APPENDIX A: ESCC Scoping Email

From:	Mark Weston
To:	John Gilby
Subject:	RE: Grove School, West St Leonards, Hastings
Date:	21 February 2014 09:05:35
Attachments:	image001.jpg image002.jpg image003.jpg image004.jpg

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Hi John

Your proposal seems fine but I would add the caveat that if the results show that any particular junction/arm is close to/at capacity, we may ask for additional surveys to provide more robust info.

Kind regards

Mark Weston
Senior Transport Development Control Officer
Transport Development Control
Communities Economy and Transport

East Sussex County Council
C Floor, W Block, County Hall, St Anne's Crescent, Lewes, East Sussex, BN7 1UE
T 01273 482242
E mark.weston@eastsussex.gov.uk | **I** http://www.eastsussex.gov.uk

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From: John Gilby [mailto:jgilby@mayerbrown.co.uk]
Sent: 19 February 2014 13:47
To: Mark Weston
Subject: RE: Grove School, West St Leonards, Hastings
Importance: High

Thanks Mark.

We are planning to do a survey of the Darwell Close/School access junction, Darwell Close/Harley Shute Road junction and the B2092 roundabout to obtain the data we need for our TA.

The survey date is Tuesday the 25th Feb and will cover the following time - 0730-0930 and 1630-1830.

I'd be grateful if you could confirm that you are happy with the above survey specs.

Regards,

John.

From: Mark Weston [mailto:Mark.Weston@eastsussex.gov.uk]
Sent: 18 February 2014 13:13
To: John Gilby
Subject: RE: Grove School, West St Leonards, Hastings

Hi John

Apologies for the delay in getting this to you. We only have limited data in the area which comes from a manual count arried out further south in Harley Shute Road in 2011 and is attached.

Kind regards

Mark Weston

Senior Transport Development Control Officer
Transport Development Control
Communities Economy and Transport

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C Floor, W Block, County Hall, St Anne's Crescent, Lewes, East Sussex, BN7 1UE
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From: John Gilby [mailto:jgilby@mayerbrown.co.uk]
Sent: 11 February 2014 09:55
To: Mark Weston
Subject: RE: Grove School, West St Leonards, Hastings

Mark,

Following our discussions last month regarding the TA for the Grove School site in Hastings, did you have any luck finding any existing modelling/traffic flow data for the local highway network?

Regards,

John.

John Gilby, BEng (Hons) MCIHT
Senior Transport Planner

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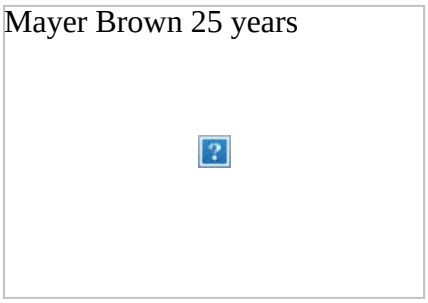


From: John Gilby
Sent: 16 January 2014 12:38
To: 'Mark Weston'
Subject: RE: Grove School, West St Leonards, Hastings

Mark,

Thanks again for discussing the scope of our Transport Assessment with me this morning. I am pleased to note that you were happy with the proposed scope of our assessment and that you will assist in obtaining any modelling/traffic flow data ESCC has for the local highway network and the Bexhill/Hastings Link Road.

If you have any additional questions regarding this project, please feel free to contact me.

Regards,

John.

From: Mark Weston [mailto:Mark.Weston@eastsussex.gov.uk]
Sent: 15 January 2014 10:20
To: John Gilby
Subject: Out of Office AutoReply: Grove School, West St Leonards, Hastings

I am away from the office until Thursday 16th January 2014. I will respond as soon as I can on my return. Please contact the Transport Development Control Team on 01273 482254 for anything urgent.

This message is intended for the use of the addressee only and may contain confidential or privileged information. If you have received it in error please notify the sender and destroy it. You may not use it or copy it to anyone else.

APPENDIX B: Accident Statistics

Harley Shute – Hastings – Mayer Brown

Collision report 01/05/2009 – 30/04/2014

Date produced
03 June 2014

Sussex Safer Roads
PARTNERSHIP

Safer Roads
Safer Communities
Sharing the Responsibility

Produced by Sussex Safer Roads Partnership on behalf of Sussex Police

Data regarding personal injury collisions is recorded by Sussex Police in accordance with the DfT Stats 19 requirements. The data is subsequently used by Sussex Safer Roads Partnership for monitoring and planning. While every effort is made to ensure that this data is accurate, it is subject to change should further information become available.

This data may not be fully validated and while every effort is made to ensure its accuracy any statistics provided may not match those published elsewhere.

Sussex Safer Roads Partnership does not hold collision data either where there are no recorded casualties or the incident has not been reported to Sussex Police.

For further information:

web: www.sussexsaferroads.gov.uk

email: data@sussexsaferroads.gov.uk

Sussex Safer Roads PARTNERSHIP

Her Majesty's Office (c) Crown Copyright

Collision data
Harley Shute Road - Hastings - Mayer Brown
01/05/2009 - 30/04/2014

SCALE	1 : 3200
DATE	03/06/2014
DRAWING No.	
DRAWN BY	

Details of Personal Injury Accidents for Period - **01/05/2009** **to** **30/04/2014** (60) months

Selection: **Notes:**
Selected using Manual Selection

			Vehicles							Casualties			
Police Ref.	Day	Location Description	Veh No	Type	Age	Manv	Dir		Class	Sex	Age	Sev	
	Date												
Road No.	Time												
2nd Road No.													
Grid Ref.	D/L												
	R.S.C												
	Weather												
	Speed												
	Account of Accident												
Causation Factor:													

1103014 Wednesday 11/05/2011 0840 hrs — U3114 DARWELL CLOSE 122m West of B2092 HARLEY SHUTE ROAD

Veh 1	Car		Go/head	S	to	N	Ped	F	12	Slight	

R1: U 3114

E 578,484
N 110,290

Dry
Unknown
30 mph

Causation Factor:		**Participant:**	**Confidence:**
1st:	Passing too close to cyclist, horse rider or pedestrian	Vehicle 001	Very Likely

VEHICLE 1 TAXI, UNKNOWN REGISTRATION, TRAVELLED FROM DARWELL CLOSE IN TOWARDS SCHOOL GATES OF THE GROVE SCHOOL. VEHICLE 1 STRUCK CHILD PEDESTRIAN ON RIGHT SHOULDER AND FAILED TO STOP.

1300245 Tuesday 15/01/2013 1525 hrs — C263 GILLSMANS HILL ST LEONARDS At Junction of B2092 HARLEY CHUTE ROAD

Veh 1	Goods < 3.5t	48	Starting	SE	to	NW	Ped	F	16	Slight	

R1: C 263
R2: B 2092

E 578,802
N 110,407

Wet/Damp
Fine without high winds
30 mph

Causation Factor:		**Participant:**	**Confidence:**
1st:	Junction restart	Vehicle 001	Possible
2nd:	Junction restart	Vehicle 001	Possible
3rd:	Failed to look properly	Casualty 001	

V1 TRAVELING NW GILLSMANS HILL APPROACHED ROUNDABOUT WITH HARLEY CHUTE AND STOPPED, DRIVER LOOKED RIGHT TO CHECK FOR TRAFFIC, THEN BEGAN TO MOVE FOREWARD VERY SLOWLY V1 THEN COLLIDED WITH PEDESTRIAN WHO WAS CROSSING JUNCTION HEADING NE DUE TO VERY SL
OW SPEED ONLY SMALL BRUISE TO LEG.

1306849 Tuesday 17/12/2013 0831 hrs — U GILLSMAN HILL HASTINGS AT JUNCTION OF B2092 CROWHURST ROAD OUTSIDE ON JUNCTION

Veh 1	Car	32	Go/head	W	to	E	Ped	F	12	Serious	

R1: C 263
R2: B 2092

Daylight:street lights present

E 578,815
N 110,422

Wet/Damp
Raining without high winds
30 mph

Causation Factor:		**Participant:**	**Confidence:**
1st:	Failed to judge vehicles path or speed	Casualty 1	Possible

PEDESTRIAN CHILD CROSSING MAIN ROAD FROM NORTH TO SOUTH WHEN HIT FROM RIGHTSIDE BY A VEHICLE VEH 1 COMING OFF THE ROUND ABOUT ON TO GILLSMAN HILL. CAUSING INJURY TO THE CHILD.

Details of Personal Injury Accidents for Period - **01/05/2009** **to** **30/04/2014** (60) months

Selection: **Notes:**
Selected using Manual Selection

			Vehicles					Casualties			
Police Ref.	Day	Location Description	Veh No / Type / Age / Manv / Dir / Class					Sex / Age / Sev			
	Date										
Road No.	Time										
2nd Road No.	D/L										
Grid Ref.	R.S.C										
	Weather										
	Speed										
	Account of Accident										
Causation Factor:											
1401090	Wednesday	U GILLSMAN HILL HASTINGS AT									
	26/02/2014	JUNCTION OF B2092 HARLEY SHUTE	Veh 1	Car	49	Turning left	NW to E				
R1: C 263	1620 hrs	ROAD OUTSIDE ON ROUNDABOUT	Veh 2	Pedal cycle	11	Starting	W to E	Dri	M	11	Slight
R2: B 2092	Daylight:street lights present										
E 578,822	Dry										
N 110,410	Fine without high winds										
	30 mph										

Causation Factor:	**Participant:**	**Confidence:**
1st: Failed to look properly	Vehicle 1	Very Likely

VEH1 COMING AROUND THE ROUNDABOUT STOPPED TO LET PEDAL CYCLIST VEH2 CROSS THE ROAD AND VEH1 THEN PULLED AWAY AND CLIPPED VEH2 P/CYCLE CAUSING SLIGHT INJURY TO RIDER

APPENDIX C: ESCC Parking Demand Tool Output

EAST SUSSEX COUNTY COUNCIL CAR OWNERSHIP PARKING DEMAND TOOL

Ward 1	**West St Leonards**
District	**Hastings**
Ward 2	**Hollington**
District	**Hastings**
Ward 3	**Maze Hill**
District	**Hastings**
Ward Tempro Factor 2011-2026	**1.070**
District Tempro Factor 2011-2026	**1.070**

STAGE 1

Please input the ward name for your development location by double clicking in the box or click box and use the drop down menu to the right of the box. The spreadsheet will automatically show the District and Ward of this location. If the ward is not known please refer to http://www.neighbourhood.statistics.gov.uk/dissemination / and input postcode or search on Map viewer. Where Census data contains small samples for certain sized dwellings this is highlighted in red if <20, and green if <50 in the Total Demand column. In such cases, other wards should be selected to achieve a higher sample size, the tool allows for 3 wards. If there is still a low sample then the tool will automatically choose district/borough data.

East Sussex County Council

GUIDANCE NOTE

The Parking Demand Tool should be used with reference to East Sussex County Council Residential Parking Policy Guidance. The tool uses Census 2001 Car Ownership, validated Household Survey 2011 Car Ownership and Tempro predicted growth to 2026 to predict residential development parking demand. The tool is not a definitive standard but a guide to the expected level of car ownership. For more information please refer to the guidance document or contact claire.warwick@eastsussex.gov.uk.

STAGE 2

Please input the unit type, number of bedrooms, number of units of that type and number of allocated parking spaces

DEVELOPMENT MIX					ALLOCATED PARKING	PARKING DEMAND					
Ref.	Unit Type	Habitable Rooms (Per Unit)	Bedrooms (Per Unit)	No. of Units (Total)	Spaces (Per Unit)	Allocated No.	Unallocated for Residents		Unallocated for Visitors		Total Demand
							per unit	Total	per unit	Total	
A	Flats	2	1	14	1	14	0.15	2.10	0.20	2.80	18.90
B	Flats	3	2	6	1	6	0.28	1.66	0.20	1.20	8.86
C	Houses	4	2	56	1	56	0.54	30.26	0.20	11.20	97.46
D	Houses	5	3	74	2	148	0.24	17.77	0.20	14.80	180.57
E	Houses	5	4	42	2	84	0.24	10.09	0.20	8.40	102.49
F											
G	Houses	6	4	6	2	12	0.33	2.01	0.20	1.20	15.21
H	Houses	5	3	12	2	24	0.25	2.96	0.20	2.40	29.36
I											
J											
K											
L											
M											
N											
O											
P											
Q											
R											
S											
	Total			**210**		**344**		**66.85**		**42.00**	**452.85**

Total Parking Demand for Development

APPENDIX D: Survey Data

K&M TRAFFIC SURVEYS

DATE : TUESDAY 25TH FEBRUARY 2014

LOCATION : HASTINGS, EAST SUSSEX

CROWHURST RD / HARLEY SHUTE RD / IRONLATCH AVE ROUNDABOUT

	CROWHURST ROAD LEFT TO IRONLATCH AVE						CROWHURST ROAD AHEAD TO GILLSMAN'S HILL						CROWHURST ROAD RIGHT TO HARLEY SHUTE ROAD						CROWHURST ROAD U TURNS					
	CAR	HGV	BUS	MCY	PCY	TOT	CAR	HGV	BUS	MCY	PCY	TOT	CAR	HGV	BUS	MCY	PCY	TOT	CAR	HGV	BUS	MCY	PCY	TOT
0730-0745	1		1			**2**	32		1			**33**	55	3				**58**	0					**0**
0745-0800	3					**3**	37			1		**38**	69	6		1		**76**	0					**0**
0800-0815	9		2			**11**	66	1				**67**	77	2	1			**80**	0					**0**
0815-0830	7					**7**	62					**62**	68	5	1			**74**	0					**0**
0830-0845	2					**2**	63	2				**65**	82	7		1		**90**	0					**0**
0845-0900	11					**11**	80		1			**81**	46	8	2			**56**	0					**0**
0900-0915	8					**8**	64					**64**	63	6				**69**	3					**3**
0915-0930	7		1			**8**	48					**48**	62	3				**65**	1					**1**
0730-0930	**48**	**0**	**4**	**0**	**0**	52	**452**	**3**	**2**	**1**	**0**	458	**522**	**40**	**4**	**2**	**0**	568	**4**	**0**	**0**	**0**	**0**	4
0730-0830	20	0	3	0	0	**23**	197	1	1	1	0	**200**	269	16	2	1	0	**288**	0	0	0	0	0	**0**
0745-0845	21	0	2	0	0	**23**	228	3	0	1	0	**232**	296	20	2	2	0	**320**	0	0	0	0	0	**0**
0800-0900	29	0	2	0	0	**31**	271	3	1	0	0	**275**	273	22	4	1	0	**300**	0	0	0	0	0	**0**
0815-0915	28	0	0	0	0	**28**	269	2	1	0	0	**272**	259	26	3	1	0	**289**	3	0	0	0	0	**3**
0830-0930	28	0	1	0	0	**29**	255	2	1	0	0	**258**	253	24	2	1	0	**280**	4	0	0	0	0	**4**

	CROWHURST ROAD LEFT TO IRONLATCH AVE						CROWHURST ROAD AHEAD TO GILLSMAN'S HILL						CROWHURST ROAD RIGHT TO HARLEY SHUTE ROAD						CROWHURST ROAD U TURNS					
	CAR	HGV	BUS	MCY	PCY	TOT	CAR	HGV	BUS	MCY	PCY	TOT	CAR	HGV	BUS	MCY	PCY	TOT	CAR	HGV	BUS	MCY	PCY	TOT
1630-1645	7					**7**	75			1		**76**	73	1		2		**76**	0					**0**
1645-1700	2	1	1			**4**	60					**60**	91	2		1		**94**	0					**0**
1700-1715	6	1				**7**	91			4		**95**	96			1	1	**98**	0					**0**
1715-1730	6		1			**7**	80					**80**	83		2	1	1	**87**	0					**0**
1730-1745	10		1			**11**	82	1		2	2	**87**	84			4		**88**	0					**0**
1745-1800	9					**9**	65	1				**66**	82					**82**	0					**0**
1800-1815	5					**5**	73			1		**74**	88		1	2		**91**	0					**0**
1815-1830	4					**4**	50	1				**51**	92	2	1			**95**	0					**0**
1630-1830	**49**	**2**	**3**	**0**	**0**	54	**576**	**3**	**0**	**8**	**2**	589	**689**	**5**	**4**	**11**	**2**	711	**0**	**0**	**0**	**0**	**0**	0
1630-1730	21	2	2	0	0	**25**	306	0	0	5	0	**311**	343	3	2	5	2	**355**	0	0	0	0	0	**0**
1645-1745	24	2	3	0	0	**29**	313	1	0	6	2	**322**	354	2	2	7	2	**367**	0	0	0	0	0	**0**
1700-1800	31	1	2	0	0	**34**	318	2	0	6	2	**328**	345	0	2	6	2	**355**	0	0	0	0	0	**0**
1715-1815	30	0	2	0	0	**32**	300	2	0	3	2	**307**	337	0	3	7	1	**348**	0	0	0	0	0	**0**
1730-1830	28	0	1	0	0	**29**	270	3	0	3	2	**278**	346	2	2	6	0	**356**	0	0	0	0	0	**0**

K&M TRAFFIC SURVEYS

DATE : TUESDAY 25TH FEBRUARY 2014

LOCATION : HASTINGS, EAST SUSSEX

CROWHURST RD / HARLEY SHUTE RD / IRONLATCH AVE ROUNDABOUT

	IRONLATCH AVENUE LEFT TO GILLSMAN'S HILL						IRONLATCH AVENUE AHEAD TO HARLEY SHUTE ROAD						IRONLATCH AVENUE RIGHT TO CROWHURST RD						IRONLATCH AVENUE U TURNS					
	CAR	HGV	BUS	MCY	PCY	TOT	CAR	HGV	BUS	MCY	PCY	TOT	CAR	HGV	BUS	MCY	PCY	TOT	CAR	HGV	BUS	MCY	PCY	TOT
0730-0745	13	1	1			**15**	87	2		1		**90**	7	1				**8**	0					**0**
0745-0800	28				1	**29**	84	1	1	1		**87**	7		1			**8**	0					**0**
0800-0815	30	1				**31**	84	2	2	1		**89**	8		1			**9**	0					**0**
0815-0830	27					**27**	96			1		**97**	3	2				**5**	0					**0**
0830-0845	42			1		**43**	54	3		1		**58**	5	1				**6**	0					**0**
0845-0900	33		1			**34**	52	6	4			**62**	14	1				**15**	0					**0**
0900-0915	29					**29**	68		1	3		**72**	3	1				**4**	0					**0**
0915-0930	17					**17**	51	2	1	1		**55**	2	1	1			**4**	0					**0**
0730-0930	**219**	**2**	**2**	**1**	**1**	225	**576**	**16**	**9**	**9**	**0**	610	**49**	**7**	**3**	**0**	**0**	59	**0**	**0**	**0**	**0**	**0**	0
0730-0830	98	2	1	0	1	**102**	351	5	3	4	0	**363**	25	3	2	0	0	**30**	0	0	0	0	0	**0**
0745-0845	127	1	0	1	1	**130**	318	6	3	4	0	**331**	23	3	2	0	0	**28**	0	0	0	0	0	**0**
0800-0900	132	1	1	1	0	**135**	286	11	6	3	0	**306**	30	4	1	0	0	**35**	0	0	0	0	0	**0**
0815-0915	131	0	1	1	0	**133**	270	9	5	5	0	**289**	25	5	0	0	0	**30**	0	0	0	0	0	**0**
0830-0930	121	0	1	1	0	**123**	225	11	6	5	0	**247**	24	4	1	0	0	**29**	0	0	0	0	0	**0**

	IRONLATCH AVENUE LEFT TO GILLSMAN'S HILL						IRONLATCH AVENUE AHEAD TO HARLEY SHUTE ROAD						IRONLATCH AVENUE RIGHT TO CROWHURST RD						IRONLATCH AVENUE U TURNS					
	CAR	HGV	BUS	MCY	PCY	TOT	CAR	HGV	BUS	MCY	PCY	TOT	CAR	HGV	BUS	MCY	PCY	TOT	CAR	HGV	BUS	MCY	PCY	TOT
1630-1645	17		1			**18**	72	1	1	2		**76**	8					**8**	0					**0**
1645-1700	24					**24**	63	3	1	1		**68**	7		1			**8**	0					**0**
1700-1715	32	2				**34**	70			1	1	**72**	3	1				**4**	0					**0**
1715-1730	33	1		2		**36**	66	3	1	1	1	**72**	2		1			**3**	0					**0**
1730-1745	22			1		**23**	59	2	1	2	1	**65**	2					**2**	0					**0**
1745-1800	30					**30**	60	1	1			**62**	1		1			**2**	0					**0**
1800-1815	36					**36**	61	1		4		**66**	3					**3**	0					**0**
1815-1830	27	1				**28**	64			1		**65**	4		1			**5**	0					**0**
1630-1830	**221**	**4**	**1**	**3**	**0**	229	**515**	**11**	**5**	**12**	**3**	546	**30**	**1**	**4**	**0**	**0**	35	**0**	**0**	**0**	**0**	**0**	0
1630-1730	106	3	1	2	0	**112**	271	7	3	5	2	**288**	20	1	2	0	0	**23**	0	0	0	0	0	**0**
1645-1745	111	3	0	3	0	**117**	258	8	3	5	3	**277**	14	1	2	0	0	**17**	0	0	0	0	0	**0**
1700-1800	117	3	0	3	0	**123**	255	6	3	4	3	**271**	8	1	2	0	0	**11**	0	0	0	0	0	**0**
1715-1815	121	1	0	3	0	**125**	246	7	3	7	2	**265**	8	0	2	0	0	**10**	0	0	0	0	0	**0**
1730-1830	115	1	0	1	0	**117**	244	4	2	7	1	**258**	10	0	2	0	0	**12**	0	0	0	0	0	**0**

K&M TRAFFIC SURVEYS

DATE : TUESDAY 25TH FEBRUARY 2014

LOCATION : HASTINGS, EAST SUSSEX

CROWHURST RD / HARLEY SHUTE RD / IRONLATCH AVE ROUNDABOUT

	GILLSMAN'S HILL LEFT TO HARLEY SHUTE ROAD						GILLSMAN'S HILL AHEAD TO CROWHURST ROAD						GILLSMAN'S HILL RIGHT TO IRONLATCH AVENUE						GILLSMAN'S HILL U TURNS					
	CAR	HGV	BUS	MCY	PCY	TOT	CAR	HGV	BUS	MCY	PCY	TOT	CAR	HGV	BUS	MCY	PCY	TOT	CAR	HGV	BUS	MCY	PCY	TOT
0730-0745	22					**22**	45	1		1		**47**	16					**16**	0					**0**
0745-0800	21		1			**22**	62			1		**63**	35			1		**36**	1					**1**
0800-0815	17			1		**18**	66	1		2		**69**	21					**21**	0					**0**
0815-0830	34					**34**	71			1		**72**	20					**20**	0					**0**
0830-0845	20	1				**21**	77	1				**78**	28					**28**	0					**0**
0845-0900	14					**14**	63					**63**	19	1				**20**	0					**0**
0900-0915	9					**9**	49	1		3		**53**	19					**19**	0					**0**
0915-0930	5					**5**	41	1				**42**	9		2			**11**	0					**0**
0730-0930	**142**	**1**	**1**	**1**	**0**	**145**	**474**	**5**	**0**	**8**	**0**	**487**	**167**	**1**	**2**	**1**	**0**	**171**	**1**	**0**	**0**	**0**	**0**	**1**
0730-0830	94	0	1	1	0	**96**	244	2	0	5	0	**251**	92	0	0	1	0	**93**	1	0	0	0	0	**1**
0745-0845	92	1	1	1	0	**95**	276	2	0	4	0	**282**	104	0	0	1	0	**105**	1	0	0	0	0	**1**
0800-0900	85	1	0	1	0	**87**	277	2	0	3	0	**282**	88	1	0	0	0	**89**	0	0	0	0	0	**0**
0815-0915	77	1	0	0	0	**78**	260	2	0	4	0	**266**	86	1	0	0	0	**87**	0	0	0	0	0	**0**
0830-0930	48	1	0	0	0	**49**	230	3	0	3	0	**236**	75	1	2	0	0	**78**	0	0	0	0	0	**0**

	GILLSMAN'S HILL LEFT TO HARLEY SHUTE ROAD						GILLSMAN'S HILL AHEAD TO CROWHURST ROAD						GILLSMAN'S HILL RIGHT TO IRONLATCH AVENUE						GILLSMAN'S HILL U TURNS					
	CAR	HGV	BUS	MCY	PCY	TOT	CAR	HGV	BUS	MCY	PCY	TOT	CAR	HGV	BUS	MCY	PCY	TOT	CAR	HGV	BUS	MCY	PCY	TOT
1630-1645	13					**13**	56					**56**	22	1				**23**	0					**0**
1645-1700	11					**11**	42					**42**	10	1				**11**	0					**0**
1700-1715	21					**21**	45	2				**47**	19	1				**20**	0					**0**
1715-1730	10					**10**	49	1	1			**51**	18	1	1			**20**	0					**0**
1730-1745	18					**18**	59					**59**	21			1		**22**	0					**0**
1745-1800	13					**13**	37					**37**	16			1		**17**	0					**0**
1800-1815	11			1		**12**	31		1			**32**	17			1		**18**	0					**0**
1815-1830	13					**13**	38					**38**	9	1				**10**	0					**0**
1630-1830	**110**	**0**	**0**	**1**	**0**	**111**	**357**	**3**	**2**	**0**	**0**	**362**	**132**	**5**	**1**	**3**	**0**	**141**	**0**	**0**	**0**	**0**	**0**	**0**
1630-1730	55	0	0	0	0	**55**	192	3	1	0	0	**196**	69	4	1	0	0	**74**	0	0	0	0	0	**0**
1645-1745	60	0	0	0	0	**60**	195	3	1	0	0	**199**	68	3	1	1	0	**73**	0	0	0	0	0	**0**
1700-1800	62	0	0	0	0	**62**	190	3	1	0	0	**194**	74	2	1	2	0	**79**	0	0	0	0	0	**0**
1715-1815	52	0	0	1	0	**53**	176	1	2	0	0	**179**	72	1	1	3	0	**77**	0	0	0	0	0	**0**
1730-1830	55	0	0	1	0	**56**	165	0	1	0	0	**166**	63	1	0	3	0	**67**	0	0	0	0	0	**0**

K&M TRAFFIC SURVEYS

DATE : TUESDAY 25TH FEBRUARY 2014

LOCATION : HASTINGS, EAST SUSSEX

CROWHURST RD / HARLEY SHUTE RD / IRONLATCH AVE ROUNDABOUT

	HARLEY SHUTE ROAD LEFT TO CROWHURST ROAD						HARLEY SHUTE ROAD AHEAD TO IRONLATCH AVENUE						HARLEY SHUTE ROAD RIGHT TO GILLSMAN'S HILL						HARLEY SHUTE ROAD U TURNS					
	CAR	HGV	BUS	MCY	PCY	TOT	CAR	HGV	BUS	MCY	PCY	TOT	CAR	HGV	BUS	MCY	PCY	TOT	CAR	HGV	BUS	MCY	PCY	TOT
0730-0745	95	3	1	2	1	**102**	76		1		2	**79**	14					**14**	2					**2**
0745-0800	95	3	1		1	**100**	82	2		4		**88**	21					**21**	1					**1**
0800-0815	72	1			1	**74**	75	1		1		**77**	23					**23**	0					**0**
0815-0830	94	7		2		**103**	73	1	2	2	1	**79**	27					**27**	1					**1**
0830-0845	104	4	1			**109**	69	4				**73**	38					**38**	0					**0**
0845-0900	102	1		1	1	**105**	72	2	3	2		**79**	16	1	1			**18**	0					**0**
0900-0915	69	6		1		**76**	71	1	1	1		**74**	24					**24**	0					**0**
0915-0930	51	3				**54**	53	1	1			**55**	14	1				**15**	0					**0**
0730-0930	**682**	**28**	**3**	**6**	**4**	**723**	**571**	**12**	**8**	**10**	**3**	**604**	**177**	**2**	**1**	**0**	**0**	**180**	**4**	**0**	**0**	**0**	**0**	**4**
0730-0830	356	14	2	4	3	**379**	306	4	3	7	3	**323**	85	0	0	0	0	**85**	4	0	0	0	0	**4**
0745-0845	365	15	2	2	2	**386**	299	8	2	7	1	**317**	109	0	0	0	0	**109**	2	0	0	0	0	**2**
0800-0900	372	13	1	3	2	**391**	289	8	5	5	1	**308**	104	1	1	0	0	**106**	1	0	0	0	0	**1**
0815-0915	369	18	1	4	1	**393**	285	8	6	5	1	**305**	105	1	1	0	0	**107**	1	0	0	0	0	**1**
0830-0930	326	14	1	2	1	**344**	265	8	5	3	0	**281**	92	2	1	0	0	**95**	0	0	0	0	0	**0**

