	38	78
Total	33	34	67	43	40	83



Traffic Data Diagram: 2019 Do Something



APPENDIX F: TEMPro Outputs

Dataset Version:	62
Result Type:	Trip ends by time period
Base Year:	2014
Future Year:	2019
Trip Purpose Group:	All purposes
Time Period:	Weekday AM peak period (0700 - 0959)
Trip End Type:	Origin/Destination
Alternative Assumptions applied:	No

Growth Factor

Area Description	All purposes		
Level	Name	Origin	Destination
Authority	Barnsley	1.0447	1.0458

Base Year - Future Year

Area Description	All purposes		
Level	Name	Origin	Destination
Authority	Barnsley	2646	2203

Base Year

Area Description	All purposes		
Level	Name	Origin	Destination
Authority	Barnsley	59145	48051

Future Year

Area Description	All purposes		
Level	Name	Origin	Destination
Authority	Barnsley	61791	50254

Dataset Version:	62
Result Type:	Trip ends by time period
Base Year:	2014
Future Year:	2019
Trip Purpose Group:	All purposes
Time Period:	Weekday PM peak period (1600 - 1859)
Trip End Type:	Origin/Destination
Alternative Assumptions applied:	No

Growth Factor

Area Description	All purposes		
Level	Name	Origin	Destination
Authority	Barnsley	1.0479	1.0473

Base Year - Future Year

Area Description	All purposes		
Level	Name	Origin	Destination
Authority	Barnsley	2851	3227

Base Year

Area Description	All purposes		
Level	Name	Origin	Destination
Authority	Barnsley	59492	68163

Future Year

Area Description	All purposes		
Level	Name	Origin	Destination
Authority	Barnsley	62343	71390

APPENDIX G: Modelling Reports

Junctions 8
PICADY 8 - Priority Intersection Module
Version: 8.0.2.316 [14 Feb 2013] © Copyright TRL Limited, 2014
For sales and distribution information, program advice and maintenance, contact TRL: Tel: +44 (0)1344 770758 E-mail: software@trl.co.uk Web: http://www.trlsoftware.co.uk
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Filename: The Kendray modelling.arc8
 Path: P:\open\Matt Cleggett
 Report generation date: 13/11/2014 15:23:16

- » (Default Analysis Set) - DS 2019, AM
- » (Default Analysis Set) - DS 2019, PM

Summary of junction performance

	AM		PM	
	Queue (PCU)	RFC	Queue (PCU)	RFC
A1 - DS 2019				
Stream B-ACD	0.07	0.06	0.07	0.07
Stream A-B	-	-	-	-
Stream A-C	-	-	-	-
Stream A-D	-	-	-	-
Stream AB-CD	0.05	0.04	0.07	0.05
Stream AB-C	-	-	-	-
Stream D-ABC	0.08	0.07	0.10	0.09
Stream C-D	-	-	-	-
Stream C-A	-	-	-	-
Stream C-B	-	-	-	-
Stream CD-AB	0.01	0.01	0.01	0.01
Stream CD-A	-	-	-	-

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

"D1 - DS 2019, AM" model duration: 07:45 - 09:15
 "D2 - DS 2019, PM" model duration: 16:45 - 18:15

Run using Junctions 8.0.2.316 at 13/11/2014 15:23:15

File summary

File Description

Title	The Kendray
Location	Site Access / Birk Avenue
Site Number	
Date	13/11/2014
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) - DS 2019, 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
DS 2019, AM	DS 2019	AM		ONE HOUR	07:45	09:15	90	15		

Junction Network

Junctions

Name	Junction Type	Major Road Direction	Arm Order	Junction Delay (s)	Junction LOS
(untitled)	NS-OS Stagger (UK LR Stagger)	Two-way	A,B,C,D	7.21	A

Junction Network Options

Driving Side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Name	Description	Arm Type
A	Birk Avenue East		Major
B	Colley Crescent		Minor
C	Birk Avenue West		Major
D	Site Access		Minor

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Width of kerbed central reserve (m)	Has right turn bay	Width For Right Turn (m)	Visibility For Right Turn (m)	Blocks?	Blocking Queue (PCU)
A	6.90		0.00		2.20	120.00	✓	0.00
C	7.10		0.00		2.20	120.00	✓	0.00

