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

PICADY 5.0 ANALYSIS PROGRAM
RELEASE 3.0 (JUNE 2006)

FOR SALES AND DISTRIBUTION INFORMATION,
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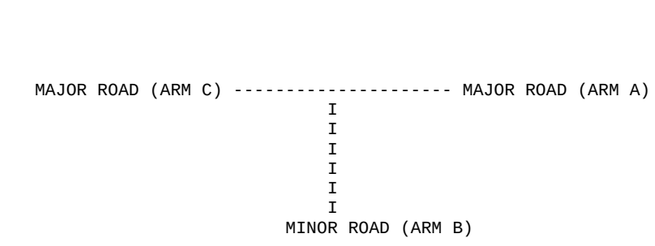
Run with file:-
"T:\T12\Jobs\T12.172_Herbert Road, Newport\Analysis\PICADY\Trostrey St\Am\Turner_Trostrey Am.vpi"
(drive-on-the-left) at 10:31:17 on Thursday, 28 November 2013

RUN INFORMATION

RUN TITLE: Turner St_Trostrey St
LOCATION: Newport
DATE: 28/11/13
CLIENT: Greenhill Construction
ENUMERATOR: Transport Planner
JOB NUMBER: T12.172
STATUS:
DESCRIPTION:

.MAJOR/MINOR JUNCTION CAPACITY AND DELAY

INPUT DATA



ARM A IS Turner St (West)
ARM B IS Trostrey St
ARM C IS Turner St (East)

STREAM LABELLING CONVENTION

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

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

ETC.

GEOMETRIC DATA

DATA ITEM		MINOR ROAD B	
TOTAL MAJOR ROAD CARRIAGEWAY WIDTH	(W)	6.70	M.
CENTRAL RESERVE WIDTH	(WCR)	0.00	M.
MAJOR ROAD RIGHT TURN - WIDTH	(WC-B)	2.20	M.
- VISIBILITY	(VC-B)	190.0	M.
- BLOCKS TRAFFIC		YES	
MINOR ROAD - VISIBILITY TO LEFT	(VB-C)	23.0	M.
- VISIBILITY TO RIGHT	(VB-A)	13.0	M.
- LANE 1 WIDTH	(WB-C)	3.40	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
657.43	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
511.14	0.23	0.09	0.14	0.33

Intercept For Stream C-B	Slope For Opposing Stream A-C	Slope For Opposing Stream A-B
683.99	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: Turner St_Trostrey St 2013 Am

TIME PERIOD BEGINS 07.45 AND ENDS 09.15

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

DEMAND FLOW PROFILES ARE SYNTHESISED FROM TURNING COUNT DATA

ARM	NUMBER OF MINUTES FROM START WHEN FLOW STARTS TO RISE	NUMBER OF MINUTES FROM START WHEN TOP OF PEAK IS REACHED	NUMBER OF MINUTES FROM START WHEN FLOW STOPS FALLING	RATE OF FLOW (VEH/MIN) BEFORE PEAK	RATE OF FLOW (VEH/MIN) AT TOP OF PEAK	RATE OF FLOW (VEH/MIN) AFTER PEAK
ARM A	15.00	45.00	75.00	1.19	1.78	1.19
ARM B	15.00	45.00	75.00	0.29	0.43	0.29
ARM C	15.00	45.00	75.00	0.47	0.71	0.47

TURNING PROPORTIONS (PERCENTAGE OF H.V.S)

TURNING COUNTS (VEH/HR)

TIME	FROM/TO	ARM A	ARM B	ARM C
07.45 - 09.15				
	ARM A	0.000	0.000	1.000
		0.0	0.0	95.0
		(0.0)	(0.0)	(0.0)
	ARM B	0.304	0.000	0.696
		7.0	0.0	16.0
		(0.0)	(0.0)	(0.0)
	ARM C	0.789	0.211	0.000
		30.0	8.0	0.0
		(0.0)	(0.0)	(0.0)

TURNING PROPORTIONS ARE CALCULATED FROM TURNING COUNT DATA

THE PERCENTAGE OF HEAVY VEHICLES VARIES OVER TURNING MOVEMENTS

QUEUE AND DELAY INFORMATION FOR EACH 15 MIN TIME SEGMENT

FOR DEMAND SET Turner St_Trostrey St 2013 Am
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)
07.45-08.00									
B-AC	0.29	9.75	0.030		0.00	0.03	0.4		0.11
C-AB	0.10	11.09	0.009		0.00	0.01	0.1		0.09
A-B	0.00								
A-C	1.19								

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)
08.00-08.15									
B-AC	0.34	9.69	0.036		0.03	0.04	0.5		0.11
C-AB	0.12	11.03	0.011		0.01	0.01	0.2		0.09
A-B	0.00								
A-C	1.42								

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)
08.15-08.30									
B-AC	0.42	9.60	0.044		0.04	0.05	0.7		0.11
C-AB	0.15	10.95	0.013		0.01	0.01	0.2		0.09
A-B	0.00								
A-C	1.74								

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)
08.30-08.45									
B-AC	0.42	9.60	0.044		0.05	0.05	0.7		0.11
C-AB	0.15	10.95	0.013		0.01	0.01	0.2		0.09
A-B	0.00								
A-C	1.74								

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)
08.45-09.00									
B-AC	0.34	9.69	0.036		0.05	0.04	0.6		0.11
C-AB	0.12	11.03	0.011		0.01	0.01	0.2		0.09
A-B	0.00								
A-C	1.42								