	HARLEY SHUTE ROAD LEFT TO CROWHURST ROAD						HARLEY SHUTE ROAD AHEAD TO IRONLATCH AVENUE						HARLEY SHUTE ROAD RIGHT TO GILLSMAN'S HILL						HARLEY SHUTE ROAD U TURNS					
	CAR	HGV	BUS	MCY	PCY	TOT	CAR	HGV	BUS	MCY	PCY	TOT	CAR	HGV	BUS	MCY	PCY	TOT	CAR	HGV	BUS	MCY	PCY	TOT
1630-1645	68	1				**69**	72	1	1	1	1	**76**	20					**20**	0					**0**
1645-1700	64	1		2		**67**	69	1	2			**72**	22			2		**24**	0					**0**
1700-1715	55	2				**57**	75	3	1	2		**81**	13	1		1		**15**	0					**0**
1715-1730	78					**78**	79	1	1	1		**82**	17					**17**	0					**0**
1730-1745	62	4	1			**67**	76		1			**77**	16			2		**18**	0					**0**
1745-1800	72					**72**	69	1	1	1	1	**73**	18					**18**	0					**0**
1800-1815	48			1		**49**	71	1		1		**73**	14					**14**	0					**0**
1815-1830	62	3				**65**	73					**73**	10					**10**	0					**0**
1630-1830	**509**	**11**	**1**	**3**	**0**	**524**	**584**	**8**	**7**	**6**	**2**	**607**	**130**	**1**	**0**	**5**	**0**	**136**	**0**	**0**	**0**	**0**	**0**	**0**
1630-1730	265	4	0	2	0	**271**	295	6	5	4	1	**311**	72	1	0	3	0	**76**	0	0	0	0	0	**0**
1645-1745	259	7	1	2	0	**269**	299	5	5	3	0	**312**	68	1	0	5	0	**74**	0	0	0	0	0	**0**
1700-1800	267	6	1	0	0	**274**	299	5	4	4	1	**313**	64	1	0	3	0	**68**	0	0	0	0	0	**0**
1715-1815	260	4	1	1	0	**266**	295	3	3	3	1	**305**	65	0	0	2	0	**67**	0	0	0	0	0	**0**
1730-1830	244	7	1	1	0	**253**	289	2	2	2	1	**296**	58	0	0	2	0	**60**	0	0	0	0	0	**0**

K&M TRAFFIC SURVEYS

DATE : TUESDAY 25TH FEBRUARY 2014

LOCATION : HASTINGS, EAST SUSSEX

DARWELL CLOSE / HARLEY SHUTE RD PRIORITY JUNCTION

	DARWELL CLOSE OUT LEFT TO HARLEY SHUTE RD						DARWELL CLOSE OUT RIGHT TO HARLEY SHUTE RD S						DARWELL CLOSE RIGHT TURN IN FROM HARLEY SHUTE RD						DARWELL CLOSE LEFT TURN IN FROM HARLEY SHUTE RD					
	CAR	HGV	BUS	MCY	PCY	TOT	CAR	HGV	BUS	MCY	PCY	TOT	CAR	HGV	BUS	MCY	PCY	TOT	CAR	HGV	BUS	MCY	PCY	TOT
0730-0745	8					**8**	1					**1**	3					**3**	1					**1**
0745-0800	18					**18**	5					**5**	4	1				**5**	0					**0**
0800-0815	8					**8**	2					**2**	4					**4**	2					**2**
0815-0830	14					**14**	8					**8**	2		1			**3**	3					**3**
0830-0845	15					**15**	5		1			**6**	3					**3**	4					**4**
0845-0900	4					**4**	0					**0**	2					**2**	4					**4**
0900-0915	8					**8**	4					**4**	5					**5**	3					**3**
0915-0930	4					**4**	3					**3**	2					**2**	2					**2**
0730-0930	**79**	**0**	**0**	**0**	**0**	**79**	**28**	**0**	**1**	**0**	**0**	**29**	**25**	**1**	**1**	**0**	**0**	**27**	**19**	**0**	**0**	**0**	**0**	**19**
0730-0830	48	0	0	0	0	**48**	16	0	0	0	0	**16**	13	1	1	0	0	**15**	6	0	0	0	0	**6**
0745-0845	55	0	0	0	0	**55**	20	0	1	0	0	**21**	13	1	1	0	0	**15**	9	0	0	0	0	**9**
0800-0900	41	0	0	0	0	**41**	15	0	1	0	0	**16**	11	0	1	0	0	**12**	13	0	0	0	0	**13**
0815-0915	41	0	0	0	0	**41**	17	0	1	0	0	**18**	12	0	1	0	0	**13**	14	0	0	0	0	**14**
0830-0930	31	0	0	0	0	**31**	12	0	1	0	0	**13**	12	0	0	0	0	**12**	13	0	0	0	0	**13**

	DARWELL CLOSE OUT LEFT TO HARLEY SHUTE RD						DARWELL CLOSE OUT RIGHT TO HARLEY SHUTE RD S						DARWELL CLOSE RIGHT TURN IN FROM HARLEY SHUTE RD						DARWELL CLOSE LEFT TURN IN FROM HARLEY SHUTE RD					
	CAR	HGV	BUS	MCY	PCY	TOT	CAR	HGV	BUS	MCY	PCY	TOT	CAR	HGV	BUS	MCY	PCY	TOT	CAR	HGV	BUS	MCY	PCY	TOT
1630-1645	3					**3**	6					**6**	9					**9**	3					**3**
1645-1700	3					**3**	2					**2**	9					**9**	1					**1**
1700-1715	4					**4**	3					**3**	6					**6**	4					**4**
1715-1730	4					**4**	4					**4**	11					**11**	1					**1**
1730-1745	4					**4**	0					**0**	4					**4**	5					**5**
1745-1800	5					**5**	0					**0**	11					**11**	1				1	**2**
1800-1815	5					**5**	6					**6**	6					**6**	7					**7**
1815-1830	9					**9**	1					**1**	13					**13**	2					**2**
1630-1830	**37**	**0**	**0**	**0**	**0**	**37**	**22**	**0**	**0**	**0**	**0**	**22**	**69**	**0**	**0**	**0**	**0**	**69**	**24**	**0**	**0**	**0**	**1**	**25**
1630-1730	14	0	0	0	0	**14**	15	0	0	0	0	**15**	35	0	0	0	0	**35**	9	0	0	0	0	**9**
1645-1745	15	0	0	0	0	**15**	9	0	0	0	0	**9**	30	0	0	0	0	**30**	11	0	0	0	0	**11**
1700-1800	17	0	0	0	0	**17**	7	0	0	0	0	**7**	32	0	0	0	0	**32**	11	0	0	0	1	**12**
1715-1815	18	0	0	0	0	**18**	10	0	0	0	0	**10**	32	0	0	0	0	**32**	14	0	0	0	1	**15**
1730-1830	23	0	0	0	0	**23**	7	0	0	0	0	**7**	34	0	0	0	0	**34**	15	0	0	0	1	**16**

K&M TRAFFIC SURVEYS

DATE : TUESDAY 25TH FEBRUARY 2014

LOCATION : HASTINGS, EAST SUSSEX

DARWELL CLOSE / HARLEY SHUTE RD PRIORITY JUNCTION

	HARTLEY SHUTE ROAD STRAIGHT AHEAD SOUTHBOUND						HARTLEY SHUTE ROAD STRAIGHT AHEAD NORTHBOUND					
	CAR	HGV	BUS	MCY	PCY	TOT	CAR	HGV	BUS	MCY	PCY	TOT
0730-0745	164	5	1	1		**171**	182	4	3	1	3	**193**
0745-0800	157	5	1	1		**164**	175	6	2	4	1	**188**
0800-0815	164	6	3	2		**175**	172	3		1	1	**177**
0815-0830	184	2	1	1		**188**	168			4	1	**173**
0830-0845	164	11	2	2		**179**	201	8	2			**211**
0845-0900	114	14	6			**134**	186	4	5	3	1	**199**
0900-0915	140	6	1	2		**149**	156	7	3	1		**167**
0915-0930	116	4	1	1		**122**	123	5	2			**130**
0730-0930	**1203**	**53**	**16**	**10**	**0**	1282	**1363**	**37**	**17**	**14**	**7**	1438
0730-0830	669	18	6	5	0	**698**	697	13	5	10	6	**731**
0745-0845	669	24	7	6	0	**706**	716	17	4	9	3	**749**
0800-0900	626	33	12	5	0	**676**	727	15	7	8	3	**760**
0815-0915	602	33	10	5	0	**650**	711	19	10	8	2	**750**
0830-0930	534	35	10	5	0	**584**	666	24	12	4	1	**707**

	HARTLEY SHUTE ROAD STRAIGHT AHEAD SOUTHBOUND						HARTLEY SHUTE ROAD STRAIGHT AHEAD NORTHBOUND					
	CAR	HGV	BUS	MCY	PCY	TOT	CAR	HGV	BUS	MCY	PCY	TOT
1630-1645	148	3	1	3		**155**	147	2	1	1		**151**
1645-1700	152	4	1	2	1	**160**	158	2	3	4		**167**
1700-1715	167	1	1		3	**172**	136	6		3		**145**
1715-1730	153	4	2	2	3	**164**	179	2	2	1		**184**
1730-1745	146	3	1	6	2	**158**	134	4	3	2	2	**145**
1745-1800	146		1			**147**	156	2	1	1	1	**161**
1800-1815	139	1	2	4	1	**147**	131	1		2	1	**135**
1815-1830	150	2	1	1		**154**	147	3				**150**
1630-1830	**1201**	**18**	**10**	**18**	**10**	1257	**1188**	**22**	**10**	**14**	**4**	1238
1630-1730	620	12	5	7	7	**651**	620	12	6	9	0	**647**
1645-1745	618	12	5	10	9	**654**	607	14	8	10	2	**641**
1700-1800	612	8	5	8	8	**641**	605	14	6	7	3	**635**
1715-1815	584	8	6	12	6	**616**	600	9	6	6	4	**625**
1730-1830	581	6	5	11	3	**606**	568	10	4	5	4	**591**

K&M TRAFFIC SURVEYS

DATE : TUESDAY 25TH FEBRUARY 2014

LOCATION : HASTINGS, EAST SUSSEX

DARWELL CLOSE / SCHOOL ACCESS JUNCTION

	SCHOOL ACCESS OUT LEFT TO DARWELL CLOSE						SCHOOL ACCESS OUT RIGHT TO DARWELL CLOSE						SCHOOL ACCESS RIGHT TURN IN FROM DARWELL CLOSE						SCHOOL ACCESS LEFT TURN IN FROM DARWELL CLOSE					
	CAR	HGV	BUS	MCY	PCY	TOT	CAR	HGV	BUS	MCY	PCY	TOT	CAR	HGV	BUS	MCY	PCY	TOT	CAR	HGV	BUS	MCY	PCY	TOT
0730-0745	0					**0**	0					**0**	0					**0**	0					**0**
0745-0800	0					**0**	0					**0**	1	1				**2**	0					**0**
0800-0815	0					**0**	0					**0**	1					**1**	0					**0**
0815-0830	0					**0**	0					**0**	0					**0**	0					**0**
0830-0845	0					**0**	0					**0**	0					**0**	0					**0**
0845-0900	0					**0**	0					**0**	0					**0**	0					**0**
0900-0915	0					**0**	0					**0**	0					**0**	0					**0**
0915-0930	0					**0**	0					**0**	0					**0**	0					**0**
0730-0930	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**2**	**1**	**0**	**0**	**0**	**3**	**0**	**0**	**0**	**0**	**0**	**0**
0730-0830	0	0	0	0	0	**0**	0	0	0	0	0	**0**	2	1	0	0	0	**3**	0	0	0	0	0	**0**
0745-0845	0	0	0	0	0	**0**	0	0	0	0	0	**0**	2	1	0	0	0	**3**	0	0	0	0	0	**0**
0800-0900	0	0	0	0	0	**0**	0	0	0	0	0	**0**	1	0	0	0	0	**1**	0	0	0	0	0	**0**
0815-0915	0	0	0	0	0	**0**	0	0	0	0	0	**0**	0	0	0	0	0	**0**	0	0	0	0	0	**0**
0830-0930	0	0	0	0	0	**0**	0	0	0	0	0	**0**	0	0	0	0	0	**0**	0	0	0	0	0	**0**

	SCHOOL ACCESS OUT LEFT TO DARWELL CLOSE						SCHOOL ACCESS OUT RIGHT TO DARWELL CLOSE						SCHOOL ACCESS RIGHT TURN IN FROM DARWELL CLOSE						SCHOOL ACCESS LEFT TURN IN FROM DARWELL CLOSE					
	CAR	HGV	BUS	MCY	PCY	TOT	CAR	HGV	BUS	MCY	PCY	TOT	CAR	HGV	BUS	MCY	PCY	TOT	CAR	HGV	BUS	MCY	PCY	TOT
1630-1645	0					**0**	0					**0**	0					**0**	0					**0**
1645-1700	0					**0**	0					**0**	0					**0**	0					**0**
1700-1715	0					**0**	0					**0**	2					**2**	0					**0**
1715-1730	0					**0**	0					**0**	0					**0**	0					**0**
1730-1745	0					**0**	0					**0**	0					**0**	0					**0**
1745-1800	0					**0**	0					**0**	0					**0**	0					**0**
1800-1815	0					**0**	0					**0**	0					**0**	0					**0**
1815-1830	0					**0**	0					**0**	0					**0**	0					**0**
1630-1830	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**2**	**0**	**0**	**0**	**0**	**2**	**0**	**0**	**0**	**0**	**0**	**0**
1630-1730	0	0	0	0	0	**0**	0	0	0	0	0	**0**	2	0	0	0	0	**2**	0	0	0	0	0	**0**
1645-1745	0	0	0	0	0	**0**	0	0	0	0	0	**0**	2	0	0	0	0	**2**	0	0	0	0	0	**0**
1700-1800	0	0	0	0	0	**0**	0	0	0	0	0	**0**	2	0	0	0	0	**2**	0	0	0	0	0	**0**
1715-1815	0	0	0	0	0	**0**	0	0	0	0	0	**0**	0	0	0	0	0	**0**	0	0	0	0	0	**0**
1730-1830	0	0	0	0	0	**0**	0	0	0	0	0	**0**	0	0	0	0	0	**0**	0	0	0	0	0	**0**

K&M TRAFFIC SURVEYS

DATE : TUESDAY 25TH FEBRUARY 2014

LOCATION : HASTINGS, EAST SUSSEX

DARWELL CLOSE / SCHOOL ACCESS JUNCTION

	DARWELL CLOSE STRAIGHT AHEAD WESTBOUND						DARWELL CLOSE STRAIGHT AHEAD EAST TO H.SHUTE RD					
	CAR	HGV	BUS	MCY	PCY	TOT	CAR	HGV	BUS	MCY	PCY	TOT
0730-0745	4					**4**	9					**9**
0745-0800	3					**3**	23					**23**
0800-0815	5					**5**	10					**10**
0815-0830	5		1			**6**	22					**22**
0830-0845	7					**7**	20		1			**21**
0845-0900	6					**6**	4					**4**
0900-0915	8					**8**	12					**12**
0915-0930	4					**4**	7					**7**
0730-0930	**42**	**0**	**1**	**0**	**0**	43	**107**	**0**	**1**	**0**	**0**	108
0730-0830	17	0	1	0	0	**18**	64	0	0	0	0	**64**
0745-0845	20	0	1	0	0	**21**	75	0	1	0	0	**76**
0800-0900	23	0	1	0	0	**24**	56	0	1	0	0	**57**
0815-0915	26	0	1	0	0	**27**	58	0	1	0	0	**59**
0830-0930	25	0	0	0	0	**25**	43	0	1	0	0	**44**

SCHOOL ACCESS CLOSED
SITE USED FOR POLICE DOG TRAINING

(3 vehicles in are tree surgeons)

	DARWELL CLOSE STRAIGHT AHEAD WESTBOUND						DARWELL CLOSE STRAIGHT AHEAD EAST TO H.SHUTE RD					
	CAR	HGV	BUS	MCY	PCY	TOT	CAR	HGV	BUS	MCY	PCY	TOT
1630-1645	12					**12**	9					**9**
1645-1700	10					**10**	5					**5**
1700-1715	8					**8**	7					**7**
1715-1730	12					**12**	8					**8**
1730-1745	9					**9**	4					**4**
1745-1800	12				1	**13**	5					**5**
1800-1815	13					**13**	11					**11**
1815-1830	15					**15**	10					**10**
1630-1830	**91**	**0**	**0**	**0**	**1**	92	**59**	**0**	**0**	**0**	**0**	59
1630-1730	42	0	0	0	0	**42**	29	0	0	0	0	**29**
1645-1745	39	0	0	0	0	**39**	24	0	0	0	0	**24**
1700-1800	41	0	0	0	1	**42**	24	0	0	0	0	**24**
1715-1815	46	0	0	0	1	**47**	28	0	0	0	0	**28**
1730-1830	49	0	0	0	1	**50**	30	0	0	0	0	**30**

(2 vehicles in are police cars)

APPENDIX E: TRICS Assessments

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 04 - EDUCATION
Category : B - SECONDARY
VEHICLES

Selected regions and areas:

02	**SOUTH EAST**		
	SC	SURREY	1 days
	WS	WEST SUSSEX	2 days

This section displays the number of survey days per TRICS® sub-region in the selected set

Filtering Stage 2 selection:

This data displays the chosen trip rate parameter and its selected range. Only sites that fall within the parameter range are included in the trip rate calculation.

Parameter:	Number of pupils
Actual Range:	456 to 1523 (units:)
Range Selected by User:	456 to 1780 (units:)

Public Transport Provision:
Selection by: Include all surveys

Date Range: 01/01/05 to 10/11/10

This data displays the range of survey dates selected. Only surveys that were conducted within this date range are included in the trip rate calculation.

Selected survey days:

Wednesday	2 days
Thursday	1 days

This data displays the number of selected surveys by day of the week.

Selected survey types:

Manual count	3 days
Directional ATC Count	0 days

This data displays the number of manual classified surveys and the number of unclassified ATC surveys, the total adding up to the overall number of surveys in the selected set. Manual surveys are undertaken using staff, whilst ATC surveys are undertaking using machines.

Selected Locations:

Suburban Area (PPS6 Out of Centre)	2
Edge of Town	1

This data displays the number of surveys per main location category within the selected set. The main location categories consist of Free Standing, Edge of Town, Suburban Area, Neighbourhood Centre, Edge of Town Centre, Town Centre and Not Known.

Selected Location Sub Categories:

Residential Zone	3

This data displays the number of surveys per location sub-category within the selected set. The location sub-categories consist of Commercial Zone, Industrial Zone, Development Zone, Residential Zone, Retail Zone, Built-Up Zone, Village, Out of Town, High Street and No Sub Category.

Filtering Stage 3 selection:

Use Class:

D1	3 days

This data displays the number of surveys per Use Class classification within the selected set. The Use Classes Order 2005 has been used for this purpose, which can be found within the Library module of TRICS®.

Population within 1 mile:

1,001 to 5,000	1 days
10,001 to 15,000	1 days
15,001 to 20,000	1 days

This data displays the number of selected surveys within stated 1-mile radii of population.

Population within 5 miles:

100,001 to 125,000	1 days
125,001 to 250,000	2 days

This data displays the number of selected surveys within stated 5-mile radii of population.

Car ownership within 5 miles:

1.1 to 1.5	3 days

This data displays the number of selected surveys within stated ranges of average cars owned per residential dwelling, within a radius of 5-miles of selected survey sites.

Travel Plan:

Yes	2 days
No	1 days

This data displays the number of surveys within the selected set that were undertaken at sites with Travel Plans in place, and the number of surveys that were undertaken at sites without Travel Plans.

LIST OF SITES relevant to selection parameters

1 **SC-04-B-02** **SECONDARY SCH.** **SURREY**
SUMMERS ROAD
FARNCOMBE
GODALMING
Edge of Town
Residential Zone
Total Number of pupils: 456
Survey date: THURSDAY 21/10/10 Survey Type: MANUAL

2 **WS-04-B-02** **SECONDARY SCHOOL** **WEST SUSSEX**
ASHDOWN DRIVE
TILGATE
CRAWLEY
Suburban Area (PPS6 Out of Centre)
Residential Zone
Total Number of pupils: 1327
Survey date: WEDNESDAY 28/11/07 Survey Type: MANUAL

3 **WS-04-B-03** **SECONDARY SCHOOL** **WEST SUSSEX**
STATION ROAD
ANGMERING
LITTLEHAMPTON
Suburban Area (PPS6 Out of Centre)
Residential Zone
Total Number of pupils: 1523
Survey date: WEDNESDAY 10/11/10 Survey Type: MANUAL

This section provides a list of all survey sites and days in the selected set. For each individual survey site, it displays a unique site reference code and site address, the selected trip rate calculation parameter and its value, the day of the week and date of each survey, and whether the survey was a manual classified count or an ATC count.

TRIP RATE for Land Use 04 - EDUCATION/B - SECONDARY

VEHICLES

Calculation factor: 1 PUPILS

BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. PUPILS	Trip Rate	No. Days	Ave. PUPILS	Trip Rate	No. Days	Ave. PUPILS	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									
07:00 - 08:00	3	1102	0.055	3	1102	0.012	3	1102	0.067
08:00 - 09:00	**3**	**1102**	**0.189**	3	1102	0.121	**3**	**1102**	**0.310**
09:00 - 10:00	3	1102	0.029	3	1102	0.023	3	1102	0.052
10:00 - 11:00	3	1102	0.017	3	1102	0.019	3	1102	0.036
11:00 - 12:00	3	1102	0.019	3	1102	0.022	3	1102	0.041
12:00 - 13:00	3	1102	0.017	3	1102	0.022	3	1102	0.039
13:00 - 14:00	3	1102	0.018	3	1102	0.020	3	1102	0.038
14:00 - 15:00	3	1102	0.035	3	1102	0.025	3	1102	0.060
15:00 - 16:00	3	1102	0.083	**3**	**1102**	**0.125**	3	1102	0.208
16:00 - 17:00	3	1102	0.026	3	1102	0.062	3	1102	0.088
17:00 - 18:00	3	1102	0.016	3	1102	0.029	3	1102	0.045
18:00 - 19:00	3	1102	0.026	3	1102	0.039	3	1102	0.065
19:00 - 20:00	1	1523	0.002	1	1523	0.014	1	1523	0.016
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.532			0.533			1.065

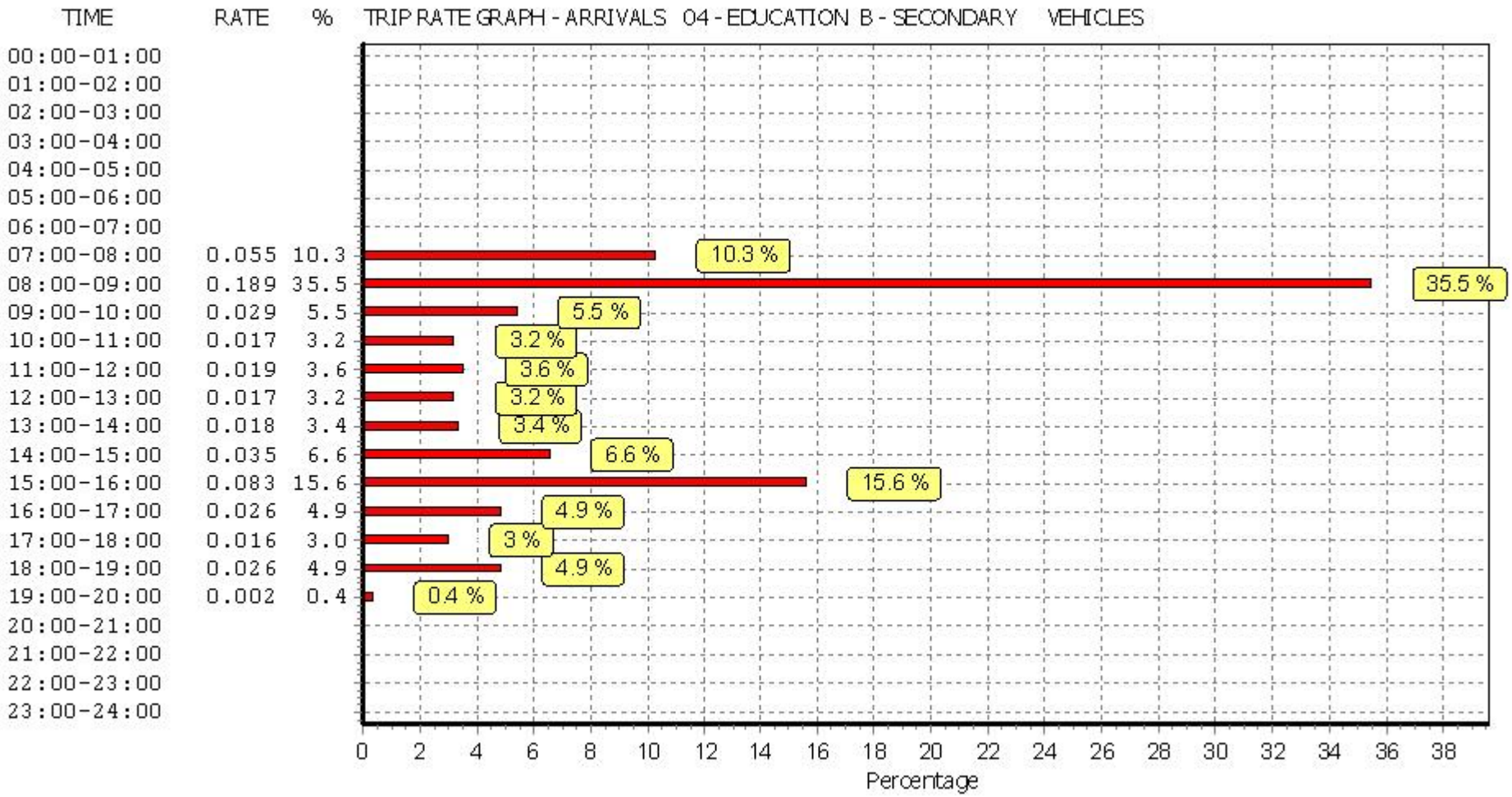
This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are 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.

To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected survey days that have count data available for the stated time period. Then, the average count is divided by the average trip rate parameter value, and multiplied by the stated calculation factor (shown just above the table and abbreviated here as FACT). So, the method is: COUNT/TRP*FACT. Trip rates are then rounded to 3 decimal places.