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

Minor Arm Geometry

Arm	Minor Arm Type	Lane Width (m)	Lane Width (Left) (m)	Lane Width (Right) (m)	Width at give-way (m)	Width at 5m (m)	Width at 10m (m)	Width at 15m (m)	Width at 20m (m)	Estimate Flare Length	Flare Length (PCU)	Visibility To Left (m)	Visibility To Right (m)
B	One lane	3.50										18	15
D	One lane	2.50										60	6

Pedestrian Crossings

Arm	Crossing Type
A	None
B	None
C	None
D	None

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Junction	Stream	Intercept (PCU/hr)	Slope for A-B	Slope for A-C	Slope for A-D	Slope for B-C	Slope for B-D	Slope for C-A	Slope for C-B	Slope for C-D	Slope for D-A	Slope for D-B
1	AB-D	643.457	-	-	-	-	-	0.240	0.240	0.240	-	-
1	B-A	515.616	0.089	0.226	0.226	-	-	0.142	0.323	-	0.142	0.323
1	B-CD	665.350	0.097	0.245	0.245	-	-	-	-	-	-	-
1	CD-B	643.457	0.237	0.237	0.237	-	-	-	-	-	-	-
1	D-AB	596.291	-	-	-	-	-	0.222	0.222	0.088	-	-
1	D-C	474.746	-	0.132	0.300	0.132	0.300	0.210	0.210	0.083	-	-

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	✓	162.00	100.000
B	ONE HOUR	✓	28.00	100.000
C	ONE HOUR	✓	132.00	100.000
D	ONE HOUR	✓	33.00	100.000

Turning Proportions

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

		To			
		A	B	C	D
From	A	0.000	19.000	128.000	15.000
	B	23.000	0.000	2.000	3.000
	C	117.000	0.000	0.000	15.000
	D	15.000	3.000	15.000	0.000

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

		To			
		A	B	C	D
From	A	0.00	0.12	0.79	0.09
	B	0.82	0.00	0.07	0.11
	C	0.89	0.00	0.00	0.11
	D	0.45	0.09	0.45	0.00

Vehicle Mix

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

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

Heavy Vehicle Percentages - Junction 1 (for whole period)

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

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-ACD	0.06	8.02	0.07	A
A-B	-	-	-	-
A-C	-	-	-	-
A-D	-	-	-	-
AB-CD	0.04	5.39	0.05	A
AB-C	-	-	-	-
D-ABC	0.07	7.94	0.08	A
C-D	-	-	-	-
C-A	-	-	-	-
C-B	-	-	-	-
CD-AB	0.01	5.32	0.01	A
CD-A	-	-	-	-

Main Results for each time segment

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

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-ACD	21.08	20.90	0.00	497.79	0.042	0.04	7.547	A
A-B	14.30	14.30	0.00	-	-	-	-	-
A-C	96.37	96.37	0.00	-	-	-	-	-
A-D	11.29	11.29	0.00	-	-	-	-	-
AB-CD	15.74	15.63	0.00	683.64	0.023	0.03	5.389	A
AB-C	95.65	95.65	0.00	-	-	-	-	-
D-ABC	24.84	24.64	0.00	503.93	0.049	0.05	7.507	A
C-D	11.29	11.29	0.00	-	-	-	-	-
C-A	88.08	88.08	0.00	-	-	-	-	-
C-B	0.00	0.00	0.00	-	-	-	-	-
CD-AB	2.61	2.60	0.00	679.71	0.004	0.00	5.316	A
CD-A	98.91	98.91	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-ACD	25.17	25.13	0.00	490.09	0.051	0.05	7.743	A
A-B	17.08	17.08	0.00	-	-	-	-	-
A-C	115.07	115.07	0.00	-	-	-	-	-
A-D	13.48	13.48	0.00	-	-	-	-	-
AB-CD	19.39	19.36	0.00	691.67	0.028	0.04	5.354	A
AB-C	113.65	113.65	0.00	-	-	-	-	-
D-ABC	29.67	29.62	0.00	497.98	0.060	0.06	7.685	A
C-D	13.48	13.48	0.00	-	-	-	-	-
C-A	105.18	105.18	0.00	-	-	-	-	-
C-B	0.00	0.00	0.00	-	-	-	-	-
CD-AB	3.24	3.24	0.00	687.08	0.005	0.00	5.263	A
CD-A	118.10	118.10	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-ACD	30.83	30.77	0.00	479.46	0.064	0.07	8.022	A
A-B	20.92	20.92	0.00	-	-	-	-	-
A-C	140.93	140.93	0.00	-	-	-	-	-
A-D	16.52	16.52	0.00	-	-	-	-	-
AB-CD	24.72	24.67	0.00	702.84	0.035	0.05	5.308	A
AB-C	138.22	138.22	0.00	-	-	-	-	-
D-ABC	36.33	36.27	0.00	489.74	0.074	0.08	7.938	A
C-D	16.52	16.52	0.00	-	-	-	-	-
C-A	128.82	128.82	0.00	-	-	-	-	-
C-B	0.00	0.00	0.00	-	-	-	-	-
CD-AB	4.13	4.13	0.00	697.32	0.006	0.01	5.192	A
CD-A	144.47	144.47	0.00	-	-	-	-	-

