Proposed Redevelopment of Clitheroe Hospital

Transport Assessment

Eric Wright Group
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1 INTRODUCTION

1.1 Background

1.1.1 Royal HaskoningDHV (RH) has been appointed by the Eric Wright Group to provide highways and transportation advice regarding the proposals for a new Community Hospital and the redevelopment of Clitheroe Hospital for residential use in Clitheroe, Lancashire.

1.1.2 The site is located on land adjacent to Chatburn Road and Pimlico Link Road. The proposed development site comprises the existing Clitheroe Hospital site plus vacant land to the north-east.

1.1.3 The site was granted planning permission in January 2009, under application no. 3/2008/0877, for a Community Health Centre comprising a gross floor area (GFA) of 6,100m^2. This application was accompanied by a Transport Assessment (TA) and Travel Plan Framework (TPF) which was also undertaken by RH.

1.1.4 Planning permission is now being sought for a new Community Hospital, accommodating the existing Clitheroe Hospital services (C2 Residential Institutions) in addition to proposed new health facilities (D1 Non-Residential Institutions), with associated parking. The proposed Community Hospital would have a GFA of 4,050m^2, significantly less than the previously approved scheme.

1.1.5 Further to the opening of the proposed Community Hospital it is proposed that the existing Clitheroe Hospital would be demolished. It is proposed that the site currently occupied by the existing Clitheroe Hospital would be developed for small scale residential use.

1.1.6 This Transport Assessment has been produced in support of a hybrid planning application seeking:

- Full planning permission for the erection of a new Community Hospital building and related development; and
- Outline planning permission with all matters reserved for a residential development.

1.1.7 This TA is based on the same scope as was used in the previously approved TA, although the assessments have been updated to reflect an opening year of 2013. This approach was agreed with Lancashire County Council (LCC), as Local Highway Authority.

1.2 Purpose of the Report

1.2.1 This report examines the site to determine its suitability for the proposed land uses and considers the existing highway infrastructure to ensure that the sites are accessible by public transport, walking, cycling as well as by the private vehicle.

1.2.2 In addition, further to discussions with LCC this report provides an assessment of the traffic impact associated with the proposals on the local highway network.

1.2.3 This report also assesses the level of parking provision proposed for the Community Hospital.

1.2.4 This TA should also be read in conjunction with the Travel Plan Framework, which has been produced for the proposed Community Hospital.

2 EXISTING SITE AND LOCAL HIGHWAY NETWORK CONDITIONS

2.1 Site Location

2.1.1 The application site is located on the existing open vacant land to the east of the existing Clitheroe Hospital, located adjacent to Chatburn Road and Pimlico Link Road in Clitheroe.

2.1.2 **Plan 1** illustrates the location of the application site in relation to the surrounding local area with **Plan 2** showing the location of the site in relation to the local highway network. **Plan 3** shows the existing site layout.

2.1.3 It can be seen from **Plan 1** that the site is located to the north east of Clitheroe town centre.

2.1.4 The existing Clitheroe Hospital site is situated on the north east side of Clitheroe, approximately 1500m from the town centre. The existing Hospital is bounded to the north by Chatburn Road, vacant open land to the east, vacant open land to the west and by an industrial estate to the south.

2.1.5 The proposed Community Hospital site is bounded by Chatburn Road to the north, the existing Clitheroe Hospital site to the west, an industrial estate to the south and Pimlico Link Road to the east.

2.1.6 As stated, the centre of Clitheroe is located approximately 1500m to the south west of the application site accessed via Chatburn Road. Clitheroe bus and railway stations are located together just to the north west of the town centre and are resultantly only an additional 100m from the site.

2.2 Existing Site Layout

2.2.1 As noted previously the application site is located east of the existing Clitheroe Hospital. The application site is approximately 10,100m^2 of open vacant land with a single mature tree located slightly to the north east of the centre of the site.

2.2.2 The extent of the application site is illustrated in **Plan 3**.

2.2.3 There is currently a private gated access point to the application site on Chatburn Road and there is no access point currently from Pimlico Link Road.

2.2.4 It can be seen from **Plan 3** that the existing Clitheroe Hospital site is accessed from three points from Chatburn Road. These current accesses are simple priority junctions onto Chatburn Road, with the central access point an exit only. The row of trees on the northern side of the northern access to the hospital forms the edge of the application site.

2.2.5 The existing Clitheroe Hospital currently provides a number of services specialising in:

- Chest Conditions
- Elderly and General Medicine

- General Surgery
- Obstetrics
- Ophthalmology
- Orthopaedics

2.2.6 Car parking is provided at the existing Clitheroe Hospital.

2.3 Local Highway Network

2.3.1 The existing Clitheroe Hospital takes access from Chatburn Road. The proposed Community Hospital site fronts Chatburn Road and Pimlico Link Road

2.3.2 Chatburn Road runs in a northeast/southwest direction, commencing from Clitheroe town centre to the southwest and terminating in Chatburn to the northeast. From Clitheroe town centre to the Chatburn Road/Pimlico Link Road four arm roundabout, which is located at the northeast boundary of the application site, Chatburn Road forms part of the A671. Leading northeast of the Chatburn Road/Pimlico Link Road roundabout junction, Chatburn Road continues as an unclassified road.

2.3.3 Chatburn Road is a major link to/from Clitheroe town centre from the northeast and forms part of a bus route. Bus stops with shelters are provided on both sides of the road in the vicinity of the existing hospital site.

2.3.4 In the vicinity of the application site Chatburn Road has a typical carriageway width of approximately 8.0m, has the benefit of street lighting and footways are provided along both sides of the carriageway. The road is subject to a 40mph speed limit.

2.3.5 Pimlico Link Road runs in a northwest/southeast direction, commencing from the A59 via a right turn ghost island priority junction to the southeast and terminating to the northwest at a three arm priority junction with Pimlico Road, with Pimlico Road forming the minor arm. North of the junction with Pimlico Road, the road continues north towards West Bradford as West Bradford Road. From the A59 to the Chatburn Road/Pimlico Link Road four arm roundabout, Pimlico Link Road forms part of the A671. North of the Chatburn Road/Pimlico Link Road roundabout, Pimlico Link Road continues northwest as an unclassified road.

2.3.6 South of the roundabout Pimlico Link Road is approximately 7.3m wide, widening to 9m further south at the junction with Deanfield. The road is subject to a 40mph speed limit in this area, has the benefit of street lighting and has a footway along the west side.

2.3.7 The PimIico Link Road/Deanfield junction is a right turn ghost island priority junction, with central traffic islands located within the north and south tapers. Deanfield leads to an industrial estate, is subject to a 30mph speed limit, has the benefit of street lighting and has footways along both sides of the road.

2.4 Speed Survey

2.4.1 As described previously Chatburn Road, in the vicinity of the site, is subject to a 40mph speed limit. In order to determine the vehicle speeds travelling westbound along Chatburn Road exiting the roundabout a speed survey was undertaken on 03 July 2008 and is included as **Appendix A**.

2.4.2 The speed survey sampled 200 vehicles. From this analysis it has been calculated that the 85th percentile wet weather speed was 30mph.

3 REVIEW OF DEVELOPMENT SCHEME

3.1 Proposed Development

3.1.1 The proposals are for a new Community Hospital, which would include the existing Clitheroe Hospital services (use C2 Residential Institutions) in addition to new Primary Care Trust (PCT) services (use D1 Non-Residential Institutions), and a residential development. **Plan 4** shows the Proposed Site Layout for the Community Hospital and **Plan 5** shows an indicative site layout for proposed residential development.

3.1.2 The proposed schedule of accommodation is included as **Appendix B**. The proposed Community Hospital would have a GFA of 4,050m^2 which would incorporate a 33 bed inpatient ward and 8 consulting rooms.

3.1.3 In addition, further to the opening of the Community Hospital, it is proposed that the existing hospital is demolished and the site is redeveloped for residential use. The layout shown on **Plan 5** is indicative and shows the provision of 58 residential dwellings; 40 houses and 18 apartments.

3.2 Development Site Accesses

3.2.1 The proposed Community Hospital would be accessed from Chatburn Road and Pimlico Link Road as shown on **Plan 6**. The proposed access strategy is the same as that proposed in the previously approved scheme.

3.2.2 The proposed Chatburn Road access is in the form of a priority junction and would be the main access point used for staff, patients and visitors. Further to discussions with LCC, the proposed access is located approximately 77m from the Chatburn Road/Pimlico Link Road roundabout, centre to centre.

3.2.3 In addition the location of the proposed Chatburn Road access has taken account of the existing trees located along the side of the existing Clitheroe Hospital east access road.

3.2.4 The proposed Pimlico Link Road access, as shown on **Plan 6**, would be in the form of a right turn ghost island facility priority junction and access would be limited to service and emergency vehicles only. It is proposed that the existing right turn facility serving Deanfield is extended to accommodate the right turn into the proposed Pimlico Link Road site access.

3.2.5 Further to the opening of the Community Hospital it is proposed that the existing Clitheroe Hospital is demolished. As a result the existing east and central Chatburn Road access points would be closed.

3.2.6 As it can be seen from **Plan 5**, the existing west Chatburn Road access point would be maintained to serve the proposed residential development.

3.3 Parking Provision

3.3.1 To service the requirements of the proposed Community Hospital a total of 65 car parking spaces, including 7 spaces to cater for the mobility impaired is proposed.

3.3.2 In addition 7 cycle spaces and 3 motorcycle spaces are proposed, located in close proximity of the building entrances.

3.3.3 The proposed parking is also shown on **Plan 4**.

4 TRANSPORTATION PLANNING POLICY

4.1 Background

4.1.1 This section sets out the relevant national and local transportation related policies and guidance against which the proposed development should be assessed, comprising the following documents:

- National Planning Policy Framework (NPPF)
- The Third Local Transport Plan for Lancashire (LTP3)

4.2 National Planning Policy Framework

4.2.1 The Department for Communities and Local Government published its National Planning Policy Framework (NPPF) on 27th March 2012.

4.2.2 The NPPF replaces all Planning Policy Guidance (PPG) Notes and Planning Policy Statements (PPS) with a single document of under 60 pages. This is in line with the Government's 'Localism' reforms, to reduce the role of central guidance.

4.2.3 The NPPF incorporates sustainable transport policy as a key aim for achieving sustainable development. At the heart of the NPPF is a:

'…*presumption in favour of sustainable development…'* (paragraph 14)

4.2.4 The NPPF states at paragraph 15 that policies in Local Plans should follow the approach of the presumption in favour of sustainable development so that it is clear that development which is sustainable can be approved without delay. All plans should be based upon and reflect the presumption in favour of sustainable development, with clear policies that will guide how the presumption should be applied locally.

4.2.5 Local authorities are required to grant permission, using the NPPF as guidance, where the Local Plan is absent, silent, indeterminate or where relevant policies are out of date. However, NPPF provides for a 12-month window from 27 March 2012 for the implementation of its provisions. Local Plans will therefore need to be prepared to take into account the content of NPPF.

4.2.6 With regards to the integration of transport and land-use planning the overarching principle is that planning should (see paragraph 17 of the NPPF):

'*actively manage patterns of growth to make the fullest possible use of public transport, walking and cycling, and focus significant development in locations which are or can be made sustainable"*

4.2.7 In terms of promoting sustainable transport, NPPF states at paragraph 29 that transport policies have an important role to play in facilitating sustainable development but also in contributing to wider sustainability and health objectives.

4.2.8 At paragraph 32 the NPPF confirms that all developments that generate significant amounts of movement should be supported by a Transport Statement or Transport Assessment. Plans and decisions should take account of whether:

- the opportunities for sustainable transport modes have been taken up depending on the nature and location of the site, to reduce the need for major transport infrastructure;

- safe and suitable access to the site can be achieved for all people; and

- improvements can be undertaken within the transport network that cost effectively limit the significant impacts of the development. Development should only be prevented or refused on transport grounds where the residual impacts of development are severe.

4.2.9 NPPF goes on to state at paragraph 35 that Local Plans should protect and exploit opportunities for the use of sustainable transport modes for the movement of goods or people. Therefore developments should be located and designed where practical to:

- give priority to pedestrian and cycle movements, and have access to high quality public transport facilities;

- create safe and secure layouts which minimise conflicts between traffic and cyclists or pedestrians, avoiding street clutter and where appropriate establishing home zones;

- consider the needs of people with disabilities by all modes of transport.

4.2.10 All developments which generate significant amounts of movement should be required to provide a Travel Plan (see NPPF paragraph 36). This is to ensure a longer-term management strategy is in place to promote travel in new developments. Travel Plans will play a critical role in delivering the 'sustainable' element of a 'presumption in favour of development', ensuring that a development is sustainable from a transport perspective.

4.2.11 In respect of car parking provision NPPF states at paragraph 39 that if setting local parking standards for residential and non-residential development, local planning authorities should take into account the following:

- the accessibility of the development;

- the type, mix and use of development;

- the availability of and opportunities for public transport;

- local car ownership levels; and

- an overall need to reduce the use of high-emission vehicles.