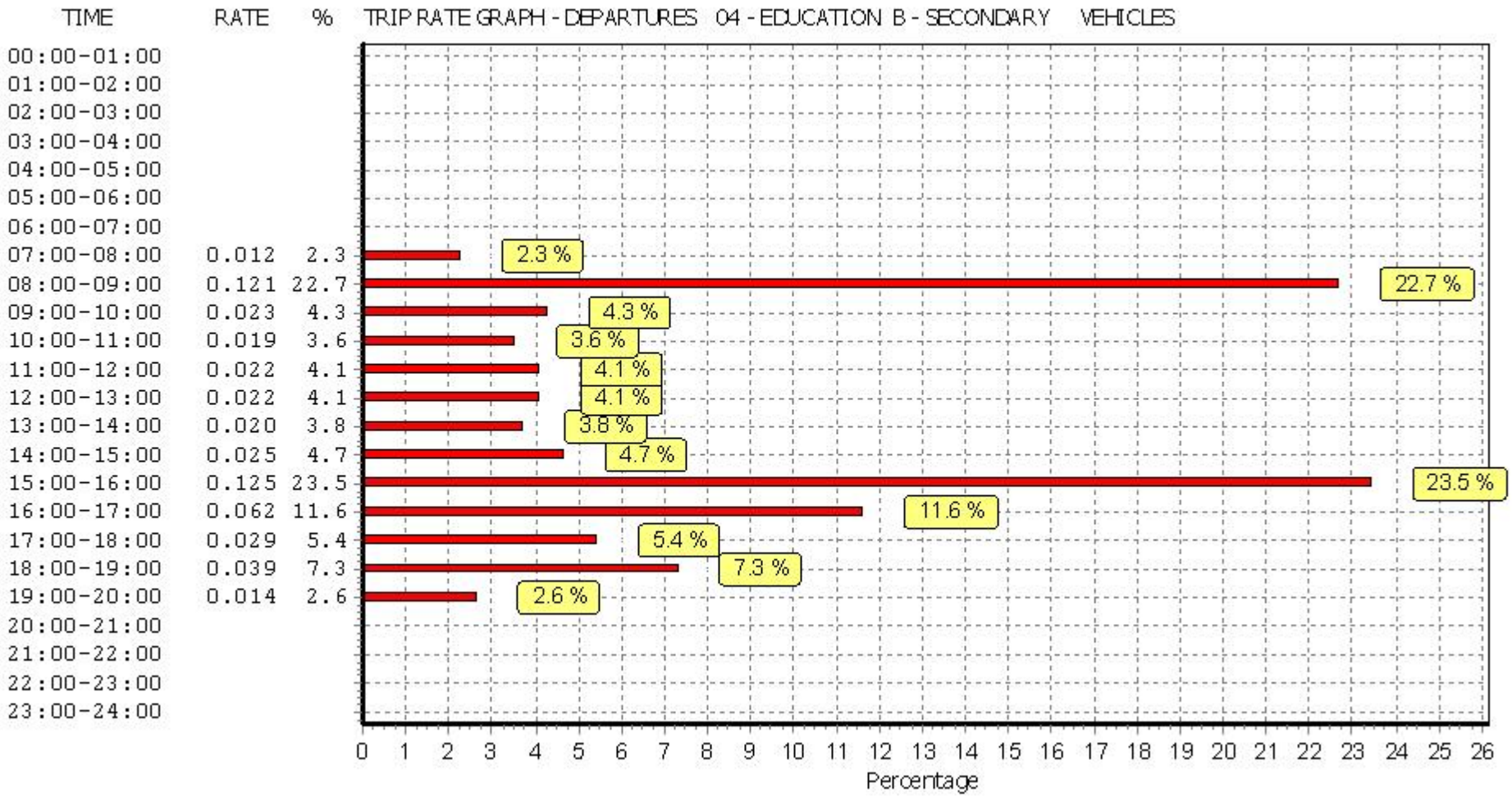
Parameter summary

Trip rate parameter range selected:	456 - 1523 (units:)
Survey date date range:	01/01/05 - 10/11/10
Number of weekdays (Monday-Friday):	3
Number of Saturdays:	0
Number of Sundays:	0
Surveys manually removed from selection:	0

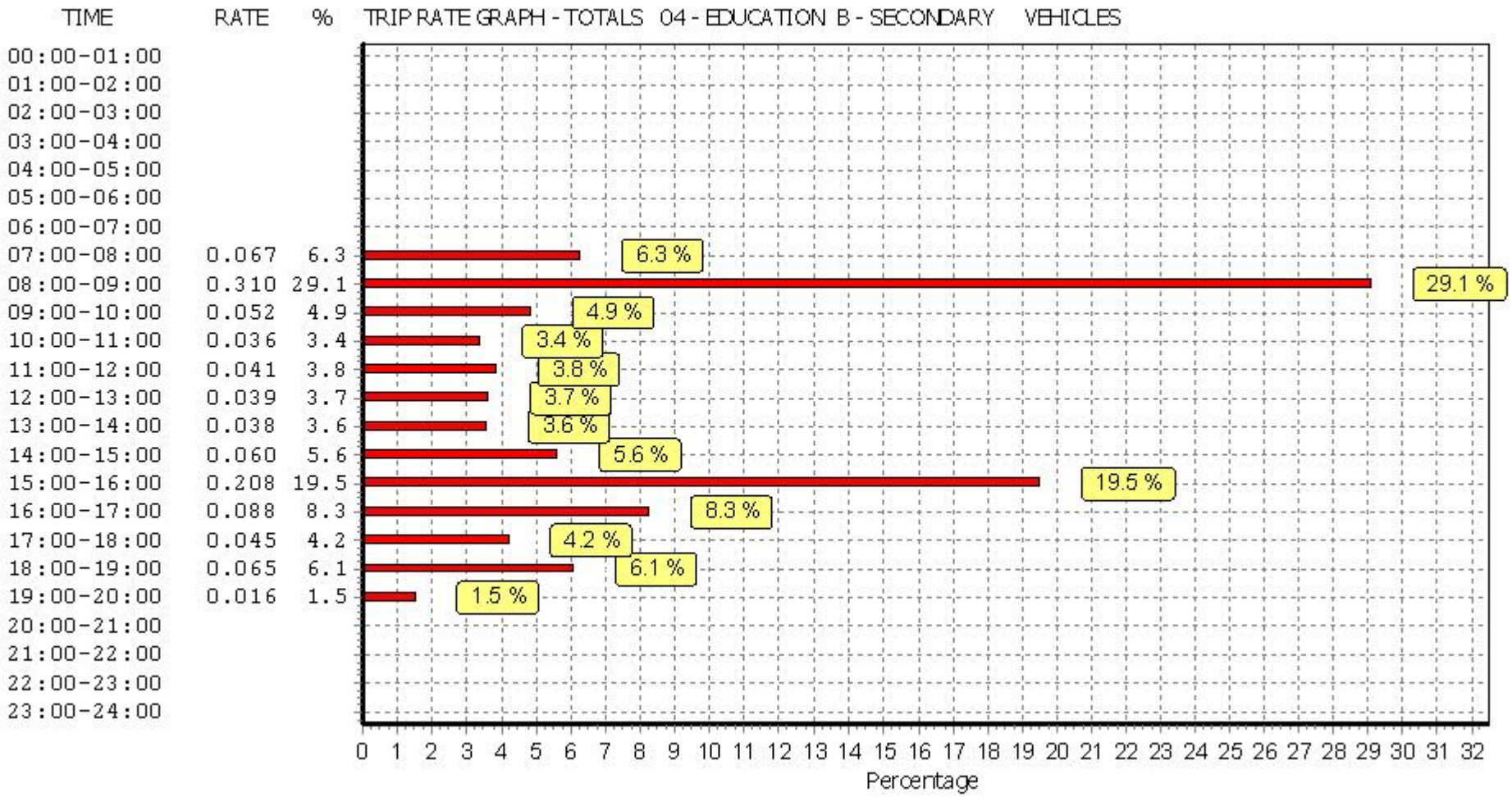
This section displays a quick summary of some of the data filtering selections made by the TRICS® user. The trip rate calculation parameter range of all selected surveys is displayed first, followed by the range of minimum and maximum survey dates selected by the user. Then, the total number of selected weekdays and weekend days in the selected set of surveys are show. 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.



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 CALCULATION SELECTION PARAMETERS:

Land Use : 03 - RESIDENTIAL
Category : A - HOUSES PRIVATELY OWNED
VEHICLES

Selected regions and areas:

02	**SOUTH EAST**		
	EX	ESSEX	1 days
05	**EAST MIDLANDS**		
	LN	LINCOLNSHIRE	2 days
	NT	NOTTINGHAMSHIRE	1 days
06	**WEST MIDLANDS**		
	SH	SHROPSHIRE	1 days
	WM	WEST MIDLANDS	2 days
	WO	WORCESTERSHIRE	3 days

This section displays the number of survey days per TRICS® sub-region in the selected set

Filtering Stage 2 selection:

This data displays the chosen trip rate parameter and its selected range. Only sites that fall within the parameter range are included in the trip rate calculation.

Parameter: Number of dwellings
Actual Range: 48 to 237 (units:)
Range Selected by User: 6 to 4334 (units:)

Public Transport Provision:
Selection by: Include all surveys

Date Range: 01/01/05 to 22/09/12

This data displays the range of survey dates selected. Only surveys that were conducted within this date range are included in the trip rate calculation.

Selected survey days:

Monday	2 days
Tuesday	3 days
Wednesday	1 days
Thursday	2 days
Friday	2 days

This data displays the number of selected surveys by day of the week.

Selected survey types:

Manual count	10 days
Directional ATC Count	0 days

This data displays the number of manual classified surveys and the number of unclassified ATC surveys, the total adding up to the overall number of surveys in the selected set. Manual surveys are undertaken using staff, whilst ATC surveys are undertaking using machines.

Selected Locations:

Suburban Area (PPS6 Out of Centre)	4
Edge of Town	6

This data displays the number of surveys per main location category within the selected set. The main location categories consist of Free Standing, Edge of Town, Suburban Area, Neighbourhood Centre, Edge of Town Centre, Town Centre and Not Known.

Selected Location Sub Categories:

Residential Zone	7
No Sub Category	3

This data displays the number of surveys per location sub-category within the selected set. The location sub-categories consist of Commercial Zone, Industrial Zone, Development Zone, Residential Zone, Retail Zone, Built-Up Zone, Village, Out of Town, High Street and No Sub Category.

Filtering Stage 3 selection:

Use Class:

C3	10 days

This data displays the number of surveys per Use Class classification within the selected set. The Use Classes Order 2005 has been used for this purpose, which can be found within the Library module of TRICS®.

Population within 1 mile:

10,001 to 15,000	2 days
15,001 to 20,000	4 days
20,001 to 25,000	2 days
25,001 to 50,000	2 days

This data displays the number of selected surveys within stated 1-mile radii of population.

Population within 5 miles:

75,001 to 100,000	3 days
100,001 to 125,000	3 days
125,001 to 250,000	2 days
250,001 to 500,000	2 days

This data displays the number of selected surveys within stated 5-mile radii of population.

Car ownership within 5 miles:

0.5 or Less	1 days
0.6 to 1.0	3 days
1.1 to 1.5	6 days

This data displays the number of selected surveys within stated ranges of average cars owned per residential dwelling, within a radius of 5-miles of selected survey sites.

Travel Plan:

No	10 days

This data displays the number of surveys within the selected set that were undertaken at sites with Travel Plans in place, and the number of surveys that were undertaken at sites without Travel Plans.

LIST OF SITES relevant to selection parameters

1 **EX-03-A-01** **SEMI-DET.** **ESSEX**
MILTON ROAD
CORRINGHAM
STANFORD-LE-HOPE
Edge of Town
Residential Zone
Total Number of dwellings: 237
Survey date: TUESDAY 13/05/08 Survey Type: MANUAL

2 **LN-03-A-01** **MIXED HOUSES** **LINCOLNSHIRE**
BRANT ROAD
BRACEBRIDGE
LINCOLN
Edge of Town
Residential Zone
Total Number of dwellings: 150
Survey date: TUESDAY 15/05/07 Survey Type: MANUAL

3 **LN-03-A-02** **MIXED HOUSES** **LINCOLNSHIRE**
HYKEHAM ROAD

LINCOLN
Suburban Area (PPS6 Out of Centre)
Residential Zone
Total Number of dwellings: 186
Survey date: MONDAY 14/05/07 Survey Type: MANUAL

4 **NT-03-A-03** **SEMI DETACHED** **NOTTINGHAMSHIRE**
B6018 SUTTON ROAD

KIRKBY-IN-ASHFIELD
Edge of Town
Residential Zone
Total Number of dwellings: 166
Survey date: WEDNESDAY 28/06/06 Survey Type: MANUAL

5 **SH-03-A-04** **TERRACED** **SHROPSHIRE**
ST MICHAEL'S STREET

SHREWSBURY
Suburban Area (PPS6 Out of Centre)
No Sub Category
Total Number of dwellings: 108
Survey date: THURSDAY 11/06/09 Survey Type: MANUAL

6 **WM-03-A-01** **TERRACED** **WEST MIDLANDS**
FOLESHILL ROAD
FOLESHILL
COVENTRY
Suburban Area (PPS6 Out of Centre)
Residential Zone
Total Number of dwellings: 79
Survey date: FRIDAY 03/02/06 Survey Type: MANUAL

7 **WM-03-A-03** **MIXED HOUSING** **WEST MIDLANDS**
BASELEY WAY
ROWLEYS GREEN
COVENTRY
Edge of Town
Residential Zone
Total Number of dwellings: 84
Survey date: MONDAY 24/09/07 Survey Type: MANUAL

LIST OF SITES relevant to selection parameters (Cont.)

8 **WO-03-A-02** **SEMI DETACHED** **WORCESTERSHIRE**
MEADOWHILL ROAD

REDDITCH
Edge of Town
No Sub Category
Total Number of dwellings: 48
Survey date: TUESDAY 02/05/06 Survey Type: MANUAL

9 **WO-03-A-03** **DETACHED** **WORCESTERSHIRE**
BLAKEBROOK
BLAKEBROOK
KIDDERMINSTER
Suburban Area (PPS6 Out of Centre)
Residential Zone
Total Number of dwellings: 138
Survey date: FRIDAY 05/05/06 Survey Type: MANUAL

10 **WO-03-A-06** **DET./TERRACED** **WORCESTERSHIRE**
ST GODWALDS ROAD
ASTON FIELDS
BROMSGROVE
Edge of Town
No Sub Category
Total Number of dwellings: 232
Survey date: THURSDAY 30/06/05 Survey Type: MANUAL

This section provides a list of all survey sites and days in the selected set. For each individual survey site, it displays a unique site reference code and site address, the selected trip rate calculation parameter and its value, the day of the week and date of each survey, and whether the survey was a manual classified count or an ATC count.

MANUALLY DESELECTED SITES

Site Ref	Reason for Deselection
ES-03-A-02	Too small.
LE-03-A-01	Too small.
LN-03-A-03	Too small.
SH-03-A-03	Too small.
ST-03-A-05	Too small.
WK-03-A-01	Too Small.
WM-03-A-02	Too small.
WO-03-A-01	Too small.

TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED

VEHICLES

Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	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									
07:00 - 08:00	10	143	0.088	10	143	0.318	10	143	0.406
08:00 - 09:00	10	143	0.174	**10**	**143**	**0.443**	10	143	0.617
09:00 - 10:00	10	143	0.172	10	143	0.239	10	143	0.411
10:00 - 11:00	10	143	0.148	10	143	0.195	10	143	0.343
11:00 - 12:00	10	143	0.196	10	143	0.174	10	143	0.370
12:00 - 13:00	10	143	0.209	10	143	0.190	10	143	0.399
13:00 - 14:00	10	143	0.181	10	143	0.166	10	143	0.347
14:00 - 15:00	10	143	0.202	10	143	0.190	10	143	0.392
15:00 - 16:00	10	143	0.325	10	143	0.250	10	143	0.575
16:00 - 17:00	10	143	0.341	10	143	0.205	10	143	0.546
17:00 - 18:00	**10**	**143**	**0.441**	10	143	0.274	**10**	**143**	**0.715**
18:00 - 19:00	10	143	0.299	10	143	0.238	10	143	0.537
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			2.776			2.882			5.658

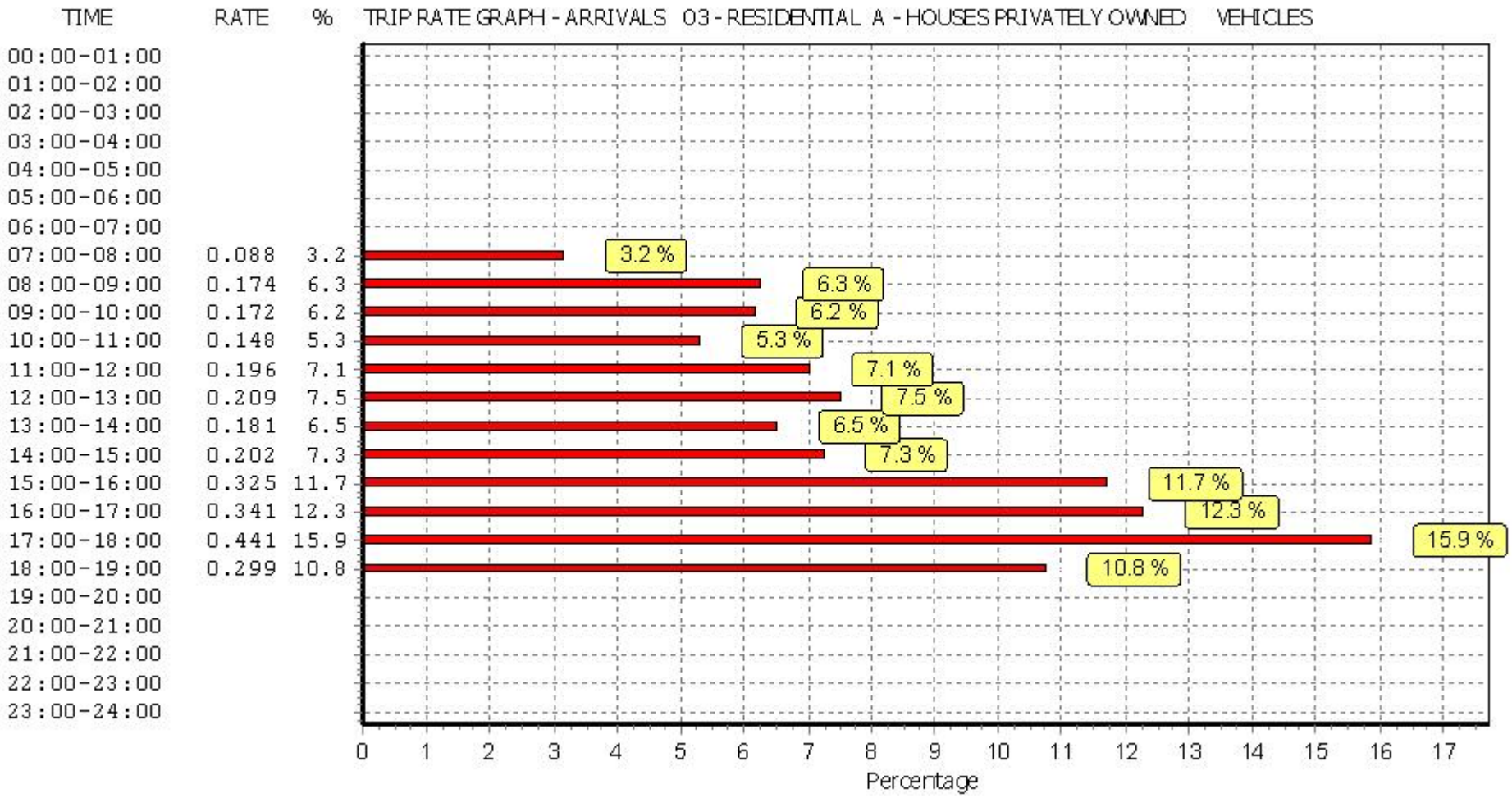
This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are 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.

To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected survey days that have count data available for the stated time period. Then, the average count is divided by the average trip rate parameter value, and multiplied by the stated calculation factor (shown just above the table and abbreviated here as FACT). So, the method is: COUNT/TRP*FACT. Trip rates are then rounded to 3 decimal places.

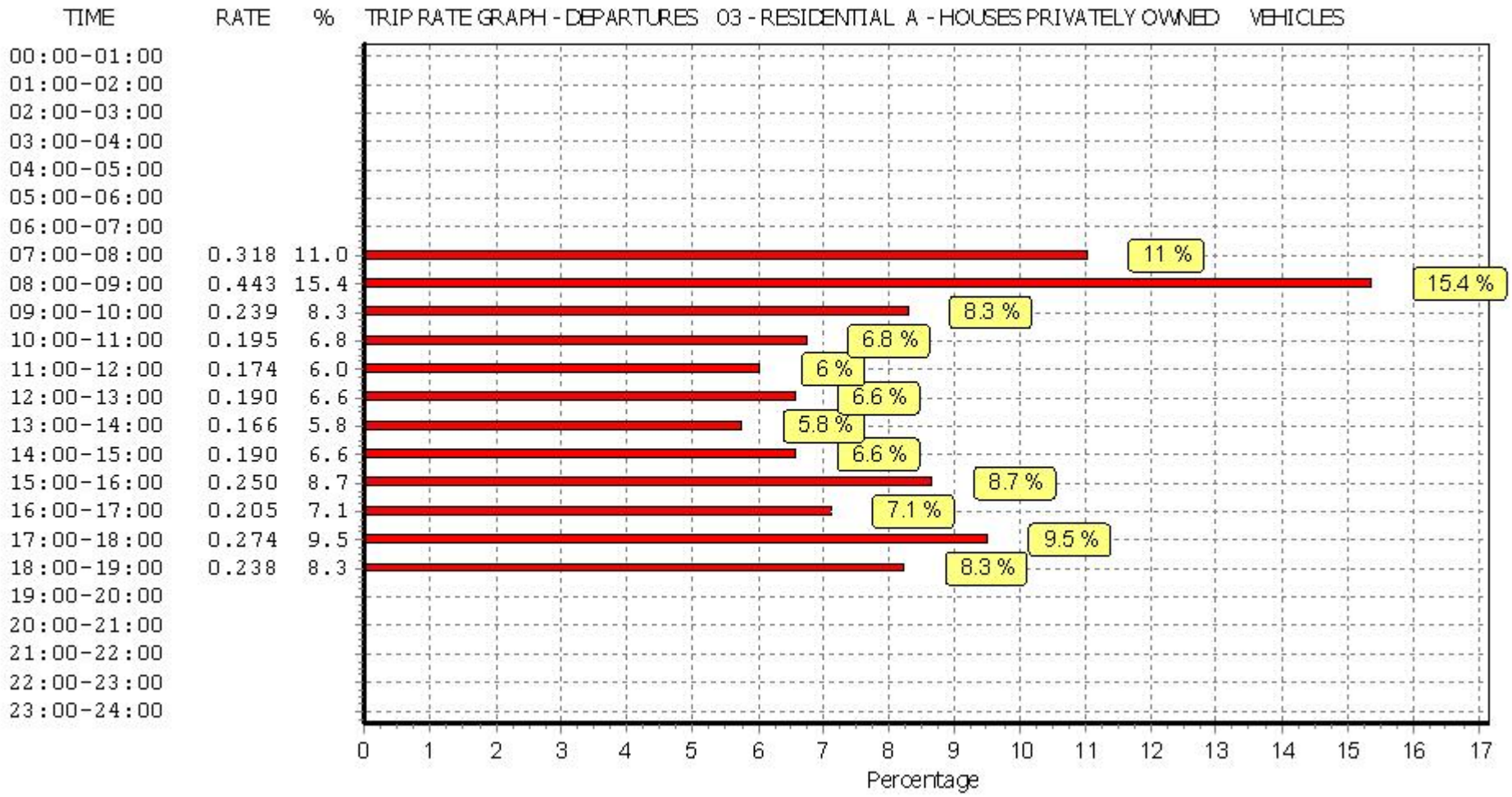
Parameter summary

Trip rate parameter range selected:	48 - 237 (units:)
Survey date date range:	01/01/05 - 22/09/12
Number of weekdays (Monday-Friday):	10
Number of Saturdays:	0
Number of Sundays:	0
Surveys manually removed from selection:	8

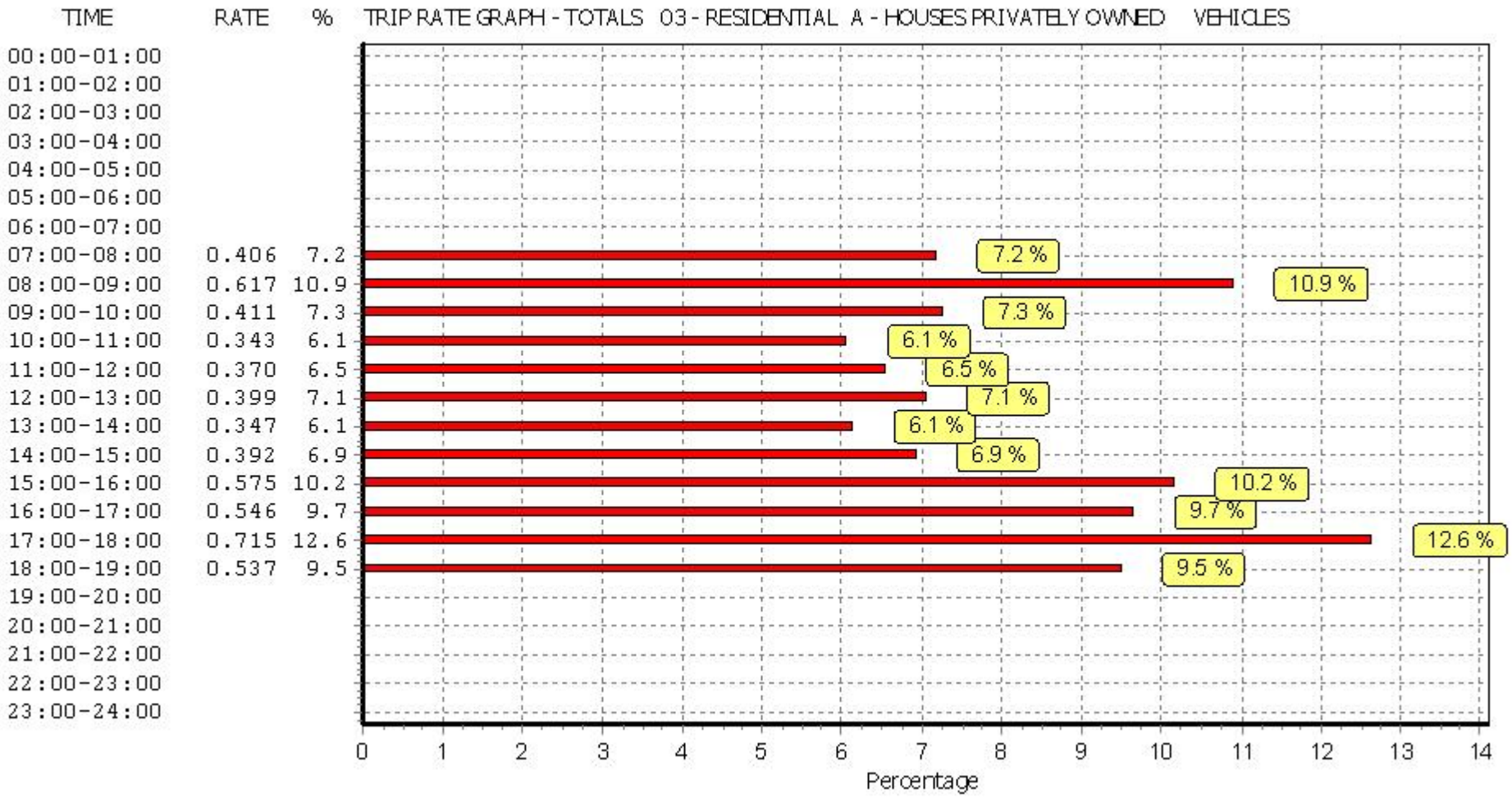
This section displays a quick summary of some of the data filtering selections made by the TRICS® user. The trip rate calculation parameter range of all selected surveys is displayed first, followed by the range of minimum and maximum survey dates selected by the user. Then, the total number of selected weekdays and weekend days in the selected set of surveys are show. 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.



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.

APPENDIX F: PICADY Modelling Results

TRL LIMITED

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

PICADY 5.1 ANALYSIS PROGRAM
RELEASE 5.0 (JUNE 2010) (Patch 15 Apr 2011)

ADAPTED FROM PICADY/3 WHICH IS CROWN COPYRIGHT
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PROGRAM ADVICE AND MAINTENANCE CONTACT:
TRL SOFTWARE SALES
TEL: CROWTHORNE (01344) 770758, FAX: 770356
EMAIL: software@trl.co.uk

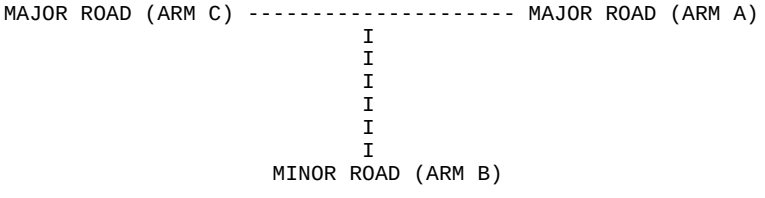
Run with file:-
"H:_Planning 1\Current Jobs\MBAHastings\Modelling and TRICS\PICADY 5\Site Access - Darwell Cl.vpi"
(drive-on-the-left) at 14:53:45 on Wednesday, 5 March 2014

RUN INFORMATION

RUN TITLE	: Site Access - Darwell Close
LOCATION	: Hastings
DATE	: 05/03/14
CLIENT	: MBA
ENUMERATOR	: jgilby [MBWPC074]
JOB NUMBER	: MBA Hastings
STATUS	: Final Version
DESCRIPTION	: Priority junction.