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

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-ACD	30.83	30.83	0.00	479.46	0.064	0.07	8.024	A
A-B	20.92	20.92	0.00	-	-	-	-	-
A-C	140.93	140.93	0.00	-	-	-	-	-
A-D	16.52	16.52	0.00	-	-	-	-	-
AB-CD	24.74	24.74	0.00	702.85	0.035	0.05	5.309	A
AB-C	138.21	138.21	0.00	-	-	-	-	-
D-ABC	36.33	36.33	0.00	489.73	0.074	0.08	7.939	A
C-D	16.52	16.52	0.00	-	-	-	-	-
C-A	128.82	128.82	0.00	-	-	-	-	-
C-B	0.00	0.00	0.00	-	-	-	-	-
CD-AB	4.14	4.14	0.00	697.34	0.006	0.01	5.192	A
CD-A	144.50	144.50	0.00	-	-	-	-	-

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

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-ACD	25.17	25.23	0.00	490.08	0.051	0.05	7.745	A
A-B	17.08	17.08	0.00	-	-	-	-	-
A-C	115.07	115.07	0.00	-	-	-	-	-
A-D	13.48	13.48	0.00	-	-	-	-	-
AB-CD	19.41	19.46	0.00	691.69	0.028	0.04	5.357	A
AB-C	113.65	113.65	0.00	-	-	-	-	-
D-ABC	29.67	29.73	0.00	497.96	0.060	0.06	7.690	A
C-D	13.48	13.48	0.00	-	-	-	-	-
C-A	105.18	105.18	0.00	-	-	-	-	-
C-B	0.00	0.00	0.00	-	-	-	-	-
CD-AB	3.25	3.26	0.00	687.11	0.005	0.00	5.263	A
CD-A	118.15	118.15	0.00	-	-	-	-	-

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

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-ACD	21.08	21.12	0.00	497.76	0.042	0.04	7.555	A
A-B	14.30	14.30	0.00	-	-	-	-	-
A-C	96.37	96.37	0.00	-	-	-	-	-
A-D	11.29	11.29	0.00	-	-	-	-	-
AB-CD	15.79	15.82	0.00	683.67	0.023	0.03	5.392	A
AB-C	95.64	95.64	0.00	-	-	-	-	-
D-ABC	24.84	24.89	0.00	503.90	0.049	0.05	7.515	A
C-D	11.29	11.29	0.00	-	-	-	-	-
C-A	88.08	88.08	0.00	-	-	-	-	-
C-B	0.00	0.00	0.00	-	-	-	-	-
CD-AB	2.64	2.65	0.00	679.78	0.004	0.00	5.316	A
CD-A	99.02	99.02	0.00	-	-	-	-	-

(Default Analysis Set) - DS 2019, 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
DS 2019, PM	DS 2019	PM		ONE HOUR	16:45	18:15	90	15		

Junction Network

Junctions

Name	Junction Type	Major Road Direction	Arm Order	Junction Delay (s)	Junction LOS
(untitled)	NS-OS Stagger (UK LR Stagger)	Two-way	A,B,C,D	7.20	A

