


| PICADY | | |
|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| GUI Version: 5.1 AD Analysis Program Release: 4.0 (SEPT 2008) | | |
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Run Analysis

| Parameter | Values |
|--------------|-------------------------------------------------------|
| File Run | Q:\.\Newton Lane\Priority Junction AM and PM Peak.vpi |
| Date Run | 25 August 2009 |
| Time Run | 14:55:34 |
| Driving Side | Drive On The Left |

Arm Names and Flow Scaling Factors

| Arm | Arm Name | Flow Scaling Factor (%) |
|-------|--------------------|-------------------------|
| Arm A | Newton Lane (East) | 100 |
| Arm B | Site Access | 100 |
| Arm C | Newton Lane (West) | 100 |

Stream Labelling Convention

Stream A-B contains traffic going from A to B etc.

Run Information

| Parameter | Values |
|-------------|-----------------------|
| Run Title | Assessment Traffic |
| Location | Newton Lane |
| Date | 17 August 2009 |
| Enumerator | jonw [NOTTHP63071606] |
| Job Number | 209711 |
| Status | Final Version |
| Client | David Wilson Homes |
| Description | - |

Geometric Data

Geometric Parameters

| Parameter | Minor Arm B |
|---------------------------------------------|-------------|
| Major Road Carriageway Width (m) | 6.50 |
| Major Road Kerbed Central Reserve Width (m) | 0.00 |
| Major Road Right Turning Lane Width (m) | 3.00 |
| Minor Road First Lane Width (m) | 3.00 |
| Minor Road Visibility To Right (m) | 15 |
| Minor Road Visibility To Left (m) | 15 |
| Major Road Right Turn Visibility (m) | 200 |
| Major Road Right Turn Blocks Traffic | Yes |

Slope and Intercept Values

| Stream | Intercept for Stream B-A | Slope for A-B | Slope for A-C | Slope for C-A | Slope for C-B |
|--------|--------------------------|---------------|---------------|---------------|---------------|
| B-A | 489.881 | 0.087 | 0.221 | 0.139 | 0.315 |
| B-C | 633.380 | 0.095 | 0.240 | - | - |
| C-B | 749.843 | 0.284 | 0.284 | - | - |

Note: Streams may be combined in which case capacity will be adjusted
These values do not allow for any site-specific corrections

Demand Data

Modelling Periods

| Parameter | Period | Duration (min) | Segment Length (min) |
|-------------------------|-------------|----------------|----------------------|
| First Modelling Period | 07:45-09:15 | 90 | 15 |
| Second Modelling Period | 16:45-18:15 | 90 | 15 |

ODTAB Turning Counts

Demand Set: AM Peak Assessment Traffic
Modelling Period: 07:45-09:15

| From/To | Arm A | Arm B | Arm C |
|---------|-------|-------|-------|
| Arm A | 0.0 | 8.0 | 416.0 |
| Arm B | 23.0 | 0.0 | 42.0 |
| Arm C | 228.0 | 14.0 | 0.0 |

Demand Set: PM Peak Assessment Traffic
Modelling Period: 16:45-18:15

| From/To | Arm A | Arm B | Arm C |
|---------|-------|-------|-------|
| Arm A | 0.0 | 38.0 | 254.0 |
| Arm B | 20.0 | 0.0 | 11.0 |
| Arm C | 478.0 | 21.0 | 0.0 |

ODTAB Synthesised Flows

Demand Set: AM Peak Assessment Traffic
Modelling Period: 07:45-09:15

| Arm | Rising Time | Rising Flow (veh/min) | Peak Time | Peak Flow (veh/min) | Falling Time | Falling Flow (veh/min) |
|-------|-------------|-----------------------|-----------|---------------------|--------------|------------------------|
| Arm A | 08:00 | 5.300 | 08:30 | 7.950 | 09:00 | 5.300 |
| Arm B | 08:00 | 0.813 | 08:30 | 1.219 | 09:00 | 0.813 |
| Arm C | 08:00 | 3.025 | 08:30 | 4.538 | 09:00 | 3.025 |

Heavy Vehicles Percentages

Demand Set: AM Peak Assessment Traffic
Modelling Period: 07:45-09:15

| From/To | Arm A | Arm B | Arm C |
|---------|-------|-------|-------|
| Arm A | - | 0.0 | 4.4 |
| Arm B | 0.0 | - | 0.0 |
| Arm C | 7.5 | 0.0 | - |