MAJOR/MINOR JUNCTION CAPACITY AND DELAY

INPUT DATA



ARM A IS Darwell Close (W)
ARM B IS Site Access
ARM C IS Darwell Close (E)

STREAM LABELLING CONVENTION

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

GEOMETRIC DATA

DATA ITEM	MINOR ROAD B
TOTAL MAJOR ROAD CARRIAGEWAY WIDTH	(W) 6.00 M.
CENTRAL RESERVE WIDTH	(WCR) 0.00 M.
MAJOR ROAD RIGHT TURN - WIDTH	(WC-B) 2.20 M.
- VISIBILITY	(VC-B)100.00 M.
- BLOCKS TRAFFIC (SPACES)	YES (0)
MINOR ROAD - VISIBILITY TO LEFT	(VB-C) 75.0 M.
- VISIBILITY TO RIGHT	(VB-A) 17.0 M.
- LANE 1 WIDTH	(WB-C) -
- LANE 2 WIDTH	(WB-A) -
WIDTH AT 0 M FROM JUNCTION	10.00 M.
WIDTH AT 5 M FROM JUNCTION	3.70 M.
WIDTH AT 10 M FROM JUNCTION	2.50 M.
WIDTH AT 15 M FROM JUNCTION	2.50 M.
WIDTH AT 20 M FROM JUNCTION	2.50 M.
- LENGTH OF FLARED SECTION	DERIVED: 0 PCU

.SLOPES AND INTERCEPT

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

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

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

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

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

Intercept For STREAM C-B	Slope For Opposing STREAM A-C	Slope For Opposing STREAM A-B
631.87	0.24	0.24

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

TRAFFIC DEMAND DATA

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

Demand set: AM Base

TIME PERIOD BEGINS 07.45 AND ENDS 09.15

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

DEMAND FLOW PROFILES ARE SYNTHESISED FROM TURNING COUNT DATA

ARM	NUMBER OF MINUTES FROM START WHEN FLOW STARTS TO RISE	NUMBER OF MINUTES FROM START WHEN TOP OF PEAK IS REACHED	NUMBER OF MINUTES FROM START WHEN FLOW STOPS FALLING	RATE OF FLOW (VEH/MIN) BEFORE PEAK	RATE OF FLOW (VEH/MIN) AT TOP OF PEAK	RATE OF FLOW (VEH/MIN) AFTER PEAK
ARM A	15.00	45.00	75.00	0.95	1.42	0.95
ARM B	15.00	45.00	75.00	0.00	0.00	0.00
ARM C	15.00	45.00	75.00	0.30	0.45	0.30

Demand set: AM Base

TIME	FROM/TO	TURNING PROPORTIONS / TURNING COUNTS (PERCENTAGE OF H.V.S) ARM A	ARM B	ARM C
07.45 - 09.15	ARM A	0.000	0.000	1.000
		0.0	0.0	76.0
		(0.0)	(0.0)	(1.3)
	ARM B	0.000	0.000	0.000
		0.0	0.0	0.0
		(0.0)	(0.0)	(0.0)
	ARM C	0.875	0.125	0.000
		21.0	3.0	0.0
		(4.8)	(33.3)	(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 AM Base
AND FOR TIME PERIOD 1

TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)
07.45-08.00									
B-C	0.00	6.58	0.000		0.00	0.00	0.0		0.00
B-A	0.00	7.65	0.000		0.00	0.00	0.0		0.00
C-AB	0.04	7.92	0.005		0.00	0.01	0.1		0.13
C-A	0.26								
A-B	0.00								
A-C	0.95								

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-C	0.00	6.55	0.000		0.00	0.00	0.0		0.00
B-A	0.00	7.60	0.000		0.00	0.00	0.0		0.00
C-AB	0.05	7.92	0.006		0.01	0.01	0.1		0.13
C-A	0.31								
A-B	0.00								
A-C	1.14								

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-C	0.00	6.51	0.000		0.00	0.00	0.0		0.00
B-A	0.00	7.53	0.000		0.00	0.00	0.0		0.00
C-AB	0.06	7.92	0.007		0.01	0.01	0.1		0.13
C-A	0.38								
A-B	0.00								
A-C	1.39								

TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)
08.30-08.45									
B-C	0.00	6.51	0.000		0.00	0.00	0.0		0.00
B-A	0.00	7.53	0.000		0.00	0.00	0.0		0.00
C-AB	0.06	7.92	0.007		0.01	0.01	0.1		0.13
C-A	0.38								
A-B	0.00								
A-C	1.39								

TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)
08.45-09.00									
B-C	0.00	6.55	0.000		0.00	0.00	0.0		0.00
B-A	0.00	7.60	0.000		0.00	0.00	0.0		0.00
C-AB	0.05	7.92	0.006		0.01	0.01	0.1		0.13
C-A	0.31								
A-B	0.00								
A-C	1.14								

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-C	0.00	6.58	0.000		0.00	0.00	0.0		0.00
B-A	0.00	7.65	0.000		0.00	0.00	0.0		0.00
C-AB	0.04	7.92	0.005		0.01	0.01	0.1		0.13
C-A	0.26								
A-B	0.00								
A-C	0.95								

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

QUEUE FOR STREAM B-C

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE
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 B-A

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-C	0.0	0.0	0.0	0.00	0.0	0.00
B-A	0.0	0.0	0.0	0.00	0.0	0.00
C-AB	4.3	2.9	0.6	0.13	0.6	0.13
C-A	28.7	19.2				
A-B	0.0	0.0				
A-C	104.6	69.7				
ALL	137.6	91.8	0.6	0.00	0.6	0.00

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

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

.SLOPES AND INTERCEPT

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

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

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

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

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

Intercept For STREAM C-B	Slope For Opposing STREAM A-C	Slope For Opposing STREAM A-B
631.87	0.24	0.24

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

TRAFFIC DEMAND DATA

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

Demand set: PM Base

TIME PERIOD BEGINS 16.45 AND ENDS 18.15

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

DEMAND FLOW PROFILES ARE SYNTHESISED FROM TURNING COUNT DATA

ARM	NUMBER OF MINUTES FROM START WHEN FLOW STARTS TO RISE	NUMBER OF MINUTES FROM START WHEN TOP OF PEAK IS REACHED	NUMBER OF MINUTES FROM START WHEN FLOW STOPS FALLING	RATE OF FLOW (VEH/MIN) BEFORE PEAK	RATE OF FLOW (VEH/MIN) AT TOP OF PEAK	RATE OF FLOW (VEH/MIN) AFTER PEAK
ARM A	15.00	45.00	75.00	0.30	0.45	0.30
ARM B	15.00	45.00	75.00	0.00	0.00	0.00
ARM C	15.00	45.00	75.00	0.51	0.77	0.51

Demand set: PM Base

TIME	FROM/TO	TURNING PROPORTIONS / TURNING COUNTS (PERCENTAGE OF H.V.S) ARM A	ARM B	ARM C
16.45 - 18.15	ARM A	0.000	0.000	1.000
		0.0	0.0	24.0
		(0.0)	(0.0)	(0.0)
	ARM B	0.000	0.000	0.000
		0.0	0.0	0.0
		(0.0)	(0.0)	(0.0)
	ARM C	0.951	0.049	0.000
		39.0	2.0	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 PM Base
AND FOR TIME PERIOD 2

TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)
16.45-17.00									
B-C	0.00	6.68	0.000		0.00	0.00	0.0		0.00
B-A	0.00	7.77	0.000		0.00	0.00	0.0		0.00
C-AB	0.03	10.78	0.002		0.00	0.00	0.0		0.09
C-A	0.49								
A-B	0.00								
A-C	0.30								

TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)
17.00-17.15									
B-C	0.00	6.67	0.000		0.00	0.00	0.0		0.00
B-A	0.00	7.75	0.000		0.00	0.00	0.0		0.00
C-AB	0.03	10.82	0.003		0.00	0.00	0.0		0.09
C-A	0.58								
A-B	0.00								
A-C	0.36								

TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)
17.15-17.30									
B-C	0.00	6.66	0.000		0.00	0.00	0.0		0.00
B-A	0.00	7.71	0.000		0.00	0.00	0.0		0.00
C-AB	0.04	10.89	0.004		0.00	0.00	0.1		0.09
C-A	0.71								
A-B	0.00								
A-C	0.44								

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)
17.30-17.45									
B-C	0.00	6.66	0.000		0.00	0.00	0.0		0.00
B-A	0.00	7.71	0.000		0.00	0.00	0.0		0.00
C-AB	0.04	10.89	0.004		0.00	0.00	0.1		0.09
C-A	0.71								
A-B	0.00								
A-C	0.44								

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)
17.45-18.00									
B-C	0.00	6.67	0.000		0.00	0.00	0.0		0.00
B-A	0.00	7.75	0.000		0.00	0.00	0.0		0.00
C-AB	0.03	10.82	0.003		0.00	0.00	0.0		0.09
C-A	0.58								
A-B	0.00								
A-C	0.36								

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-C	0.00	6.68	0.000		0.00	0.00	0.0		0.00
B-A	0.00	7.77	0.000		0.00	0.00	0.0		0.00
C-AB	0.03	10.78	0.002		0.00	0.00	0.0		0.09
C-A	0.49								
A-B	0.00								
A-C	0.30								

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

QUEUE FOR STREAM B-C

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE
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 B-A

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-C	0.0	0.0	0.0	0.00	0.0	0.00
B-A	0.0	0.0	0.0	0.00	0.0	0.00
C-AB	2.9	1.9	0.3	0.09	0.3	0.09
C-A	53.5	35.7				
A-B	0.0	0.0				
A-C	33.0	22.0				
ALL	89.5	59.6	0.3	0.00	0.3	0.00

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

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

.SLOPES AND INTERCEPT

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

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

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

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

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

Intercept For STREAM C-B	Slope For Opposing STREAM A-C	Slope For Opposing STREAM A-B
631.87	0.24	0.24

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

TRAFFIC DEMAND DATA

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

Demand set: AM Total

TIME PERIOD BEGINS 07.45 AND ENDS 09.15

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

DEMAND FLOW PROFILES ARE SYNTHESISED FROM TURNING COUNT DATA

ARM	NUMBER OF MINUTES FROM START WHEN FLOW STARTS TO RISE	NUMBER OF MINUTES FROM START WHEN TOP OF PEAK IS REACHED	NUMBER OF MINUTES FROM START WHEN FLOW STOPS FALLING	RATE OF FLOW (VEH/MIN) BEFORE PEAK	RATE OF FLOW (VEH/MIN) AT TOP OF PEAK	RATE OF FLOW (VEH/MIN) AFTER PEAK
ARM A	15.00	45.00	75.00	0.95	1.42	0.95
ARM B	15.00	45.00	75.00	1.33	1.99	1.33
ARM C	15.00	45.00	75.00	0.82	1.24	0.82

Demand set: AM Total

TURNING PROPORTIONS
TURNING COUNTS
(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	76.0
		(0.0)	(0.0)	(1.3)
	ARM B	0.000	0.000	1.000
		0.0	0.0	106.0
		(0.0)	(0.0)	(0.0)
	ARM C	0.318	0.682	0.000
		21.0	45.0	0.0
		(4.8)	(2.2)	(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 AM Total
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-C	1.33	10.59	0.126		0.00	0.14	2.1		0.11
B-A	0.00	8.77	0.000		0.00	0.00	0.0		0.00
C-AB	0.58	10.24	0.057		0.00	0.06	0.9		0.10
C-A	0.25								
A-B	0.00								
A-C	0.95								

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-C	1.59	10.54	0.151		0.14	0.18	2.6		0.11
B-A	0.00	8.67	0.000		0.00	0.00	0.0		0.00
C-AB	0.70	10.23	0.068		0.06	0.08	1.1		0.10
C-A	0.29								
A-B	0.00								
A-C	1.14								

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-C	1.95	10.48	0.186		0.18	0.23	3.3		0.12
B-A	0.00	8.54	0.000		0.00	0.00	0.0		0.00
C-AB	0.86	10.22	0.084		0.08	0.10	1.4		0.11
C-A	0.35								
A-B	0.00								
A-C	1.39								

TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)
08.30-08.45									
B-C	1.95	10.48	0.186		0.23	0.23	3.4		0.12
B-A	0.00	8.54	0.000		0.00	0.00	0.0		0.00
C-AB	0.86	10.22	0.084		0.10	0.10	1.4		0.11
C-A	0.35								
A-B	0.00								
A-C	1.39								

TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)
08.45-09.00									
B-C	1.59	10.54	0.151		0.23	0.18	2.7		0.11
B-A	0.00	8.67	0.000		0.00	0.00	0.0		0.00
C-AB	0.70	10.23	0.068		0.10	0.08	1.1		0.10
C-A	0.29								
A-B	0.00								
A-C	1.14								

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-C	1.33	10.59	0.126		0.18	0.14	2.2		0.11
B-A	0.00	8.77	0.000		0.00	0.00	0.0		0.00
C-AB	0.58	10.24	0.057		0.08	0.06	0.9		0.10
C-A	0.25								
A-B	0.00								
A-C	0.95								

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

QUEUE FOR STREAM B-C

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

QUEUE FOR STREAM B-A

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

QUEUE FOR STREAM C-AB

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

QUEUEING DELAY INFORMATION OVER WHOLE PERIOD

STREAM	TOTAL DEMAND (VEH)	TOTAL DEMAND (VEH/H)	* QUEUEING * DELAY * (MIN)	* QUEUEING * DELAY * (MIN/VEH)	* INCLUSIVE QUEUEING * DELAY * (MIN)	* INCLUSIVE QUEUEING * DELAY * (MIN/VEH)
B-C	145.9	97.3	16.3	0.11	16.3	0.11
B-A	0.0	0.0	0.0	0.00	0.0	0.00
C-AB	64.0	42.7	7.0	0.11	7.0	0.11
C-A	26.8	17.9				
A-B	0.0	0.0				
A-C	104.6	69.7				
ALL	341.4	227.6	23.3	0.07	23.3	0.07

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

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

.SLOPES AND INTERCEPT

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

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

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

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

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

Intercept For STREAM C-B	Slope For Opposing STREAM A-C	Slope For Opposing STREAM A-B
631.87	0.24	0.24

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

TRAFFIC DEMAND DATA

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

Demand set: PM Total

TIME PERIOD BEGINS 16.45 AND ENDS 18.15

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

DEMAND FLOW PROFILES ARE SYNTHESISED FROM TURNING COUNT DATA

ARM	NUMBER OF MINUTES FROM START WHEN FLOW STARTS TO RISE	NUMBER OF MINUTES FROM START WHEN TOP OF PEAK IS REACHED	NUMBER OF MINUTES FROM START WHEN FLOW STOPS FALLING	RATE OF FLOW (VEH/MIN) BEFORE PEAK	RATE OF FLOW (VEH/MIN) AT TOP OF PEAK	RATE OF FLOW (VEH/MIN) AFTER PEAK
ARM A	15.00	45.00	75.00	0.30	0.45	0.30
ARM B	15.00	45.00	75.00	0.82	1.24	0.82
ARM C	15.00	45.00	75.00	1.81	2.72	1.81

Demand set: PM Total

TURNING PROPORTIONS
TURNING COUNTS
(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	24.0
		(0.0)	(0.0)	(0.0)
	ARM B	0.000	0.000	1.000
		0.0	0.0	66.0
		(0.0)	(0.0)	(0.0)
	ARM C	0.269	0.731	0.000
		39.0	106.0	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 PM Total
AND FOR TIME PERIOD 2

TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)
16.45-17.00									
B-C	0.83	10.76	0.077		0.00	0.08	1.2		0.10
B-A	0.00	8.63	0.000		0.00	0.00	0.0		0.00
C-AB	1.39	10.78	0.129		0.00	0.15	2.3		0.11
C-A	0.43								
A-B	0.00								
A-C	0.30								

TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)
17.00-17.15									
B-C	0.99	10.74	0.092		0.08	0.10	1.5		0.10
B-A	0.00	8.50	0.000		0.00	0.00	0.0		0.00
C-AB	1.68	10.82	0.155		0.15	0.19	2.9		0.11
C-A	0.49								
A-B	0.00								
A-C	0.36								

TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)
17.15-17.30									
B-C	1.21	10.72	0.113		0.10	0.13	1.9		0.11
B-A	0.00	8.33	0.000		0.00	0.00	0.0		0.00
C-AB	2.08	10.89	0.191		0.19	0.25	3.7		0.11
C-A	0.58								
A-B	0.00								
A-C	0.44								

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)
17.30-17.45									
B-C	1.21	10.72	0.113		0.13	0.13	1.9		0.11
B-A	0.00	8.33	0.000		0.00	0.00	0.0		0.00
C-AB	2.08	10.89	0.191		0.25	0.25	3.8		0.11
C-A	0.58								
A-B	0.00								
A-C	0.44								

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)
17.45-18.00									
B-C	0.99	10.74	0.092		0.13	0.10	1.6		0.10
B-A	0.00	8.50	0.000		0.00	0.00	0.0		0.00
C-AB	1.68	10.82	0.155		0.25	0.19	2.9		0.11
C-A	0.49								
A-B	0.00								
A-C	0.36								

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-C	0.83	10.76	0.077		0.10	0.08	1.3		0.10
B-A	0.00	8.63	0.000		0.00	0.00	0.0		0.00
C-AB	1.39	10.78	0.129		0.19	0.16	2.3		0.11
C-A	0.43								
A-B	0.00								
A-C	0.30								

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

QUEUE FOR STREAM B-C

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE
17.00	0.1
17.15	0.1
17.30	0.1
17.45	0.1
18.00	0.1
18.15	0.1

QUEUE FOR STREAM B-A

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

QUEUE FOR STREAM C-AB

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

QUEUEING DELAY INFORMATION OVER WHOLE PERIOD

STREAM	TOTAL DEMAND (VEH)	TOTAL DEMAND (VEH/H)	QUEUEING * DELAY * (MIN)	QUEUEING * DELAY * (MIN/VEH)	INCLUSIVE QUEUEING * DELAY * (MIN)	INCLUSIVE QUEUEING * DELAY * (MIN/VEH)
B-C	90.8	60.6	9.3	0.10	9.3	0.10
B-A	0.0	0.0	0.0	0.00	0.0	0.00
C-AB	154.6	103.1	17.9	0.12	17.9	0.12
C-A	45.0	30.0				
A-B	0.0	0.0				
A-C	33.0	22.0				
ALL	323.5	215.6	27.2	0.08	27.2	0.08

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

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

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

Printed at 14:55:13 on 05/03/2014]

TRL LIMITED

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

PICADY 5.1 ANALYSIS PROGRAM
RELEASE 5.0 (JUNE 2010) (Patch 15 Apr 2011)

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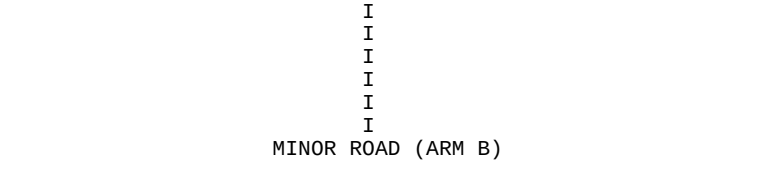
Run with file:-
"H:_Planning 1\Current Jobs\MBAHastings\Modelling and TRICS\PICADY 5\Darwall Cl - Harley Shute Rd.vpi"
(drive-on-the-left) at 12:24:00 on Friday, 6 June 2014

RUN INFORMATION

RUN TITLE	: Darwell Close/Harley Shute Road
LOCATION	: Hastings
DATE	: 06/06/14
CLIENT	: MBA
ENUMERATOR	: jgilby [MBWPC074]
JOB NUMBER	: MBAHastings.1
STATUS	: Final Version
DESCRIPTION	: Priority junction.

MAJOR/MINOR JUNCTION CAPACITY AND DELAY

INPUT DATA



ARM A IS Harley Shute Road (W)
ARM B IS Darwell Close
ARM C IS Harley Shute Road (E)

STREAM LABELLING CONVENTION

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

GEOMETRIC DATA

DATA ITEM	MINOR ROAD B
TOTAL MAJOR ROAD CARRIAGEWAY WIDTH	(W) 7.35 M.
CENTRAL RESERVE WIDTH	(WCR) 0.00 M.
MAJOR ROAD RIGHT TURN - WIDTH	(WC-B) 2.20 M.
- VISIBILITY	(VC-B)100.00 M.
- BLOCKS TRAFFIC (SPACES)	YES (0)
MINOR ROAD - VISIBILITY TO LEFT	(VB-C) 25.0 M.
- VISIBILITY TO RIGHT	(VB-A) 13.0 M.
- LANE 1 WIDTH	(WB-C) -
- LANE 2 WIDTH	(WB-A) -
WIDTH AT 0 M FROM JUNCTION	10.00 M.
WIDTH AT 5 M FROM JUNCTION	4.60 M.
WIDTH AT 10 M FROM JUNCTION	2.75 M.
WIDTH AT 15 M FROM JUNCTION	2.75 M.
WIDTH AT 20 M FROM JUNCTION	2.75 M.
- LENGTH OF FLARED SECTION	DERIVED: 0 PCU

.SLOPES AND INTERCEPT

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

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

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

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

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

Intercept For STREAM C-B	Slope For Opposing STREAM A-C	Slope For Opposing STREAM A-B
631.87	0.23	0.23

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

TRAFFIC DEMAND DATA

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

Demand set: AM Base

TIME PERIOD BEGINS 07.45 AND ENDS 09.15

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

DEMAND FLOW PROFILES ARE SYNTHESISED FROM TURNING COUNT DATA

ARM	NUMBER OF MINUTES FROM START WHEN FLOW STARTS TO RISE	NUMBER OF MINUTES FROM START WHEN TOP OF PEAK IS REACHED	NUMBER OF MINUTES FROM START WHEN FLOW STOPS FALLING	RATE OF FLOW (VEH/MIN) BEFORE PEAK	RATE OF FLOW (VEH/MIN) AT TOP OF PEAK	RATE OF FLOW (VEH/MIN) AFTER PEAK
ARM A	15.00	45.00	75.00	9.48	14.21	9.48
ARM B	15.00	45.00	75.00	0.95	1.42	0.95
ARM C	15.00	45.00	75.00	9.01	13.52	9.01

Demand set: AM Base

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

TIME	FROM/TO	ARM A	ARM B	ARM C
07.45 - 09.15	ARM A	0.000	0.012	0.988
		0.0	9.0	749.0
		(0.0)	(0.0)	(2.8)
	ARM B	0.276	0.000	0.724
		21.0	0.0	55.0
		(4.8)	(0.0)	(0.0)
	ARM C	0.979	0.021	0.000
		706.0	15.0	0.0
		(4.4)	(13.3)	(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 AM Base
AND FOR TIME PERIOD 1

TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)
07.45-08.00									
B-C	0.69	8.44	0.082		0.00	0.09	1.3		0.13
B-A	0.26	4.67	0.056		0.00	0.06	0.8		0.23
C-AB	0.45	13.43	0.034		0.00	0.05	0.7		0.08
C-A	8.59								
A-B	0.11								
A-C	9.40								

TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)
08.00-08.15									
B-C	0.82	7.95	0.104		0.09	0.11	1.7		0.14
B-A	0.31	4.03	0.078		0.06	0.08	1.2		0.27
C-AB	0.72	14.68	0.049		0.05	0.07	1.1		0.07
C-A	10.08								
A-B	0.13								
A-C	11.22								

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)
08.15-08.30									
B-C	1.01	7.26	0.139		0.11	0.16	2.3		0.16
B-A	0.39	3.16	0.122		0.08	0.14	1.9		0.36
C-AB	1.14	15.92	0.072		0.07	0.13	1.9		0.07
C-A	12.09								
A-B	0.17								
A-C	13.74								

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-C	1.01	7.26	0.139		0.16	0.16	2.4		0.16
B-A	0.39	3.16	0.122		0.14	0.14	2.0		0.36
C-AB	1.14	15.92	0.072		0.13	0.13	1.9		0.07
C-A	12.09								
A-B	0.17								
A-C	13.74								

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-C	0.82	7.95	0.104		0.16	0.12	1.8		0.14
B-A	0.31	4.03	0.078		0.14	0.09	1.4		0.27
C-AB	0.72	14.69	0.049		0.13	0.08	1.1		0.07
C-A	10.08								
A-B	0.13								
A-C	11.22								

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)
09.00-09.15									
B-C	0.69	8.44	0.082		0.12	0.09	1.4		0.13
B-A	0.26	4.67	0.056		0.09	0.06	0.9		0.23
C-AB	0.45	13.44	0.034		0.08	0.05	0.7		0.08
C-A	8.59								
A-B	0.11								
A-C	9.40								

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

QUEUE FOR STREAM B-C

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

QUEUE FOR STREAM B-A

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

QUEUE FOR STREAM C-AB

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE
08.00	0.0
08.15	0.1
08.30	0.1
08.45	0.1
09.00	0.1
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-C	75.7	50.5	10.9	0.14	10.9	0.14
B-A	28.9	19.3	8.3	0.29	8.3	0.29
C-AB	69.4	46.3	7.4	0.11	7.4	0.11
C-A	923.0	615.3				
A-B	12.4	8.3				
A-C	1030.9	687.3				
ALL	2140.3	1426.9	26.6	0.01	26.6	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 RUN*******

.SLOPES AND INTERCEPT

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

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

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

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

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

Intercept For STREAM C-B	Slope For Opposing STREAM A-C	Slope For Opposing STREAM A-B
631.87	0.23	0.23

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

TRAFFIC DEMAND DATA

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

Demand set: PM Base

TIME PERIOD BEGINS 16.45 AND ENDS 18.15

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

DEMAND FLOW PROFILES ARE SYNTHESISED FROM TURNING COUNT DATA

ARM	NUMBER OF MINUTES FROM START WHEN FLOW STARTS TO RISE	NUMBER OF MINUTES FROM START WHEN TOP OF PEAK IS REACHED	NUMBER OF MINUTES FROM START WHEN FLOW STOPS FALLING	RATE OF FLOW (VEH/MIN) BEFORE PEAK	RATE OF FLOW (VEH/MIN) AT TOP OF PEAK	RATE OF FLOW (VEH/MIN) AFTER PEAK
ARM A	15.00	45.00	75.00	8.15	12.22	8.15
ARM B	15.00	45.00	75.00	0.30	0.45	0.30
ARM C	15.00	45.00	75.00	8.55	12.83	8.55

Demand set: PM Base

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

TIME	FROM/TO	ARM A	ARM B	ARM C
16.45 - 18.15	ARM A	0.000	0.017	0.983
		0.0	11.0	641.0
		(0.0)	(0.0)	(3.4)
	ARM B	0.375	0.000	0.625
		9.0	0.0	15.0
		(0.0)	(0.0)	(0.0)
	ARM C	0.956	0.044	0.000
		654.0	30.0	0.0
		(2.6)	(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 PM Base
AND FOR TIME PERIOD 2

TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)
16.45-17.00									
B-C	0.19	8.75	0.022		0.00	0.02	0.3		0.12
B-A	0.11	5.36	0.021		0.00	0.02	0.3		0.19
C-AB	0.85	14.29	0.060		0.00	0.10	1.4		0.07
C-A	7.73								
A-B	0.14								
A-C	8.04								

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)
17.00-17.15									
B-C	0.22	8.36	0.027		0.02	0.03	0.4		0.12
B-A	0.13	4.75	0.028		0.02	0.03	0.4		0.22
C-AB	1.20	15.08	0.080		0.10	0.15	2.2		0.07
C-A	9.05								
A-B	0.16								
A-C	9.60								

TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)
17.15-17.30									
B-C	0.28	7.80	0.035		0.03	0.04	0.5		0.13
B-A	0.17	3.91	0.042		0.03	0.04	0.6		0.27
C-AB	1.94	16.39	0.119		0.15	0.27	4.1		0.07
C-A	10.61								
A-B	0.20								
A-C	11.76								

TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)
17.30-17.45									
B-C	0.28	7.80	0.035		0.04	0.04	0.5		0.13
B-A	0.17	3.90	0.042		0.04	0.04	0.7		0.27
C-AB	1.95	16.39	0.119		0.27	0.28	4.2		0.07
C-A	10.60								
A-B	0.20								
A-C	11.76								

TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)
17.45-18.00									
B-C	0.22	8.36	0.027		0.04	0.03	0.4		0.12
B-A	0.13	4.75	0.028		0.04	0.03	0.5		0.22
C-AB	1.20	15.09	0.080		0.28	0.15	2.3		0.07
C-A	9.04								
A-B	0.16								
A-C	9.60								

TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)
18.00-18.15									
B-C	0.19	8.75	0.022		0.03	0.02	0.3		0.12
B-A	0.11	5.36	0.021		0.03	0.02	0.3		0.19
C-AB	0.86	14.29	0.060		0.15	0.10	1.5		0.07
C-A	7.73								
A-B	0.14								
A-C	8.04								

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

QUEUE FOR STREAM B-C

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE
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 B-A

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	0.1
17.15	0.1
17.30	0.3
17.45	0.3
18.00	0.2
18.15	0.1

QUEUEING DELAY INFORMATION OVER WHOLE PERIOD

STREAM	TOTAL DEMAND (VEH)	TOTAL DEMAND (VEH/H)	* QUEUEING * DELAY * (MIN)	* QUEUEING * DELAY * (MIN/VEH)	* INCLUSIVE QUEUEING * DELAY * (MIN)	* INCLUSIVE QUEUEING * DELAY * (MIN/VEH)
B-C	20.6	13.8	2.6	0.12	2.6	0.12
B-A	12.4	8.3	2.8	0.23	2.8	0.23
C-AB	120.1	80.1	15.7	0.13	15.7	0.13
C-A	821.4	547.6				
A-B	15.1	10.1				
A-C	882.3	588.2				
ALL	1871.9	1248.0	21.1	0.01	21.1	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 RUN*******

.SLOPES AND INTERCEPT

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

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

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

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

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

Intercept For STREAM C-B	Slope For Opposing STREAM A-C	Slope For Opposing STREAM A-B
631.87	0.23	0.23

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

TRAFFIC DEMAND DATA

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

Demand set: AM Total

TIME PERIOD BEGINS 07.45 AND ENDS 09.15

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

DEMAND FLOW PROFILES ARE SYNTHESISED FROM TURNING COUNT DATA

ARM	NUMBER OF MINUTES FROM START WHEN FLOW STARTS TO RISE	NUMBER OF MINUTES FROM START WHEN TOP OF PEAK IS REACHED	NUMBER OF MINUTES FROM START WHEN FLOW STOPS FALLING	RATE OF FLOW (VEH/MIN) BEFORE PEAK	RATE OF FLOW (VEH/MIN) AT TOP OF PEAK	RATE OF FLOW (VEH/MIN) AFTER PEAK
ARM A	15.00	45.00	75.00	9.70	14.55	9.70
ARM B	15.00	45.00	75.00	2.13	3.19	2.13
ARM C	15.00	45.00	75.00	9.24	13.86	9.24