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)
09.00-09.15									
B-AC	0.29	9.75	0.030		0.04	0.03	0.5		0.11
C-AB	0.10	11.09	0.009		0.01	0.01	0.1		0.09
A-B	0.00								
A-C	1.19								

QUEUE FOR STREAM B-AC

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

QUEUE FOR STREAM C-AB

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE
08.00	0.0
08.15	0.0
08.30	0.0
08.45	0.0
09.00	0.0
09.15	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	31.7	21.1	3.4	0.11	3.4	0.11
C-AB	11.0	7.3	1.0	0.09	1.0	0.09
A-B	0.0	0.0				
A-C	130.8	87.2				
ALL	214.7	143.1	4.4	0.02	4.4	0.02

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

END OF JOB

.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
657.43	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
511.14	0.23	0.09	0.14	0.33

Intercept For Stream C-B	Slope For Opposing Stream A-C	Slope For Opposing Stream A-B
683.99	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: Turner St_Trostrey St 2017 Am

TIME PERIOD BEGINS 07.45 AND ENDS 09.15

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

DEMAND FLOW PROFILES ARE SYNTHESISED FROM TURNING COUNT DATA

ARM	NUMBER OF MINUTES FROM START WHEN FLOW STARTS TO RISE	NUMBER OF MINUTES FROM START WHEN TOP OF PEAK IS REACHED	NUMBER OF MINUTES FROM START WHEN FLOW STOPS FALLING	RATE OF FLOW (VEH/MIN) BEFORE PEAK	RATE OF FLOW (VEH/MIN) AT TOP OF PEAK	RATE OF FLOW (VEH/MIN) AFTER PEAK
ARM A	15.00	45.00	75.00	1.25	1.88	1.25
ARM B	15.00	45.00	75.00	0.29	0.43	0.29
ARM C	15.00	45.00	75.00	0.50	0.75	0.50

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

TIME	FROM/TO	ARM A	ARM B	ARM C
07.45 - 09.15				
	ARM A	0.000	0.000	1.000
		0.0	0.0	100.0
		(0.0)	(0.0)	(0.0)
	ARM B	0.304	0.000	0.696
		7.0	0.0	16.0
		(0.0)	(0.0)	(0.0)
	ARM C	0.800	0.200	0.000
		32.0	8.0	0.0
		(0.0)	(0.0)	(0.0)

TURNING PROPORTIONS ARE CALCULATED FROM TURNING COUNT DATA

THE PERCENTAGE OF HEAVY VEHICLES VARIES OVER TURNING MOVEMENTS

QUEUE AND DELAY INFORMATION FOR EACH 15 MIN TIME SEGMENT
FOR DEMAND SET Turner St_Trostrey St 2017 Am
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)
07.45-08.00									
B-AC	0.29	9.74	0.030		0.00	0.03	0.4		0.11
C-AB	0.10	11.08	0.009		0.00	0.01	0.1		0.09
A-B	0.00								
A-C	1.25								

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)
08.00-08.15									
B-AC	0.34	9.67	0.036		0.03	0.04	0.5		0.11
C-AB	0.12	11.01	0.011		0.01	0.01	0.2		0.09
A-B	0.00								
A-C	1.50								

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)
08.15-08.30									
B-AC	0.42	9.58	0.044		0.04	0.05	0.7		0.11
C-AB	0.15	10.93	0.013		0.01	0.01	0.2		0.09
A-B	0.00								
A-C	1.84								

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)
08.30-08.45									
B-AC	0.42	9.58	0.044		0.05	0.05	0.7		0.11
C-AB	0.15	10.93	0.013		0.01	0.01	0.2		0.09
A-B	0.00								
A-C	1.84								

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)
08.45-09.00									
B-AC	0.34	9.67	0.036		0.05	0.04	0.6		0.11
C-AB	0.12	11.01	0.011		0.01	0.01	0.2		0.09
A-B	0.00								
A-C	1.50								

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)
09.00-09.15									
B-AC	0.29	9.74	0.030		0.04	0.03	0.5		0.11
C-AB	0.10	11.08	0.009		0.01	0.01	0.1		0.09
A-B	0.00								
A-C	1.25								

QUEUE FOR STREAM B-AC

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

QUEUE FOR STREAM C-AB

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE
08.00	0.0
08.15	0.0
08.30	0.0
08.45	0.0
09.00	0.0
09.15	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	31.7	21.1	3.4	0.11	3.4	0.11
C-AB	11.0	7.3	1.0	0.09	1.0	0.09
A-B	0.0	0.0				
A-C	137.6	91.8				
ALL	224.4	149.6	4.4	0.02	4.4	0.02

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

END OF JOB

.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
657.43	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
511.14	0.23	0.09	0.14	0.33

Intercept For Stream C-B	Slope For Opposing Stream A-C	Slope For Opposing Stream A-B
683.99	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: Turner St_Trostrey St 2022 Am

TIME PERIOD BEGINS 07.45 AND ENDS 09.15

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

DEMAND FLOW PROFILES ARE SYNTHESISED FROM TURNING COUNT DATA

ARM	NUMBER OF MINUTES FROM START WHEN FLOW STARTS TO RISE	NUMBER OF MINUTES FROM START WHEN TOP OF PEAK IS REACHED	NUMBER OF MINUTES FROM START WHEN FLOW STOPS FALLING	RATE OF FLOW (VEH/MIN) BEFORE PEAK	RATE OF FLOW (VEH/MIN) AT TOP OF PEAK	RATE OF FLOW (VEH/MIN) AFTER PEAK
ARM A	15.00	45.00	75.00	1.36	2.04	1.36
ARM B	15.00	45.00	75.00	0.32	0.49	0.32
ARM C	15.00	45.00	75.00	0.55	0.83	0.55