4.3 Third Local Transport Plan for Lancashire 2011 - 2012

4.3.1 LTP3 was adopted in May 2011 and provides the statutory framework for the policies and plans that will guide the future transport provision in Lancashire. LTP3 contains seven transport goals which are summarised below:

- To help to secure a strong economic future by making transport and travel into and between our major economic centres more effective and efficient and by improving links to neighbouring major economic areas and beyond;

- To provide all sections of the community with safe and convenient access to the services, jobs, health, leisure and educational opportunities that they need;

- To improve the accessibility, availability and affordability of transport as a contribution to the development of strong and cohesive communities;

- To create more attractive neighbourhoods by reducing the impact of transport on our quality of life and by improving our public realm;

- To reduce the carbon impact of Lancashire's transport requirements, whilst delivering sustainable value for money transport options to those who need them;

- To make walking and cycling more safe, convenient and attractive, particularly in the more disadvantaged areas of Lancashire, bringing improvements in the health of Lancashire's residents;

- In all that we do, to provide value for money by prioritising the maintenance and improvement of Lancashire's existing transport infrastructure where it can help to deliver our transport goals.

5 ACCESSIBILITY BY SUSTAINABLE TRAVEL MODES

5.1 Introduction

5.1.1 As described in Section 4 of this report current local and national policies state that development should be accessible by sustainable travel modes. This Section of the report therefore assesses the existing accessibility of the site by foot, cycle and public transport.

5.2 Accessibility on Foot

5.2.1 It is generally accepted that walking is the most important mode of travel at the local level and offers the greatest potential to replace short car trips, particularly under 2km.

5.2.2 Regarding walking distances to the site, reference has been made to the Chartered Institution of Highways and Transportation (CIHT) publication “Guidelines for Providing Journeys on Foot”. The generally accepted walking distance suggested by the CIHT is 1,000m with a preferred maximum of 2,000m.

5.2.3 Although residents of the proposed residential development and staff of the proposed Community Hospital may be willing to walk longer distances some outpatients, due to their ailments, may only be prepared to walk shorter distances. **Plan 7** shows the 400m and 800m walk catchments. These distances are considered an acceptable distance that outpatients may be willing to walk to the proposed Community Hospital.

5.2.4 It can be seen from **Plan 7** that the 400m catchment covers the residential properties at the northern end of Clitheroe, located adjacent to Green Drive and Kiln Close. In addition the Deanfield Industrial Estate is located within 400m of the site.

5.2.5 The 800m catchment extends to the majority of residential areas located to the north of Clitheroe town centre. In addition Clitheroe Royal Grammar School is located within 800m of the site.

5.2.6 **Plan 8** illustrates the extent of the 1,000m and 2,000m walking catchment areas as measured from the centre of the proposed development.

5.2.7 It can be seen from **Plan 8** that the 1,000m walk catchment extends to the majority of residential areas located to the north of Clitheroe town centre. The 2,000m catchment area extends to the town centre, which includes shops, schools and areas of employment.

5.2.8 It can therefore be stated that the proposed development sites are accessible on foot.

5.3 Accessibility by Cycle

5.3.1 It is generally accepted that cycling has the potential to substitute for short car trips, particularly those less than 5km, and to form part of a long journey by public transport.

5.3.2 **Plan 9** shows the 3,000m and 5,000m cycle catchment areas from the proposed development site.

5.3.3 It can be seen from **Plan 9** that almost all of Clitheroe is located within a 3,000m cycle catchment area. In addition, the small township of Chatburn is located within a 3,000m cycle catchment.

5.3.4 **Plan 9** also demonstrates that Grindleton, West Bradford and Waddington can be reached within a 5,000m cycle journey from the application site.

5.3.5 With regard to **Plan 9,** it has been demonstrated that the proposed sites are accessible by cycle.

5.4 Accessibility by Public Transport

5.4.1 An assessment of the existing bus service provision near to the site has been carried out to determine the accessibility of the site by bus.

5.4.2 As described previously, sheltered on-street bus stops are located at the existing Clitheroe Hospital site on both sides of Chatburn Road within 100m of the entrance to the proposed developments.

5.4.3 **Table 1** provides a summary of the bus services operating along Chatburn Road and a bus route map is included as **Plan 10**.

Service	Route	Frequency (mins)	
		Mon – Sat	Sun
C2	Low Moor - Clitheroe - Chatburn - Sawley - Grindleton	60	120
C5	Clitheroe - Waddington - West Bradford - Clitheroe	60	120
C15	Clitheroe - Waddington - West Bradford - Clitheroe	60	-
280	Preston - Mellor Brook - Whalley - Clitheroe - Gisburn - Barnoldswick - Skipton	120	-
X80	Preston - Mellor Brook - Whalley - Clitheroe - Gisburn - Skipton	120	120

Table 1 - Bus Route Summary

5.4.4 It can be seen from **Table 1** that 5 bus services are accessible from the site. In total there are 4 bus routes per hour during the day from Monday to Friday. These bus services provide easy access to the town centre and links to a number of the surrounding areas.

5.4.5 In addition to these services, a number of bus services originate, pass through and terminate at Clitheroe bus station. The bus station is located within the town centre, approximately 1,700m from the application site and is integrated with Clitheroe railway station. Further bus and rail services can be accessed from this point for residents and staff travelling longer journeys.

5.4.6 It is has been demonstrated that the proposed development sites are accessible by public transport.

6 TRAFFIC FLOWS AND DISTRIBUTION

6.1 Introduction

6.1.1 This section provides details of the existing and forecast traffic conditions on the local network and trip distribution associated with the development.

6.2 Existing Traffic Conditions

6.2.1 The TA for the previously approved scheme was based on traffic counts undertaken on Thursday 3rd July 2008. The 2008 traffic surveys are included as **Appendix C**.

6.2.2 Further to discussions with LCC it was agreed that an Automatic Traffic Count (ATC) would be undertaken on Chatburn Road, in the vicinity of the site, in order to validate the 2008 traffic surveys. The ATC was undertaken between Monday 25th June and Sunday 1st July 2012. The location of the ATC and full details of the data received is presented as **Appendix D**.

6.2.3 A comparison of the peak hour traffic flows recorded on Chatburn Road, along the site frontage, during the 2008 and 2012 traffic surveys is presented in **Table 2**.

Direction	AM Peak			PM Peak		
	2008	2012	% Change	2008	2012	% Change
Northbound	367	347	- 5%	297	374	+ 26%
Southbound	492	388	- 21%	380	377	- 1%
Two-Way	859	735	- 14%	677	751	+ 11%

Table 2 - 2008 and 2012 Traffic Survey Comparison

6.2.4 It can be seen from **Table 2** that the two-way traffic flows on Chatburn Road have decreased by 14% between 2008 and 2012 during the AM peak hour. During the PM peak hour the two-way traffic flows have increased by 11%. It is thus considered that the 2008 traffic surveys are suitable for use within this updated assessment.

6.2.5 The 2008 traffic surveys were carried out at the following junctions between 0730 and 0930 to cover the morning peak period and between 1600 and 1800 to cover the evening peak period:

- Chatburn Road and Existing Clitheroe Hospital West Access priority junction;
- Chatburn Road and Existing Clitheroe Hospital East Access priority junction;
- Pimlico Link Road/Deanfield priority junction; and
- Chatburn Road/Pimlico Link Road roundabout junction.

6.2.6 The resulting highway network AM and PM peak hours were identified and have been included as **Figure 1** and **Figure 2**, respectively. The identified peak hours are as follows:

- **Figure 1** – AM Peak Hour – 0815 to 0915; and
- **Figure 2** – PM Peak Hour – 1600 to 1700.

6.3 Existing Site Traffic

6.3.1 The current Clitheroe Hospital would be demolished further to the opening of the proposed Community Hospital. The traffic associated with the existing hospital has therefore been removed from the local highway network during the AM and PM peak hours for the Assessment traffic flows scenarios.

6.3.2 **Figures 3** and **4** show the surveyed 2008 traffic flows without the traffic flows associated with the existing hospital during the AM and PM peak hours respectively.

6.4 Opening Year 2013 Traffic Conditions

6.4.1 As the development is scheduled for opening in 2013, it is necessary to apply the National Road Traffic Forecast (NRTF) low growth factor to the 2008 traffic flows to determine the 2013 base traffic flows.

6.4.2 The NRTF factor was applied to **Figures 1** and **2**. **Figures 5** and **6** show the 2013 Base traffic flows.

6.4.3 The NRTF factor was also applied to **Figures 3** and **4**. **Figures 7** and **8** show the 2013 traffic flows without the existing Clitheroe Hospital traffic during the AM and PM peak hours.

6.5 Trip Distribution

6.5.1 As stated in Section 3 the proposed main Community Hospital access, for staff, patients and visitors, would be via a new priority junction on Chatburn Road.

6.5.2 The trip distribution associated with the proposed Community Hospital has been taken in direct proportion to the existing Clitheroe Hospital traffic as identified in the 2008 traffic surveys.

6.5.3 **Figures 9** and **10** show the trip distribution for the proposed Community Hospital during the AM and PM peak hour respectively.

6.5.4 Further to the opening of the Community Hospital it is proposed that the existing Clitheroe Hospital would be demolished and the site redeveloped for residential use. As stated in Section 3 the existing central and east Clitheroe Hospital accesses would be closed and the existing west access would be maintained to serve the proposed residential development.

6.5.5 The trip distribution associated with the proposed residential development has been based on the existing origins and destinations identified in the 2008 traffic surveys during the AM and PM peak hours.

6.5.6 **Figures 11** and **12** show the trip distribution associated with the proposed residential development during the AM and PM peak hours respectively.

7 TRIP GENERATION

7.1 Introduction

7.1.1 This section of the report considers the trip generation associated with the proposed Community Hospital and residential development.

7.2 Proposed Community Hospital Trip Generation

7.2.1 As the provision of a single multi-purpose PCT facility is a relatively new concept, the commonly accepted method for deriving anticipated trip demand through the TRICS national database is considered inaccurate based on the land use categories available.

7.2.2 RH has experience providing highways and transportation advice in connection with a number of health centre sites located across the north-west of England.

7.2.3 One such development scheme involved the provision for a new single multi-purpose built Health Centre development located adjacent to Frog Lane, west of Wigan town centre. This development has also centralised a number of existing GP surgeries and accommodates a number of additional Primary Care services. These services include mental health, physiotherapy, renal dialysis and chronic disease management. The Frog Lane Health Centre has an overall GFA of 5,057sqm.

7.2.4 The Frog Lane Health Centre development was granted planning approval in July 2004 and has since been constructed and is fully operational. The health centre has been open since July 2006.

7.2.5 In order to derive the trip generation associated with proposed PCTs, RH commissioned an independent traffic survey company to carry out a parking survey at the Frog Lane Health Centre. The occupancy of the car park was noted at the beginning and end of the survey and the arrival and departure demand of the Health Centre was recorded throughout a typical weekday (30th October 2006) between 0800 and 1700. From this survey data, it has been possible to derive trip rate profiles throughout the day and subsequently the morning and evening peak hour periods.

7.2.6 The results of the parking survey undertaken at the Frog Lane Health Centre are presented in **Appendix E**.

7.2.7 From the parking survey data presented in **Appendix E**, it is possible to derive trip rates based on gross floor area (GFA) provision. **Appendix F** provides a table illustrating the calculated trip rates based on the Frog Lane Health Centre GFA during the day.

7.2.8 **Table 3** provides a summary of the highway network peak hour trip rates for the Frog Lane Health Centre.

Time Period	Arrivals	Departures	Two-way
AM Peak Hour	1.483	0.317	1.800
PM Peak Hour	0.514	1.503	2.017

Table 3 - Frog Lane Health Centre Trip Rate Summary

7.2.9 As noted previously the proposed Community Hospital would have a GFA of 4,050m^2. Based on the proposed GFA, the predicted trip generations are illustrated in **Table 4** for the AM and PM peak hours.

Time Period	Arrivals	Departures	Two-way
AM Peak Hour	59	13	72
PM Peak Hour	21	60	81

Table 4 - Proposed Community Hospital Trip Generation Summary

7.2.10 It can be seen from the information presented in Table 3 that the proposed Community Hospital is forecast to generate 72 two-way trip movements during the AM peak hour period and 81 two-way trip movements during the PM peak hour period.

7.2.11 **Figures 13** and **14** show the trip generation associated with the proposed Community Hospital, in accordance with the trip distribution shown in **Figures 9** and **10**, during the AM and PM peak hours respectively.

7.3 Proposed Residential Development Trip Generation

7.3.1 As described in Section 3 the preliminary layout for the proposed residential development comprises 40 houses and 18 apartments. The residential trip generation presented in this Section is based on 58 houses. This is considered a robust assessment as houses would generally have a higher trip rate than apartments.

7.3.2 The TRICS database, which is a recognised industry standard tool for predicting trip generation for development was interrogated to predict the trip generation associated with the proposed residential development.

7.3.3 The full TRICS output is included as **Appendix G** and **Table 5** provides a summary of the trip rates and trip generation associated with the proposed residential development during the AM and PM peak hours respectively.

Time Period	Arrivals		Departures		Two-way Trips
	Trip Rate	Trips	Trip Rate	Trips	
AM Peak Hour	0.151	9	0.389	23	32
PM Peak Hour	0.352	20	0.202	12	32

Table 5 - Proposed Residential Development Trip Generation Summary

7.3.4 It can be seen from **Table 5** that the proposed residential development is forecast to generate 32 two-way trips during both the AM and PM peak hours.