Demand set: AM Total

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

TIME	FROM/TO	ARM A	ARM B	ARM C
07.45 - 09.15	ARM A	0.000	0.035	0.965
		0.0	27.0	749.0
		(0.0)	(0.0)	(2.8)
	ARM B	0.400	0.000	0.600
		68.0	0.0	102.0
		(4.8)	(0.0)	(0.0)
	ARM C	0.955	0.045	0.000
		706.0	33.0	0.0
		(4.4)	(5.9)	(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 AM Total
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-C	1.28	8.06	0.159		0.00	0.19	2.7		0.15
B-A	0.85	4.71	0.181		0.00	0.22	3.1		0.26
C-AB	1.05	14.10	0.075		0.00	0.13	2.0		0.08
C-A	8.22								
A-B	0.34								
A-C	9.40								

TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)
08.00-08.15									
B-C	1.53	7.49	0.204		0.19	0.25	3.7		0.17
B-A	1.02	4.04	0.252		0.22	0.33	4.7		0.33
C-AB	1.52	14.97	0.102		0.13	0.21	3.2		0.07
C-A	9.55								
A-B	0.40								
A-C	11.22								

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)
08.15-08.30									
B-C	1.87	6.63	0.282		0.25	0.39	5.6		0.21
B-A	1.25	3.12	0.400		0.33	0.63	8.7		0.52
C-AB	2.59	16.45	0.157		0.21	0.44	6.6		0.07
C-A	10.98								
A-B	0.50								
A-C	13.74								

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-C	1.87	6.61	0.283		0.39	0.39	5.8		0.21
B-A	1.25	3.11	0.401		0.63	0.65	9.6		0.54
C-AB	2.59	16.45	0.158		0.44	0.45	6.8		0.07
C-A	10.97								
A-B	0.50								
A-C	13.74								

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-C	1.53	7.47	0.205		0.39	0.26	4.1		0.17
B-A	1.02	4.04	0.252		0.65	0.35	5.6		0.34
C-AB	1.53	14.98	0.102		0.45	0.22	3.4		0.07
C-A	9.54								
A-B	0.40								
A-C	11.22								

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)
09.00-09.15									
B-C	1.28	8.05	0.159		0.26	0.19	3.0		0.15
B-A	0.85	4.71	0.181		0.35	0.23	3.6		0.26
C-AB	1.06	14.11	0.075		0.22	0.14	2.1		0.08
C-A	8.21								
A-B	0.34								
A-C	9.40								

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

QUEUE FOR STREAM B-C

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE	
08.00	0.2	
08.15	0.3	
08.30	0.4	
08.45	0.4	
09.00	0.3	
09.15	0.2	

QUEUE FOR STREAM B-A

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE	
08.00	0.2	
08.15	0.3	
08.30	0.6	*
08.45	0.6	*
09.00	0.3	
09.15	0.2	

QUEUE FOR STREAM C-AB

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE
08.00	0.1
08.15	0.2
08.30	0.4
08.45	0.4
09.00	0.2
09.15	0.1

QUEUEING DELAY INFORMATION OVER WHOLE PERIOD

STREAM	TOTAL DEMAND (VEH)	TOTAL DEMAND (VEH/H)	* QUEUEING * DELAY * (MIN)	* QUEUEING * DELAY * (MIN/VEH)	* INCLUSIVE QUEUEING * DELAY * (MIN)	* INCLUSIVE QUEUEING * DELAY * (MIN/VEH)
B-C	140.4	93.6	24.8	0.18	24.8	0.18
B-A	93.6	62.4	35.2	0.38	35.2	0.38
C-AB	155.2	103.5	24.1	0.15	24.1	0.15
C-A	862.0	574.6				
A-B	37.2	24.8				
A-C	1030.9	687.3				
ALL	2319.3	1546.2	84.0	0.04	84.0	0.04

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

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

.SLOPES AND INTERCEPT

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

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

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

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

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

Intercept For STREAM C-B	Slope For Opposing STREAM A-C	Slope For Opposing STREAM A-B
631.87	0.23	0.23

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

TRAFFIC DEMAND DATA

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

Demand set: PM Total

TIME PERIOD BEGINS 16.45 AND ENDS 18.15

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

DEMAND FLOW PROFILES ARE SYNTHESISED FROM TURNING COUNT DATA

ARM	NUMBER OF MINUTES FROM START WHEN FLOW STARTS TO RISE	NUMBER OF MINUTES FROM START WHEN TOP OF PEAK IS REACHED	NUMBER OF MINUTES FROM START WHEN FLOW STOPS FALLING	RATE OF FLOW (VEH/MIN) BEFORE PEAK	RATE OF FLOW (VEH/MIN) AT TOP OF PEAK	RATE OF FLOW (VEH/MIN) AFTER PEAK
ARM A	15.00	45.00	75.00	8.73	13.09	8.73
ARM B	15.00	45.00	75.00	1.02	1.54	1.02
ARM C	15.00	45.00	75.00	9.13	13.69	9.13

Demand set: PM Total

TIME	FROM/TO	TURNING PROPORTIONS / TURNING COUNTS (PERCENTAGE OF H.V.S) ARM A	ARM B	ARM C
16.45 - 18.15	ARM A	0.000	0.082	0.918
		0.0	57.0	641.0
		(0.0)	(0.0)	(3.4)
	ARM B	0.463	0.000	0.537
		38.0	0.0	44.0
		(0.0)	(0.0)	(0.0)
	ARM C	0.896	0.104	0.000
		654.0	76.0	0.0
		(2.6)	(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 PM Total
AND FOR TIME PERIOD 2

TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)
16.45-17.00									
B-C	0.55	8.97	0.062		0.00	0.07	0.9		0.12
B-A	0.48	5.23	0.091		0.00	0.10	1.4		0.21
C-AB	2.18	14.19	0.153		0.00	0.38	5.6		0.08
C-A	6.98								
A-B	0.72								
A-C	8.04								

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)
17.00-17.15									
B-C	0.66	8.49	0.078		0.07	0.08	1.2		0.13
B-A	0.57	4.56	0.125		0.10	0.14	2.0		0.25
C-AB	3.19	15.10	0.211		0.38	0.60	9.0		0.08
C-A	7.74								
A-B	0.85								
A-C	9.60								

TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)
17.15-17.30									
B-C	0.81	7.80	0.104		0.08	0.11	1.7		0.14
B-A	0.70	3.63	0.192		0.14	0.23	3.3		0.34
C-AB	5.15	16.37	0.315		0.60	1.10	16.6		0.09
C-A	8.25								
A-B	1.05								
A-C	11.76								

TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)
17.30-17.45									
B-C	0.81	7.79	0.104		0.11	0.11	1.7		0.14
B-A	0.70	3.62	0.192		0.23	0.23	3.5		0.34
C-AB	5.17	16.39	0.315		1.10	1.12	17.0		0.09
C-A	8.23								
A-B	1.05								
A-C	11.76								

TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)
17.45-18.00									
B-C	0.66	8.49	0.078		0.11	0.08	1.3		0.13
B-A	0.57	4.55	0.125		0.23	0.15	2.3		0.25
C-AB	3.21	15.13	0.212		1.12	0.63	9.6		0.08
C-A	7.73								
A-B	0.85								
A-C	9.60								

TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)
18.00-18.15									
B-C	0.55	8.97	0.062		0.08	0.07	1.0		0.12
B-A	0.48	5.22	0.091		0.15	0.10	1.6		0.21
C-AB	2.20	14.21	0.155		0.63	0.40	6.0		0.08
C-A	6.96								
A-B	0.72								
A-C	8.04								

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

QUEUE FOR STREAM B-C

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE	
17.00	0.1	
17.15	0.1	
17.30	0.1	
17.45	0.1	
18.00	0.1	
18.15	0.1	

QUEUE FOR STREAM B-A

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE	
17.00	0.1	
17.15	0.1	
17.30	0.2	
17.45	0.2	
18.00	0.1	
18.15	0.1	

QUEUE FOR STREAM C-AB

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE	
17.00	0.4	
17.15	0.6	*
17.30	1.1	*
17.45	1.1	*
18.00	0.6	*
18.15	0.4	

QUEUEING DELAY INFORMATION OVER WHOLE PERIOD

STREAM	TOTAL DEMAND (VEH)	TOTAL DEMAND (VEH/H)	* QUEUEING * DELAY * (MIN)	* QUEUEING * DELAY * (MIN/VEH)	* INCLUSIVE QUEUEING * DELAY * (MIN)	* INCLUSIVE QUEUEING * DELAY * (MIN/VEH)
B-C	60.6	40.4	7.9	0.13	7.9	0.13
B-A	52.3	34.9	14.1	0.27	14.1	0.27
C-AB	316.5	211.0	63.8	0.20	63.8	0.20
C-A	688.3	458.9				
A-B	78.5	52.3				
A-C	882.3	588.2				
ALL	2078.4	1385.6	85.8	0.04	85.8	0.04

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

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

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

Printed at 12:32:15 on 06/06/2014]

TRL LIMITED

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

PICADY 5.1 ANALYSIS PROGRAM
RELEASE 5.0 (JUNE 2010) (Patch 15 Apr 2011)

FOR SALES AND DISTRIBUTION INFORMATION,
PROGRAM ADVICE AND MAINTENANCE CONTACT:
TRL SOFTWARE SALES
TEL: CROWTHORNE (01344) 770758, FAX: 770356
EMAIL: software@trl.co.uk

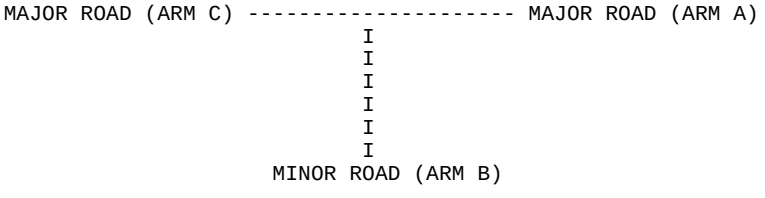
Run with file:-
"H:_Planning 1\Current Jobs\MBAHastings\Modelling and TRICS\PICADY 5\Darwall Cl - Harley Shute Rd RTL.vpi"
(drive-on-the-left) at 15:14:18 on Wednesday, 18 February 2015

RUN INFORMATION

RUN TITLE	: Darwell Close/Harley Shute Road
LOCATION	: Hastings
DATE	: 06/06/14
CLIENT	: MBA
ENUMERATOR	: jgilby [MBWPC074]
JOB NUMBER	: MBAHastings.1
STATUS	: Final Version
DESCRIPTION	: Priority junction.

MAJOR/MINOR JUNCTION CAPACITY AND DELAY

INPUT DATA



ARM A IS Harley Shute Road (W)
ARM B IS Darwell Close
ARM C IS Harley Shute Road (E)

STREAM LABELLING CONVENTION

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

GEOMETRIC DATA

DATA ITEM	MINOR ROAD B
TOTAL MAJOR ROAD CARRIAGEWAY WIDTH	(W) 9.00 M.
CENTRAL RESERVE WIDTH	(WCR) 0.00 M.
MAJOR ROAD RIGHT TURN - WIDTH	(WC-B) 3.00 M.
- VISIBILITY	(VC-B)100.00 M.
- BLOCKS TRAFFIC (SPACES)	YES (0)
MINOR ROAD - VISIBILITY TO LEFT	(VB-C) 25.0 M.
- VISIBILITY TO RIGHT	(VB-A) 13.0 M.
- LANE 1 WIDTH	(WB-C) -
- LANE 2 WIDTH	(WB-A) -
WIDTH AT 0 M FROM JUNCTION	10.00 M.
WIDTH AT 5 M FROM JUNCTION	4.60 M.
WIDTH AT 10 M FROM JUNCTION	2.75 M.
WIDTH AT 15 M FROM JUNCTION	2.75 M.
WIDTH AT 20 M FROM JUNCTION	2.75 M.
- LENGTH OF FLARED SECTION	DERIVED: 0 PCU

.SLOPES AND INTERCEPT

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

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

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

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

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

Intercept For STREAM C-B	Slope For Opposing STREAM A-C	Slope For Opposing STREAM A-B
686.89	0.23	0.23

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

TRAFFIC DEMAND DATA

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

Demand set: AM Base

TIME PERIOD BEGINS 07.45 AND ENDS 09.15

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

DEMAND FLOW PROFILES ARE SYNTHESISED FROM TURNING COUNT DATA

ARM	NUMBER OF MINUTES FROM START WHEN FLOW STARTS TO RISE	NUMBER OF MINUTES FROM START WHEN TOP OF PEAK IS REACHED	NUMBER OF MINUTES FROM START WHEN FLOW STOPS FALLING	RATE OF FLOW (VEH/MIN) BEFORE PEAK	RATE OF FLOW (VEH/MIN) AT TOP OF PEAK	RATE OF FLOW (VEH/MIN) AFTER PEAK
ARM A	15.00	45.00	75.00	9.48	14.21	9.48
ARM B	15.00	45.00	75.00	0.95	1.42	0.95
ARM C	15.00	45.00	75.00	9.01	13.52	9.01

Demand set: AM Base

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

TIME	FROM/TO	ARM A	ARM B	ARM C
07.45 - 09.15	ARM A	0.000	0.012	0.988
		0.0	9.0	749.0
		(0.0)	(0.0)	(2.8)
	ARM B	0.276	0.000	0.724
		21.0	0.0	55.0
		(4.8)	(0.0)	(0.0)
	ARM C	0.979	0.021	0.000
		706.0	15.0	0.0
		(4.4)	(13.3)	(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 AM Base
AND FOR TIME PERIOD 1

TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)
07.45-08.00									
B-C	0.69	8.62	0.080		0.00	0.09	1.2		0.13
B-A	0.26	4.92	0.054		0.00	0.06	0.8		0.21
C-AB	0.43	14.00	0.030		0.00	0.04	0.6		0.07
C-A	8.62								
A-B	0.11								
A-C	9.40								

TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)
08.00-08.15									
B-C	0.82	8.17	0.101		0.09	0.11	1.6		0.14
B-A	0.31	4.33	0.073		0.06	0.08	1.1		0.25
C-AB	0.67	15.20	0.044		0.04	0.06	1.0		0.07
C-A	10.14								
A-B	0.13								
A-C	11.22								

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)
08.15-08.30									
B-C	1.01	7.54	0.134		0.11	0.15	2.2		0.15
B-A	0.39	3.52	0.109		0.08	0.12	1.7		0.32
C-AB	1.04	16.37	0.064		0.06	0.11	1.6		0.07
C-A	12.19								
A-B	0.17								
A-C	13.74								

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-C	1.01	7.53	0.134		0.15	0.15	2.3		0.15
B-A	0.39	3.52	0.109		0.12	0.12	1.8		0.32
C-AB	1.04	16.37	0.064		0.11	0.11	1.6		0.07
C-A	12.19								
A-B	0.17								
A-C	13.74								

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-C	0.82	8.17	0.101		0.15	0.11	1.7		0.14
B-A	0.31	4.33	0.073		0.12	0.08	1.2		0.25
C-AB	0.67	15.20	0.044		0.11	0.06	1.0		0.07
C-A	10.13								
A-B	0.13								
A-C	11.22								

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)
09.00-09.15									
B-C	0.69	8.62	0.080		0.11	0.09	1.3		0.13
B-A	0.26	4.92	0.054		0.08	0.06	0.9		0.21
C-AB	0.43	14.00	0.030		0.06	0.04	0.6		0.07
C-A	8.62								
A-B	0.11								
A-C	9.40								

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

QUEUE FOR STREAM B-C

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

QUEUE FOR STREAM B-A

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

QUEUE FOR STREAM C-AB

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE
08.00	0.0
08.15	0.1
08.30	0.1
08.45	0.1
09.00	0.1
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-C	75.7	50.5	10.5	0.14	10.5	0.14
B-A	28.9	19.3	7.6	0.26	7.6	0.26
C-AB	64.1	42.7	6.3	0.10	6.3	0.10
C-A	928.3	618.9				
A-B	12.4	8.3				
A-C	1030.9	687.3				
ALL	2140.3	1426.9	24.4	0.01	24.4	0.01

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

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

.SLOPES AND INTERCEPT

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

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

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

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

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

Intercept For STREAM C-B	Slope For Opposing STREAM A-C	Slope For Opposing STREAM A-B
686.89	0.23	0.23

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

TRAFFIC DEMAND DATA

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

Demand set: PM Base

TIME PERIOD BEGINS 16.45 AND ENDS 18.15

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

DEMAND FLOW PROFILES ARE SYNTHESISED FROM TURNING COUNT DATA

ARM	NUMBER OF MINUTES FROM START WHEN FLOW STARTS TO RISE	NUMBER OF MINUTES FROM START WHEN TOP OF PEAK IS REACHED	NUMBER OF MINUTES FROM START WHEN FLOW STOPS FALLING	RATE OF FLOW (VEH/MIN) BEFORE PEAK	RATE OF FLOW (VEH/MIN) AT TOP OF PEAK	RATE OF FLOW (VEH/MIN) AFTER PEAK
ARM A	15.00	45.00	75.00	8.15	12.22	8.15
ARM B	15.00	45.00	75.00	0.30	0.45	0.30
ARM C	15.00	45.00	75.00	8.55	12.83	8.55

Demand set: PM Base

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

TIME	FROM/TO	ARM A	ARM B	ARM C
16.45 - 18.15	ARM A	0.000	0.017	0.983
		0.0	11.0	641.0
		(0.0)	(0.0)	(3.4)
	ARM B	0.375	0.000	0.625
		9.0	0.0	15.0
		(0.0)	(0.0)	(0.0)
	ARM C	0.956	0.044	0.000
		654.0	30.0	0.0
		(2.6)	(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 PM Base
AND FOR TIME PERIOD 2

TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)
16.45-17.00									
B-C	0.19	8.90	0.021		0.00	0.02	0.3		0.11
B-A	0.11	5.60	0.020		0.00	0.02	0.3		0.18
C-AB	0.81	14.95	0.054		0.00	0.08	1.2		0.07
C-A	7.78								
A-B	0.14								
A-C	8.04								

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)
17.00-17.15									
B-C	0.22	8.54	0.026		0.02	0.03	0.4		0.12
B-A	0.13	5.04	0.027		0.02	0.03	0.4		0.20
C-AB	1.12	15.69	0.072		0.08	0.13	1.9		0.07
C-A	9.12								
A-B	0.16								
A-C	9.60								

TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)
17.15-17.30									
B-C	0.28	8.03	0.034		0.03	0.04	0.5		0.13
B-A	0.17	4.26	0.039		0.03	0.04	0.6		0.24
C-AB	1.80	16.93	0.106		0.13	0.23	3.4		0.07
C-A	10.76								
A-B	0.20								
A-C	11.76								

TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)
17.30-17.45									
B-C	0.28	8.03	0.034		0.04	0.04	0.5		0.13
B-A	0.17	4.26	0.039		0.04	0.04	0.6		0.24
C-AB	1.80	16.93	0.106		0.23	0.23	3.5		0.07
C-A	10.75								
A-B	0.20								
A-C	11.76								

TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)
17.45-18.00									
B-C	0.22	8.54	0.026		0.04	0.03	0.4		0.12
B-A	0.13	5.03	0.027		0.04	0.03	0.4		0.20
C-AB	1.13	15.70	0.072		0.23	0.13	1.9		0.07
C-A	9.12								
A-B	0.16								
A-C	9.60								

TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)
18.00-18.15									
B-C	0.19	8.90	0.021		0.03	0.02	0.3		0.11
B-A	0.11	5.60	0.020		0.03	0.02	0.3		0.18
C-AB	0.81	14.95	0.054		0.13	0.09	1.3		0.07
C-A	7.77								
A-B	0.14								
A-C	8.04								

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

QUEUE FOR STREAM B-C

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE
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 B-A

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	0.1
17.15	0.1
17.30	0.2
17.45	0.2
18.00	0.1
18.15	0.1

QUEUEING DELAY INFORMATION OVER WHOLE PERIOD

STREAM	TOTAL DEMAND (VEH)	TOTAL DEMAND (VEH/H)	* QUEUEING * DELAY * (MIN)	* QUEUEING * DELAY * (MIN/VEH)	* INCLUSIVE QUEUEING * DELAY * (MIN)	* INCLUSIVE QUEUEING * DELAY * (MIN/VEH)
B-C	20.6	13.8	2.5	0.12	2.5	0.12
B-A	12.4	8.3	2.6	0.21	2.6	0.21
C-AB	111.9	74.6	13.3	0.12	13.3	0.12
C-A	829.5	553.0				
A-B	15.1	10.1				
A-C	882.3	588.2				
ALL	1871.9	1248.0	18.4	0.01	18.4	0.01

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

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

.SLOPES AND INTERCEPT

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

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

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

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

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

Intercept For STREAM C-B	Slope For Opposing STREAM A-C	Slope For Opposing STREAM A-B
686.89	0.23	0.23

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

TRAFFIC DEMAND DATA

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

Demand set: AM Total

TIME PERIOD BEGINS 07.45 AND ENDS 09.15

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

DEMAND FLOW PROFILES ARE SYNTHESISED FROM TURNING COUNT DATA

ARM	NUMBER OF MINUTES FROM START WHEN FLOW STARTS TO RISE	NUMBER OF MINUTES FROM START WHEN TOP OF PEAK IS REACHED	NUMBER OF MINUTES FROM START WHEN FLOW STOPS FALLING	RATE OF FLOW (VEH/MIN) BEFORE PEAK	RATE OF FLOW (VEH/MIN) AT TOP OF PEAK	RATE OF FLOW (VEH/MIN) AFTER PEAK
ARM A	15.00	45.00	75.00	9.70	14.55	9.70
ARM B	15.00	45.00	75.00	2.13	3.19	2.13
ARM C	15.00	45.00	75.00	9.24	13.86	9.24

Demand set: AM Total

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

TIME	FROM/TO	ARM A	ARM B	ARM C
07.45 - 09.15	ARM A	0.000	0.035	0.965
		0.0	27.0	749.0
		(0.0)	(0.0)	(2.8)
	ARM B	0.400	0.000	0.600
		68.0	0.0	102.0
		(4.8)	(0.0)	(0.0)
	ARM C	0.955	0.045	0.000
		706.0	33.0	0.0
		(4.4)	(5.9)	(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 AM Total
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-C	1.28	8.25	0.155		0.00	0.18	2.6		0.14
B-A	0.85	4.97	0.172		0.00	0.20	2.9		0.24
C-AB	0.99	14.70	0.067		0.00	0.11	1.7		0.07
C-A	8.28								
A-B	0.34								
A-C	9.40								

TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)
08.00-08.15									
B-C	1.53	7.72	0.198		0.18	0.24	3.6		0.16
B-A	1.02	4.36	0.234		0.20	0.30	4.3		0.30
C-AB	1.41	15.52	0.091		0.11	0.18	2.7		0.07
C-A	9.66								
A-B	0.40								
A-C	11.22								

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)
08.15-08.30									
B-C	1.87	6.94	0.270		0.24	0.36	5.2		0.20
B-A	1.25	3.50	0.356		0.30	0.53	7.4		0.44
C-AB	2.36	16.92	0.140		0.18	0.36	5.4		0.07
C-A	11.20								
A-B	0.50								
A-C	13.74								

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-C	1.87	6.94	0.270		0.36	0.37	5.5		0.20
B-A	1.25	3.50	0.357		0.53	0.54	8.1		0.44
C-AB	2.37	16.93	0.140		0.36	0.36	5.5		0.07
C-A	11.19								
A-B	0.50								
A-C	13.74								

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-C	1.53	7.71	0.198		0.37	0.25	3.9		0.16
B-A	1.02	4.35	0.234		0.54	0.31	5.0		0.30
C-AB	1.42	15.53	0.091		0.36	0.19	2.8		0.07
C-A	9.65								
A-B	0.40								
A-C	11.22								

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)
09.00-09.15									
B-C	1.28	8.24	0.155		0.25	0.19	2.9		0.14
B-A	0.85	4.97	0.172		0.31	0.21	3.3		0.24
C-AB	1.00	14.70	0.068		0.19	0.12	1.8		0.07
C-A	8.28								
A-B	0.34								
A-C	9.40								

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

QUEUE FOR STREAM B-C

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE	
08.00	0.2	
08.15	0.2	
08.30	0.4	
08.45	0.4	
09.00	0.3	
09.15	0.2	

QUEUE FOR STREAM B-A

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE	
08.00	0.2	
08.15	0.3	
08.30	0.5	*
08.45	0.5	*
09.00	0.3	
09.15	0.2	

QUEUE FOR STREAM C-AB

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE
08.00	0.1
08.15	0.2
08.30	0.4
08.45	0.4
09.00	0.2
09.15	0.1

QUEUEING DELAY INFORMATION OVER WHOLE PERIOD

STREAM	TOTAL DEMAND (VEH)	TOTAL DEMAND (VEH/H)	* QUEUEING * DELAY * (MIN)	* QUEUEING * DELAY * (MIN/VEH)	* INCLUSIVE QUEUEING * DELAY * (MIN)	* INCLUSIVE QUEUEING * DELAY * (MIN/VEH)
B-C	140.4	93.6	23.6	0.17	23.6	0.17
B-A	93.6	62.4	30.9	0.33	30.9	0.33
C-AB	143.2	95.5	19.9	0.14	19.9	0.14
C-A	874.0	582.7				
A-B	37.2	24.8				
A-C	1030.9	687.3				
ALL	2319.3	1546.2	74.4	0.03	74.4	0.03

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

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

.SLOPES AND INTERCEPT

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

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

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

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

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

Intercept For STREAM C-B	Slope For Opposing STREAM A-C	Slope For Opposing STREAM A-B
686.89	0.23	0.23

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

TRAFFIC DEMAND DATA

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

Demand set: PM Total

TIME PERIOD BEGINS 16.45 AND ENDS 18.15

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

DEMAND FLOW PROFILES ARE SYNTHESISED FROM TURNING COUNT DATA

ARM	NUMBER OF MINUTES FROM START WHEN FLOW STARTS TO RISE	NUMBER OF MINUTES FROM START WHEN TOP OF PEAK IS REACHED	NUMBER OF MINUTES FROM START WHEN FLOW STOPS FALLING	RATE OF FLOW (VEH/MIN) BEFORE PEAK	RATE OF FLOW (VEH/MIN) AT TOP OF PEAK	RATE OF FLOW (VEH/MIN) AFTER PEAK
ARM A	15.00	45.00	75.00	8.73	13.09	8.73
ARM B	15.00	45.00	75.00	1.02	1.54	1.02
ARM C	15.00	45.00	75.00	9.13	13.69	9.13

Demand set: PM Total

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

TIME	FROM/TO	ARM A	ARM B	ARM C
16.45 - 18.15	ARM A	0.000	0.082	0.918
		0.0	57.0	641.0
		(0.0)	(0.0)	(3.4)
	ARM B	0.463	0.000	0.537
		38.0	0.0	44.0
		(0.0)	(0.0)	(0.0)
	ARM C	0.896	0.104	0.000
		654.0	76.0	0.0
		(2.6)	(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 PM Total
AND FOR TIME PERIOD 2

TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)
16.45-17.00									
B-C	0.55	9.14	0.060		0.00	0.06	0.9		0.12
B-A	0.48	5.49	0.087		0.00	0.09	1.3		0.20
C-AB	2.06	14.85	0.139		0.00	0.33	4.8		0.08
C-A	7.10								
A-B	0.72								
A-C	8.04								

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)
17.00-17.15									
B-C	0.66	8.70	0.076		0.06	0.08	1.2		0.12
B-A	0.57	4.87	0.117		0.09	0.13	1.9		0.23
C-AB	2.98	15.70	0.190		0.33	0.50	7.6		0.08
C-A	7.96								
A-B	0.85								
A-C	9.60								

TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)
17.15-17.30									
B-C	0.81	8.06	0.100		0.08	0.11	1.6		0.14
B-A	0.70	4.02	0.174		0.13	0.21	2.9		0.30
C-AB	4.74	16.90	0.280		0.50	0.89	13.5		0.08
C-A	8.66								
A-B	1.05								
A-C	11.76								

TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)
17.30-17.45									
B-C	0.81	8.06	0.100		0.11	0.11	1.7		0.14
B-A	0.70	4.01	0.174		0.21	0.21	3.1		0.30
C-AB	4.75	16.92	0.281		0.89	0.91	13.8		0.08
C-A	8.64								
A-B	1.05								
A-C	11.76								

TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)
17.45-18.00									
B-C	0.66	8.69	0.076		0.11	0.08	1.3		0.12
B-A	0.57	4.86	0.117		0.21	0.13	2.1		0.23
C-AB	3.00	15.72	0.191		0.91	0.52	7.9		0.08
C-A	7.94								
A-B	0.85								
A-C	9.60								

TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)
18.00-18.15									
B-C	0.55	9.14	0.060		0.08	0.06	1.0		0.12
B-A	0.48	5.48	0.087		0.13	0.10	1.5		0.20
C-AB	2.07	14.87	0.139		0.52	0.34	5.1		0.08
C-A	7.09								
A-B	0.72								
A-C	8.04								

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

QUEUE FOR STREAM B-C

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE	
17.00	0.1	
17.15	0.1	
17.30	0.1	
17.45	0.1	
18.00	0.1	
18.15	0.1	

QUEUE FOR STREAM B-A

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE	
17.00	0.1	
17.15	0.1	
17.30	0.2	
17.45	0.2	
18.00	0.1	
18.15	0.1	