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

TIME	FROM/TO	ARM A	ARM B	ARM C
07.45 - 09.15	ARM A	0.000	0.000	1.000
		0.0	0.0	109.0
		(0.0)	(0.0)	(0.0)
	ARM B	0.308	0.000	0.692
		8.0	0.0	18.0
		(0.0)	(0.0)	(0.0)
	ARM C	0.795	0.205	0.000
		35.0	9.0	0.0
		(0.0)	(0.0)	(0.0)

TURNING PROPORTIONS ARE CALCULATED FROM TURNING COUNT DATA

THE PERCENTAGE OF HEAVY VEHICLES VARIES OVER TURNING MOVEMENTS

QUEUE AND DELAY INFORMATION FOR EACH 15 MIN TIME SEGMENT

FOR DEMAND SET Turner St_Trostrey St 2022 Am
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)
07.45-08.00									
B-AC	0.33	9.70	0.034		0.00	0.03	0.5		0.11
C-AB	0.11	11.05	0.010		0.00	0.01	0.2		0.09
A-B	0.00								
A-C	1.37								

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)
08.00-08.15									
B-AC	0.39	9.62	0.040		0.03	0.04	0.6		0.11
C-AB	0.13	10.98	0.012		0.01	0.01	0.2		0.09
A-B	0.00								
A-C	1.63								

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)
08.15-08.30									
B-AC	0.48	9.52	0.050		0.04	0.05	0.8		0.11
C-AB	0.17	10.89	0.015		0.01	0.02	0.2		0.09
A-B	0.00								
A-C	2.00								

TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)
08.30-08.45									
B-AC	0.48	9.52	0.050		0.05	0.05	0.8		0.11
C-AB	0.17	10.89	0.015		0.02	0.02	0.2		0.09
A-B	0.00								
A-C	2.00								

TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)
08.45-09.00									
B-AC	0.39	9.62	0.040		0.05	0.04	0.6		0.11
C-AB	0.13	10.98	0.012		0.02	0.01	0.2		0.09
A-B	0.00								
A-C	1.63								

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)
09.00-09.15									
B-AC	0.33	9.69	0.034		0.04	0.04	0.5		0.11
C-AB	0.11	11.05	0.010		0.01	0.01	0.2		0.09
A-B	0.00								
A-C	1.37								

QUEUE FOR STREAM B-AC

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE
08.00	0.0
08.15	0.0
08.30	0.1
08.45	0.1
09.00	0.0
09.15	0.0

QUEUE FOR STREAM C-AB

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

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	35.8	23.9	3.9	0.11	3.9	0.11
C-AB	12.4	8.3	1.1	0.09	1.1	0.09
A-B	0.0	0.0				
A-C	150.0	100.0				
ALL	246.4	164.3	5.0	0.02	5.0	0.02

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

END OF JOB

.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
657.43	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
511.14	0.23	0.09	0.14	0.33

Intercept For Stream C-B	Slope For Opposing Stream A-C	Slope For Opposing Stream A-B
683.99	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: Turner St_Trostrey St 2017 Am with dev

TIME PERIOD BEGINS 07.45 AND ENDS 09.15

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

DEMAND FLOW PROFILES ARE SYNTHESISED FROM TURNING COUNT DATA

ARM	NUMBER OF MINUTES FROM START WHEN FLOW STARTS TO RISE	NUMBER OF MINUTES FROM START WHEN TOP OF PEAK IS REACHED	NUMBER OF MINUTES FROM START WHEN FLOW STOPS FALLING	RATE OF FLOW (VEH/MIN) BEFORE PEAK	RATE OF FLOW (VEH/MIN) AT TOP OF PEAK	RATE OF FLOW (VEH/MIN) AFTER PEAK
ARM A	15.00	45.00	75.00	2.42	3.64	2.42
ARM B	15.00	45.00	75.00	0.29	0.43	0.29
ARM C	15.00	45.00	75.00	1.04	1.56	1.04

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

TIME	FROM/TO	ARM A	ARM B	ARM C
07.45 - 09.15	ARM A	0.000	0.000	1.000
		0.0	0.0	194.0
		(0.0)	(0.0)	(0.0)
	ARM B	0.304	0.000	0.696
		7.0	0.0	16.0
		(0.0)	(0.0)	(0.0)
	ARM C	0.904	0.096	0.000
		75.0	8.0	0.0
		(0.0)	(0.0)	(0.0)

TURNING PROPORTIONS ARE CALCULATED FROM TURNING COUNT DATA

THE PERCENTAGE OF HEAVY VEHICLES VARIES OVER TURNING MOVEMENTS

QUEUE AND DELAY INFORMATION FOR EACH 15 MIN TIME SEGMENT

FOR DEMAND SET Turner St_Trostrey St 2017 Am with dev
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)
07.45-08.00									
B-AC	0.29	9.42	0.031		0.00	0.03	0.5		0.11
C-AB	0.10	10.77	0.009		0.00	0.01	0.1		0.09
A-B	0.00								
A-C	2.43								