7.3.5 **Figures 15** and **16** show the trip generation associated with the proposed residential development, in accordance with the trip distribution shown in **Figures 11** and **12**, during the AM and PM peak hours respectively.

7.4 Proposed Combined Trip Generation

7.4.1 **Table 6** provides a summary of the combined trip generation associated with both the Community Hospital and the residential development during the AM and PM peak hours.

Time Period	Arrivals	Departures	Two-way
AM Peak Hour	68	36	94
PM Peak Hour	41	72	113

Table 6 - Proposed Combined Trip Generation Summary

7.4.2 As it can be seen from **Table 6** that the combined proposed developments are forecast to generate a total of 94 two-way trips during the AM peak hour and 113 two-way trips during the PM peak hour.

7.4.3 The combined trip generation was calculated by adding the trip generations shown in **Figures 13** and **15** for the AM peak hour and **Figures 14** and **16** for the PM peak hour.

7.4.4 **Figures 17** and **18** shows the combined trip generation associated with the proposed Community Hospital and the residential development during the AM and PM peak hours respectively.

7.5 2013 Assessment Traffic Flows

7.5.1 The 2013 Assessment Traffic Flows were derived by adding **Figures 5** and **15** together for the AM peak hour and **Figures 6** and **16** for the PM peak hour.

7.5.2 **Figures 19** and **20** show the 2013 Assessment Traffic Flows during the AM and PM peak hours respectively.

8 HIGHWAY IMPACT

8.1 Background

8.1.1 This section details the operational capacity of the local highway network in the vicinity of the site. As mentioned previously, as agreed with LCC the scope of assessment extends to the operational capacity of the following junctions:

- Existing Clitheroe Hospital site access priority junctions;
- Proposed Community Hospital site access priority junction;
- Chatburn Road/Pimlico Link Road roundabout junction; and
- Pimlico Link Road/Deanfield priority junction.

8.1.2 No assessment has been carried out for the proposed Pimlico Link Road Community Hospital site access junction as only service and emergency vehicles would access the site from this point.

8.1.3 The priority junctions have been assessed using the PICADY computer program and the Chatburn Road/Pimlico Link Road roundabout junction has been assessed using the ARCADY computer program. These computer programs are the current recognised industry standard tools for assessing the operational capacity of priority and roundabout junctions respectively.

8.2 Existing East Hospital and Proposed Community Hospital Access Junctions

8.2.1 The existing Clitheroe Hospital east site access junction has been tested with the 2013 Base Traffic Flows and the proposed Community Hospital site access junction has been tested using the 2013 Assessment Traffic Flows. Both junctions have been tested using the PICADY computer program.

8.2.2 **Table 7** provides a summary of the PICADY results during the AM and PM peak hours for the existing Clitheroe Hospital east site access. The existing junction is shown on **Plan 3** and the full PICADY output is included as **Appendix H**.

Scenario	Access Road		Chatburn Road right to Access	
	RFC	Queue	RFC	Queue
2013 AM Base	0.020	0.0	0.029	0.0
2013 PM Base	0.057	0.1	0.006	0.0

Table 7 - PICADY Summary for Existing Hospital East Access

8.2.3 **Table 7** demonstrates that the existing Clitheroe Hospital site access junction is forecast to operate well within capacity with the 2013 Base Traffic Flows. The maximum Ratio of Flow to Capacity (RFC) value of 0.057 with queue of 0.1 vehicles is forecast to occur on the access road during the PM peak hour.

8.2.4 **Table 8** provides a summary of the PICADY results during the AM and PM peak hours for the proposed Community Hospital site access. The proposed junction is shown on **Plan 6** and the full PICADY output is included as **Appendix I**.

Scenario	Access Road		Chatburn Road right to Access	
	RFC	Queue	RFC	Queue
2013 AM Assessment	0.033	0.0	0.050	0.1
2013 PM Assessment	0.151	0.2	0.015	0.0

Table 8 - PICADY Summary for Proposed Community Hospital Access

8.2.5 **Table 8** demonstrates that the proposed Community Hospital site access junction would operate satisfactory, with minimal queuing, with the 2013 Assessment Traffic Flows during the AM and PM peak hours. The maximum RFC value of 0.151 with queue of 0.2 vehicles is forecast to occur on the access road during the 2013 PM peak hour.

8.2.6 In comparison it can be seen that the operational capacity of the proposed Community Hospital access junction would have no material impact on Chatburn Road compared to the operation of the existing Clitheroe Hospital east site access.

8.2.7 As part of the development proposals the existing hospital east access would be closed further to the opening of the proposed Community Hospital.

8.2.8 It has therefore been demonstrated that proposed Community Hospital site access priority junction with Chatburn Road would operate satisfactorily upon the opening of the proposed development.

8.3 Existing West Hospital Site Access Junction

8.3.1 As noted previously, the existing west Clitheroe Hospital site access junction would be maintained to serve the proposed residential development. **Plan 3** shows the layout of the existing junction.

8.3.2 The existing junction has been assessed for the 2013 Base and Assessment Traffic Flows scenarios using the PICADY computer program. **Table 9** provides a summary of the results and the full PICADY output is included as **Appendix J**.

Scenario	Access Road		Chatburn Road right to Access	
	RFC	Queue	RFC	Queue
2013 AM Base	0.006	0.0	0.018	0.0
2013 AM Assessment	0.069	0.1	0.006	0.0
2013 PM Base	0.031	0.0	0.002	0.0
2013 PM Assessment	0.063	0.1	0.012	0.0

Table 9 - PICADY Summary for Existing Hospital West Access

8.3.3 It can be seen from **Table 9** that the existing junction is forecast to operate well within capacity during both peak periods, both with and without the proposed development. The maximum RFC vale of 0.069, with a queue of 0.1 vehicles, is forecast to occur on the site access during the AM peak hour Assessment Traffic Flow scenario.

8.3.4 It has therefore been demonstrated that the existing junction to service the proposed residential development would operate satisfactorily.

8.4 Chatburn Road / Pimlico Link Road Roundabout Junction

8.4.1 As noted previously, the junction of Chatburn Road and Pimlico Link Road forms a four arm roundabout junction. The existing layout of Chatburn Road/Pimlico Link Road junction is shown on **Plan 3**.

8.4.2 The existing junction has been assessed for the 2013 Base and Assessment Traffic Flow scenarios using the ARCADY computer program. **Table 10** provides a summary of the results and the full ARCADY output is included as **Appendix K**.

Scenario	Chatburn Road East		Pimlico Link Road South		Chatburn Road West		Pimlico Link Road North	
	RFC	Queue	RFC	Queue	RFC	Queue	RFC	Queue
2013 AM Base	0.382	0.6	0.343	0.5	0.378	0.6	0.214	0.3
2013 AM Assessment	0.386	0.6	0.352	0.5	0.392	0.6	0.223	0.3
2013 PM Base	0.280	0.4	0.231	0.3	0.297	0.4	0.188	0.2
2013 PM Assessment	0.288	0.4	0.239	0.3	0.321	0.5	0.196	0.2

Table 10 - ARCADY Summary for Chatburn Road/Pimlico Link Road Roundabout

8.4.3 It can be seen from **Table 10** that the existing roundabout junction is forecast to operate well within capacity both with and without the development. The maximum RFC value of 0.392, with queue of 0.6 vehicles, is forecast to occur on the Chatburn Road (west) arm during the 2013 AM peak hour Assessment flow scenario.

8.4.4 It has therefore been demonstrated that the existing Chatburn Road/Pimlico Link Road roundabout junction would operate satisfactorily upon the opening of the proposed developments.

8.5 Pimlico Link Road/Deanfield Junction

8.5.1 The junction of the Pimlico Link Road with Deanfield is in the form of a right turn ghost island facility priority junction as shown on **Plan 3**.

8.5.2 The existing junction has been assessed for the 2013 Base and Assessment Traffic Flows scenarios using the PICADY computer program. **Table 11** provides a summary of the results and the full PICADY output is included as **Appendix L**.

Scenario	Deanfield left to Pimlico Link Road		Deanfield right to Pimlico Link Road		Pimlico Link Road right to Deanfield	
	RFC	Queue	RFC	Queue	RFC	Queue
2013 AM Base	0.099	0.1	0.161	0.2	0.153	0.2
2013 AM Assessment	0.099	0.1	0.162	0.2	0.153	0.2
2013 PM Base	0.102	0.1	0.147	0.2	0.072	0.1
2013 PM Assessment	0.102	0.1	0.148	0.2	0.072	0.1

Table 11 - PICADY Summary for Pimlico Link Road/Deanfield junction

8.5.3 It can be seen from **Table 11** that the existing junction is forecast to operate well within capacity both with and without the proposed development. The maximum RFC value of 0.162, with queue of 0.2 vehicles, is forecast to occur on the site access during the 2013 AM peak hour Assessment flow scenario.

8.5.4 It has therefore been demonstrated that the existing junction would operate satisfactorily upon the opening of the proposed developments.

8.6 Conclusions

8.6.1 In conclusion it has been demonstrated that the trip generation associated with the proposed Community Hospital and residential development would not have an adverse detrimental impact on the local highway network.

9 PARKING

9.1 Introduction

9.1.1 As stated previously the proposed Community Hospital would accommodate the existing Clitheroe Hospital services, which include a 33 bed Inpatient Ward, and additional PCT outpatient services. With reference to Land Use the proposal is split into C2 Residential Institution for the Hospital element and D1 Non-Residential Institution for the PCT services.

9.1.2 A total of 65 car parking spaces, including 7 disabled spaces are proposed to cater for the proposed Community Hospital. In addition 7 cycle spaces and 3 motorcycle spaces are proposed.

9.1.3 As shown on **Plan 4** it is proposed that the 7 car parking spaces to cater for the mobility impaired are located in close proximity of the building entrance. In addition it is also proposed to accommodate cycle parking in close proximity to the building entrance.

9.2 LCC Parking Standards

9.2.1 LCC's maximum parking standard for Hospitals is 1 space per bed and for a medical or health facility in this location would be 4 spaces per consulting room. In addition LCC's minimum parking standard to cater for the mobility impaired is 10%. LCC's standards also state that a minimum of 1 cycle parking space per 10 car parking spaces plus 1 motorcycle space per 25 car parking spaces should be provided.

9.2.2 Based on the schedule of accommodation (**Appendix B**) it can be seen that a 33 bed Inpatient Ward is proposed, which equates to a maximum of 3 parking spaces to cater for the Hospital element. In addition it can be seen that the PCT element accommodates 8 consulting rooms, which equates to a maximum of 32 car parking spaces.

9.2.3 The total maximum permissible number of parking spaces associated with the proposals is 65.

9.2.4 With reference to car parking to cater for the mobility impaired, based on LCC's standards, the minimum for this development equates to 7 spaces of the overall parking provision.

9.2.5 With regard to cycles and motorcycles the minimum provision permissible for the proposed development equates to 7 cycle spaces and 3 motorcycle spaces.

9.3 Conclusion

9.3.1 In conclusion it has been demonstrated that the proposed parking provision is in line with LCC's parking standards.

10 TRAVEL PLAN FRAMEWORK

10.1 Introduction to Travel Plans

10.1.1 A Travel Plan (TP) is a package of initiatives to tackle different aspects of transport, including commuter journeys, business travel and fleet management. The elements of a TP can vary depending on the nature of the development and local geography and circumstances.

10.1.2 A TP is typically a package of practical measures to encourage staff and visitors to choose an alternative to single-occupancy car-use, and to reduce the need to travel at all in connection with their work.

10.1.3 As part of the development proposals, the NHS will implement a TP to encourage staff and patients to travel by sustainable modes of transport.

10.1.4 During the planning process, a Travel Plan Framework will be worked up with the PCT for submission and agreement with Lancashire County Council.

11 SUMMARY AND CONCLUSIONS

11.1 Summary

11.1.1 Royal HaskoningDHV has been appointed by the Eric Wright Group to provide highways and transportation advice regarding the proposals for a new Community Hospital and residential development in Clitheroe, Lancashire.

11.1.2 The site is located on land adjacent to the existing Clitheroe Hospital site, adjacent to Chatburn Road and Pimlico Link Road. The site was granted planning permission in January 2009 for a Health Centre comprising a gross floor area of 6,100m^2.

11.1.3 The development proposals is for the erection of a new Community Hospital comprising a gross floor area of 4,050m^2, accommodating the existing Clitheroe Hospital services (C2 Residential Institutions) in addition to proposed new health facilities (D1 Non-Residential Institutions), with associated parking.

11.1.4 In addition further to the opening of the proposed Community Hospital the existing Clitheroe Hospital would be demolished. It is proposed that the site currently occupied by the existing Clitheroe Hospital would be developed for residential use.

11.1.5 The proposed Community Hospital would be served via a new simple priority junction with Chatburn Road. In addition a new service/emergency vehicle access would be provided from Pimlico Link Road in the form of a ghost island priority junction. The proposed residential development would be served via the existing Clitheroe Hospital west Chatburn Road access.

11.1.6 This Transport Assessment has been produced in support of both planning applications. Full planning permission is being sought for the proposed Community Hospital whilst outline planning permission, with all matters reserved, is being sought for the proposed residential development.