Demand Set: PM Peak Assessment Traffic
Modelling Period: 16:45-18:15

| From/To | Arm A | Arm B | Arm C |
|---------|-------|-------|-------|
| Arm A | - | 0.0 | 2.8 |
| Arm B | 0.0 | - | 0.0 |
| Arm C | 1.5 | 0.0 | - |

| Segment | Stream | Demand (veh/mln) | Capacity (veh/min) | RFC | Ped. Flow (ped/min) | Start Queue (veh) | End Queue (veh) | Geometric Delay (veh.min/segment) | Delay (veh.min/segment) | Mean Arriving Vehicle Delay (min) |
|-------------|--------|------------------|--------------------|-------|---------------------|-------------------|-----------------|-----------------------------------|-------------------------|-----------------------------------|
| 08:45-09:00 | B-AC | 0.97 | 7.72 | 0.126 | - | 0.19 | 0.15 | - | 2.2 | 0.15 |
| | C-AB | 0.21 | 10.61 | 0.020 | - | 0.03 | 0.02 | - | 0.3 | 0.10 |
| | C-A | - | - | - | - | - | - | - | - | - |
| | A-B | 0.12 | - | - | - | - | - | - | - | - |
| | A-C | 6.23 | - | - | - | - | - | - | - | - |

| Segment | Stream | Demand (veh/min) | Capacity (veh/min) | RFC | Ped. Flow (ped/min) | Start Queue (veh) | End Queue (veh) | Geometric Delay (veh.min/segment) | Delay (veh.min/segment) | Mean Arriving Vehicle Delay (min) |
|-------------|--------|------------------|--------------------|-------|---------------------|-------------------|-----------------|-----------------------------------|-------------------------|-----------------------------------|
| 09:00-09:15 | B-AC | 0.82 | 8.02 | 0.102 | - | 0.15 | 0.11 | - | 1.8 | 0.14 |
| | C-AB | 0.18 | 10.92 | 0.016 | - | 0.02 | 0.02 | - | 0.2 | 0.09 |
| | C-A | - | - | - | - | - | - | - | - | - |
| | A-B | 0.10 | - | - | - | - | - | - | - | - |
| | A-C | 5.22 | - | - | - | - | - | - | - | - |

Demand Set: Sum of Demand Sets for Modelling Period: 16:45 - 18:15
Modelling Period: 16:45-18:15

| Segment | Stream | Demand (veh/mln) | Capacity (veh/min) | RFC | Ped. Flow (ped/min) | Start Queue (veh) | End Queue (veh) | Geometric Delay (veh.min/segment) | Delay (veh.min/segment) | Mean Arriving Vehicle Delay (min) |
|-------------|--------|------------------|--------------------|-------|---------------------|-------------------|-----------------|-----------------------------------|-------------------------|-----------------------------------|
| 16:45-17:00 | B-AC | 0.39 | 7.34 | 0.053 | - | 0.00 | 0.06 | - | 0.8 | 0.14 |
| | C-AB | 0.26 | 11.43 | 0.023 | - | 0.00 | 0.02 | - | 0.3 | 0.09 |
| | C-A | - | - | - | - | - | - | - | - | - |
| | A-B | 0.48 | - | - | - | - | - | - | - | - |
| | A-C | 3.19 | - | - | - | - | - | - | - | - |

| Segment | Stream | Demand (veh/min) | Capacity (veh/min) | RFC | Ped. Flow (ped/min) | Start Queue (veh) | End Queue (veh) | Geometric Delay (veh.min/segment) | Delay (veh.min/segment) | Mean Arriving Vehicle Delay (min) |
|-------------|--------|------------------|--------------------|-------|---------------------|-------------------|-----------------|-----------------------------------|-------------------------|-----------------------------------|
| 17:00-17:15 | B-AC | 0.46 | 7.04 | 0.066 | - | 0.06 | 0.07 | - | 1.0 | 0.15 |
| | C-AB | 0.31 | 11.22 | 0.028 | - | 0.02 | 0.03 | - | 0.4 | 0.09 |
| | C-A | - | - | - | - | - | - | - | - | - |
| | A-B | 0.57 | - | - | - | - | - | - | - | - |
| | A-C | 3.81 | - | - | - | - | - | - | - | - |