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)
08.00-08.15									
B-AC	0.34	9.29	0.037		0.03	0.04	0.6		0.11
C-AB	0.12	10.65	0.011		0.01	0.01	0.2		0.09
A-B	0.00								
A-C	2.91								

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)
08.15-08.30									
B-AC	0.42	9.11	0.046		0.04	0.05	0.7		0.12
C-AB	0.15	10.49	0.014		0.01	0.01	0.2		0.10
A-B	0.00								
A-C	3.56								

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)
08.30-08.45									
B-AC	0.42	9.11	0.046		0.05	0.05	0.7		0.12
C-AB	0.15	10.49	0.014		0.01	0.01	0.2		0.10
A-B	0.00								
A-C	3.56								

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)
08.45-09.00									
B-AC	0.34	9.29	0.037		0.05	0.04	0.6		0.11
C-AB	0.12	10.65	0.011		0.01	0.01	0.2		0.09
A-B	0.00								
A-C	2.91								

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)
09.00-09.15									
B-AC	0.29	9.41	0.031		0.04	0.03	0.5		0.11
C-AB	0.10	10.77	0.009		0.01	0.01	0.1		0.09
A-B	0.00								
A-C	2.43								

QUEUE FOR STREAM B-AC

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

QUEUE FOR STREAM C-AB

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE
08.00	0.0
08.15	0.0
08.30	0.0
08.45	0.0
09.00	0.0
09.15	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	31.7	21.1	3.5	0.11	3.5	0.11
C-AB	11.0	7.3	1.0	0.10	1.0	0.10
A-B	0.0	0.0				
A-C	267.0	178.0				
ALL	412.9	275.3	4.6	0.01	4.6	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 JOB

.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
657.43	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
511.14	0.23	0.09	0.14	0.33

Intercept For Stream C-B	Slope For Opposing Stream A-C	Slope For Opposing Stream A-B
683.99	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: Turner St_Trostrey St 2022 Am with dev

TIME PERIOD BEGINS 07.45 AND ENDS 09.15

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

DEMAND FLOW PROFILES ARE SYNTHESISED FROM TURNING COUNT DATA

ARM	NUMBER OF MINUTES FROM START WHEN FLOW STARTS TO RISE	NUMBER OF MINUTES FROM START WHEN TOP OF PEAK IS REACHED	NUMBER OF MINUTES FROM START WHEN FLOW STOPS FALLING	RATE OF FLOW (VEH/MIN) BEFORE PEAK	RATE OF FLOW (VEH/MIN) AT TOP OF PEAK	RATE OF FLOW (VEH/MIN) AFTER PEAK
ARM A	15.00	45.00	75.00	2.54	3.81	2.54
ARM B	15.00	45.00	75.00	0.32	0.49	0.32
ARM C	15.00	45.00	75.00	1.08	1.61	1.08

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

TIME	FROM/TO	ARM A	ARM B	ARM C
07.45 - 09.15	ARM A	0.000	0.000	1.000
		0.0	0.0	203.0
		(0.0)	(0.0)	(0.0)
	ARM B	0.308	0.000	0.692
		8.0	0.0	18.0
		(0.0)	(0.0)	(0.0)
	ARM C	0.895	0.105	0.000
		77.0	9.0	0.0
		(0.0)	(0.0)	(0.0)

TURNING PROPORTIONS ARE CALCULATED FROM TURNING COUNT DATA

THE PERCENTAGE OF HEAVY VEHICLES VARIES OVER TURNING MOVEMENTS

QUEUE AND DELAY INFORMATION FOR EACH 15 MIN TIME SEGMENT

FOR DEMAND SET Turner St_Trostrey St 2022 Am with dev
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)
07.45-08.00									
B-AC	0.33	9.37	0.035		0.00	0.04	0.5		0.11
C-AB	0.11	10.75	0.011		0.00	0.01	0.2		0.09
A-B	0.00								
A-C	2.55								

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)
08.00-08.15									
B-AC	0.39	9.24	0.042		0.04	0.04	0.6		0.11
C-AB	0.13	10.62	0.013		0.01	0.01	0.2		0.10
A-B	0.00								
A-C	3.04								

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)
08.15-08.30									
B-AC	0.48	9.05	0.053		0.04	0.06	0.8		0.12
C-AB	0.17	10.44	0.016		0.01	0.02	0.2		0.10
A-B	0.00								
A-C	3.73								

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)
08.30-08.45									
B-AC	0.48	9.05	0.053		0.06	0.06	0.8		0.12
C-AB	0.17	10.44	0.016		0.02	0.02	0.2		0.10
A-B	0.00								
A-C	3.73								

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)
08.45-09.00									
B-AC	0.39	9.24	0.042		0.06	0.04	0.7		0.11
C-AB	0.13	10.62	0.013		0.02	0.01	0.2		0.10
A-B	0.00								
A-C	3.04								

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)
09.00-09.15									
B-AC	0.33	9.37	0.035		0.04	0.04	0.6		0.11
C-AB	0.11	10.75	0.011		0.01	0.01	0.2		0.09
A-B	0.00								
A-C	2.55								

QUEUE FOR STREAM B-AC

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE
08.00	0.0
08.15	0.0
08.30	0.1
08.45	0.1
09.00	0.0
09.15	0.0

QUEUE FOR STREAM C-AB

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

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	35.8	23.9	4.0	0.11	4.0	0.11
C-AB	12.4	8.3	1.2	0.10	1.2	0.10
A-B	0.0	0.0				
A-C	279.4	186.3				
ALL	433.6	289.0	5.2	0.01	5.2	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 JOB