11.1.7 It has been demonstrated that the site is accessible on foot, cycle and by public transport.

11.1.8 As agreed with Lancashire County Council an assessment of the operation of the local highway network has been carried out. It has demonstrated that the trip generation associated with the proposals would have no adverse detrimental impact on the local highway network.

11.1.9 The proposed parking provision associated with the proposed Community Hospital is in accordance with Lancashire County Council's parking standards.

11.1.10 As part of the proposals the PCT will implement a Travel Plan for the Community Hospital to encourage patients and staff to access the site by sustainable travel modes. A Travel Plan Framework has been submitted with the planning application for agreement with Lancashire County Council.

11.2 Conclusions

11.2.1 The proposed development is located in a sustainable location and would be accessible on foot, by cycle and public transport, in line with local and national transport policies.

11.2.2 The proposed development would not have a material impact on the local highway network.

11.2.3 In view of the above positive findings it is considered that the proposed development is acceptable in highway, traffic and transportation terms.

ROYAL HASKONING

PLANS

Clitheroe Community Hospital

Plan 1: Site Location

Job No: 9X5278

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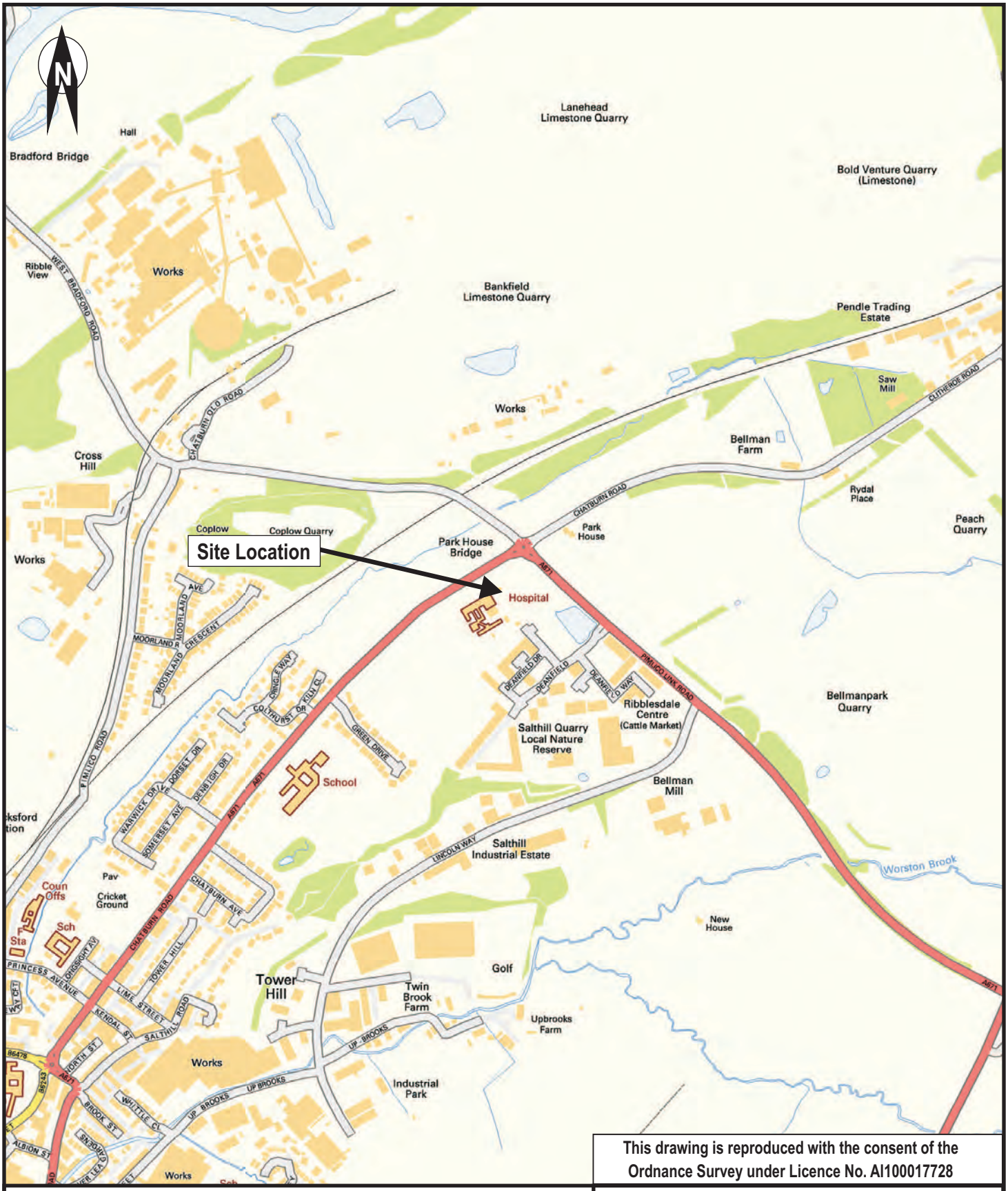

Clitheroe Community Hospital

Plan 2: Local Highway Network

Job No: 9X5278

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DRG No. 9X5278 SK002

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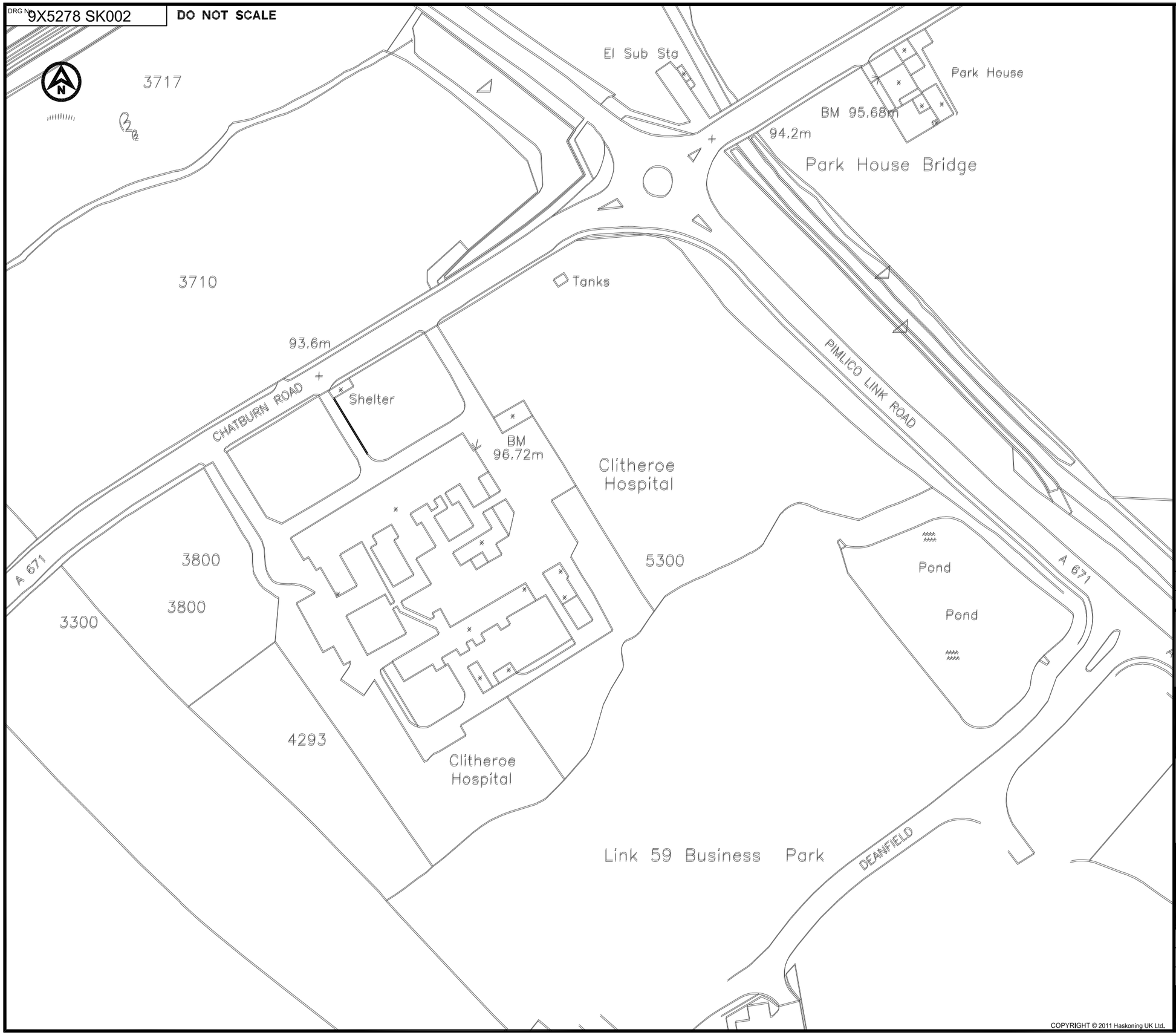

NOTES

This Drawing is based on O.S. Mapping. Haskoning UK does not take responsibility for the accuracy of this data.

Plan 3

REV	DATE	DESCRIPTION	BY	CHK	APP
A	09.08.12	FIRST ISSUE	BH	BL	BL

REVISIONS

CLIENT

Eric Wright Group

PROJECT

Clitheroe Community Hospital

TITLE

Existing Site Layout

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BH	BL	BL
DATE 09.08.2012	DATE 09.08.2012	DATE 09.08.2012
SCALE 1:1250 @ A3	STATUS For Information	

DRAWING No. 9X5278 SK002

REVISION A

NORTH

A671 CHATBURN ROAD

New vehicular and pedestrian access

Soft landscaping

Thompsons Terrace

Accessible Car Parking

Motorcycle Parking

Bicycle lockers x 7

Soft landscaping & Bench seating

MAIN ENTRANCE

Soft landscaping

Soft landscaping

Soft landscaping

Soft landscaping

Clitheroe Community Hospital
(ffl. 95.80)

ANTI-TERRORIST LINK ROAD

Waste Storage

Fuel Storage

Delivery 1

Delivery 2

Service Vehicle

LV Switchroom
Generator
Medical gases manifold room

Substation

Vehicle Barrier

New vehicular access (direct vehicular access only)

A671 PENDLE LEISURE ROAD

Plan 4

Rev	Date	Revision Notes
Ac	Design Rev Register	

Client: East Lancashire Building Partnership

Contractor: ERIC WRIGHT GROUP

End User: NHS East Lancashire

NIGHTINGALE associates architects

Project: Clitheroe Community Hospital

Drawing Title: Site Plan

Job No	Date	Scale@A0
0375	25/07/12	1:200

Status: PLANNING APPLICATION

Drawing No:						Rev
Originator	Zone	Level	Type	Comment	Sequential No	
AR	XX	01	PL	100	004	A

DRG No. 9X5278 SK003

DO NOT SCALE

NOTES

This Drawing is based on the "Preliminary Clitheroe Site Masterplan" by Nightingale Associates.

Plan 5

REV	DATE	DESCRIPTION	BY	CHK	APP
A	09.08.12	FIRST ISSUE	BH	BL	BL

REVISIONS

CLIENT

Eric Wright Group

PROJECT

Clitheroe Community Hospital

TITLE

Illustratative Residential Development Site Layout

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DATE 09.08.2012	DATE 09.08.2012	DATE 09.08.2012
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REVISION A