| Segment | Stream | Demand (veh/min) | Capacity (veh/min) | RFC | Ped. Flow (ped/min) | Start Queue (veh) | End Queue (veh) | Geometric Delay (veh.min/segment) | Delay (veh.min/segment) | Mean Arriving Vehicle Delay (min) |
|-------------|--------|------------------|--------------------|-------|---------------------|-------------------|-----------------|-----------------------------------|-------------------------|-----------------------------------|
| 17:15-17:30 | B-AC | 0.57 | 6.61 | 0.086 | - | 0.07 | 0.09 | - | 1.4 | 0.17 |
| | C-AB | 0.39 | 10.94 | 0.035 | - | 0.03 | 0.04 | - | 0.5 | 0.09 |
| | C-A | - | - | - | - | - | - | - | - | - |
| | A-B | 0.70 | - | - | - | - | - | - | - | - |
| | A-C | 4.66 | - | - | - | - | - | - | - | - |

| Segment | Stream | Demand (veh/min) | Capacity (veh/min) | RFC | Ped. Flow (ped/min) | Start Queue (veh) | End Queue (veh) | Geometric Delay (veh.min/segment) | Delay (veh.min/segment) | Mean Arriving Vehicle Delay (min) |
|---------|--------|------------------|--------------------|-------|---------------------|-------------------|-----------------|-----------------------------------|-------------------------|-----------------------------------|
| 17:30- | B-AC | 0.57 | 6.60 | 0.086 | - | 0.09 | 0.09 | - | 1.4 | 0.17 |
| | C-AB | 0.39 | 10.94 | 0.035 | - | 0.04 | 0.04 | - | 0.6 | 0.09 |

| 17:45 | C-A | - | - | - | - | - | - | - | - | - |
|-------------|--------|------------------|--------------------|-------|---------------------|-------------------|-----------------|-----------------------------------|-------------------------|-----------------------------------|
| | A-B | 0.70 | - | - | - | - | - | - | - | - |
| | A-C | 4.66 | - | - | - | - | - | - | - | - |
| Segment | Stream | Demand (veh/min) | Capacity (veh/min) | RFC | Ped. Flow (ped/min) | Start Queue (veh) | End Queue (veh) | Geometric Delay (veh.min/segment) | Delay (veh.min/segment) | Mean Arriving Vehicle Delay (min) |
| 17:45-18:00 | B-AC | 0.46 | 7.04 | 0.066 | - | 0.09 | 0.07 | - | 1.1 | 0.15 |
| | C-AB | 0.31 | 11.22 | 0.028 | - | 0.04 | 0.03 | - | 0.4 | 0.09 |
| | C-A | - | - | - | - | - | - | - | - | - |
| | A-B | 0.57 | - | - | - | - | - | - | - | - |
| | A-C | 3.81 | - | - | - | - | - | - | - | - |
| Segment | Stream | Demand (veh/min) | Capacity (veh/min) | RFC | Ped. Flow (ped/min) | Start Queue (veh) | End Queue (veh) | Geometric Delay (veh.min/segment) | Delay (veh.min/segment) | Mean Arriving Vehicle Delay (min) |
| 18:00-18:15 | B-AC | 0.39 | 7.34 | 0.053 | - | 0.07 | 0.06 | - | 0.9 | 0.14 |
| | C-AB | 0.26 | 11.43 | 0.023 | - | 0.03 | 0.02 | - | 0.4 | 0.09 |
| | C-A | - | - | - | - | - | - | - | - | - |
| | A-B | 0.48 | - | - | - | - | - | - | - | - |
| | A-C | 3.19 | - | - | - | - | - | - | - | - |

Entry capacities marked with an '(X)' are dominated by a pedestrian crossing in that time segment.

In time segments marked with a '(B)', traffic leaving the junction may block back from a crossing so impairing normal operation of the junction.

Delays marked with '##' could not be calculated.