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

[Printed at 10:32:06 on 28/11/2013]

TRL LIMITED

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

PICADY 5.0 ANALYSIS PROGRAM
RELEASE 3.0 (JUNE 2006)

FOR SALES AND DISTRIBUTION INFORMATION,
PROGRAM ADVICE AND MAINTENANCE CONTACT:
TRL SOFTWARE BUREAU
TEL: CROWTHORNE (01344) 770758, FAX: 770864
EMAIL: SoftwareBureau@trl.co.uk

Run with file:-
"T:\T12\Jobs\T12.172_Herbert Road, Newport\Analysis\PICADY\Trostrey St\Pm\Turner_Trostrey Pm.vpi"
(drive-on-the-left) at 10:36:45 on Thursday, 28 November 2013

RUN INFORMATION
****

RUN TITLE: Turner St_Trostrey St
LOCATION: Newport
DATE: 28/11/13
CLIENT: Greenhill Construction
ENUMERATOR: Transport Planner
JOB NUMBER: T12.172
STATUS:
DESCRIPTION:

.MAJOR/MINOR JUNCTION CAPACITY AND DELAY
****

INPUT DATA

MAJOR ROAD (ARM C) ---------- MAJOR ROAD (ARM A)
I
I
I
I
I
I
MINOR ROAD (ARM B)

ARM A IS Turner St (West)
ARM B IS Trostrey St
ARM C IS Turner St (East)

STREAM LABELLING CONVENTION

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

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

ETC.

GEOMETRIC DATA

DATA ITEM		MINOR ROAD B
TOTAL MAJOR ROAD CARRIAGEWAY WIDTH	(W)	6.70 M.
CENTRAL RESERVE WIDTH	(WCR)	0.00 M.
MAJOR ROAD RIGHT TURN - WIDTH	(WC-B)	2.20 M.
- VISIBILITY	(VC-B)	190.0 M.
- BLOCKS TRAFFIC		YES
MINOR ROAD - VISIBILITY TO LEFT	(VB-C)	23.0 M.
- VISIBILITY TO RIGHT	(VB-A)	13.0 M.
- LANE 1 WIDTH	(WB-C)	3.40 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
657.43	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
511.14	0.23	0.09	0.14	0.33

Intercept For Stream C-B	Slope For Opposing Stream A-C	Slope For Opposing Stream A-B
683.99	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: Turner St_Trostrey St 2013 Pm

TIME PERIOD BEGINS 16.45 AND ENDS 18.15

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

DEMAND FLOW PROFILES ARE SYNTHESISED FROM TURNING COUNT DATA

ARM	NUMBER OF MINUTES FROM START WHEN FLOW STARTS TO RISE	NUMBER OF MINUTES FROM START WHEN TOP OF PEAK IS REACHED	NUMBER OF MINUTES FROM START WHEN FLOW STOPS FALLING	RATE OF FLOW (VEH/MIN) BEFORE PEAK	RATE OF FLOW (VEH/MIN) AT TOP OF PEAK	RATE OF FLOW (VEH/MIN) AFTER PEAK
ARM A	15.00	45.00	75.00	1.15	1.72	1.15
ARM B	15.00	45.00	75.00	0.14	0.21	0.14
ARM C	15.00	45.00	75.00	1.17	1.76	1.17

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

TIME	FROM/TO	ARM A	ARM B	ARM C
16.45 - 18.15				
	ARM A	0.000	0.000	1.000
		0.0	0.0	92.0
		(0.0)	(0.0)	(0.0)
	ARM B	0.091	0.000	0.909
		1.0	0.0	10.0
		(0.0)	(0.0)	(0.0)
	ARM C	0.957	0.043	0.000
		90.0	4.0	0.0
		(0.0)	(0.0)	(0.0)

TURNING PROPORTIONS ARE CALCULATED FROM TURNING COUNT DATA

THE PERCENTAGE OF HEAVY VEHICLES VARIES OVER TURNING MOVEMENTS

QUEUE AND DELAY INFORMATION FOR EACH 15 MIN TIME SEGMENT
FOR DEMAND SET Turner St_Trostrey St 2013 Pm
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)
16.45-17.00									
B-AC	0.14	10.37	0.013		0.00	0.01	0.2		0.10
C-AB	0.05	11.10	0.005		0.00	0.00	0.1		0.09
A-B	0.00								
A-C	1.15								

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-AC	0.16	10.31	0.016		0.01	0.02	0.2		0.10
C-AB	0.06	11.05	0.005		0.00	0.01	0.1		0.09
A-B	0.00								
A-C	1.38								

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-AC	0.20	10.23	0.020		0.02	0.02	0.3		0.10
C-AB	0.07	10.97	0.007		0.01	0.01	0.1		0.09
A-B	0.00								
A-C	1.69								

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)
17.30-17.45									
B-AC	0.20	10.23	0.020		0.02	0.02	0.3		0.10
C-AB	0.07	10.97	0.007		0.01	0.01	0.1		0.09
A-B	0.00								
A-C	1.69								

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)
17.45-18.00									
B-AC	0.16	10.31	0.016		0.02	0.02	0.2		0.10
C-AB	0.06	11.05	0.005		0.01	0.01	0.1		0.09
A-B	0.00								
A-C	1.38								