Junction Network Options

Driving Side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Name	Description	Arm Type
A	Birk Avenue East		Major
B	Colley Crescent		Minor
C	Birk Avenue West		Major
D	Site Access		Minor

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Width of kerbed central reserve (m)	Has right turn bay	Width For Right Turn (m)	Visibility For Right Turn (m)	Blocks?	Blocking Queue (PCU)
A	6.90		0.00		2.20	120.00	✓	0.00
C	7.10		0.00		2.20	120.00	✓	0.00

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

Minor Arm Geometry

Arm	Minor Arm Type	Lane Width (m)	Lane Width (Left) (m)	Lane Width (Right) (m)	Width at give-way (m)	Width at 5m (m)	Width at 10m (m)	Width at 15m (m)	Width at 20m (m)	Estimate Flare Length	Flare Length (PCU)	Visibility To Left (m)	Visibility To Right (m)
B	One lane	3.50										18	15
D	One lane	2.50										60	6

Pedestrian Crossings

Arm	Crossing Type
A	None
B	None
C	None
D	None

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Junction	Stream	Intercept (PCU/hr)	Slope for A-B	Slope for A-C	Slope for A-D	Slope for B-C	Slope for B-D	Slope for C-A	Slope for C-B	Slope for C-D	Slope for D-A	Slope for D-B
1	AB-D	643.457	-	-	-	-	-	0.240	0.240	0.240	-	-
1	B-A	515.616	0.089	0.226	0.226	-	-	0.142	0.323	-	0.142	0.323
1	B-CD	665.350	0.097	0.245	0.245	-	-	-	-	-	-	-
1	CD-B	643.457	0.237	0.237	0.237	-	-	-	-	-	-	-
1	D-AB	596.291	-	-	-	-	-	0.222	0.222	0.088	-	-
1	D-C	474.746	-	0.132	0.300	0.132	0.300	0.210	0.210	0.083	-	-

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	✓	181.00	100.000
B	ONE HOUR	✓	29.00	100.000
C	ONE HOUR	✓	193.00	100.000
D	ONE HOUR	✓	40.00	100.000

Turning Proportions

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

		To			
		A	B	C	D
From	A	0.000	23.000	139.000	19.000
	B	19.000	0.000	6.000	4.000
	C	172.000	2.000	0.000	19.000
	D	18.000	4.000	18.000	0.000

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

		To			
		A	B	C	D
From	A	0.00	0.13	0.77	0.10
	B	0.66	0.00	0.21	0.14
	C	0.89	0.01	0.00	0.10
	D	0.45	0.10	0.45	0.00

Vehicle Mix

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

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

Heavy Vehicle Percentages - Junction 1 (for whole period)

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

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-ACD	0.07	7.85	0.07	A
A-B	-	-	-	-
A-C	-	-	-	-
A-D	-	-	-	-
AB-CD	0.05	5.45	0.07	A
AB-C	-	-	-	-
D-ABC	0.09	8.38	0.10	A
C-D	-	-	-	-
C-A	-	-	-	-
C-B	-	-	-	-
CD-AB	0.01	5.15	0.01	A
CD-A	-	-	-	-