Overall Queues & Delays

Queueing Delay Information Over Whole Period

Demand Set: Sum of Demand Sets for Modelling Period: 07:45 - 09:15

Modelling Period: 07:45-09:15

| Stream | Total Demand (veh) | Total Demand (veh/h) | Queueing Delay (min) | Queueing Delay (min/veh) | Inclusive Delay (min) | Inclusive Delay (min/veh) |
|------------|--------------------|----------------------|----------------------|--------------------------|-----------------------|---------------------------|
| B-AC | 89.5 | 59.6 | 13.4 | 0.2 | 13.4 | 0.2 |
| C-AB | 19.3 | 12.8 | 1.9 | 0.1 | 1.9 | 0.1 |
| C-A | - | - | - | - | - | - |
| A-B | 11.0 | 7.3 | - | - | - | - |
| A-C | 572.6 | 381.7 | - | - | - | - |
| All | 1006.2 | 670.8 | 15.3 | 0.0 | 15.3 | 0.0 |

Demand Set: Sum of Demand Sets for Modelling Period: 16:45 - 18:15

Modelling Period: 16:45-18:15


| Stream | Total Demand (veh) | Total Demand (veh/h) | Queueing Delay (min) | Queueing Delay (min/veh) | Inclusive Delay (min) | Inclusive Delay (min/veh) |
|---------------|-------------------------------|---------------------------------|---------------------------------|-------------------------------------|----------------------------------|--------------------------------------|
| B-AC | 42.7 | 28.4 | 6.6 | 0.2 | 6.6 | 0.2 |
| C-AB | 28.9 | 19.3 | 2.7 | 0.1 | 2.7 | 0.1 |
| C-A | - | - | - | - | - | - |
| A-B | 52.3 | 34.9 | - | - | - | - |
| A-C | 349.6 | 233.1 | - | - | - | - |
| All | 1131.4 | 754.3 | 9.2 | 0.0 | 9.2 | 0.0 |

Delay is that occurring only within the time period.

Inclusive delay includes delay suffered by vehicles which are still queuing 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.

PICADY 5 Run Successful

| ARCADY 6 | | |
|-----------------------------------------------------------------------------------------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|---------------------------------------------------------------------------------------------------------------|
| GUI Version: 6.2 AF | | |
| Analysis Program: Release 5.0 (JANUARY 2009) | | |
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Run Information

Run with file:- q:\Projects\Projects 209701-209711 - Land off Newton Lane\Calcs\Junction Capacity\Newton Lane\AM Peak (3-Arm).val

At: 15:18:10 on Tuesday, August 25, 2009

Mode: Drive On The Left

Units: Metric

Arm Labelling

| Arm | Full Arm Names |
|-------|--------------------|
| Arm A | Newton Lane (East) |
| Arm B | Site Access |
| Arm C | Newton Lane (West) |

Flow Scaling Factor

| Arm | Flow Scaling Factor (%) |
|-------|-------------------------|
| Arm A | 100 |
| Arm B | 100 |
| Arm C | 100 |

File Properties

| | |
|-------------|------------------------------------------------------|
| Run Title | AM Peak Assessment Traffic |
| Location | Newton Lane |
| Date | 17/08/2009 |
| Client | David Wilson Homes |
| Enumerator | jonw [NOTHP63071606] |
| Job Number | 209711 |
| Status | Final Version |
| Description | 3 Arm Roundabout (with potential future development) |

Geometric Data

| Data Item | Arm A | Arm B | Arm C |
|-------------------------------|--------|--------|--------|
| Approach Road Half-Width (m) | 3.25 | 3.00 | 3.25 |
| Entry Width (m) | 4.80 | 4.50 | 4.80 |
| Flare Length (m) | 5.00 | 5.00 | 5.00 |
| Entry Radius (m) | 15.00 | 15.00 | 15.00 |
| Inscribed Circle Diameter (m) | 32.00 | 32.00 | 15.00 |
| Entry Angle (degrees) | 35.00 | 32.00 | 32.00 |
| Slope | 0.539 | 0.529 | 0.554 |
| Intercept (PCU/Min) | 19.657 | 18.573 | 19.869 |

Demand Data

Demand Profiles are Synthesised using **ODTAB** Data
 Period of interest (for Queue and Delay calculations): **07:45 to 09:15**
 Length of Time Period: **90 min**
 Length of Time Segment: **15 min**

Total Traffic Demand (Vehicles/Hour) for Demand Set: AM Peak Assessment Traffic

| From/To | Arm A | Arm B | Arm C |
|---------|-------|-------|-------|
| Arm A | 0.0 | 8.0 | 416.0 |
| Arm B | 23.0 | 0.0 | 42.0 |
| Arm C | 228.0 | 14.0 | 0.0 |