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)
18.00-18.15									
B-AC	0.14	10.37	0.013		0.02	0.01	0.2		0.10
C-AB	0.05	11.10	0.005		0.01	0.00	0.1		0.09
A-B	0.00								
A-C	1.15								

QUEUE FOR STREAM B-AC

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

QUEUE FOR STREAM C-AB

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE
17.00	0.0
17.15	0.0
17.30	0.0
17.45	0.0
18.00	0.0
18.15	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	15.1	10.1	1.5	0.10	1.5	0.10
C-AB	5.5	3.7	0.5	0.09	0.5	0.09
A-B	0.0	0.0				
A-C	126.6	84.4				
ALL	271.2	180.8	2.0	0.01	2.0	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 JOB

.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
657.43	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
511.14	0.23	0.09	0.14	0.33

Intercept For Stream C-B	Slope For Opposing Stream A-C	Slope For Opposing Stream A-B
683.99	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: Turner St_Trostrey St 2017 Pm

TIME PERIOD BEGINS 16.45 AND ENDS 18.15

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

DEMAND FLOW PROFILES ARE SYNTHESISED FROM TURNING COUNT DATA

ARM	NUMBER OF MINUTES FROM START WHEN FLOW STARTS TO RISE	NUMBER OF MINUTES FROM START WHEN TOP OF PEAK IS REACHED	NUMBER OF MINUTES FROM START WHEN FLOW STOPS FALLING	RATE OF FLOW (VEH/MIN) BEFORE PEAK	RATE OF FLOW (VEH/MIN) AT TOP OF PEAK	RATE OF FLOW (VEH/MIN) AFTER PEAK
ARM A	15.00	45.00	75.00	1.21	1.82	1.21
ARM B	15.00	45.00	75.00	0.15	0.23	0.15
ARM C	15.00	45.00	75.00	1.24	1.86	1.24

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

TIME	FROM/TO	ARM A	ARM B	ARM C
16.45 - 18.15	ARM A	0.000	0.000	1.000
		0.0	0.0	97.0
		(0.0)	(0.0)	(0.0)
	ARM B	0.083	0.000	0.917
		1.0	0.0	11.0
		(0.0)	(0.0)	(0.0)
	ARM C	0.960	0.040	0.000
		95.0	4.0	0.0
		(0.0)	(0.0)	(0.0)

TURNING PROPORTIONS ARE CALCULATED FROM TURNING COUNT DATA

THE PERCENTAGE OF HEAVY VEHICLES VARIES OVER TURNING MOVEMENTS

QUEUE AND DELAY INFORMATION FOR EACH 15 MIN TIME SEGMENT
FOR DEMAND SET Turner St_Trostrey St 2017 Pm
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)
16.45-17.00									
B-AC	0.15	10.38	0.015		0.00	0.01	0.2		0.10
C-AB	0.05	11.09	0.005		0.00	0.00	0.1		0.09
A-B	0.00								
A-C	1.22								

TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)
17.00-17.15									
B-AC	0.18	10.31	0.017		0.01	0.02	0.3		0.10
C-AB	0.06	11.03	0.005		0.00	0.01	0.1		0.09
A-B	0.00								
A-C	1.45								

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	0.22	10.23	0.022		0.02	0.02	0.3		0.10
C-AB	0.07	10.94	0.007		0.01	0.01	0.1		0.09
A-B	0.00								
A-C	1.78								

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)
17.30-17.45									
B-AC	0.22	10.23	0.022		0.02	0.02	0.3		0.10
C-AB	0.07	10.94	0.007		0.01	0.01	0.1		0.09
A-B	0.00								
A-C	1.78								

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)
17.45-18.00									
B-AC	0.18	10.31	0.017		0.02	0.02	0.3		0.10
C-AB	0.06	11.03	0.005		0.01	0.01	0.1		0.09
A-B	0.00								
A-C	1.45								

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)
18.00-18.15									
B-AC	0.15	10.38	0.015		0.02	0.01	0.2		0.10
C-AB	0.05	11.09	0.005		0.01	0.00	0.1		0.09
A-B	0.00								
A-C	1.22								

QUEUE FOR STREAM B-AC

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

QUEUE FOR STREAM C-AB

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE
17.00	0.0
17.15	0.0
17.30	0.0
17.45	0.0
18.00	0.0
18.15	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	16.5	11.0	1.6	0.10	1.6	0.10
C-AB	5.5	3.7	0.5	0.09	0.5	0.09
A-B	0.0	0.0				
A-C	133.5	89.0				
ALL	286.3	190.9	2.1	0.01	2.1	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 JOB

.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
657.43	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
511.14	0.23	0.09	0.14	0.33

Intercept For Stream C-B	Slope For Opposing Stream A-C	Slope For Opposing Stream A-B
683.99	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: Turner St_Trostrey St 2022 Pm

TIME PERIOD BEGINS 16.45 AND ENDS 18.15

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

DEMAND FLOW PROFILES ARE SYNTHESISED FROM TURNING COUNT DATA

ARM	NUMBER OF MINUTES FROM START WHEN FLOW STARTS TO RISE	NUMBER OF MINUTES FROM START WHEN TOP OF PEAK IS REACHED	NUMBER OF MINUTES FROM START WHEN FLOW STOPS FALLING	RATE OF FLOW (VEH/MIN) BEFORE PEAK	RATE OF FLOW (VEH/MIN) AT TOP OF PEAK	RATE OF FLOW (VEH/MIN) AFTER PEAK
ARM A	15.00	45.00	75.00	1.31	1.97	1.31
ARM B	15.00	45.00	75.00	0.15	0.23	0.15
ARM C	15.00	45.00	75.00	1.35	2.03	1.35