QUEUE FOR STREAM C-AB

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE	
17.00	0.3	
17.15	0.5	*
17.30	0.9	*
17.45	0.9	*
18.00	0.5	*
18.15	0.3	

QUEUEING DELAY INFORMATION OVER WHOLE PERIOD

STREAM	TOTAL DEMAND (VEH)	TOTAL DEMAND (VEH/H)	* QUEUEING * DELAY * (MIN)	* QUEUEING * DELAY * (MIN/VEH)	* INCLUSIVE QUEUEING * DELAY * (MIN)	* INCLUSIVE QUEUEING * DELAY * (MIN/VEH)
B-C	60.6	40.4	7.7	0.13	7.7	0.13
B-A	52.3	34.9	12.9	0.25	12.9	0.25
C-AB	294.0	196.0	52.6	0.18	52.6	0.18
C-A	710.7	473.8				
A-B	78.5	52.3				
A-C	882.3	588.2				
ALL	2078.4	1385.6	73.2	0.04	73.2	0.04

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

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

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

Printed at 15:18:47 on 18/02/2015]

APPENDIX G: ARCADY Modelling Results

ARCADY 7

File: H:_Planning 1\Current Jobs\MBAHastings\Modelling and TRICS\ARCADY 7\Wishing Tree RB - 210 dwellings 14-06-06.arc7
Report generation date: 06/06/2014 14:59:12

Summary of roundabout performance

	AM				PM			
	Queue (Veh)	Delay (min)	RFC	LOS	Queue (Veh)	Delay (min)	RFC	LOS
Existing Layout - Base								
Crowhurst Road	1.56	0.15	0.61	A	2.40	0.19	0.71	B
Ironlatch Avenue	3.02	0.35	0.76	C	2.12	0.29	0.69	C
Gillsman's Hill	1.14	0.13	0.53	A	0.57	0.09	0.36	A
Harley Shute Road	3.03	0.21	0.76	B	1.30	0.11	0.57	A
Existing Layout - Total								
Crowhurst Road	1.69	0.16	0.63	A	2.80	0.21	0.74	B
Ironlatch Avenue	3.37	0.38	0.78	C	2.63	0.35	0.73	C
Gillsman's Hill	1.15	0.13	0.54	A	0.58	0.10	0.37	A
Harley Shute Road	3.84	0.25	0.80	C	1.44	0.12	0.59	A

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

Base - AM runs from 07:45:00 to 09:15:00
Base - PM runs from 16:45:00 to 18:15:00
Dev - AM runs from 07:45:00 to 09:15:00
Dev - PM runs from 16:45:00 to 18:15:00
Total - AM runs from 07:45:00 to 09:15:00
Total - PM runs from 16:45:00 to 18:15:00

File summary

File Description

Title	B2029 Roundabout
Location	St Leonards, Hastings
Site Number	
Date	06/03/2014
Version	
Status	Existing
Identifier	
Client	MBA
Jobnumber	MBAHastings.1
Enumerator	MAYERBROWN2K\jgilby
Description	4-arm roundabout

Analysis Options

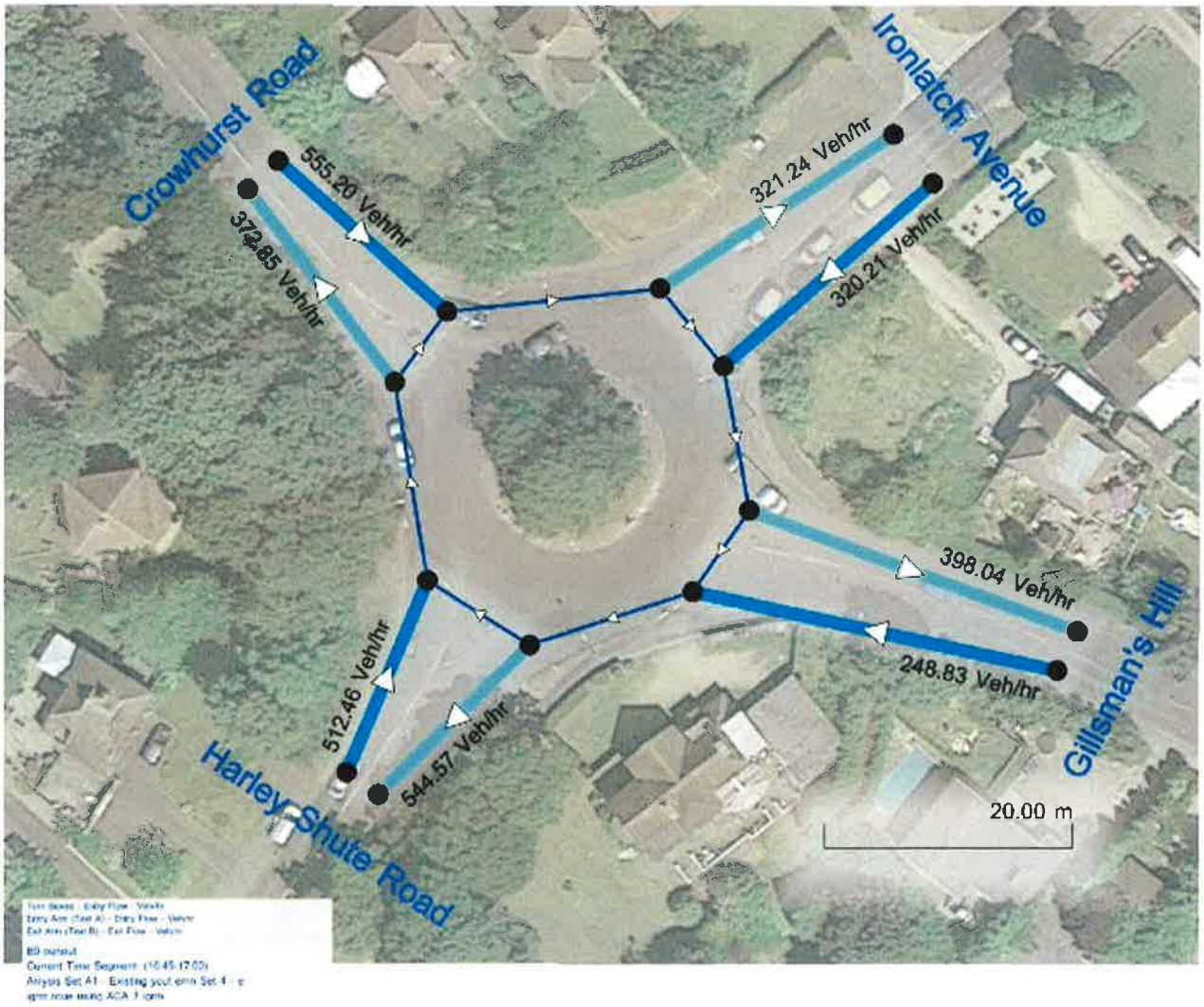
RFC Threshold	Vehicle Length (m)	Do Queue Variations
0.85	5.75	

Sorting and Display

Show Arm Names	Arm Grouping	Sorting Direction	Sorting Type	Data Matrix Style	Time Style
Yes	Order	Ascending	Numerical	By Destination	Absolute Time

Units

Distance Units	Speed Units	Traffic Units Input	Traffic Units Results	Flow Units	Average Delay Units	Total Delay Units	Rate Of Delay Units
m	mph	Veh	Veh	perHour	min	-Min	perMin



The junction diagram reflects the last run of ARCADY.

A1 - Existing Layout - D1 - Base, AM

Data Errors and Warnings

No errors or warnings

Analysis Set Details

Name	Description	Include In Report	Use Specific Demand Set	Demand Set	Locked	Network Flow Scaling Factor (%)	Network Capacity Scaling Factor (%)	Reason For Scaling Factors
Existing Layout		Yes		(D1)		100.000	100.000	

Demand Set Details

Name	Scenario Name	Time Period Name	Description	Locked	Run Automatically	Use Relationship	Relationship	Start Time (HH:mm)	Finish Time (HH:mm)	Time Period Length (min)	Time Segment Length (min)	Traffic Profile Type
Base, AM	Base	AM		Yes	Yes			07:45	09:15	90	15	ONE HOUR

Roundabout Network

Roundabout Type(s)

ID	Name	Arm Order	Roundabout Type	Grade Separated	Large Roundabout	Do Geometric Delay
1	B2029 Roundabout	1,2,3,4	Standard			

Roundabout Network Options

Driving Side	Lighting	Road Surface	In London
Left	Normal/unknown	((Mini-roundabouts only))	

Arms

Arms

ID	Name	Description
1	Crowhurst Road	
2	Ironlatch Avenue	
3	Gillsman's Hill	
4	Harley Shute Road	

Capacity Options

Arm	Minimum Capacity (PCU/hr)	Maximum Capacity (PCU/hr)	Assume Flat Start Profile	Initial Queue (PCU)
Crowhurst Road	0.00	99999.00		0.00
Ironlatch Avenue	0.00	99999.00		0.00
Gillsman's Hill	0.00	99999.00		0.00
Harley Shute Road	0.00	99999.00		0.00

Standard Geometry

Arm	V - Approach road half-width (m)	E - Entry width (m)	l' - Effective flare length (m)	R - Entry radius (m)	D - Inscribed circle diameter (m)	PHI - Conflict (entry) angle (deg)	Exit Only
Crowhurst Road	3.65	6.00	4.70	20.00	37.50	16.00	
Ironlatch Avenue	3.10	5.00	4.20	12.00	37.00	33.00	
Gillsman's Hill	3.30	6.30	7.10	45.00	38.00	14.00	
Harley Shute Road	3.75	6.40	4.50	35.00	37.50	15.00	

Pedestrian Crossings

Arm	Crossing Type
Crowhurst Road	None

Ironlatch Avenue	None
Gillsman's Hill	None
Harley Shute Road	None

Arm Slope/ Intercept and Capacity

Slope and Intercept used in model

Arm	Enter Directly	Slope	Intercept (PCU/hr)	Final Slope	Final Intercept (PCU/hr)
Crowhurst Road		((calculated))	((calculated))	0.611	1446.847
Ironlatch Avenue		((calculated))	((calculated))	0.519	1123.993
Gillsman's Hill		((calculated))	((calculated))	0.631	1500.995
Harley Shute Road		((calculated))	((calculated))	0.633	1517.900

The slope and intercept shown above include any corrections and adjustments.

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
		Yes	Yes	HV Percentages	2.00				Yes	Yes

Entry Flows

General Flows Data

Arm	Profile Type	Use Turning Counts	Average Demand Flow (Veh/hr)	Flow Scaling Factor (%)	PHF
Crowhurst Road	ONE HOUR	Yes	575.00	100.000	N/A
Ironlatch Avenue	ONE HOUR	Yes	489.00	100.000	N/A
Gillsman's Hill	ONE HOUR	Yes	483.00	100.000	N/A
Harley Shute Road	ONE HOUR	Yes	814.00	100.000	N/A

Direct/Resultant Flows

Direct Flows Data

Time Segment	Arm	Direct Demand Entry Flow (Veh/hr)	DirectDemandEntryFlowInPCU (PCU/hr)	Direct Demand Exit Flow (Veh/hr)	Direct Demand Pedestrian Flow (Ped/hr)
1	Crowhurst Road	432.89	453.29	N/A	N/A
1	Ironlatch Avenue	368.14	379.43	N/A	N/A
1	Gillsman's Hill	363.63	366.62	N/A	N/A
1	Harley Shute Road	612.82	633.25	N/A	N/A
2	Crowhurst Road	516.91	541.27	N/A	N/A
2	Ironlatch Avenue	439.60	453.08	N/A	N/A
2	Gillsman's Hill	434.21	437.78	N/A	N/A
2	Harley Shute Road	731.77	756.16	N/A	N/A
3	Crowhurst Road	633.09	662.92	N/A	N/A
3	Ironlatch Avenue	538.40	554.90	N/A	N/A
3	Gillsman's Hill	531.79	536.16	N/A	N/A
3	Harley Shute Road	896.23	926.10	N/A	N/A
4	Crowhurst Road	633.09	662.92	N/A	N/A
4	Ironlatch Avenue	538.40	554.90	N/A	N/A

4	Gillsman's Hill	531.79	536.16	N/A	N/A
4	Harley Shute Road	896.23	926.10	N/A	N/A
5	Crowhurst Road	516.91	541.27	N/A	N/A
5	Ironlatch Avenue	439.60	453.08	N/A	N/A
5	Gillsman's Hill	434.21	437.78	N/A	N/A
5	Harley Shute Road	731.77	756.16	N/A	N/A
6	Crowhurst Road	432.89	453.29	N/A	N/A
6	Ironlatch Avenue	368.14	379.43	N/A	N/A
6	Gillsman's Hill	363.63	366.62	N/A	N/A
6	Harley Shute Road	612.82	633.25	N/A	N/A

Turning Proportions

Turning Counts or Proportions (Veh/hr) - B2029 Roundabout (for whole period)

		To			
		1	2	3	4
From	1	0.000	23.000	232.000	320.000
	2	28.000	0.000	130.000	331.000
	3	282.000	105.000	1.000	95.000
	4	386.000	317.000	109.000	2.000

Turning Proportions (Veh) - B2029 Roundabout (for whole period)

		To			
		1	2	3	4
From	1	0.00	0.04	0.40	0.56
	2	0.06	0.00	0.27	0.68
	3	0.58	0.22	0.00	0.20
	4	0.47	0.39	0.13	0.00

Vehicle Mix

Average PCU Per Vehicle - B2029 Roundabout (for whole period)

		To			
		1	2	3	4
From	1	1.000	1.087	1.013	1.069
	2	1.179	1.000	1.008	1.027
	3	1.007	1.000	1.000	1.021
	4	1.044	1.032	1.000	1.000

Heavy Vehicle Percentages - B2029 Roundabout (for whole period)

		To			
		1	2	3	4
From	1	0.000	8.700	1.300	6.900
	2	17.900	0.000	0.800	2.700
	3	0.700	0.000	0.000	2.100
	4	4.400	3.200	0.000	0.000

Results

Results Summary

Arm	Max RFC	Max Delay (min)	Max Queue (Veh)	Max LOS	Total Demand (Veh/hr)	Total Arrivals (Veh)	Total Queueing Delay (Veh-min)	Average Queueing Delay (min)	Rate Of Queueing Delay (Veh-min/min)	Inclusive Queueing Total Delay (Veh-min)	Inclusive Queueing Average Delay (min)	Slope	Intercept (PCU/hr)
Crowhurst Road	0.61	0.15	1.56	A	527.63	791.44	90.44	0.11	1.00	90.45	0.11	0.611	1446.847
Ironlatch Avenue	0.76	0.35	3.02	C	448.72	673.07	146.40	0.22	1.63	146.43	0.22	0.519	1123.993
Gillsman's Hill	0.53	0.13	1.14	A	443.21	664.81	67.03	0.10	0.74	67.03	0.10	0.631	1500.995
Harley Shute Road	0.76	0.21	3.03	B	746.94	1120.41	157.22	0.14	1.75	157.24	0.14	0.633	1517.900

Main Results

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

Arm	Demand (Veh/hr)	Arrivals (Veh)	Entry Flow (Veh/hr)	Exit Flow (Veh/hr)	Circulating Flow (Veh/hr)	Pedestrian Demand (Ped/hr)	Capacity (Veh/hr)	Saturation Capacity (Veh/hr)	RFC	Start Queue (Veh)	End Queue (Veh)
Crowhurst Road	432.89	108.22	430.48	521.00	399.70	0.00	1144.05	951.17	0.378	0.00	0.60
Ironlatch Avenue	368.15	92.04	365.01	333.10	497.07	0.00	830.85	539.42	0.443	0.00	0.78
Gillsman's Hill	363.63	90.91	361.80	353.05	509.04	0.00	1153.09	875.16	0.315	0.00	0.46
Harley Shute Road	612.82	153.21	609.16	559.30	311.54	0.00	1274.95	1013.90	0.481	0.00	0.91

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

Arm	Demand (Veh/hr)	Arrivals (Veh)	Entry Flow (Veh/hr)	Exit Flow (Veh/hr)	Circulating Flow (Veh/hr)	Pedestrian Demand (Ped/hr)	Capacity (Veh/hr)	Saturation Capacity (Veh/hr)	RFC	Start Queue (Veh)	End Queue (Veh)
Crowhurst Road	516.91	129.23	515.80	624.15	478.81	0.00	1097.00	951.17	0.471	0.60	0.88
Ironlatch Avenue	439.60	109.90	437.69	399.03	595.58	0.00	779.38	539.42	0.564	0.78	1.26
Gillsman's Hill	434.21	108.55	433.40	423.09	610.18	0.00	1086.39	875.16	0.400	0.46	0.66
Harley Shute Road	731.77	182.94	729.73	670.36	373.22	0.00	1236.54	1013.90	0.592	0.91	1.42

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

Arm	Demand (Veh/hr)	Arrivals (Veh)	Entry Flow (Veh/hr)	Exit Flow (Veh/hr)	Circulating Flow (Veh/hr)	Pedestrian Demand (Ped/hr)	Capacity (Veh/hr)	Saturation Capacity (Veh/hr)	RFC	Start Queue (Veh)	End Queue (Veh)
Crowhurst Road	633.08	158.27	630.44	761.97	584.34	0.00	1034.26	951.17	0.612	0.88	1.54
Ironlatch Avenue	538.40	134.60	531.92	487.07	727.71	0.00	710.34	539.42	0.758	1.26	2.88
Gillsman's Hill	531.79	132.95	529.95	516.07	743.55	0.00	998.42	875.16	0.533	0.66	1.12
Harley Shute Road	896.23	224.06	890.13	817.33	456.17	0.00	1184.91	1013.90	0.756	1.42	2.95

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

Arm	Demand (Veh/hr)	Arrivals (Veh)	Entry Flow (Veh/hr)	Exit Flow (Veh/hr)	Circulating Flow (Veh/hr)	Pedestrian Demand (Ped/hr)	Capacity (Veh/hr)	Saturation Capacity (Veh/hr)	RFC	Start Queue (Veh)	End Queue (Veh)
Crowhurst Road	633.08	158.27	632.99	766.09	587.75	0.00	1032.22	951.17	0.613	1.54	1.56
Ironlatch Avenue	538.40	134.60	537.86	489.81	730.94	0.00	708.65	539.42	0.760	2.88	3.02
Gillsman's Hill	531.79	132.95	531.72	519.46	749.35	0.00	994.63	875.16	0.535	1.12	1.14
Harley Shute Road	896.23	224.06	895.90	823.13	457.94	0.00	1183.78	1013.90	0.757	2.95	3.03

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

Arm	Demand (Veh/hr)	Arrivals (Veh)	Entry Flow (Veh/hr)	Exit Flow (Veh/hr)	Circulating Flow (Veh/hr)	Pedestrian Demand (Ped/hr)	Capacity (Veh/hr)	Saturation Capacity (Veh/hr)	RFC	Start Queue (Veh)	End Queue (Veh)
Crowhurst Road	516.91	129.23	519.54	630.08	483.71	0.00	1094.08	951.17	0.472	1.56	0.91
Ironlatch Avenue	439.60	109.90	446.31	402.96	600.30	0.00	776.92	539.42	0.566	3.02	1.34
Gillsman's Hill	434.21	108.55	436.04	428.00	618.61	0.00	1080.87	875.16	0.402	1.14	0.68
Harley Shute Road	731.77	182.94	737.96	678.82	375.83	0.00	1234.88	1013.90	0.593	3.03	1.48

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

Arm	Demand (Veh/hr)	Arrivals (Veh)	Entry Flow (Veh/hr)	Exit Flow (Veh/hr)	Circulating Flow (Veh/hr)	Pedestrian Demand (Ped/hr)	Capacity (Veh/hr)	Saturation Capacity (Veh/hr)	RFC	Start Queue (Veh)	End Queue (Veh)

Crowhurst Road	432.89	108.22	434.05	525.63	403.35	0.00	1141.87	951.17	0.379	0.91	0.62
Ironlatch Avenue	368.15	92.04	370.25	336.10	501.31	0.00	828.63	539.42	0.444	1.34	0.81
Gillsman's Hill	363.63	90.91	364.47	356.67	514.89	0.00	1149.24	875.16	0.316	0.68	0.47
Harley Shute Road	612.82	153.21	615.00	565.38	313.99	0.00	1273.41	1013.90	0.481	1.48	0.94

Queueing Delay Results

Queueing Delay results: (07:45-08:00)

Arm	Queueing Total Delay (Veh-min)	Queueing Rate Of Delay (Veh-min/min)	Average Delay Per Arriving Vehicle (min)	Unsignalised Level Of Service	Signalised Level Of Service
Crowhurst Road	8.76	0.58	0.084	A	A
Ironlatch Avenue	11.20	0.75	0.128	A	A
Gillsman's Hill	6.67	0.44	0.076	A	A
Harley Shute Road	13.20	0.88	0.090	A	A

Queueing Delay results: (08:00-08:15)

Arm	Queueing Total Delay (Veh-min)	Queueing Rate Of Delay (Veh-min/min)	Average Delay Per Arriving Vehicle (min)	Unsignalised Level Of Service	Signalised Level Of Service
Crowhurst Road	12.80	0.85	0.103	A	A
Ironlatch Avenue	17.99	1.20	0.175	B	B
Gillsman's Hill	9.64	0.64	0.092	A	A
Harley Shute Road	20.50	1.37	0.118	A	A

Queueing Delay results: (08:15-08:30)

Arm	Queueing Total Delay (Veh-min)	Queueing Rate Of Delay (Veh-min/min)	Average Delay Per Arriving Vehicle (min)	Unsignalised Level Of Service	Signalised Level Of Service
Crowhurst Road	21.94	1.46	0.148	A	A
Ironlatch Avenue	38.51	2.57	0.325	C	B
Gillsman's Hill	16.11	1.07	0.128	A	A
Harley Shute Road	40.58	2.71	0.199	B	B

Queueing Delay results: (08:30-08:45)

Arm	Queueing Total Delay (Veh-min)	Queueing Rate Of Delay (Veh-min/min)	Average Delay Per Arriving Vehicle (min)	Unsignalised Level Of Service	Signalised Level Of Service
Crowhurst Road	23.33	1.56	0.150	A	A
Ironlatch Avenue	44.43	2.96	0.349	C	C
Gillsman's Hill	16.96	1.13	0.130	A	A
Harley Shute Road	44.97	3.00	0.208	B	B

Queueing Delay results: (08:45-09:00)

Arm	Queueing Total Delay (Veh-min)	Queueing Rate Of Delay (Veh-min/min)	Average Delay Per Arriving Vehicle (min)	Unsignalised Level Of Service	Signalised Level Of Service
Crowhurst Road	14.13	0.94	0.105	A	A
Ironlatch Avenue	21.59	1.44	0.185	B	B
Gillsman's Hill	10.50	0.70	0.093	A	A
Harley Shute Road	23.43	1.56	0.122	A	A

Queueing Delay results: (09:00-09:15)

Arm	Queueing Total Delay (Veh-min)	Queueing Rate Of Delay (Veh-min/min)	Average Delay Per Arriving Vehicle (min)	Unsignalised Level Of Service	Signalised Level Of Service
Crowhurst Road	9.49	0.63	0.085	A	A
Ironlatch Avenue	12.68	0.85	0.132	A	A
Gillsman's Hill	7.16	0.48	0.077	A	A
Harley Shute Road	14.54	0.97	0.091	A	A

Overview: Standard Roundabout Geometry

Overview: Standard Roundabout Geometry

Standard Geometry

Arm	V - Approach road half-width (m)	E - Entry width (m)	l' - Effective flare length (m)	R - Entry radius (m)	D - Inscribed circle diameter (m)	PHI - Conflict (entry) angle (deg)	Exit Only	Final Slope	Final Intercept (PCU/hr)
Crowhurst Road	3.65	6.00	4.70	20.00	37.50	16.00		0.611	1446.847
Ironlatch Avenue	3.10	5.00	4.20	12.00	37.00	33.00		0.519	1123.993
Gillsman's Hill	3.30	6.30	7.10	45.00	38.00	14.00		0.631	1500.995
Harley Shute Road	3.75	6.40	4.50	35.00	37.50	15.00		0.633	1517.900

Overview: Time Segment Results

Time Segment Results

Time Segment	Arm	Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Pedestrian Demand (Ped/hr)	Start Queue (Veh)	End Queue (Veh)	Queueing Total Delay (Veh-min)	Geometric Total Delay (Veh-min)	Average Delay Per Arriving Vehicle (min)
1	Crowhurst Road	432.89	1144.05	0.378	0.00	0.00	0.60	8.76	(0.02)	0.084
1	Ironlatch Avenue	368.15	830.85	0.443	0.00	0.00	0.78	11.20	(0.02)	0.128
1	Gillsman's Hill	363.63	1153.09	0.315	0.00	0.00	0.46	6.67	(0.02)	0.076
1	Harley Shute Road	612.82	1274.95	0.481	0.00	0.00	0.91	13.20	(0.02)	0.090
2	Crowhurst Road	516.91	1097.00	0.471	0.00	0.60	0.88	12.80	(0.02)	0.103
2	Ironlatch Avenue	439.60	779.38	0.564	0.00	0.78	1.26	17.99	(0.02)	0.175
2	Gillsman's Hill	434.21	1086.39	0.400	0.00	0.46	0.66	9.64	(0.02)	0.092
2	Harley Shute Road	731.77	1236.54	0.592	0.00	0.91	1.42	20.50	(0.02)	0.118
3	Crowhurst Road	633.08	1034.26	0.612	0.00	0.88	1.54	21.94	(0.02)	0.148
3	Ironlatch Avenue	538.40	710.34	0.758	0.00	1.26	2.88	38.51	(0.02)	0.325
3	Gillsman's Hill	531.79	998.42	0.533	0.00	0.66	1.12	16.11	(0.02)	0.128
3	Harley Shute Road	896.23	1184.91	0.756	0.00	1.42	2.95	40.58	(0.02)	0.199
4	Crowhurst Road	633.08	1032.22	0.613	0.00	1.54	1.56	23.33	(0.02)	0.150
4	Ironlatch Avenue	538.40	708.65	0.760	0.00	2.88	3.02	44.43	(0.02)	0.349
4	Gillsman's Hill	531.79	994.63	0.535	0.00	1.12	1.14	16.96	(0.02)	0.130
4	Harley Shute Road	896.23	1183.78	0.757	0.00	2.95	3.03	44.97	(0.02)	0.208
5	Crowhurst Road	516.91	1094.08	0.472	0.00	1.56	0.91	14.13	(0.02)	0.105
5	Ironlatch Avenue	439.60	776.92	0.566	0.00	3.02	1.34	21.59	(0.02)	0.185
5	Gillsman's Hill	434.21	1080.87	0.402	0.00	1.14	0.68	10.50	(0.02)	0.093
5	Harley Shute Road	731.77	1234.88	0.593	0.00	3.03	1.48	23.43	(0.02)	0.122
	Crowhurst									

6	Crowhurst Road	432.89	1141.87	0.379	0.00	0.91	0.62	9.49	(0.02)	0.085
6	Ironlatch Avenue	368.15	828.63	0.444	0.00	1.34	0.81	12.68	(0.02)	0.132
6	Gillsman's Hill	363.63	1149.24	0.316	0.00	0.68	0.47	7.16	(0.02)	0.077
6	Harley Shute Road	612.82	1273.41	0.481	0.00	1.48	0.94	14.54	(0.02)	0.091

A1 - Existing Layout - D2 - Base, PM

Data Errors and Warnings

No errors or warnings

Analysis Set Details

Name	Description	Include In Report	Use Specific Demand Set	Demand Set	Locked	Network Flow Scaling Factor (%)	Network Capacity Scaling Factor (%)	Reason For Scaling Factors
Existing Layout		Yes		(D1)		100.000	100.000	

Demand Set Details

Name	Scenario Name	Time Period Name	Description	Locked	Run Automatically	Use Relationship	Relationship	Start Time (HH:mm)	Finish Time (HH:mm)	Time Period Length (min)	Time Segment Length (min)	Traffic Profile Type
Base, PM	Base	PM		Yes	Yes			16:45	18:15	90	15	ONE HOUR

Roundabout Network

Roundabout Type(s)

ID	Name	Arm Order	Roundabout Type	Grade Separated	Large Roundabout	Do Geometric Delay
1	B2029 Roundabout	1,2,3,4	Standard			

Roundabout Network Options

Driving Side	Lighting	Road Surface	In London
Left	Normal/unknown	((Mini-roundabouts only))	

Arms

Arms

ID	Name	Description
1	Crowhurst Road	
2	Ironlatch Avenue	
3	Gillsman's Hill	
4	Harley Shute Road	

Capacity Options

Arm	Minimum Capacity (PCU/hr)	Maximum Capacity (PCU/hr)	Assume Flat Start Profile	Initial Queue (PCU)
Crowhurst Road	0.00	99999.00		0.00
Ironlatch Avenue	0.00	99999.00		0.00
Gillsman's Hill	0.00	99999.00		0.00

Harley Shute Road	0.00	99999.00		0.00

Standard Geometry

Arm	V - Approach road half-width (m)	E - Entry width (m)	l' - Effective flare length (m)	R - Entry radius (m)	D - Inscribed circle diameter (m)	PHI - Conflict (entry) angle (deg)	Exit Only
Crowhurst Road	3.65	6.00	4.70	20.00	37.50	16.00	
Ironlatch Avenue	3.10	5.00	4.20	12.00	37.00	33.00	
Gillsman's Hill	3.30	6.30	7.10	45.00	38.00	14.00	
Harley Shute Road	3.75	6.40	4.50	35.00	37.50	15.00	

Pedestrian Crossings

Arm	Crossing Type
Crowhurst Road	None
Ironlatch Avenue	None
Gillsman's Hill	None
Harley Shute Road	None

Arm Slope/ Intercept and Capacity

Slope and Intercept used in model

Arm	Enter Directly	Slope	Intercept (PCU/hr)	Final Slope	Final Intercept (PCU/hr)
Crowhurst Road		((calculated))	((calculated))	0.611	1446.847
Ironlatch Avenue		((calculated))	((calculated))	0.519	1123.993
Gillsman's Hill		((calculated))	((calculated))	0.631	1500.995
Harley Shute Road		((calculated))	((calculated))	0.633	1517.900

The slope and intercept shown above include any corrections and adjustments.