Entry Flow Data for Demand Set: AM Peak Assessment Traffic

| Arms | Number of Minutes From Start When | | | Rate of flow (Veh/Min) | | |
|-------|-----------------------------------|------------------------|--------------------|------------------------|----------------|------------|
| | Flow Starts To Rise | Top of Peak is Reached | Flow Stops Falling | Before Peak | At Top of Peak | After Peak |
| Arm A | 15.00 | 45.00 | 75.00 | 5.30 | 7.95 | 5.30 |
| Arm B | 15.00 | 45.00 | 75.00 | 0.81 | 1.22 | 0.81 |
| Arm C | 15.00 | 45.00 | 75.00 | 3.03 | 4.54 | 3.03 |

Turning Proportions

ODTAB Demand Data type is used, no turning proportions available.

Heavy Vehicle Percentages for Demand Set: AM Peak Assessment Traffic

Vary over entry

| Time Period | From/To | Arm A | Arm B | Arm C |
|----------------|---------|-------|-------|-------|
| 07:45 to 09:15 | Arm A | 0.0 | 8.0 | 416.0 |
| | Arm B | 23.0 | 0.0 | 42.0 |
| | Arm C | 228.0 | 14.0 | 0.0 |

Queues and Delay:

| Segment | Arm | Demand (Veh / Min) | Capacity (Veh / Min) | Demand / Capacity (RFC) | Ped Flow (Ped / Min) | Start Queue (Veh) | End Queue (Veh) | Delay (Veh.Min / Time Segment) | Geometric Delay (Veh.Min / Time Segment) | Arrival Delay (Min / Veh) |
|------------------------------|-----|--------------------|----------------------|-------------------------|----------------------|-------------------|-----------------|--------------------------------|------------------------------------------|---------------------------|
| Segment : 1 - 07:45 to 08:00 | A | 5.32 | 18.75 | 0.284 | - | 0.0 | 0.4 | 5.7 | - | 0.074 |
| | B | 0.82 | 15.70 | 0.052 | - | 0.0 | 0.1 | 0.8 | - | 0.067 |
| | C | 3.04 | 18.41 | 0.165 | - | 0.0 | 0.2 | 2.9 | - | 0.065 |
| Segment : 2 - 08:00 to 08:15 | A | 6.35 | 18.74 | 0.339 | - | 0.4 | 0.5 | 7.5 | - | 0.081 |
| | B | 0.97 | 15.13 | 0.064 | - | 0.1 | 0.1 | 1.0 | - | 0.071 |
| | C | 3.63 | 18.38 | 0.197 | - | 0.2 | 0.2 | 3.6 | - | 0.068 |
| Segment : 3 - 08:15 to 08:30 | A | 7.78 | 18.71 | 0.416 | - | 0.5 | 0.7 | 10.3 | - | 0.091 |
| | B | 1.19 | 14.36 | 0.083 | - | 0.1 | 0.1 | 1.3 | - | 0.076 |
| | C | 4.44 | 18.34 | 0.242 | - | 0.2 | 0.3 | 4.7 | - | 0.072 |
| Segment : 4 - 08:30 to 08:45 | A | 7.78 | 18.71 | 0.416 | - | 0.7 | 0.7 | 10.6 | - | 0.092 |
| | B | 1.19 | 14.36 | 0.083 | - | 0.1 | 0.1 | 1.4 | - | 0.076 |
| | C | 4.44 | 18.34 | 0.242 | - | 0.3 | 0.3 | 4.8 | - | 0.072 |
| Segment : 5 - 08:45 to 09:00 | A | 6.35 | 18.74 | 0.339 | - | 0.7 | 0.5 | 7.9 | - | 0.081 |
| | B | 0.97 | 15.12 | 0.064 | - | 0.1 | 0.1 | 1.1 | - | 0.071 |
| | C | 3.63 | 18.38 | 0.197 | - | 0.3 | 0.2 | 3.8 | - | 0.068 |
| Segment : 6 - 09:00 to 09:15 | A | 5.32 | 18.75 | 0.284 | - | 0.5 | 0.4 | 6.1 | - | 0.075 |
| | B | 0.82 | 15.69 | 0.052 | - | 0.1 | 0.1 | 0.8 | - | 0.067 |
| | C | 3.04 | 18.41 | 0.165 | - | 0.2 | 0.2 | 3.0 | - | 0.065 |