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

TIME	FROM/TO	ARM A	ARM B	ARM C
16.45 - 18.15	ARM A	0.000	0.000	1.000
		0.0	0.0	105.0
		(0.0)	(0.0)	(0.0)
	ARM B	0.083	0.000	0.917
		1.0	0.0	11.0
		(0.0)	(0.0)	(0.0)
	ARM C	0.954	0.046	0.000
		103.0	5.0	0.0
		(0.0)	(0.0)	(0.0)

TURNING PROPORTIONS ARE CALCULATED FROM TURNING COUNT DATA

THE PERCENTAGE OF HEAVY VEHICLES VARIES OVER TURNING MOVEMENTS

QUEUE AND DELAY INFORMATION FOR EACH 15 MIN TIME SEGMENT
FOR DEMAND SET Turner St_Trostrey St 2022 Pm
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)
16.45-17.00									
B-AC	0.15	10.35	0.015		0.00	0.01	0.2		0.10
C-AB	0.06	11.06	0.006		0.00	0.01	0.1		0.09
A-B	0.00								
A-C	1.32								

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	0.18	10.28	0.017		0.01	0.02	0.3		0.10
C-AB	0.07	11.00	0.007		0.01	0.01	0.1		0.09
A-B	0.00								
A-C	1.57								

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)
17.15-17.30									
B-AC	0.22	10.19	0.022		0.02	0.02	0.3		0.10
C-AB	0.09	10.90	0.008		0.01	0.01	0.1		0.09
A-B	0.00								
A-C	1.93								

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)
17.30-17.45									
B-AC	0.22	10.19	0.022		0.02	0.02	0.3		0.10
C-AB	0.09	10.90	0.008		0.01	0.01	0.1		0.09
A-B	0.00								
A-C	1.93								

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)
17.45-18.00									
B-AC	0.18	10.28	0.017		0.02	0.02	0.3		0.10
C-AB	0.07	11.00	0.007		0.01	0.01	0.1		0.09
A-B	0.00								
A-C	1.57								

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)
18.00-18.15									
B-AC	0.15	10.35	0.015		0.02	0.01	0.2		0.10
C-AB	0.06	11.06	0.006		0.01	0.01	0.1		0.09
A-B	0.00								
A-C	1.32								

QUEUE FOR STREAM B-AC

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

QUEUE FOR STREAM C-AB

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE
17.00	0.0
17.15	0.0
17.30	0.0
17.45	0.0
18.00	0.0
18.15	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	16.5	11.0	1.6	0.10	1.6	0.10
C-AB	6.9	4.6	0.6	0.09	0.6	0.09
A-B	0.0	0.0				
A-C	144.5	96.3				
ALL	309.7	206.5	2.3	0.01	2.3	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 JOB

.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
657.43	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
511.14	0.23	0.09	0.14	0.33

Intercept For Stream C-B	Slope For Opposing Stream A-C	Slope For Opposing Stream A-B
683.99	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: Turner St_Trostrey St 2017 Pm with dev

TIME PERIOD BEGINS 16.45 AND ENDS 18.15

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

DEMAND FLOW PROFILES ARE SYNTHESISED FROM TURNING COUNT DATA

ARM	NUMBER OF MINUTES FROM START WHEN FLOW STARTS TO RISE	NUMBER OF MINUTES FROM START WHEN TOP OF PEAK IS REACHED	NUMBER OF MINUTES FROM START WHEN FLOW STOPS FALLING	RATE OF FLOW (VEH/MIN) BEFORE PEAK	RATE OF FLOW (VEH/MIN) AT TOP OF PEAK	RATE OF FLOW (VEH/MIN) AFTER PEAK
ARM A	15.00	45.00	75.00	1.92	2.89	1.92
ARM B	15.00	45.00	75.00	0.15	0.23	0.15
ARM C	15.00	45.00	75.00	2.33	3.49	2.33

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

TIME	FROM/TO	ARM A	ARM B	ARM C
16.45 - 18.15				
	ARM A	0.000	0.000	1.000
		0.0	0.0	154.0
		(0.0)	(0.0)	(0.0)
	ARM B	0.083	0.000	0.917
		1.0	0.0	11.0
		(0.0)	(0.0)	(0.0)
	ARM C	0.978	0.022	0.000
		182.0	4.0	0.0
		(0.0)	(0.0)	(0.0)

TURNING PROPORTIONS ARE CALCULATED FROM TURNING COUNT DATA

THE PERCENTAGE OF HEAVY VEHICLES VARIES OVER TURNING MOVEMENTS

QUEUE AND DELAY INFORMATION FOR EACH 15 MIN TIME SEGMENT

FOR DEMAND SET Turner St_Trostrey St 2017 Pm with dev
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)
16.45-17.00									
B-AC	0.15	10.18	0.015		0.00	0.01	0.2		0.10
C-AB	0.05	10.90	0.005		0.00	0.00	0.1		0.09
A-B	0.00								
A-C	1.93								

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)
17.00-17.15									
B-AC	0.18	10.08	0.018		0.01	0.02	0.3		0.10
C-AB	0.06	10.81	0.006		0.00	0.01	0.1		0.09
A-B	0.00								
A-C	2.31								

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	0.22	9.93	0.022		0.02	0.02	0.3		0.10
C-AB	0.07	10.67	0.007		0.01	0.01	0.1		0.09
A-B	0.00								
A-C	2.83								