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
		Yes	Yes	HV Percentages	2.00				Yes	Yes

Entry Flows

General Flows Data

Arm	Profile Type	Use Turning Counts	Average Demand Flow (Veh/hr)	Flow Scaling Factor (%)	PHF
Crowhurst Road	ONE HOUR	Yes	718.00	100.000	N/A
Ironlatch Avenue	ONE HOUR	Yes	411.00	100.000	N/A
Gillsman's Hill	ONE HOUR	Yes	332.00	100.000	N/A
Harley Shute Road	ONE HOUR	Yes	655.00	100.000	N/A

Direct/Resultant Flows

Direct Flows Data

Time Segment	Arm	Direct Demand Entry Flow (Veh/hr)	DirectDemandEntryFlowInPCU (PCU/hr)	Direct Demand Exit Flow (Veh/hr)	Direct Demand Pedestrian Flow (Ped/hr)
1	Crowhurst Road	540.55	548.07	N/A	N/A
1	Ironlatch Avenue	309.42	321.51	N/A	N/A

1	Gillsman's Hill	249.95	255.97	N/A	N/A
1	Harley Shute Road	493.12	507.49	N/A	N/A
2	Crowhurst Road	645.47	654.45	N/A	N/A
2	Ironlatch Avenue	369.48	383.92	N/A	N/A
2	Gillsman's Hill	298.46	305.65	N/A	N/A
2	Harley Shute Road	588.83	605.99	N/A	N/A
3	Crowhurst Road	790.53	801.53	N/A	N/A
3	Ironlatch Avenue	452.52	470.20	N/A	N/A
3	Gillsman's Hill	365.54	374.34	N/A	N/A
3	Harley Shute Road	721.17	742.19	N/A	N/A
4	Crowhurst Road	790.53	801.53	N/A	N/A
4	Ironlatch Avenue	452.52	470.20	N/A	N/A
4	Gillsman's Hill	365.54	374.34	N/A	N/A
4	Harley Shute Road	721.17	742.19	N/A	N/A
5	Crowhurst Road	645.47	654.45	N/A	N/A
5	Ironlatch Avenue	369.48	383.92	N/A	N/A
5	Gillsman's Hill	298.46	305.65	N/A	N/A
5	Harley Shute Road	588.83	605.99	N/A	N/A
6	Crowhurst Road	540.55	548.07	N/A	N/A
6	Ironlatch Avenue	309.42	321.51	N/A	N/A
6	Gillsman's Hill	249.95	255.97	N/A	N/A
6	Harley Shute Road	493.12	507.49	N/A	N/A

Turning Proportions

Turning Counts or Proportions (Veh/hr) - B2029 Roundabout (for whole period)

		To			
		1	2	3	4
From	1	0.000	29.000	322.000	367.000
	2	17.000	0.000	117.000	277.000
	3	199.000	73.000	0.000	60.000
	4	269.000	312.000	74.000	0.000

Turning Proportions (Veh) - B2029 Roundabout (for whole period)

		To			
		1	2	3	4
From	1	0.00	0.04	0.45	0.51
	2	0.04	0.00	0.28	0.67
	3	0.60	0.22	0.00	0.18
	4	0.41	0.48	0.11	0.00

Vehicle Mix

Average PCU Per Vehicle - B2029 Roundabout (for whole period)

		To			
		1	2	3	4
From	1	1.000	1.172	1.003	1.011
	2	1.176	1.000	1.017	1.040
	3	1.020	1.055	1.000	1.000
	4	1.030	1.032	1.014	1.000

Heavy Vehicle Percentages - B2029 Roundabout (for whole period)

		To			
		1	2	3	4
From	1	0.000	17.200	0.300	1.100
	2	17.600	0.000	1.700	4.000
	3	2.000	5.500	0.000	0.000
	4	3.000	3.200	1.400	0.000

Results

Results Summary

Arm	Max RFC	Max Delay (min)	Max Queue (Veh)	Max LOS	Total Demand (Veh/hr)	Total Arrivals (Veh)	Total Queueing Delay (Veh-min)	Average Queueing Delay (min)	Rate Of Queueing Delay (Veh-min/min)	Inclusive Queueing Total Delay (Veh-min)	Inclusive Queueing Average Delay (min)	Slope	Intercept (PCU/hr)
Crowhurst Road	0.71	0.19	2.40	B	658.85	988.27	129.88	0.13	1.44	129.89	0.13	0.611	1446.847
Ironlatch Avenue	0.69	0.29	2.12	C	377.14	565.71	109.31	0.19	1.21	109.33	0.19	0.519	1123.993
Gillsman's Hill	0.36	0.09	0.57	A	304.65	456.97	36.40	0.08	0.40	36.40	0.08	0.631	1500.995
Harley Shute Road	0.57	0.11	1.30	A	601.04	901.55	80.12	0.09	0.89	80.13	0.09	0.633	1517.900

Main Results

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

Arm	Demand (Veh/hr)	Arrivals (Veh)	Entry Flow (Veh/hr)	Exit Flow (Veh/hr)	Circulating Flow (Veh/hr)	Pedestrian Demand (Ped/hr)	Capacity (Veh/hr)	Saturation Capacity (Veh/hr)	RFC	Start Queue (Veh)	End Queue (Veh)
Crowhurst Road	540.55	135.14	537.36	363.41	343.95	0.00	1212.90	939.22	0.446	0.00	0.80
Ironlatch Avenue	309.42	77.36	306.90	310.21	571.11	0.00	794.26	571.73	0.390	0.00	0.63
Gillsman's Hill	249.95	62.49	248.85	383.81	494.21	0.00	1152.64	902.21	0.217	0.00	0.28
Harley Shute Road	493.12	123.28	490.80	526.49	216.57	0.00	1336.68	989.93	0.369	0.00	0.58

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

Arm	Demand (Veh/hr)	Arrivals (Veh)	Entry Flow (Veh/hr)	Exit Flow (Veh/hr)	Circulating Flow (Veh/hr)	Pedestrian Demand (Ped/hr)	Capacity (Veh/hr)	Saturation Capacity (Veh/hr)	RFC	Start Queue (Veh)	End Queue (Veh)
Crowhurst Road	645.46	161.37	643.81	435.33	412.00	0.00	1170.54	939.22	0.551	0.80	1.21
Ironlatch Avenue	369.48	92.37	368.06	371.59	684.23	0.00	737.32	571.73	0.501	0.63	0.98
Gillsman's Hill	298.46	74.62	298.07	459.93	592.37	0.00	1090.46	902.21	0.274	0.28	0.37
Harley Shute Road	588.83	147.21	587.91	631.01	259.42	0.00	1309.33	989.93	0.450	0.58	0.81

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

Arm	Demand (Veh/hr)	Arrivals (Veh)	Entry Flow (Veh/hr)	Exit Flow (Veh/hr)	Circulating Flow (Veh/hr)	Pedestrian Demand (Ped/hr)	Capacity (Veh/hr)	Saturation Capacity (Veh/hr)	RFC	Start Queue (Veh)	End Queue (Veh)
Crowhurst Road	790.53	197.63	785.95	532.58	504.07	0.00	1113.24	939.22	0.710	1.21	2.35
Ironlatch Avenue	452.52	113.13	448.25	454.56	835.47	0.00	661.20	571.73	0.684	0.98	2.05
Gillsman's Hill	365.54	91.38	364.78	561.34	722.38	0.00	1008.12	902.21	0.363	0.37	0.56
Harley Shute Road	721.16	180.29	719.25	769.76	317.40	0.00	1272.33	989.93	0.567	0.81	1.29

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

Arm	Demand (Veh/hr)	Arrivals (Veh)	Entry Flow (Veh/hr)	Exit Flow (Veh/hr)	Circulating Flow (Veh/hr)	Pedestrian Demand (Ped/hr)	Capacity (Veh/hr)	Saturation Capacity (Veh/hr)	RFC	Start Queue (Veh)	End Queue (Veh)
Crowhurst Road	790.53	197.63	790.33	533.95	505.34	0.00	1112.45	939.22	0.711	2.35	2.40
Ironlatch Avenue	452.52	113.13	452.23	455.79	839.89	0.00	658.98	571.73	0.687	2.05	2.12
Gillsman's Hill	365.54	91.38	365.52	564.65	727.47	0.00	1004.88	902.21	0.364	0.56	0.57
Harley Shute Road	721.16	180.29	721.12	774.82	318.17	0.00	1271.83	989.93	0.567	1.29	1.30

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

Arm	Demand (Veh/hr)	Arrivals (Veh)	Entry Flow (Veh/hr)	Exit Flow (Veh/hr)	Circulating Flow (Veh/hr)	Pedestrian Demand (Ped/hr)	Capacity (Veh/hr)	Saturation Capacity (Veh/hr)	RFC	Start Queue (Veh)	End Queue (Veh)
Crowhurst Road	645.46	161.37	650.07	437.41	413.91	0.00	1169.36	939.22	0.552	2.40	1.25
Ironlatch Avenue	369.48	92.37	373.83	373.43	690.56	0.00	734.14	571.73	0.503	2.12	1.03
Gillsman's Hill	298.46	74.62	299.21	464.69	599.69	0.00	1085.80	902.21	0.275	0.57	0.38
Harley Shute Road	588.83	147.21	590.72	638.31	260.60	0.00	1308.56	989.93	0.450	1.30	0.83

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

Arm	Demand (Veh/hr)	Arrivals (Veh)	Entry Flow (Veh/hr)	Exit Flow (Veh/hr)	Circulating Flow (Veh/hr)	Pedestrian Demand (Ped/hr)	Capacity (Veh/hr)	Saturation Capacity (Veh/hr)	RFC	Start Queue (Veh)	End Queue (Veh)
Crowhurst Road	540.55	135.14	542.30	365.83	346.21	0.00	1211.50	939.22	0.446	1.25	0.81
Ironlatch Avenue	309.42	77.36	310.96	312.29	576.22	0.00	791.69	571.73	0.391	1.03	0.65
Gillsman's Hill	249.95	62.49	250.36	387.55	499.63	0.00	1149.20	902.21	0.218	0.38	0.28
Harley Shute Road	493.12	123.28	494.06	532.01	217.97	0.00	1335.77	989.93	0.369	0.83	0.59

Queueing Delay Results

Queueing Delay results: (16:45-17:00)

Arm	Queueing Total Delay (Veh-min)	Queueing Rate Of Delay (Veh-min/min)	Average Delay Per Arriving Vehicle (min)	Unsignalised Level Of Service	Signalised Level Of Service
Crowhurst Road	11.50	0.77	0.088	A	A
Ironlatch Avenue	9.04	0.60	0.123	A	A
Gillsman's Hill	4.03	0.27	0.066	A	A
Harley Shute Road	8.46	0.56	0.071	A	A

Queueing Delay results: (17:00-17:15)

Arm	Queueing Total Delay (Veh-min)	Queueing Rate Of Delay (Veh-min/min)	Average Delay Per Arriving Vehicle (min)	Unsignalised Level Of Service	Signalised Level Of Service
Crowhurst Road	17.48	1.17	0.114	A	A
Ironlatch Avenue	14.13	0.94	0.162	A	A
Gillsman's Hill	5.51	0.37	0.076	A	A
Harley Shute Road	11.84	0.79	0.083	A	A

Queueing Delay results: (17:15-17:30)

Arm	Queueing Total Delay (Veh-min)	Queueing Rate Of Delay (Veh-min/min)	Average Delay Per Arriving Vehicle (min)	Unsignalised Level Of Service	Signalised Level Of Service
Crowhurst Road	32.86	2.19	0.181	B	B
Ironlatch Avenue	28.14	1.88	0.276	C	B
Gillsman's Hill	8.24	0.55	0.093	A	A
Harley Shute Road	18.60	1.24	0.108	A	A

Queueing Delay results: (17:30-17:45)

Arm	Queueing Total Delay (Veh-min)	Queueing Rate Of Delay (Veh-min/min)	Average Delay Per Arriving Vehicle (min)	Unsignalised Level Of Service	Signalised Level Of Service
Crowhurst Road	35.77	2.38	0.186	B	B
Ironlatch Avenue	31.44	2.10	0.289	C	B
Gillsman's Hill	8.50	0.57	0.094	A	A
Harley Shute Road	19.41	1.29	0.109	A	A

Queueing Delay results: (17:45-18:00)

Arm	Queueing Total Delay (Veh-min)	Queueing Rate Of Delay (Veh-min/min)	Average Delay Per Arriving Vehicle (min)	Unsignalised Level Of Service	Signalised Level Of Service
Crowhurst Road	19.68	1.31	0.117	A	A

Ironlatch Avenue	16.45	1.10	0.168	B	B
Gillsman's Hill	5.86	0.39	0.076	A	A
Harley Shute Road	12.77	0.85	0.084	A	A

Queueing Delay results: (18:00-18:15)

Arm	Queueing Total Delay (Veh-min)	Queueing Rate Of Delay (Veh-min/min)	Average Delay Per Arriving Vehicle (min)	Unsignalised Level Of Service	Signalised Level Of Service
Crowhurst Road	12.59	0.84	0.090	A	A
Ironlatch Avenue	10.12	0.67	0.125	A	A
Gillsman's Hill	4.27	0.28	0.067	A	A
Harley Shute Road	9.04	0.60	0.071	A	A

Overview: Standard Roundabout Geometry

Standard Geometry

Arm	V - Approach road half-width (m)	E - Entry width (m)	l' - Effective flare length (m)	R - Entry radius (m)	D - Inscribed circle diameter (m)	PHI - Conflict (entry) angle (deg)	Exit Only	Final Slope	Final Intercept (PCU/hr)
Crowhurst Road	3.65	6.00	4.70	20.00	37.50	16.00		0.611	1446.847
Ironlatch Avenue	3.10	5.00	4.20	12.00	37.00	33.00		0.519	1123.993
Gillsman's Hill	3.30	6.30	7.10	45.00	38.00	14.00		0.631	1500.995
Harley Shute Road	3.75	6.40	4.50	35.00	37.50	15.00		0.633	1517.900

Overview: Time Segment Results

Time Segment Results

Time Segment	Arm	Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Pedestrian Demand (Ped/hr)	Start Queue (Veh)	End Queue (Veh)	Queueing Total Delay (Veh-min)	Geometric Total Delay (Veh-min)	Average Delay Per Arriving Vehicle (min)
1	Crowhurst Road	540.55	1212.90	0.446	0.00	0.00	0.80	11.50	(0.02)	0.088
1	Ironlatch Avenue	309.42	794.26	0.390	0.00	0.00	0.63	9.04	(0.02)	0.123
1	Gillsman's Hill	249.95	1152.64	0.217	0.00	0.00	0.28	4.03	(0.02)	0.066
1	Harley Shute Road	493.12	1336.68	0.369	0.00	0.00	0.58	8.46	(0.02)	0.071
2	Crowhurst Road	645.46	1170.54	0.551	0.00	0.80	1.21	17.48	(0.02)	0.114
2	Ironlatch Avenue	369.48	737.32	0.501	0.00	0.63	0.98	14.13	(0.02)	0.162
2	Gillsman's Hill	298.46	1090.46	0.274	0.00	0.28	0.37	5.51	(0.02)	0.076
2	Harley Shute Road	588.83	1309.33	0.450	0.00	0.58	0.81	11.84	(0.02)	0.083
3	Crowhurst Road	790.53	1113.24	0.710	0.00	1.21	2.35	32.86	(0.02)	0.181
3	Ironlatch Avenue	452.52	661.20	0.684	0.00	0.98	2.05	28.14	(0.02)	0.276
3	Gillsman's Hill	365.54	1008.12	0.363	0.00	0.37	0.56	8.24	(0.02)	0.093
3	Harley Shute Road	721.16	1272.33	0.567	0.00	0.81	1.29	18.60	(0.02)	0.108
4	Crowhurst Road	790.53	1112.45	0.711	0.00	2.35	2.40	35.77	(0.02)	0.186
	Ironlatch									

4	Ironlatch Avenue	452.52	658.98	0.687	0.00	2.05	2.12	31.44	(0.02)	0.289
4	Gillsman's Hill	365.54	1004.88	0.364	0.00	0.56	0.57	8.50	(0.02)	0.094
4	Harley Shute Road	721.16	1271.83	0.567	0.00	1.29	1.30	19.41	(0.02)	0.109
5	Crowhurst Road	645.46	1169.36	0.552	0.00	2.40	1.25	19.68	(0.02)	0.117
5	Ironlatch Avenue	369.48	734.14	0.503	0.00	2.12	1.03	16.45	(0.02)	0.168
5	Gillsman's Hill	298.46	1085.80	0.275	0.00	0.57	0.38	5.86	(0.02)	0.076
5	Harley Shute Road	588.83	1308.56	0.450	0.00	1.30	0.83	12.77	(0.02)	0.084
6	Crowhurst Road	540.55	1211.50	0.446	0.00	1.25	0.81	12.59	(0.02)	0.090
6	Ironlatch Avenue	309.42	791.69	0.391	0.00	1.03	0.65	10.12	(0.02)	0.125
6	Gillsman's Hill	249.95	1149.20	0.218	0.00	0.38	0.28	4.27	(0.02)	0.067
6	Harley Shute Road	493.12	1335.77	0.369	0.00	0.83	0.59	9.04	(0.02)	0.071

A1 - Existing Layout - D5 - Total, AM

Data Errors and Warnings

No errors or warnings

Analysis Set Details

Name	Description	Include In Report	Use Specific Demand Set	Demand Set	Locked	Network Flow Scaling Factor (%)	Network Capacity Scaling Factor (%)	Reason For Scaling Factors
Existing Layout		Yes		(D1)		100.000	100.000	

Demand Set Details

Name	Scenario Name	Time Period Name	Description	Locked	Run Automatically	Use Relationship	Relationship	Start Time (HH:mm)	Finish Time (HH:mm)	Time Period Length (min)	Time Segment Length (min)	Traffic Profile Type
Total, AM	Total	AM			Yes	Yes	D1 + D3	07:45	09:15	90	15	(DIRECT)

Roundabout Network

Roundabout Type(s)

ID	Name	Arm Order	Roundabout Type	Grade Separated	Large Roundabout	Do Geometric Delay
1	B2029 Roundabout	1,2,3,4	Standard			

Roundabout Network Options

Driving Side	Lighting	Road Surface	In London
Left	Normal/unknown	((Mini-roundabouts only))	

Arms

-

Arms

ID	Name	Description
1	Crowhurst Road	
2	Ironlatch Avenue	
3	Gillsman's Hill	
4	Harley Shute Road	

Capacity Options

Arm	Minimum Capacity (PCU/hr)	Maximum Capacity (PCU/hr)	Assume Flat Start Profile	Initial Queue (PCU)
Crowhurst Road	0.00	99999.00		0.00
Ironlatch Avenue	0.00	99999.00		0.00
Gillsman's Hill	0.00	99999.00		0.00
Harley Shute Road	0.00	99999.00		0.00

Standard Geometry

Arm	V - Approach road half-width (m)	E - Entry width (m)	l' - Effective flare length (m)	R - Entry radius (m)	D - Inscribed circle diameter (m)	PHI - Conflict (entry) angle (deg)	Exit Only
Crowhurst Road	3.65	6.00	4.70	20.00	37.50	16.00	
Ironlatch Avenue	3.10	5.00	4.20	12.00	37.00	33.00	
Gillsman's Hill	3.30	6.30	7.10	45.00	38.00	14.00	
Harley Shute Road	3.75	6.40	4.50	35.00	37.50	15.00	

Pedestrian Crossings

Arm	Crossing Type
Crowhurst Road	None
Ironlatch Avenue	None
Gillsman's Hill	None
Harley Shute Road	None

Arm Slope/ Intercept and Capacity

Slope and Intercept used in model

Arm	Enter Directly	Slope	Intercept (PCU/hr)	Final Slope	Final Intercept (PCU/hr)
Crowhurst Road		((calculated))	((calculated))	0.611	1446.847
Ironlatch Avenue		((calculated))	((calculated))	0.519	1123.993
Gillsman's Hill		((calculated))	((calculated))	0.631	1500.995
Harley Shute Road		((calculated))	((calculated))	0.633	1517.900

The slope and intercept shown above include any corrections and adjustments.

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
		Yes	Yes	HV Percentages	2.00				Yes	Yes

Entry Flows

General Flows Data

Arm	Profile Type	Use Turning Counts	Average Demand Flow (Veh/hr)	Flow Scaling Factor (%)	PHF

Crowhurst Road	DIRECT			100.000	N/A
Ironlatch Avenue	DIRECT			100.000	N/A
Gillsman's Hill	DIRECT			100.000	N/A
Harley Shute Road	DIRECT			100.000	N/A

Direct/Resultant Flows

Direct Flows Data

Time Segment	Arm	Direct Demand Entry Flow (Veh/hr)	DirectDemandEntryFlowInPCU (PCU/hr)	Direct Demand Exit Flow (Veh/hr)	Direct Demand Pedestrian Flow (Ped/hr)
1	Crowhurst Road	438.91	459.60	N/A	N/A
1	Ironlatch Avenue	374.17	385.64	N/A	N/A
1	Gillsman's Hill	363.63	366.62	N/A	N/A
1	Harley Shute Road	647.45	669.03	N/A	N/A
2	Crowhurst Road	524.11	548.80	N/A	N/A
2	Ironlatch Avenue	446.79	460.49	N/A	N/A
2	Gillsman's Hill	434.21	437.78	N/A	N/A
2	Harley Shute Road	773.12	798.89	N/A	N/A
3	Crowhurst Road	641.89	672.14	N/A	N/A
3	Ironlatch Avenue	547.21	563.98	N/A	N/A
3	Gillsman's Hill	531.79	536.16	N/A	N/A
3	Harley Shute Road	946.88	978.43	N/A	N/A
4	Crowhurst Road	641.89	672.14	N/A	N/A
4	Ironlatch Avenue	547.21	563.98	N/A	N/A
4	Gillsman's Hill	531.79	536.16	N/A	N/A
4	Harley Shute Road	946.88	978.43	N/A	N/A
5	Crowhurst Road	524.11	548.80	N/A	N/A
5	Ironlatch Avenue	446.79	460.49	N/A	N/A
5	Gillsman's Hill	434.21	437.78	N/A	N/A
5	Harley Shute Road	773.12	798.89	N/A	N/A
6	Crowhurst Road	438.91	459.60	N/A	N/A
6	Ironlatch Avenue	374.17	385.64	N/A	N/A
6	Gillsman's Hill	363.63	366.62	N/A	N/A
6	Harley Shute Road	647.45	669.03	N/A	N/A

Turning Proportions

Turning Counts or Proportions (Veh/hr) - B2029 Roundabout (for whole period)

		To			
		1	2	3	4
From	1	0.000	23.000	232.000	320.000
	2	28.000	0.000	130.000	331.000
	3	282.000	105.000	1.000	95.000
	4	386.000	317.000	109.000	2.000

Turning Proportions (Veh) - B2029 Roundabout (for whole period)

		To			
		1	2	3	4
From	1	0.00	0.04	0.40	0.56
	2	0.06	0.00	0.27	0.68
	3	0.58	0.22	0.00	0.20
	4	0.47	0.39	0.13	0.00

Vehicle Mix

Average PCU Per Vehicle - B2029 Roundabout (for whole period)

		To			
		1	2	3	4
From	1	1.000	1.087	1.013	1.069
	2	1.179	1.000	1.008	1.027
	3	1.007	1.000	1.000	1.021
	4	1.044	1.032	1.000	1.000

Heavy Vehicle Percentages - B2029 Roundabout (for whole period)

		To			
		1	2	3	4
From	1	0.000	8.700	1.300	6.900
	2	17.900	0.000	0.800	2.700
	3	0.700	0.000	0.000	2.100
	4	4.400	3.200	0.000	0.000

Results

Results Summary

Arm	Max RFC	Max Delay (min)	Max Queue (Veh)	Max LOS	Total Demand (Veh/hr)	Total Arrivals (Veh)	Total Queueing Delay (Veh-min)	Average Queueing Delay (min)	Rate Of Queueing Delay (Veh-min/min)	Inclusive Queueing Total Delay (Veh-min)	Inclusive Queueing Average Delay (min)	Slope	Intercept (PCU/hr)
Crowhurst Road	0.63	0.16	1.69	A	534.97	802.45	95.91	0.12	1.07	95.92	0.12	0.611	1446.847
Ironlatch Avenue	0.78	0.38	3.37	C	456.06	684.09	158.52	0.23	1.76	158.55	0.23	0.519	1123.993
Gillsman's Hill	0.54	0.13	1.15	A	443.21	664.81	67.82	0.10	0.75	67.82	0.10	0.631	1500.995
Harley Shute Road	0.80	0.25	3.84	C	789.15	1183.72	188.43	0.16	2.09	188.45	0.16	0.633	1517.900

Main Results

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

Arm	Demand (Veh/hr)	Arrivals (Veh)	Entry Flow (Veh/hr)	Exit Flow (Veh/hr)	Circulating Flow (Veh/hr)	Pedestrian Demand (Ped/hr)	Capacity (Veh/hr)	Saturation Capacity (Veh/hr)	RFC	Start Queue (Veh)	End Queue (Veh)
Crowhurst Road	438.91	109.73	436.41	537.56	417.68	0.00	1133.30	951.17	0.387	0.00	0.63
Ironlatch Avenue	374.17	93.54	370.90	346.66	507.43	0.00	825.50	539.42	0.453	0.00	0.82
Gillsman's Hill	363.63	90.91	361.79	361.59	516.75	0.00	1148.01	875.16	0.317	0.00	0.46
Harley Shute Road	647.45	161.86	643.37	566.67	311.87	0.00	1274.71	1013.90	0.508	0.00	1.02

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

Arm	Demand (Veh/hr)	Arrivals (Veh)	Entry Flow (Veh/hr)	Exit Flow (Veh/hr)	Circulating Flow (Veh/hr)	Pedestrian Demand (Ped/hr)	Capacity (Veh/hr)	Saturation Capacity (Veh/hr)	RFC	Start Queue (Veh)	End Queue (Veh)
Crowhurst Road	524.10	131.03	522.91	643.95	500.32	0.00	1084.15	951.17	0.483	0.63	0.92
Ironlatch Avenue	446.79	111.70	444.73	415.26	607.99	0.00	772.97	539.42	0.578	0.82	1.33
Gillsman's Hill	434.21	108.55	433.39	433.31	619.40	0.00	1080.32	875.16	0.402	0.46	0.67
Harley Shute Road	773.12	193.28	770.66	679.18	373.61	0.00	1236.26	1013.90	0.625	1.02	1.63

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

Arm	Demand (Veh/hr)	Arrivals (Veh)	Entry Flow (Veh/hr)	Exit Flow (Veh/hr)	Circulating Flow (Veh/hr)	Pedestrian Demand (Ped/hr)	Capacity (Veh/hr)	Saturation Capacity (Veh/hr)	RFC	Start Queue (Veh)	End Queue (Veh)

Crowhurst Road	641.89	160.47	638.96	785.39	609.82	0.00	1019.03	951.17	0.630	0.92	1.66
Ironlatch Avenue	547.21	136.80	539.79	506.28	742.49	0.00	702.70	539.42	0.779	1.33	3.19
Gillsman's Hill	531.79	132.95	529.91	528.09	754.19	0.00	991.42	875.16	0.536	0.67	1.14
Harley Shute Road	946.87	236.72	938.61	827.50	456.59	0.00	1184.60	1013.90	0.799	1.63	3.70

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

Arm	Demand (Veh/hr)	Arrivals (Veh)	Entry Flow (Veh/hr)	Exit Flow (Veh/hr)	Circulating Flow (Veh/hr)	Pedestrian Demand (Ped/hr)	Capacity (Veh/hr)	Saturation Capacity (Veh/hr)	RFC	Start Queue (Veh)	End Queue (Veh)
Crowhurst Road	641.89	160.47	641.77	790.48	614.26	0.00	1016.38	951.17	0.632	1.66	1.69
Ironlatch Avenue	547.21	136.80	546.50	509.79	746.24	0.00	700.75	539.42	0.781	3.19	3.37
Gillsman's Hill	531.79	132.95	531.72	532.04	760.70	0.00	987.16	875.16	0.539	1.14	1.15
Harley Shute Road	946.87	236.72	946.30	833.99	458.43	0.00	1183.43	1013.90	0.800	3.70	3.84