Queuing Delay Information Over Whole Period

| Arm | Total Demand | | Queueing Delay | | Inclusive Queueing Delay | |
|-----|--------------|----------|----------------|-----------|--------------------------|-----------|
| | (Veh) | (Veh/Hr) | (Min) | (Min/Veh) | (Min) | (Min/Veh) |
| A | 583.6 | 389.1 | 48.2 | 0.08 | 48.2 | 0.08 |
| B | 89.5 | 59.6 | 6.4 | 0.07 | 6.4 | 0.07 |
| C | 333.1 | 222.1 | 22.7 | 0.07 | 22.7 | 0.07 |
| ALL | 1006.2 | 670.8 | 77.3 | 0.08 | 77.3 | 0.08 |

Delay is that occurring only within the time period.

Inclusive delay includes delay suffered by vehicles that are still queuing 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.

| ARCADY 6 | | |
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| <small>The user of this computer program for the solution of an engineering problem is in no way relieved of their responsibility for the correctness of the solution</small> | | |

Run Information

Run with file: q:\Projects\Projects 209701-209711 - Land off Newton Lane\Calcs\Junction Capacity\Newton Lane\PM Peak (3-Arm).val

At: 15:15:54 on Tuesday, August 25, 2009

Mode: Drive On The Left

Units: Metric

Arm Labelling

| Arm | Full Arm Names |
|-------|--------------------|
| Arm A | Newton Lane (East) |
| Arm B | Site Access |
| Arm C | Newton Lane (West) |

Flow Scaling Factor

| Arm | Flow Scaling Factor (%) |
|-------|-------------------------|
| Arm A | 100 |
| Arm B | 100 |
| Arm C | 100 |

File Properties

| | |
|-------------|------------------------------------------------------|
| Run Title | PM Peak Assessment Traffic |
| Location | Newton Lane |
| Date | 17/08/2009 |
| Client | David Wilson Homes |
| Enumerator | jonw [NOTTHP63071606] |
| Job Number | 209711 |
| Status | Final Version |
| Description | 3 Arm Roundabout (with potential future development) |

Geometric Data

| Data item | Arm A | Arm B | Arm C |
|-------------------------------|--------|--------|--------|
| Approach Road Half-Width (m) | 3.25 | 3.00 | 3.25 |
| Entry Width (m) | 4.80 | 4.50 | 4.80 |
| Flare Length (m) | 5.00 | 5.00 | 5.00 |
| Entry Radius (m) | 15.00 | 15.00 | 15.00 |
| Inscribed Circle Diameter (m) | 32.00 | 32.00 | 15.00 |
| Entry Angle (degrees) | 35.00 | 32.00 | 32.00 |
| Slope | 0.539 | 0.529 | 0.554 |
| Intercept (PCU/Min) | 19.657 | 18.573 | 19.869 |

Demand Data

Demand Profiles are Synthesised using **ODTAB** Data

Period of interest (for Queue and Delay calculations): **16:45 to 18:15**

Length of Time Period: **90 min**

Length of Time Segment: **15 min**

Total Traffic Demand (Vehicles/Hour) for Demand Set: PM Peak Assessment Traffic

| From/To | Arm A | Arm B | Arm C |
|---------|-------|-------|-------|
| Arm A | 0.0 | 38.0 | 254.0 |
| Arm B | 20.0 | 0.0 | 11.0 |
| Arm C | 478.0 | 21.0 | 0.0 |

Entry Flow Data for Demand Set: PM Peak Assessment Traffic

| Arms | Number of Minutes From Start When | | | Rate of flow (Veh/Min) | | |
|-------|-----------------------------------|------------------------|--------------------|------------------------|----------------|------------|
| | Flow Starts To Rise | Top of Peak is Reached | Flow Stops Falling | Before Peak | At Top of Peak | After Peak |
| Arm A | 15.00 | 45.00 | 75.00 | 3.65 | 5.48 | 3.65 |
| Arm B | 15.00 | 45.00 | 75.00 | 0.39 | 0.58 | 0.39 |
| Arm C | 15.00 | 45.00 | 75.00 | 6.24 | 9.36 | 6.24 |

Turning Proportions

ODTAB Demand Data type is used, no turning proportions available.