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	0.22	9.93	0.022		0.02	0.02	0.3		0.10
C-AB	0.07	10.67	0.007		0.01	0.01	0.1		0.09
A-B	0.00								
A-C	2.83								

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)
17.45-18.00									
B-AC	0.18	10.08	0.018		0.02	0.02	0.3		0.10
C-AB	0.06	10.81	0.006		0.01	0.01	0.1		0.09
A-B	0.00								
A-C	2.31								

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)
18.00-18.15									
B-AC	0.15	10.18	0.015		0.02	0.02	0.2		0.10
C-AB	0.05	10.90	0.005		0.01	0.00	0.1		0.09
A-B	0.00								
A-C	1.93								

QUEUE FOR STREAM B-AC

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

QUEUE FOR STREAM C-AB

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE
17.00	0.0
17.15	0.0
17.30	0.0
17.45	0.0
18.00	0.0
18.15	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	16.5	11.0	1.7	0.10	1.7	0.10
C-AB	5.5	3.7	0.5	0.09	0.5	0.09
A-B	0.0	0.0				
A-C	212.0	141.3				
ALL	484.5	323.0	2.2	0.00	2.2	0.00

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* THESE WILL ONLY BE SIGNIFICANTLY DIFFERENT IF THERE IS A LARGE QUEUE REMAINING AT THE END OF THE TIME PERIOD.

END OF JOB

.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
657.43	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
511.14	0.23	0.09	0.14	0.33

Intercept For Stream C-B	Slope For Opposing Stream A-C	Slope For Opposing Stream A-B
683.99	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: Turner St_Trostrey St 2022 Pm with dev

TIME PERIOD BEGINS 16.45 AND ENDS 18.15

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

DEMAND FLOW PROFILES ARE SYNTHESISED FROM TURNING COUNT DATA

ARM	NUMBER OF MINUTES FROM START WHEN FLOW STARTS TO RISE	NUMBER OF MINUTES FROM START WHEN TOP OF PEAK IS REACHED	NUMBER OF MINUTES FROM START WHEN FLOW STOPS FALLING	RATE OF FLOW (VEH/MIN) BEFORE PEAK	RATE OF FLOW (VEH/MIN) AT TOP OF PEAK	RATE OF FLOW (VEH/MIN) AFTER PEAK
ARM A	15.00	45.00	75.00	2.04	3.06	2.04
ARM B	15.00	45.00	75.00	0.15	0.23	0.15
ARM C	15.00	45.00	75.00	2.45	3.68	2.45

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

TIME	FROM/TO	ARM A	ARM B	ARM C
16.45 - 18.15	ARM A	0.000	0.000	1.000
		0.0	0.0	163.0
		(0.0)	(0.0)	(0.0)
	ARM B	0.083	0.000	0.917
		1.0	0.0	11.0
		(0.0)	(0.0)	(0.0)
	ARM C	0.974	0.026	0.000
		191.0	5.0	0.0
		(0.0)	(0.0)	(0.0)

TURNING PROPORTIONS ARE CALCULATED FROM TURNING COUNT DATA

THE PERCENTAGE OF HEAVY VEHICLES VARIES OVER TURNING MOVEMENTS

QUEUE AND DELAY INFORMATION FOR EACH 15 MIN TIME SEGMENT
FOR DEMAND SET Turner St_Trostrey St 2022 Pm with dev
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)
16.45-17.00									
B-AC	0.15	10.15	0.015		0.00	0.01	0.2		0.10
C-AB	0.06	10.87	0.006		0.00	0.01	0.1		0.09
A-B	0.00								
A-C	2.05								

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	0.18	10.04	0.018		0.01	0.02	0.3		0.10
C-AB	0.07	10.77	0.007		0.01	0.01	0.1		0.09
A-B	0.00								
A-C	2.44								

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	0.22	9.89	0.022		0.02	0.02	0.3		0.10
C-AB	0.09	10.63	0.009		0.01	0.01	0.1		0.09
A-B	0.00								
A-C	2.99								

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-AC	0.22	9.89	0.022		0.02	0.02	0.3		0.10
C-AB	0.09	10.63	0.009		0.01	0.01	0.1		0.09
A-B	0.00								
A-C	2.99								

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)
17.45-18.00									
B-AC	0.18	10.04	0.018		0.02	0.02	0.3		0.10
C-AB	0.07	10.77	0.007		0.01	0.01	0.1		0.09
A-B	0.00								
A-C	2.44								

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)
18.00-18.15									
B-AC	0.15	10.15	0.015		0.02	0.02	0.2		0.10
C-AB	0.06	10.87	0.006		0.01	0.01	0.1		0.09
A-B	0.00								
A-C	2.05								

QUEUE FOR STREAM B-AC

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

QUEUE FOR STREAM C-AB

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE
17.00	0.0
17.15	0.0
17.30	0.0
17.45	0.0
18.00	0.0
18.15	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	16.5	11.0	1.7	0.10	1.7	0.10
C-AB	6.9	4.6	0.6	0.09	0.6	0.09
A-B	0.0	0.0				
A-C	224.4	149.6				
ALL	510.7	340.4	2.3	0.00	2.3	0.00

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* THESE WILL ONLY BE SIGNIFICANTLY DIFFERENT IF THERE IS A LARGE QUEUE REMAINING AT THE END OF THE TIME PERIOD.

END OF JOB

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