Main Results for each time segment

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

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-ACD	21.83	21.66	0.00	512.48	0.043	0.04	7.333	A
A-B	17.32	17.32	0.00	-	-	-	-	-
A-C	104.65	104.65	0.00	-	-	-	-	-
A-D	14.30	14.30	0.00	-	-	-	-	-
AB-CD	20.51	20.35	0.00	680.63	0.030	0.04	5.452	A
AB-C	105.91	105.91	0.00	-	-	-	-	-
D-ABC	30.11	29.86	0.00	493.32	0.061	0.06	7.764	A
C-D	14.30	14.30	0.00	-	-	-	-	-
C-A	129.49	129.49	0.00	-	-	-	-	-
C-B	1.51	1.51	0.00	-	-	-	-	-
CD-AB	5.59	5.56	0.00	704.96	0.008	0.01	5.146	A
CD-A	141.82	141.82	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-ACD	26.07	26.03	0.00	503.35	0.052	0.05	7.541	A
A-B	20.68	20.68	0.00	-	-	-	-	-
A-C	124.96	124.96	0.00	-	-	-	-	-
A-D	17.08	17.08	0.00	-	-	-	-	-
AB-CD	25.37	25.33	0.00	688.25	0.037	0.05	5.432	A
AB-C	125.64	125.64	0.00	-	-	-	-	-
D-ABC	35.96	35.90	0.00	485.16	0.074	0.08	8.012	A
C-D	17.08	17.08	0.00	-	-	-	-	-
C-A	154.62	154.62	0.00	-	-	-	-	-
C-B	1.80	1.80	0.00	-	-	-	-	-
CD-AB	7.00	6.99	0.00	717.31	0.010	0.01	5.067	A
CD-A	169.17	169.17	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-ACD	31.93	31.87	0.00	490.70	0.065	0.07	7.845	A
A-B	25.32	25.32	0.00	-	-	-	-	-
A-C	153.04	153.04	0.00	-	-	-	-	-
A-D	20.92	20.92	0.00	-	-	-	-	-
AB-CD	32.54	32.47	0.00	698.89	0.047	0.07	5.404	A
AB-C	152.41	152.41	0.00	-	-	-	-	-
D-ABC	44.04	43.95	0.00	473.86	0.093	0.10	8.372	A
C-D	20.92	20.92	0.00	-	-	-	-	-
C-A	189.38	189.38	0.00	-	-	-	-	-
C-B	2.20	2.20	0.00	-	-	-	-	-
CD-AB	9.08	9.06	0.00	734.37	0.012	0.01	4.963	A
CD-A	206.68	206.68	0.00	-	-	-	-	-

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

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-ACD	31.93	31.93	0.00	490.69	0.065	0.07	7.846	A
A-B	25.32	25.32	0.00	-	-	-	-	-
A-C	153.04	153.04	0.00	-	-	-	-	-
A-D	20.92	20.92	0.00	-	-	-	-	-
AB-CD	32.57	32.56	0.00	698.92	0.047	0.07	5.405	A
AB-C	152.40	152.40	0.00	-	-	-	-	-
D-ABC	44.04	44.04	0.00	473.85	0.093	0.10	8.375	A
C-D	20.92	20.92	0.00	-	-	-	-	-
C-A	189.38	189.38	0.00	-	-	-	-	-
C-B	2.20	2.20	0.00	-	-	-	-	-
CD-AB	9.09	9.09	0.00	734.40	0.012	0.01	4.963	A
CD-A	206.71	206.71	0.00	-	-	-	-	-

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

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-ACD	26.07	26.13	0.00	503.33	0.052	0.06	7.543	A
A-B	20.68	20.68	0.00	-	-	-	-	-
A-C	124.96	124.96	0.00	-	-	-	-	-
A-D	17.08	17.08	0.00	-	-	-	-	-
AB-CD	25.40	25.47	0.00	688.28	0.037	0.05	5.434	A
AB-C	125.64	125.64	0.00	-	-	-	-	-
D-ABC	35.96	36.04	0.00	485.14	0.074	0.08	8.017	A
C-D	17.08	17.08	0.00	-	-	-	-	-
C-A	154.62	154.62	0.00	-	-	-	-	-
C-B	1.80	1.80	0.00	-	-	-	-	-
CD-AB	7.02	7.03	0.00	717.35	0.010	0.01	5.069	A
CD-A	169.23	169.23	0.00	-	-	-	-	-

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

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-ACD	21.83	21.87	0.00	512.45	0.043	0.04	7.338	A
A-B	17.32	17.32	0.00	-	-	-	-	-
A-C	104.65	104.65	0.00	-	-	-	-	-
A-D	14.30	14.30	0.00	-	-	-	-	-
AB-CD	20.57	20.62	0.00	680.68	0.030	0.04	5.454	A
AB-C	105.92	105.92	0.00	-	-	-	-	-
D-ABC	30.11	30.17	0.00	493.28	0.061	0.07	7.774	A
C-D	14.30	14.30	0.00	-	-	-	-	-
C-A	129.49	129.49	0.00	-	-	-	-	-
C-B	1.51	1.51	0.00	-	-	-	-	-
CD-AB	5.64	5.64	0.00	705.06	0.008	0.01	5.148	A
CD-A	141.96	141.96	0.00	-	-	-	-	-

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