Heavy Vehicle Percentages for Demand Set: PM Peak Assessment Traffic

Vary over entry

| Time Period | From/To | Arm A | Arm B | Arm C |
|----------------|---------|-------|-------|-------|
| 16:45 to 18:15 | Arm A | 0.0 | 38.0 | 254.0 |
| | Arm B | 20.0 | 0.0 | 11.0 |
| | Arm C | 478.0 | 21.0 | 0.0 |

Queues and Delay:

| Segment | Arm | Demand (Veh / Min) | Capacity (Veh / Min) | Demand / Capacity (RFC) | Ped Flow (Ped / Min) | Start Queue (Veh) | End Queue (Veh) | Delay (Veh.Min / Time Segment) | Geometric Delay (Veh.Min / Time Segment) | Arrival Delay (Min / Veh) |
|------------------------------|-----|--------------------|----------------------|-------------------------|----------------------|-------------------|-----------------|--------------------------------|------------------------------------------|---------------------------|
| Segment : 1 - 16:45 to 17:00 | A | 3.66 | 19.05 | 0.192 | - | 0.0 | 0.2 | 3.5 | - | 0.065 |
| | B | 0.39 | 16.85 | 0.023 | - | 0.0 | 0.0 | 0.3 | - | 0.061 |
| | C | 6.26 | 19.45 | 0.322 | - | 0.0 | 0.5 | 6.9 | - | 0.075 |
| Segment : 2 - 17:00 to 17:15 | A | 4.38 | 19.02 | 0.230 | - | 0.2 | 0.3 | 4.4 | - | 0.068 |
| | B | 0.46 | 16.50 | 0.028 | - | 0.0 | 0.0 | 0.4 | - | 0.062 |
| | C | 7.48 | 19.42 | 0.385 | - | 0.5 | 0.6 | 9.1 | - | 0.084 |
| Segment : 3 - 17:15 to 17:30 | A | 5.36 | 18.99 | 0.282 | - | 0.3 | 0.4 | 5.8 | - | 0.073 |
| | B | 0.57 | 16.04 | 0.035 | - | 0.0 | 0.0 | 0.5 | - | 0.065 |
| | C | 9.16 | 19.39 | 0.472 | - | 0.6 | 0.9 | 12.9 | - | 0.097 |
| Segment : 4 - 17:30 to 17:45 | A | 5.36 | 18.99 | 0.282 | - | 0.4 | 0.4 | 5.9 | - | 0.073 |
| | B | 0.57 | 16.04 | 0.035 | - | 0.0 | 0.0 | 0.5 | - | 0.065 |
| | C | 9.16 | 19.39 | 0.472 | - | 0.9 | 0.9 | 13.3 | - | 0.098 |
| Segment : 5 - 17:45 to 18:00 | A | 4.38 | 19.02 | 0.230 | - | 0.4 | 0.3 | 4.6 | - | 0.068 |
| | B | 0.46 | 16.50 | 0.028 | - | 0.0 | 0.0 | 0.4 | - | 0.062 |
| | C | 7.48 | 19.42 | 0.385 | - | 0.9 | 0.6 | 9.7 | - | 0.084 |
| Segment : 6 - 18:00 to 18:15 | A | 3.66 | 19.05 | 0.192 | - | 0.3 | 0.2 | 3.6 | - | 0.065 |
| | B | 0.39 | 16.84 | 0.023 | - | 0.0 | 0.0 | 0.4 | - | 0.061 |
| | C | 6.26 | 19.45 | 0.322 | - | 0.6 | 0.5 | 7.3 | - | 0.076 |

Queuing Delay Information Over Whole Period

| Arm | Total Demand | | Queuing Delay | | Inclusive Queuing Delay | |
|-----|--------------|----------|---------------|-----------|-------------------------|-----------|
| | (Veh) | (Veh/Hr) | (Min) | (Min/Veh) | (Min) | (Min/Veh) |
| A | 401.9 | 267.9 | 27.7 | 0.07 | 27.7 | 0.07 |
| B | 42.7 | 28.4 | 2.7 | 0.06 | 2.7 | 0.06 |
| C | 686.8 | 457.9 | 59.2 | 0.09 | 59.2 | 0.09 |
| ALL | 1131.4 | 754.3 | 89.6 | 0.08 | 89.6 | 0.08 |

Delay is that occurring only within the time period.

Inclusive delay includes delay suffered by vehicles that are still queuing 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.