DRG No. 9X5278 SK001

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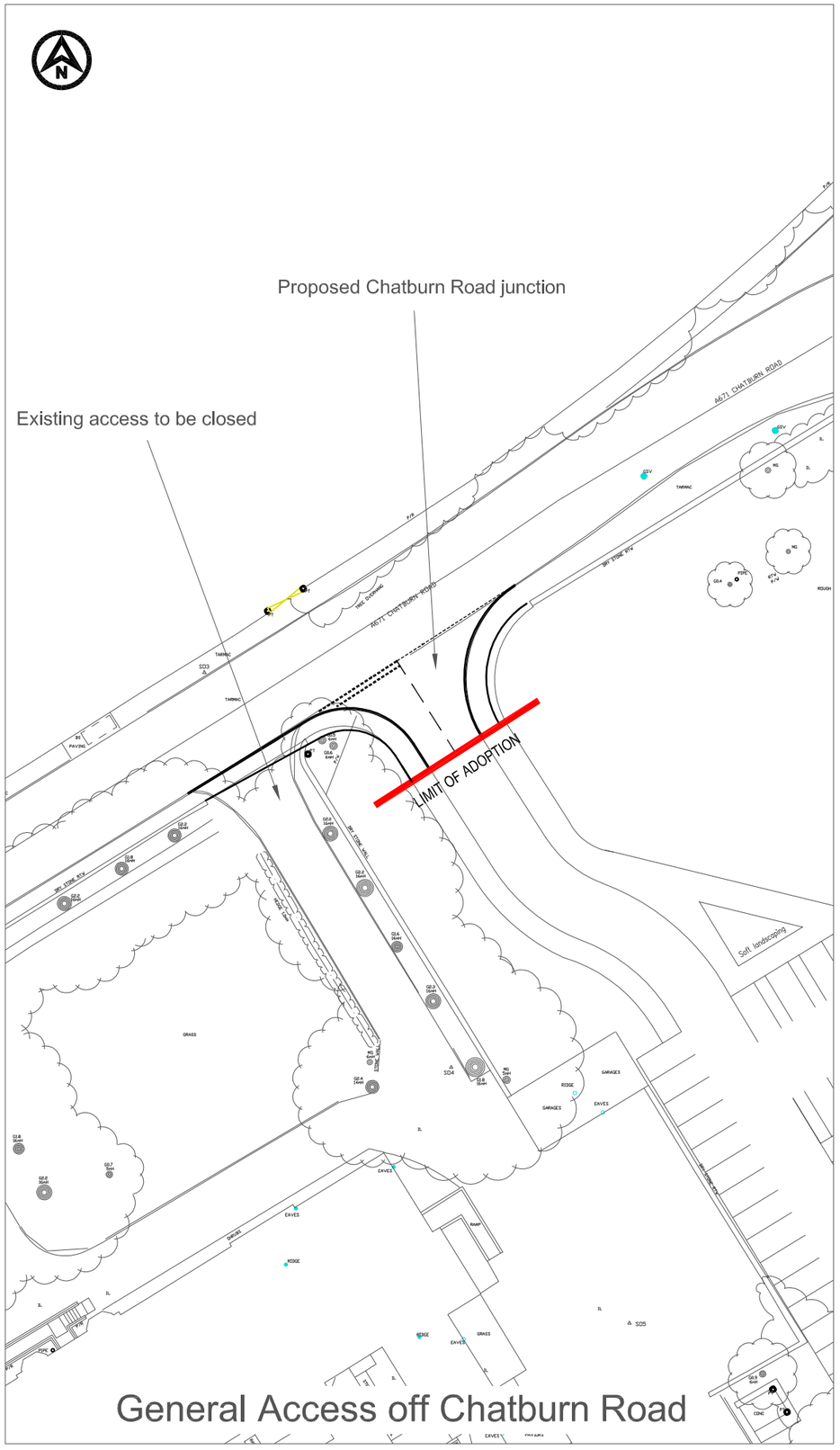
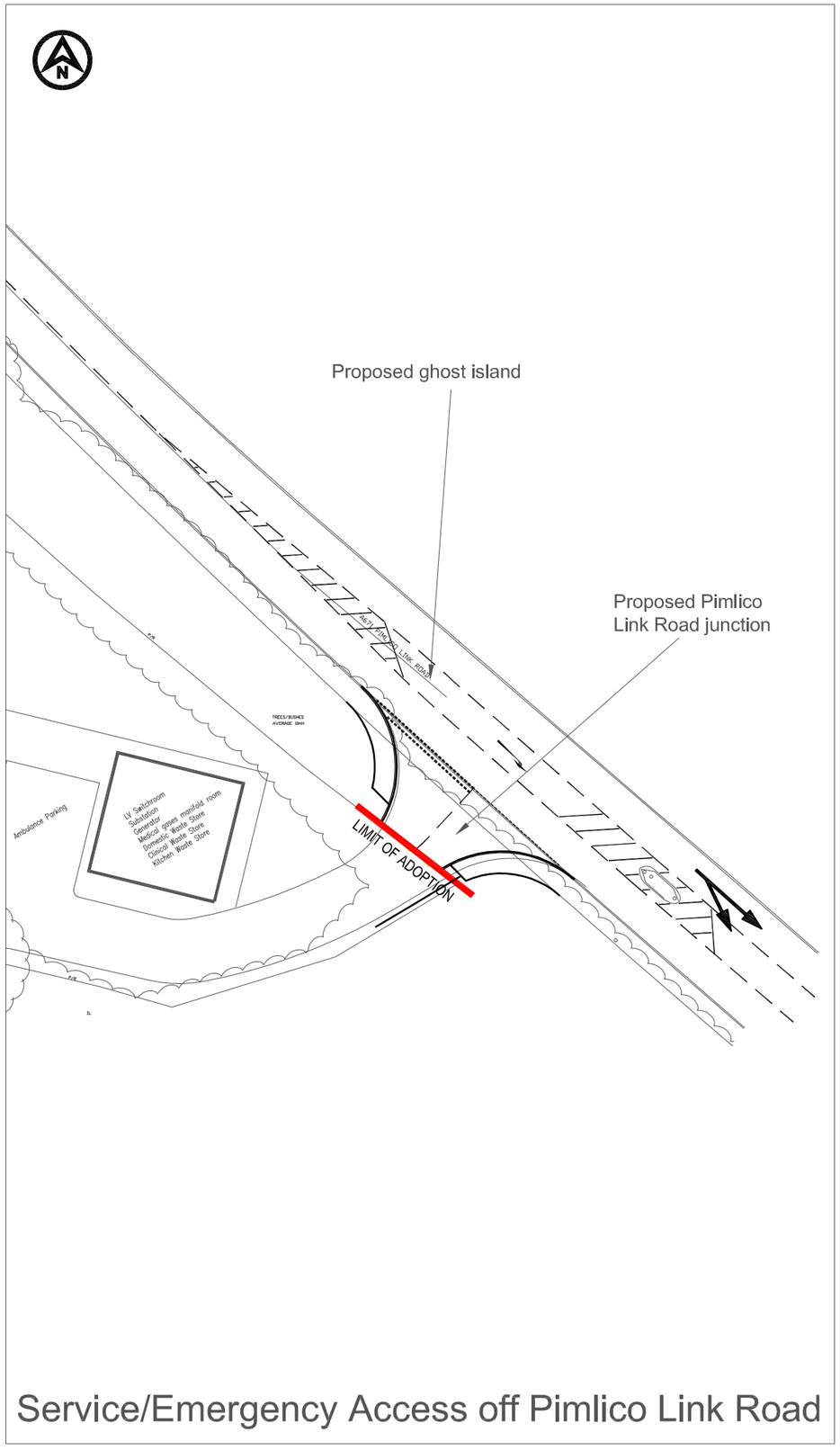


General Access off Chatburn Road



Service/Emergency Access off Pimlico Link Road

NOTES

This Drawing is based on Drawing No. AR-XX-01-PL-100-004 "Site Plan" by Nightingale Associates dated 25/07/12.

Plan 6

REV	DATE	DESCRIPTION	BY	CHK	APP
A	26.07.12	FIRST ISSUE	BH	BL	BL

REVISIONS

CLIENT

Eric Wright Group

PROJECT

Health Centre Clitheroe

TITLE

Proposed Site Access Junctions

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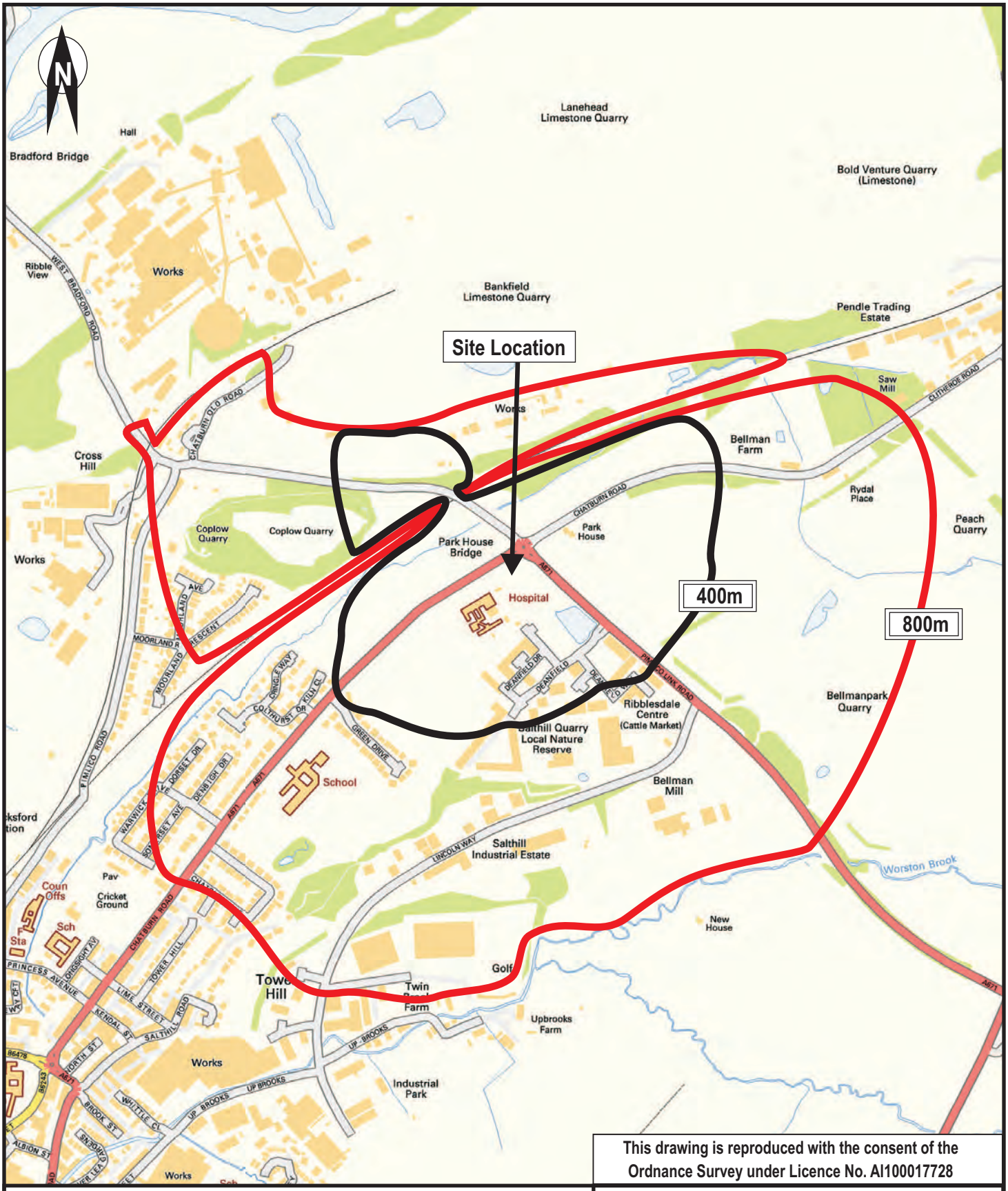
SCALE 1:500 @ A3	STATUS For Information	

DRAWING No. 9X5278 SK001

REVISION A



Clitheroe Community Hospital

Plan 7: 400m and 800m Walk Catchment Plan

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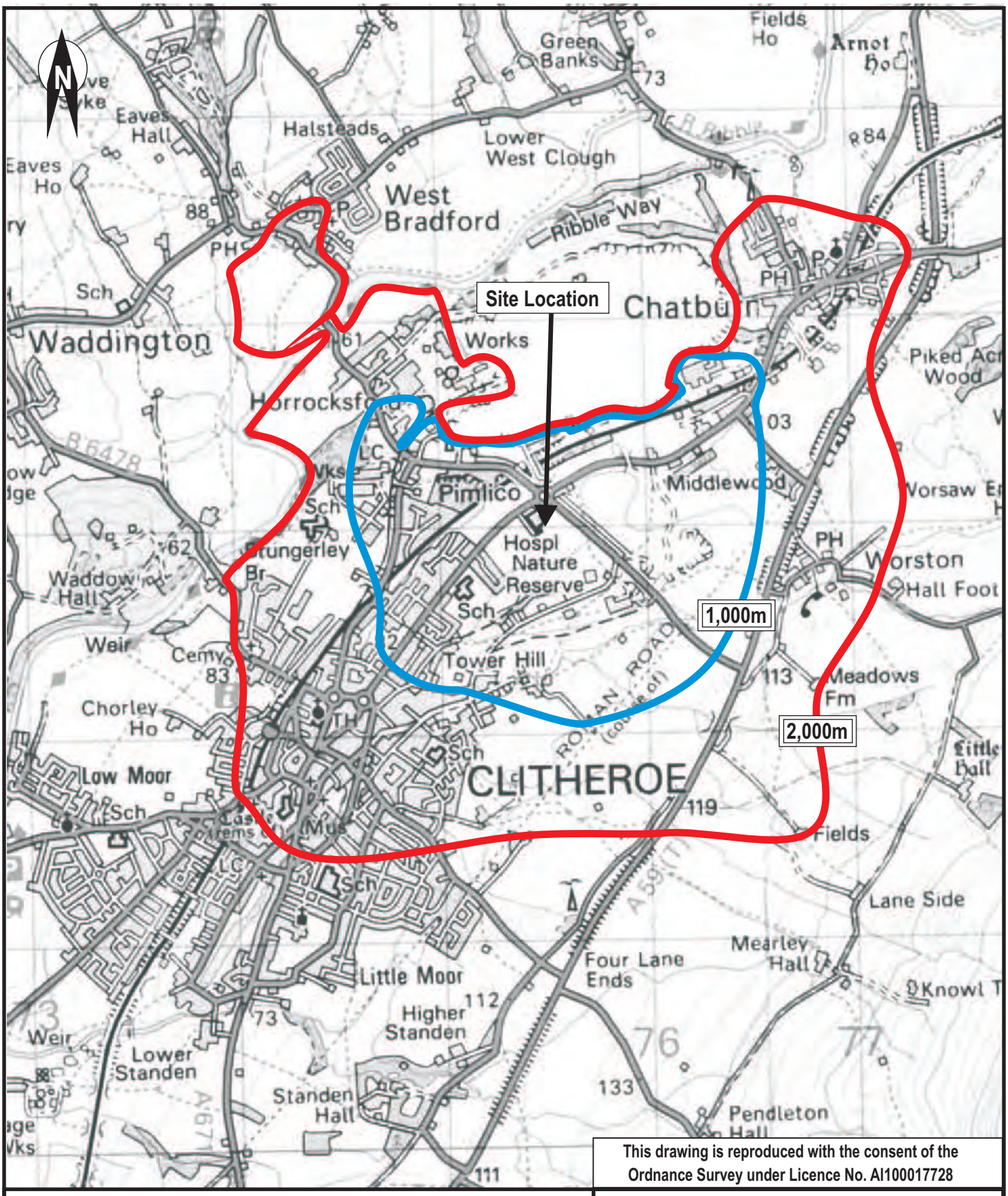