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

Arm	Demand (Veh/hr)	Arrivals (Veh)	Entry Flow (Veh/hr)	Exit Flow (Veh/hr)	Circulating Flow (Veh/hr)	Pedestrian Demand (Ped/hr)	Capacity (Veh/hr)	Saturation Capacity (Veh/hr)	RFC	Start Queue (Veh)	End Queue (Veh)
Crowhurst Road	524.10	131.03	527.03	651.29	506.69	0.00	1080.35	951.17	0.485	1.69	0.96
Ironlatch Avenue	446.79	111.70	454.57	420.28	613.44	0.00	770.14	539.42	0.580	3.37	1.42
Gillsman's Hill	434.21	108.55	436.08	439.06	628.95	0.00	1074.07	875.16	0.404	1.15	0.69
Harley Shute Road	773.12	193.28	781.64	688.69	376.34	0.00	1234.52	1013.90	0.626	3.84	1.71

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

Arm	Demand (Veh/hr)	Arrivals (Veh)	Entry Flow (Veh/hr)	Exit Flow (Veh/hr)	Circulating Flow (Veh/hr)	Pedestrian Demand (Ped/hr)	Capacity (Veh/hr)	Saturation Capacity (Veh/hr)	RFC	Start Queue (Veh)	End Queue (Veh)
Crowhurst Road	438.91	109.73	440.17	542.65	421.82	0.00	1130.84	951.17	0.388	0.96	0.64
Ironlatch Avenue	374.17	93.54	376.47	350.02	511.97	0.00	823.13	539.42	0.455	1.42	0.85
Gillsman's Hill	363.63	90.91	364.49	365.49	522.94	0.00	1143.94	875.16	0.318	0.69	0.47
Harley Shute Road	647.45	161.86	650.11	573.08	314.36	0.00	1273.15	1013.90	0.509	1.71	1.05

Queueing Delay Results

Queueing Delay results: (07:45-08:00)

Arm	Queueing Total Delay (Veh-min)	Queueing Rate Of Delay (Veh-min/min)	Average Delay Per Arriving Vehicle (min)	Unsignalised Level Of Service	Signalised Level Of Service
Crowhurst Road	9.08	0.61	0.086	A	A
Ironlatch Avenue	11.65	0.78	0.131	A	A
Gillsman's Hill	6.71	0.45	0.076	A	A
Harley Shute Road	14.66	0.98	0.094	A	A

Queueing Delay results: (08:00-08:15)

Arm	Queueing Total Delay (Veh-min)	Queueing Rate Of Delay (Veh-min/min)	Average Delay Per Arriving Vehicle (min)	Unsignalised Level Of Service	Signalised Level Of Service
Crowhurst Road	13.42	0.89	0.107	A	A
Ironlatch Avenue	18.96	1.26	0.182	B	B
Gillsman's Hill	9.72	0.65	0.093	A	A
Harley Shute Road	23.40	1.56	0.128	A	A

Queueing Delay results: (08:15-08:30)

Arm	Queueing Total Delay (Veh-min)	Queueing Rate Of Delay (Veh-min/min)	Average Delay Per Arriving Vehicle (min)	Unsignalised Level Of Service	Signalised Level Of Service
Crowhurst Road	23.50	1.57	0.157	A	A
Ironlatch Avenue	42.11	2.81	0.353	C	C
Gillsman's Hill	16.34	1.09	0.129	A	A
Harley Shute Road	49.84	3.32	0.236	B	B

Queueing Delay results: (08:30-08:45)

Arm	Queueing Total Delay (Veh-min)	Queueing Rate Of Delay (Veh-min/min)	Average Delay Per Arriving Vehicle (min)	Unsignalised Level Of Service	Signalised Level Of Service
Crowhurst Road	25.14	1.68	0.160	A	A
Ironlatch Avenue	49.43	3.30	0.384	C	C
Gillsman's Hill	17.22	1.15	0.132	A	A
Harley Shute Road	56.79	3.79	0.251	C	B

Queueing Delay results: (08:45-09:00)

Arm	Queueing Total Delay (Veh-min)	Queueing Rate Of Delay (Veh-min/min)	Average Delay Per Arriving Vehicle (min)	Unsignalised Level Of Service	Signalised Level Of Service
Crowhurst Road	14.90	0.99	0.109	A	A
Ironlatch Avenue	23.13	1.54	0.195	B	B
Gillsman's Hill	10.62	0.71	0.094	A	A
Harley Shute Road	27.44	1.83	0.135	A	A

Queueing Delay results: (09:00-09:15)

Arm	Queueing Total Delay (Veh-min)	Queueing Rate Of Delay (Veh-min/min)	Average Delay Per Arriving Vehicle (min)	Unsignalised Level Of Service	Signalised Level Of Service
Crowhurst Road	9.87	0.66	0.087	A	A
Ironlatch Avenue	13.25	0.88	0.135	A	A
Gillsman's Hill	7.21	0.48	0.077	A	A
Harley Shute Road	16.30	1.09	0.097	A	A

Overview: Standard Roundabout Geometry

Standard Geometry

Arm	V - Approach road half-width (m)	E - Entry width (m)	I' - Effective flare length (m)	R - Entry radius (m)	D - Inscribed circle diameter (m)	PHI - Conflict (entry) angle (deg)	Exit Only	Final Slope	Final Intercept (PCU/hr)
Crowhurst Road	3.65	6.00	4.70	20.00	37.50	16.00		0.611	1446.847
Ironlatch Avenue	3.10	5.00	4.20	12.00	37.00	33.00		0.519	1123.993
Gillsman's Hill	3.30	6.30	7.10	45.00	38.00	14.00		0.631	1500.995
Harley Shute Road	3.75	6.40	4.50	35.00	37.50	15.00		0.633	1517.900

Overview: Time Segment Results

Time Segment Results

Time Segment	Arm	Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Pedestrian Demand (Ped/hr)	Start Queue (Veh)	End Queue (Veh)	Queueing Total Delay (Veh-min)	Geometric Total Delay (Veh-min)	Average Delay Per Arriving Vehicle (min)
1	Crowhurst Road	438.91	1133.30	0.387	0.00	0.00	0.63	9.08	(0.02)	0.086
1	Ironlatch Avenue	374.17	825.50	0.453	0.00	0.00	0.82	11.65	(0.02)	0.131
1	Gillsman's Hill	363.63	1148.01	0.317	0.00	0.00	0.46	6.71	(0.02)	0.076
1	Harley Shute Road	647.45	1274.71	0.508	0.00	0.00	1.02	14.66	(0.02)	0.094
2	Crowhurst Road	524.10	1084.15	0.483	0.00	0.63	0.92	13.42	(0.02)	0.107
2	Ironlatch Avenue	446.79	772.97	0.578	0.00	0.82	1.33	18.96	(0.02)	0.182

2	Gillsman's Hill	434.21	1080.32	0.402	0.00	0.46	0.67	9.72	(0.02)	0.093
2	Harley Shute Road	773.12	1236.26	0.625	0.00	1.02	1.63	23.40	(0.02)	0.128
3	Crowhurst Road	641.89	1019.03	0.630	0.00	0.92	1.66	23.50	(0.02)	0.157
3	Ironlatch Avenue	547.21	702.70	0.779	0.00	1.33	3.19	42.11	(0.02)	0.353
3	Gillsman's Hill	531.79	991.42	0.536	0.00	0.67	1.14	16.34	(0.02)	0.129
3	Harley Shute Road	946.87	1184.60	0.799	0.00	1.63	3.70	49.84	(0.02)	0.236
4	Crowhurst Road	641.89	1016.38	0.632	0.00	1.66	1.69	25.14	(0.02)	0.160
4	Ironlatch Avenue	547.21	700.75	0.781	0.00	3.19	3.37	49.43	(0.02)	0.384
4	Gillsman's Hill	531.79	987.16	0.539	0.00	1.14	1.15	17.22	(0.02)	0.132
4	Harley Shute Road	946.87	1183.43	0.800	0.00	3.70	3.84	56.79	(0.02)	0.251
5	Crowhurst Road	524.10	1080.35	0.485	0.00	1.69	0.96	14.90	(0.02)	0.109
5	Ironlatch Avenue	446.79	770.14	0.580	0.00	3.37	1.42	23.13	(0.02)	0.195
5	Gillsman's Hill	434.21	1074.07	0.404	0.00	1.15	0.69	10.62	(0.02)	0.094
5	Harley Shute Road	773.12	1234.52	0.626	0.00	3.84	1.71	27.44	(0.02)	0.135
6	Crowhurst Road	438.91	1130.84	0.388	0.00	0.96	0.64	9.87	(0.02)	0.087
6	Ironlatch Avenue	374.17	823.13	0.455	0.00	1.42	0.85	13.25	(0.02)	0.135
6	Gillsman's Hill	363.63	1143.94	0.318	0.00	0.69	0.47	7.21	(0.02)	0.077
6	Harley Shute Road	647.45	1273.15	0.509	0.00	1.71	1.05	16.30	(0.02)	0.097

A1 - Existing Layout - D6 - Total, PM

Data Errors and Warnings

No errors or warnings

Analysis Set Details

Name	Description	Include In Report	Use Specific Demand Set	Demand Set	Locked	Network Flow Scaling Factor (%)	Network Capacity Scaling Factor (%)	Reason For Scaling Factors
Existing Layout		Yes		(D1)		100.000	100.000	

Demand Set Details

Name	Scenario Name	Time Period Name	Description	Locked	Run Automatically	Use Relationship	Relationship	Start Time (HH:mm)	Finish Time (HH:mm)	Time Period Length (min)	Time Segment Length (min)	Traffic Profile Type
Total, PM	Total	PM			Yes	Yes	D2 + D4	16:45	18:15	90	15	(DIRECT)

Roundabout Network

Roundabout Type(s)

ID	Name	Arm Order	Roundabout Type	Grade Separated	Large Roundabout	Do Geometric Delay
1	B2029 Roundabout	1,2,3,4	Standard			

Roundabout Network Options

Driving Side	Lighting	Road Surface	In London
Left	Normal/unknown	((Mini-roundabouts only))	

Arms

Arms

ID	Name	Description
1	Crowhurst Road	
2	Ironlatch Avenue	
3	Gillsman's Hill	
4	Harley Shute Road	

Capacity Options

Arm	Minimum Capacity (PCU/hr)	Maximum Capacity (PCU/hr)	Assume Flat Start Profile	Initial Queue (PCU)
Crowhurst Road	0.00	99999.00		0.00
Ironlatch Avenue	0.00	99999.00		0.00
Gillsman's Hill	0.00	99999.00		0.00
Harley Shute Road	0.00	99999.00		0.00

Standard Geometry

Arm	V - Approach road half-width (m)	E - Entry width (m)	l' - Effective flare length (m)	R - Entry radius (m)	D - Inscribed circle diameter (m)	PHI - Conflict (entry) angle (deg)	Exit Only
Crowhurst Road	3.65	6.00	4.70	20.00	37.50	16.00	
Ironlatch Avenue	3.10	5.00	4.20	12.00	37.00	33.00	
Gillsman's Hill	3.30	6.30	7.10	45.00	38.00	14.00	
Harley Shute Road	3.75	6.40	4.50	35.00	37.50	15.00	

Pedestrian Crossings

Arm	Crossing Type
Crowhurst Road	None
Ironlatch Avenue	None
Gillsman's Hill	None
Harley Shute Road	None

Arm Slope/ Intercept and Capacity

Slope and Intercept used in model

Arm	Enter Directly	Slope	Intercept (PCU/hr)	Final Slope	Final Intercept (PCU/hr)
Crowhurst Road		((calculated))	((calculated))	0.611	1446.847
Ironlatch Avenue		((calculated))	((calculated))	0.519	1123.993
Gillsman's Hill		((calculated))	((calculated))	0.631	1500.995
Harley Shute Road		((calculated))	((calculated))	0.633	1517.900

The slope and intercept shown above include any corrections and adjustments.

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
		Yes	Yes	HV Percentages	2.00				Yes	Yes

Entry Flows

General Flows Data

Arm	Profile Type	Use Turning Counts	Average Demand Flow (Veh/hr)	Flow Scaling Factor (%)	PHF
Crowhurst Road	DIRECT			100.000	N/A
Ironlatch Avenue	DIRECT			100.000	N/A
Gillsman's Hill	DIRECT			100.000	N/A
Harley Shute Road	DIRECT			100.000	N/A

Direct/Resultant Flows

Direct Flows Data

Time Segment	Arm	Direct Demand Entry Flow (Veh/hr)	DirectDemandEntryFlowInPCU (PCU/hr)	Direct Demand Exit Flow (Veh/hr)	Direct Demand Pedestrian Flow (Ped/hr)
1	Crowhurst Road	558.62	566.39	N/A	N/A
1	Ironlatch Avenue	322.97	335.59	N/A	N/A
1	Gillsman's Hill	249.95	255.97	N/A	N/A
1	Harley Shute Road	514.95	529.96	N/A	N/A
2	Crowhurst Road	667.04	676.32	N/A	N/A
2	Ironlatch Avenue	385.66	400.73	N/A	N/A
2	Gillsman's Hill	298.46	305.65	N/A	N/A
2	Harley Shute Road	614.90	632.82	N/A	N/A
3	Crowhurst Road	816.96	828.33	N/A	N/A
3	Ironlatch Avenue	472.34	490.80	N/A	N/A
3	Gillsman's Hill	365.54	374.34	N/A	N/A
3	Harley Shute Road	753.10	775.05	N/A	N/A
4	Crowhurst Road	816.96	828.33	N/A	N/A
4	Ironlatch Avenue	472.34	490.80	N/A	N/A
4	Gillsman's Hill	365.54	374.34	N/A	N/A
4	Harley Shute Road	753.10	775.05	N/A	N/A
5	Crowhurst Road	667.04	676.32	N/A	N/A
5	Ironlatch Avenue	385.66	400.73	N/A	N/A
5	Gillsman's Hill	298.46	305.65	N/A	N/A
5	Harley Shute Road	614.90	632.82	N/A	N/A
6	Crowhurst Road	558.62	566.39	N/A	N/A
6	Ironlatch Avenue	322.97	335.59	N/A	N/A
6	Gillsman's Hill	249.95	255.97	N/A	N/A
6	Harley Shute Road	514.95	529.96	N/A	N/A

Turning Proportions

Turning Counts or Proportions (Veh/hr) - B2029 Roundabout (for whole period)

	To

		1	2	3	4
From	1	0.000	29.000	322.000	367.000
	2	17.000	0.000	117.000	277.000
	3	199.000	73.000	0.000	60.000
	4	269.000	312.000	74.000	0.000

Turning Proportions (Veh) - B2029 Roundabout (for whole period)

		To			
		1	2	3	4
From	1	0.00	0.04	0.45	0.51
	2	0.04	0.00	0.28	0.67
	3	0.60	0.22	0.00	0.18
	4	0.41	0.48	0.11	0.00

Vehicle Mix

Average PCU Per Vehicle - B2029 Roundabout (for whole period)

		To			
		1	2	3	4
From	1	1.000	1.172	1.003	1.011
	2	1.176	1.000	1.017	1.040
	3	1.020	1.055	1.000	1.000
	4	1.030	1.032	1.014	1.000

Heavy Vehicle Percentages - B2029 Roundabout (for whole period)

		To			
		1	2	3	4
From	1	0.000	17.200	0.300	1.100
	2	17.600	0.000	1.700	4.000
	3	2.000	5.500	0.000	0.000
	4	3.000	3.200	1.400	0.000

Results

Results Summary

Arm	Max RFC	Max Delay (min)	Max Queue (Veh)	Max LOS	Total Demand (Veh/hr)	Total Arrivals (Veh)	Total Queueing Delay (Veh-min)	Average Queueing Delay (min)	Rate Of Queueing Delay (Veh-min/min)	Inclusive Queueing Total Delay (Veh-min)	Inclusive Queueing Average Delay (min)	Slope	Intercept (PCU/hr)
Crowhurst Road	0.74	0.21	2.80	B	680.87	1021.30	146.06	0.14	1.62	146.08	0.14	0.611	1446.847
Ironlatch Avenue	0.73	0.35	2.63	C	393.66	590.49	128.22	0.22	1.42	128.24	0.22	0.519	1123.993
Gillsman's Hill	0.37	0.10	0.58	A	304.65	456.97	37.17	0.08	0.41	37.18	0.08	0.631	1500.995
Harley Shute Road	0.59	0.12	1.44	A	627.65	941.47	87.50	0.09	0.97	87.51	0.09	0.633	1517.900

Main Results

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

Arm	Demand (Veh/hr)	Arrivals (Veh)	Entry Flow (Veh/hr)	Exit Flow (Veh/hr)	Circulating Flow (Veh/hr)	Pedestrian Demand (Ped/hr)	Capacity (Veh/hr)	Saturation Capacity (Veh/hr)	RFC	Start Queue (Veh)	End Queue (Veh)
Crowhurst Road	558.61	139.65	555.20	372.85	356.71	0.00	1204.99	939.22	0.464	0.00	0.85
Ironlatch Avenue	322.97	80.74	320.21	321.24	590.67	0.00	784.41	571.73	0.412	0.00	0.69
Gillsman's Hill	249.95	62.49	248.83	398.04	512.64	0.00	1140.81	902.21	0.219	0.00	0.28
Harley Shute Road	514.95	128.74	512.46	544.57	217.11	0.00	1336.29	989.93	0.385	0.00	0.62

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

Arm	Demand (Veh/hr)	Arrivals (Veh)	Entry Flow (Veh/hr)	Exit Flow (Veh/hr)	Circulating Flow (Veh/hr)	Pedestrian Demand (Ped/hr)	Capacity (Veh/hr)	Saturation Capacity (Veh/hr)	RFC	Start Queue (Veh)	End Queue (Veh)
Crowhurst Road	667.04	166.76	665.15	446.65	427.30	0.00	1161.06	939.22	0.575	0.85	1.33
Ironlatch Avenue	385.66	96.42	383.99	384.82	707.65	0.00	725.53	571.73	0.532	0.69	1.11
Gillsman's Hill	298.46	74.62	298.05	476.97	614.67	0.00	1076.30	902.21	0.277	0.28	0.38
Harley Shute Road	614.90	153.72	613.88	652.65	260.07	0.00	1308.86	989.93	0.470	0.62	0.88

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

Arm	Demand (Veh/hr)	Arrivals (Veh)	Entry Flow (Veh/hr)	Exit Flow (Veh/hr)	Circulating Flow (Veh/hr)	Pedestrian Demand (Ped/hr)	Capacity (Veh/hr)	Saturation Capacity (Veh/hr)	RFC	Start Queue (Veh)	End Queue (Veh)
Crowhurst Road	816.95	204.24	811.34	546.32	522.72	0.00	1101.68	939.22	0.742	1.33	2.73
Ironlatch Avenue	472.34	118.08	466.74	470.65	863.41	0.00	647.13	571.73	0.730	1.11	2.51
Gillsman's Hill	365.54	91.38	364.75	581.56	748.58	0.00	991.48	902.21	0.369	0.38	0.58
Harley Shute Road	753.09	188.27	750.90	795.20	318.14	0.00	1271.79	989.93	0.592	0.88	1.43

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

Arm	Demand (Veh/hr)	Arrivals (Veh)	Entry Flow (Veh/hr)	Exit Flow (Veh/hr)	Circulating Flow (Veh/hr)	Pedestrian Demand (Ped/hr)	Capacity (Veh/hr)	Saturation Capacity (Veh/hr)	RFC	Start Queue (Veh)	End Queue (Veh)
Crowhurst Road	816.95	204.24	816.67	547.87	524.14	0.00	1100.79	939.22	0.742	2.73	2.80
Ironlatch Avenue	472.34	118.08	471.86	472.06	868.76	0.00	644.44	571.73	0.733	2.51	2.63
Gillsman's Hill	365.54	91.38	365.52	585.65	754.97	0.00	987.41	902.21	0.370	0.58	0.58
Harley Shute Road	753.09	188.27	753.04	801.51	318.98	0.00	1271.24	989.93	0.592	1.43	1.44

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

Arm	Demand (Veh/hr)	Arrivals (Veh)	Entry Flow (Veh/hr)	Exit Flow (Veh/hr)	Circulating Flow (Veh/hr)	Pedestrian Demand (Ped/hr)	Capacity (Veh/hr)	Saturation Capacity (Veh/hr)	RFC	Start Queue (Veh)	End Queue (Veh)
Crowhurst Road	667.04	166.76	672.73	448.98	429.45	0.00	1159.73	939.22	0.575	2.80	1.38
Ironlatch Avenue	385.66	96.42	391.46	386.90	715.28	0.00	721.69	571.73	0.534	2.63	1.18
Gillsman's Hill	298.46	74.62	299.24	482.85	623.88	0.00	1070.43	902.21	0.279	0.58	0.39
Harley Shute Road	614.90	153.72	617.07	661.78	261.35	0.00	1308.02	989.93	0.470	1.44	0.90

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

Arm	Demand (Veh/hr)	Arrivals (Veh)	Entry Flow (Veh/hr)	Exit Flow (Veh/hr)	Circulating Flow (Veh/hr)	Pedestrian Demand (Ped/hr)	Capacity (Veh/hr)	Saturation Capacity (Veh/hr)	RFC	Start Queue (Veh)	End Queue (Veh)
Crowhurst Road	558.61	139.65	560.63	375.42	359.14	0.00	1203.48	939.22	0.464	1.38	0.88
Ironlatch Avenue	322.97	80.74	324.82	323.49	596.28	0.00	781.59	571.73	0.413	1.18	0.71
Gillsman's Hill	249.95	62.49	250.37	402.19	518.91	0.00	1136.95	902.21	0.220	0.39	0.28
Harley Shute Road	514.95	128.74	516.00	550.73	218.56	0.00	1335.35	989.93	0.386	0.90	0.63

Queueing Delay Results

Queueing Delay results: (16:45-17:00)

Arm	Queueing Total Delay (Veh-min)	Queueing Rate Of Delay (Veh-min/min)	Average Delay Per Arriving Vehicle (min)	Unsignalised Level Of Service	Signalised Level Of Service
Crowhurst Road	12.33	0.82	0.092	A	A
Ironlatch Avenue	9.88	0.66	0.129	A	A
Gillsman's Hill	4.09	0.27	0.067	A	A
Harley Shute Road	9.06	0.60	0.073	A	A

Queueing Delay results: (17:00-17:15)

	Queueing Total Delay	Queueing Rate Of Delay	Average Delay Per Arriving	Unsignalised Level Of	Signalised Level Of

Arm	(Veh-min)	(Veh-min/min)	Vehicle (min)	Service	Service
Crowhurst Road	19.11	1.27	0.121	A	A
Ironlatch Avenue	15.83	1.06	0.175	B	B
Gillsman's Hill	5.61	0.37	0.077	A	A
Harley Shute Road	12.81	0.85	0.086	A	A

Queueing Delay results: (17:15-17:30)

Arm	Queueing Total Delay (Veh-min)	Queueing Rate Of Delay (Veh-min/min)	Average Delay Per Arriving Vehicle (min)	Unsignalised Level Of Service	Signalised Level Of Service
Crowhurst Road	37.66	2.51	0.203	B	B
Ironlatch Avenue	33.74	2.25	0.323	C	B
Gillsman's Hill	8.45	0.56	0.096	A	A
Harley Shute Road	20.52	1.37	0.115	A	A

Queueing Delay results: (17:30-17:45)

Arm	Queueing Total Delay (Veh-min)	Queueing Rate Of Delay (Veh-min/min)	Average Delay Per Arriving Vehicle (min)	Unsignalised Level Of Service	Signalised Level Of Service
Crowhurst Road	41.61	2.77	0.211	B	B
Ironlatch Avenue	38.70	2.58	0.345	C	C
Gillsman's Hill	8.73	0.58	0.096	A	A
Harley Shute Road	21.51	1.43	0.116	A	A

Queueing Delay results: (17:45-18:00)

Arm	Queueing Total Delay (Veh-min)	Queueing Rate Of Delay (Veh-min/min)	Average Delay Per Arriving Vehicle (min)	Unsignalised Level Of Service	Signalised Level Of Service
Crowhurst Road	21.79	1.45	0.125	A	A
Ironlatch Avenue	18.91	1.26	0.185	B	B
Gillsman's Hill	5.98	0.40	0.078	A	A
Harley Shute Road	13.88	0.93	0.087	A	A

Queueing Delay results: (18:00-18:15)

Arm	Queueing Total Delay (Veh-min)	Queueing Rate Of Delay (Veh-min/min)	Average Delay Per Arriving Vehicle (min)	Unsignalised Level Of Service	Signalised Level Of Service
Crowhurst Road	13.58	0.91	0.094	A	A
Ironlatch Avenue	11.15	0.74	0.132	A	A
Gillsman's Hill	4.33	0.29	0.068	A	A
Harley Shute Road	9.71	0.65	0.073	A	A

Overview: Standard Roundabout Geometry

Standard Geometry

Arm	V - Approach road half-width (m)	E - Entry width (m)	I' - Effective flare length (m)	R - Entry radius (m)	D - Inscribed circle diameter (m)	PHI - Conflict (entry) angle (deg)	Exit Only	Final Slope	Final Intercept (PCU/hr)
Crowhurst Road	3.65	6.00	4.70	20.00	37.50	16.00		0.611	1446.847
Ironlatch Avenue	3.10	5.00	4.20	12.00	37.00	33.00		0.519	1123.993
Gillsman's Hill	3.30	6.30	7.10	45.00	38.00	14.00		0.631	1500.995
Harley Shute Road	3.75	6.40	4.50	35.00	37.50	15.00		0.633	1517.900

Overview: Time Segment Results

Time Segment Results

Time Segment	Arm	Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Pedestrian Demand (Ped/hr)	Start Queue (Veh)	End Queue (Veh)	Queueing Total Delay (Veh-min)	Geometric Total Delay (Veh-min)	Average Delay Per Arriving Vehicle (min)
1	Crowhurst Road	558.61	1204.99	0.464	0.00	0.00	0.85	12.33	(0.02)	0.092
1	Ironlatch Avenue	322.97	784.41	0.412	0.00	0.00	0.69	9.88	(0.02)	0.129
1	Gillsman's Hill	249.95	1140.81	0.219	0.00	0.00	0.28	4.09	(0.02)	0.067
1	Harley Shute Road	514.95	1336.29	0.385	0.00	0.00	0.62	9.06	(0.02)	0.073
2	Crowhurst Road	667.04	1161.06	0.575	0.00	0.85	1.33	19.11	(0.02)	0.121
2	Ironlatch Avenue	385.66	725.53	0.532	0.00	0.69	1.11	15.83	(0.02)	0.175
2	Gillsman's Hill	298.46	1076.30	0.277	0.00	0.28	0.38	5.61	(0.02)	0.077
2	Harley Shute Road	614.90	1308.86	0.470	0.00	0.62	0.88	12.81	(0.02)	0.086
3	Crowhurst Road	816.95	1101.68	0.742	0.00	1.33	2.73	37.66	(0.02)	0.203
3	Ironlatch Avenue	472.34	647.13	0.730	0.00	1.11	2.51	33.74	(0.02)	0.323
3	Gillsman's Hill	365.54	991.48	0.369	0.00	0.38	0.58	8.45	(0.02)	0.096
3	Harley Shute Road	753.09	1271.79	0.592	0.00	0.88	1.43	20.52	(0.02)	0.115
4	Crowhurst Road	816.95	1100.79	0.742	0.00	2.73	2.80	41.61	(0.02)	0.211
4	Ironlatch Avenue	472.34	644.44	0.733	0.00	2.51	2.63	38.70	(0.02)	0.345
4	Gillsman's Hill	365.54	987.41	0.370	0.00	0.58	0.58	8.73	(0.02)	0.096
4	Harley Shute Road	753.09	1271.24	0.592	0.00	1.43	1.44	21.51	(0.02)	0.116
5	Crowhurst Road	667.04	1159.73	0.575	0.00	2.80	1.38	21.79	(0.02)	0.125
5	Ironlatch Avenue	385.66	721.69	0.534	0.00	2.63	1.18	18.91	(0.02)	0.185
5	Gillsman's Hill	298.46	1070.43	0.279	0.00	0.58	0.39	5.98	(0.02)	0.078
5	Harley Shute Road	614.90	1308.02	0.470	0.00	1.44	0.90	13.88	(0.02)	0.087
6	Crowhurst Road	558.61	1203.48	0.464	0.00	1.38	0.88	13.58	(0.02)	0.094
6	Ironlatch Avenue	322.97	781.59	0.413	0.00	1.18	0.71	11.15	(0.02)	0.132
6	Gillsman's Hill	249.95	1136.95	0.220	0.00	0.39	0.28	4.33	(0.02)	0.068
6	Harley Shute Road	514.95	1335.35	0.386	0.00	0.90	0.63	9.71	(0.02)	0.073