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Clitheroe Community Hospital

Plan 8: 1000m and 2000m Walk Catchment Plan

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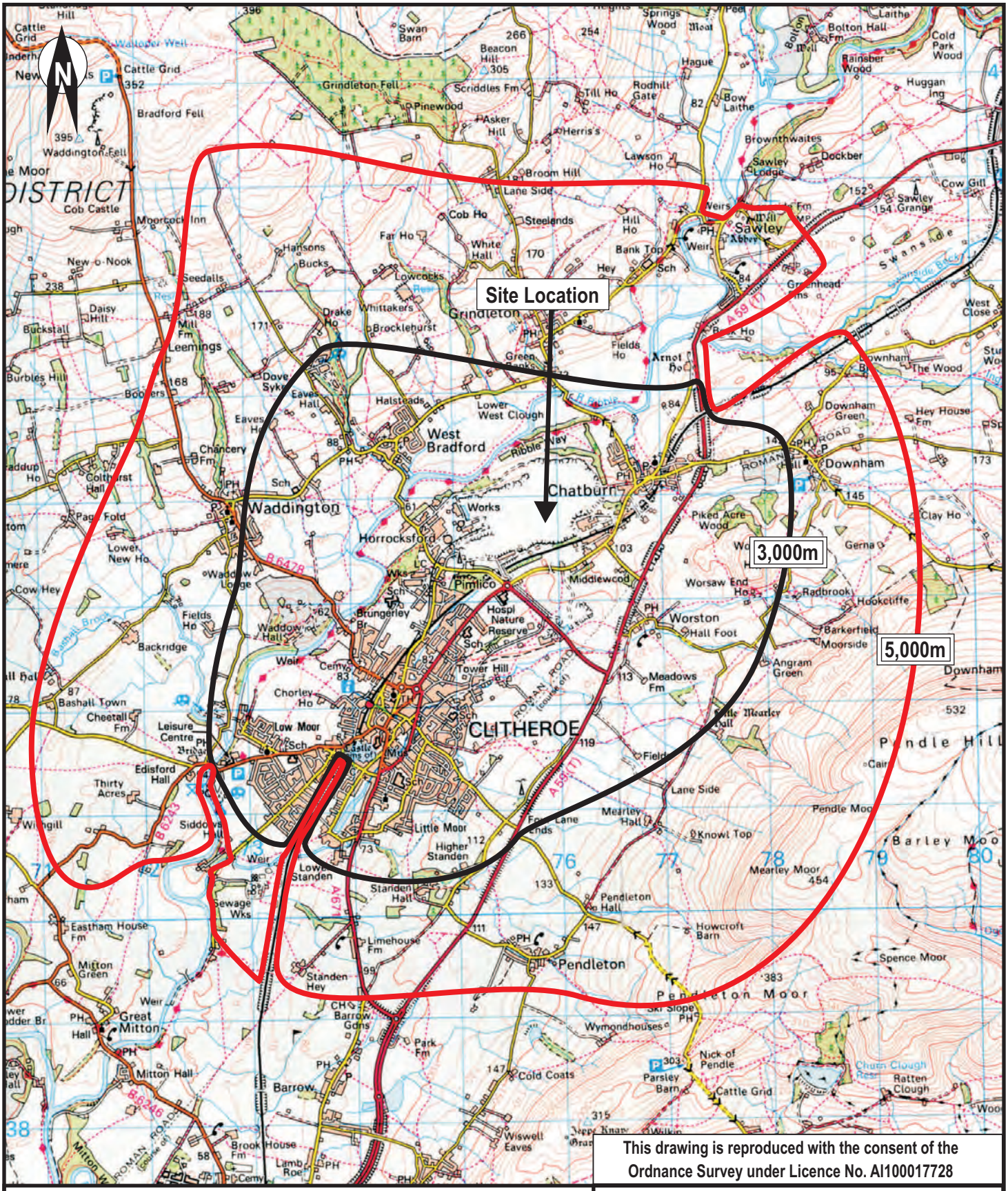

Clitheroe Community Hospital

Plan 9: 3000m and 5000m Cycle Catchment Plan

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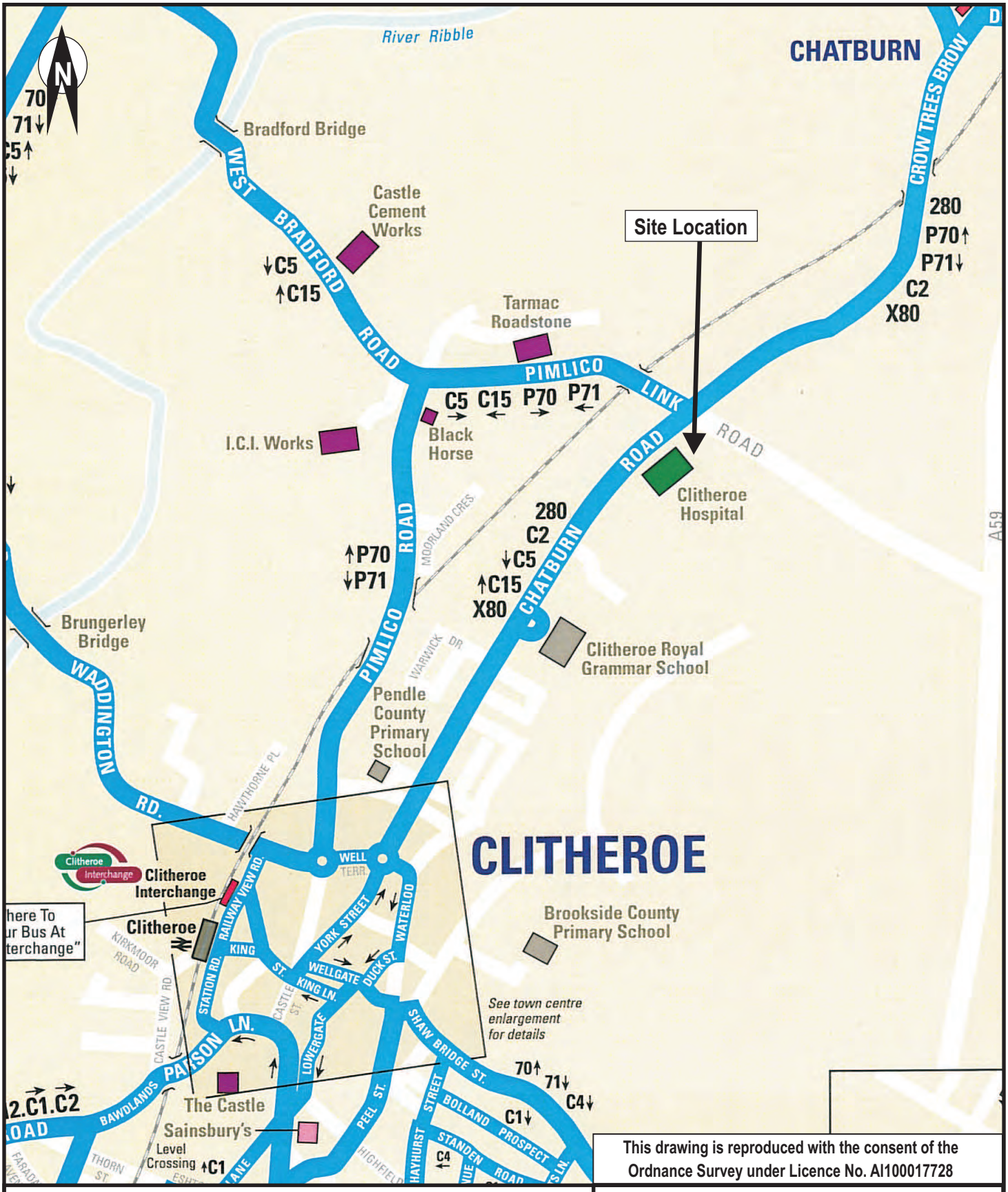

Clitheroe Community Hospital

Plan 10: Bus Route Map

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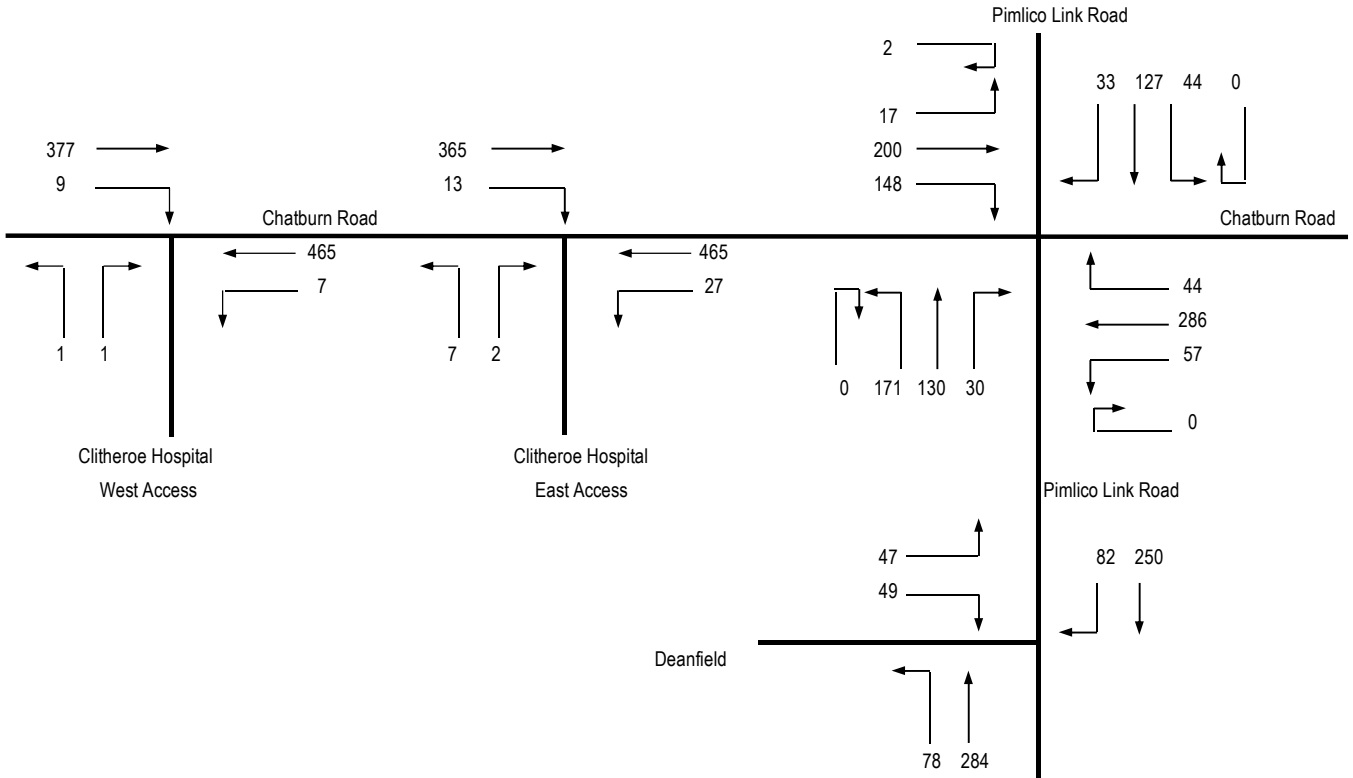
FIGURES



Note :

Traffic Flows in PCUs

Figure 1 - 2008 AM Peak Hour Surveyed Traffic Flows (0815 - 0915)

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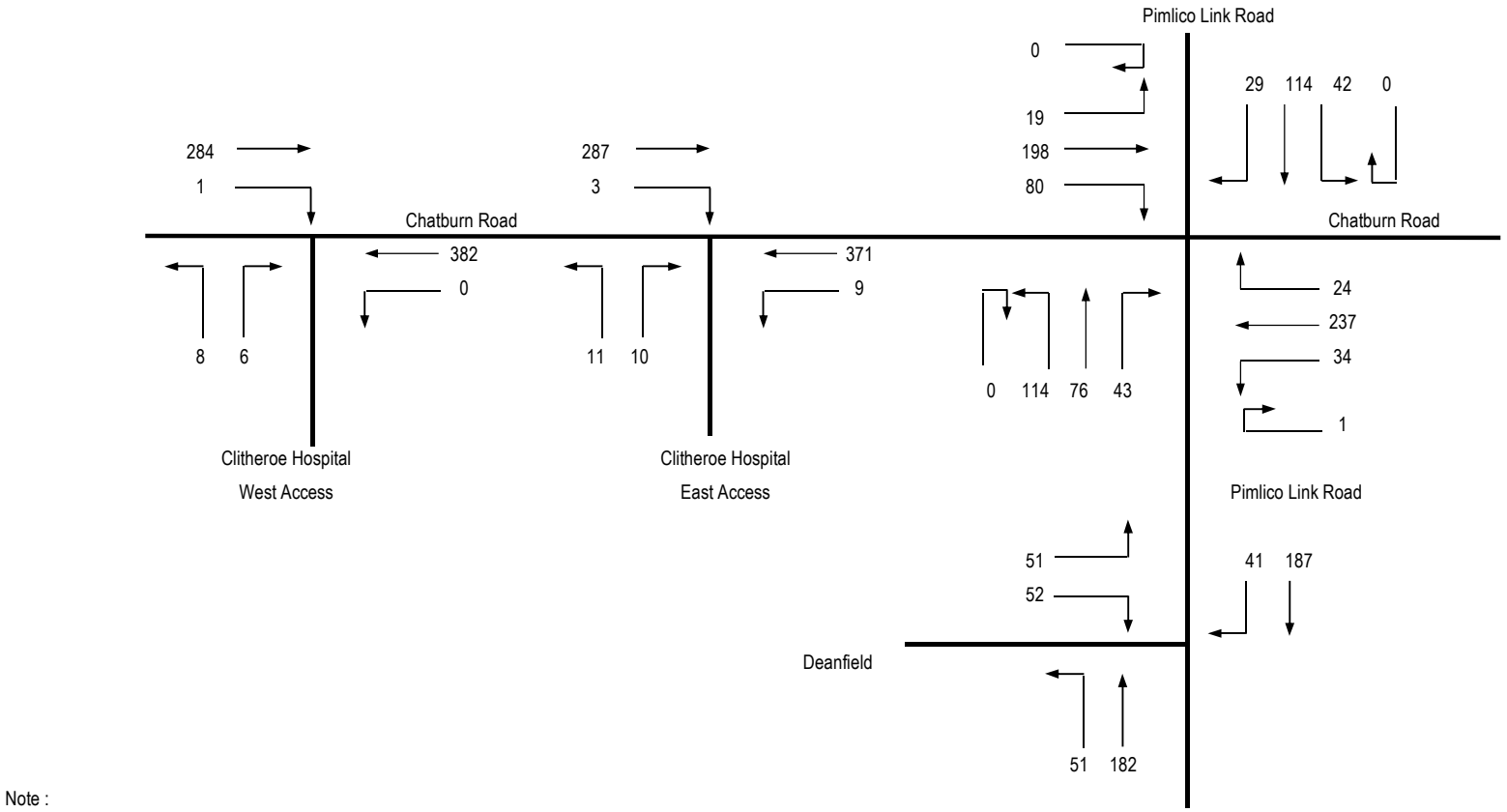

Note :

Flows in PCUs

Figure 2 - 2008 PM Peak Hour Surveyed Traffic Flows (1600 - 1700)

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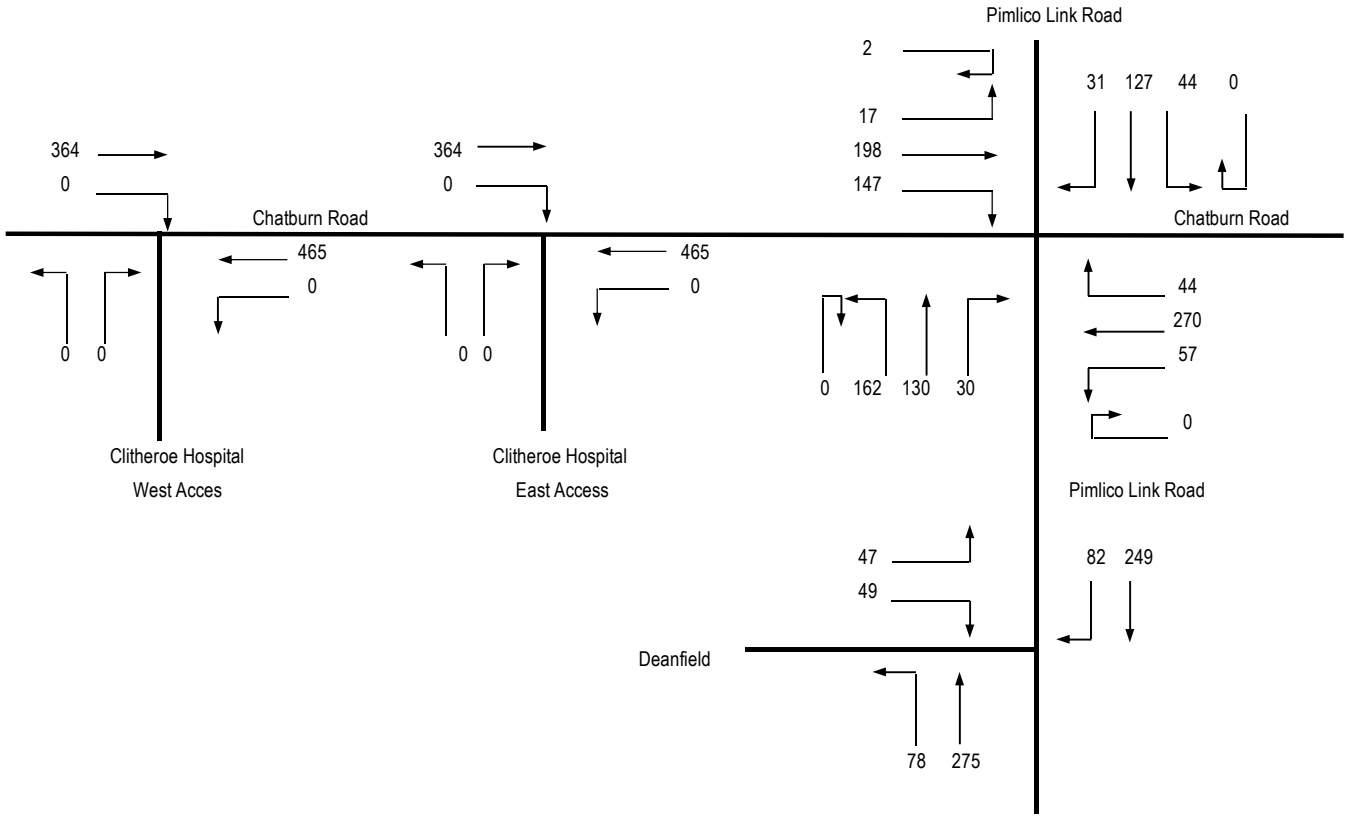

Note :

Flows in PCUs

Figure 3 - 2008 AM Peak Hour Traffic Flows without Existing Hospital Traffic

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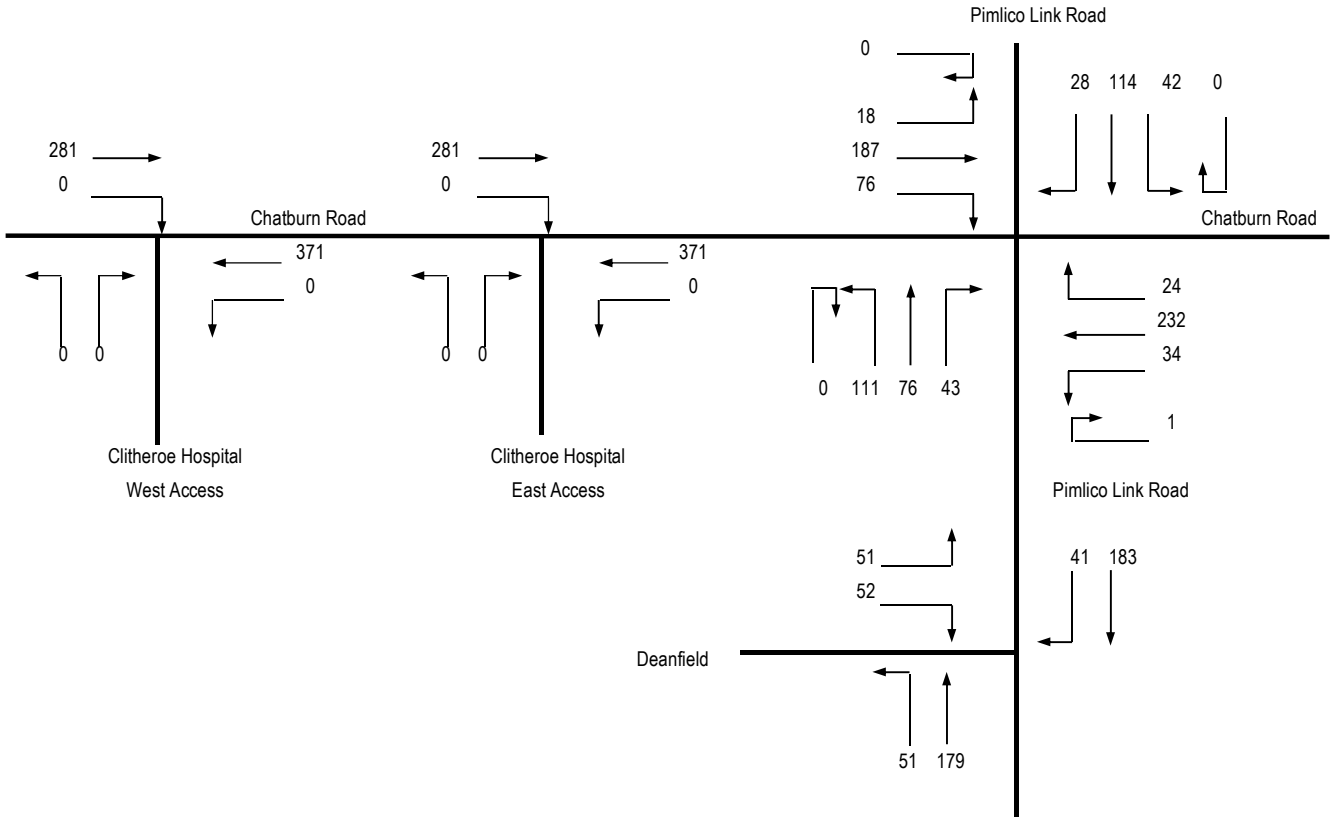

Note :

Flows in PCUs

Figure 4 - 2008 PM Peak Hour Traffic Flows without Existing Hospital Traffic

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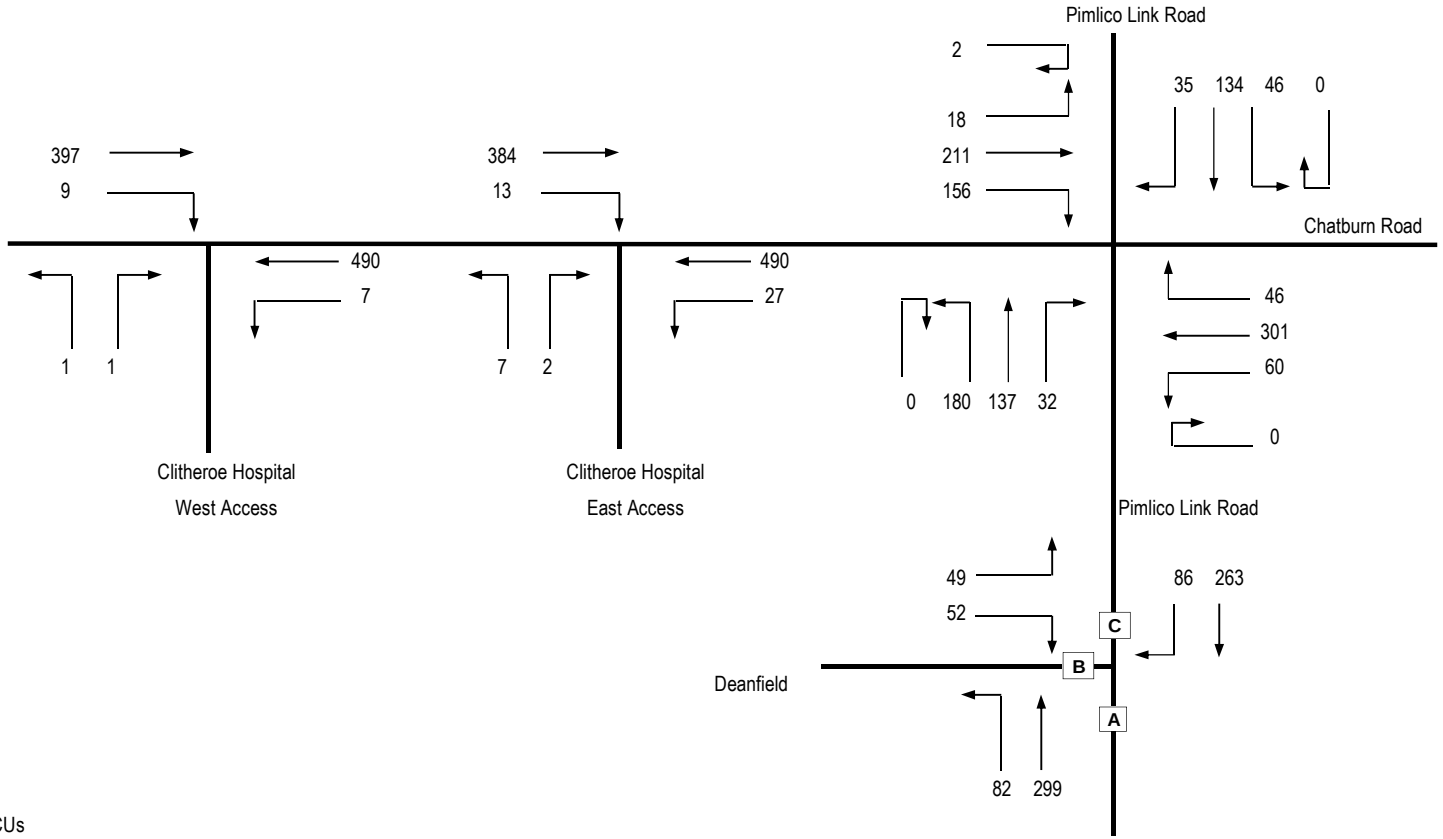

Note :

Flows in PCUs

Low Growth Factor = 1.053

Figure 5 - 2013 AM Peak Base Traffic Flows

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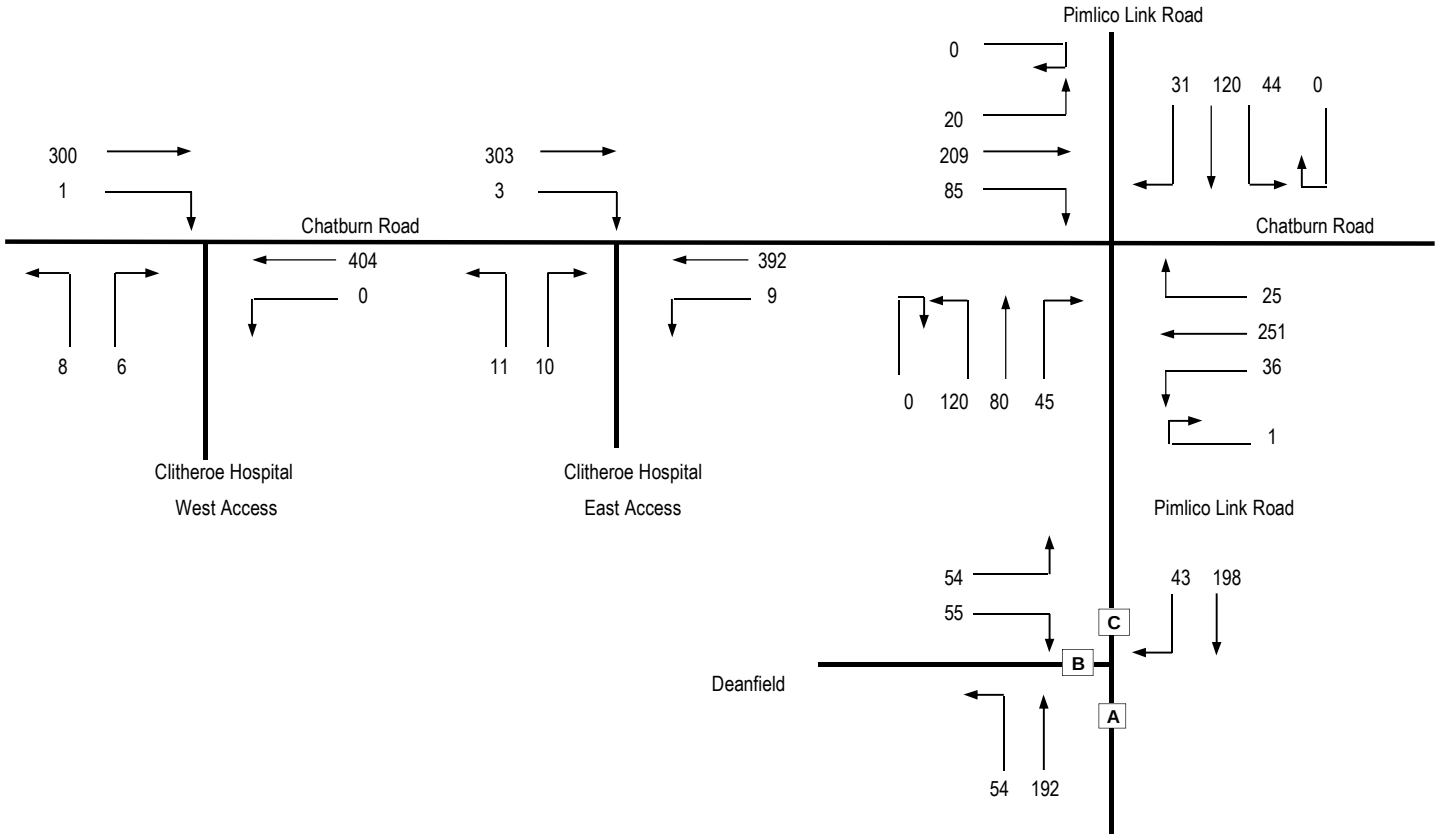

Flows in PCUs

Low Growth Factor = 1.057

Figure 6 - 2013 PM Base Traffic Flows

Job Number : 9X5278

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TRANSPORT & ASSET MANAGEMENT

Royal HaskoningDHV

Enhancing Society Together

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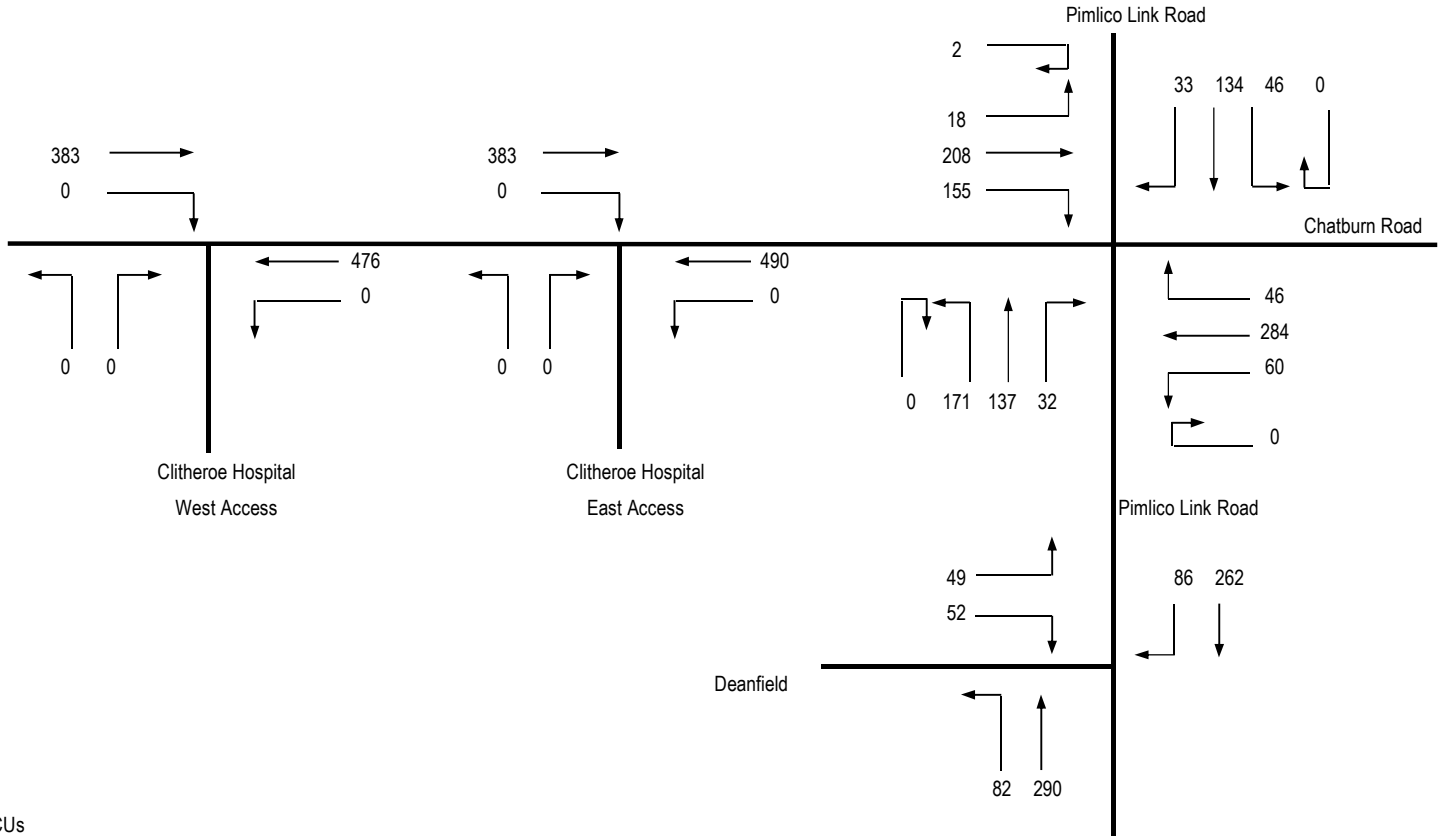

Note :

Flows in PCUs

Low Growth Factor = 1.053

Figure 7 - 2013 AM Peak Hour Traffic Flows without Existing Hospital Traffic

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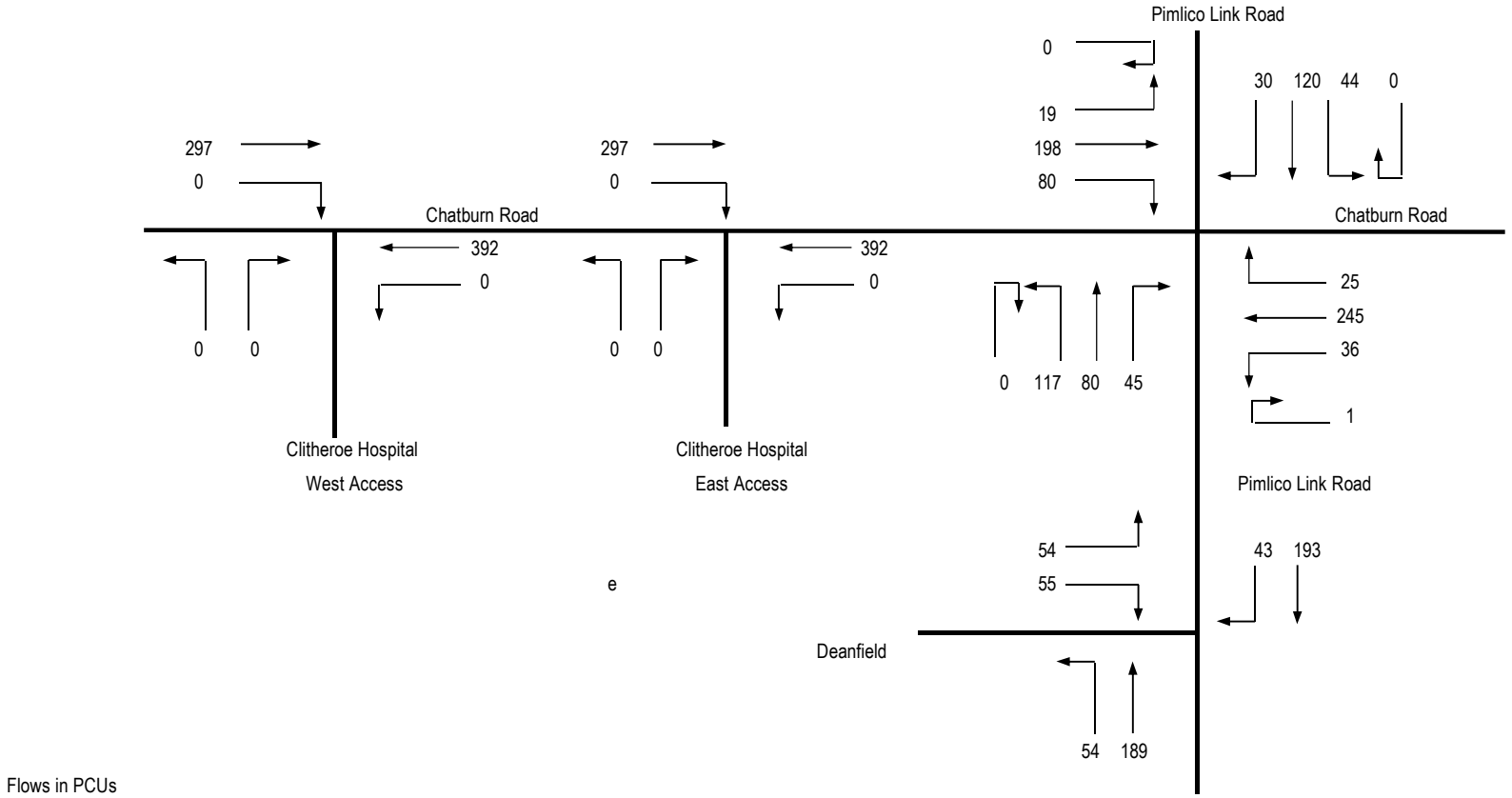

Figure 8 - 2013 PM Peak Hour Traffic Flows without Existing Hospital Traffic

Job Number : 9X5278

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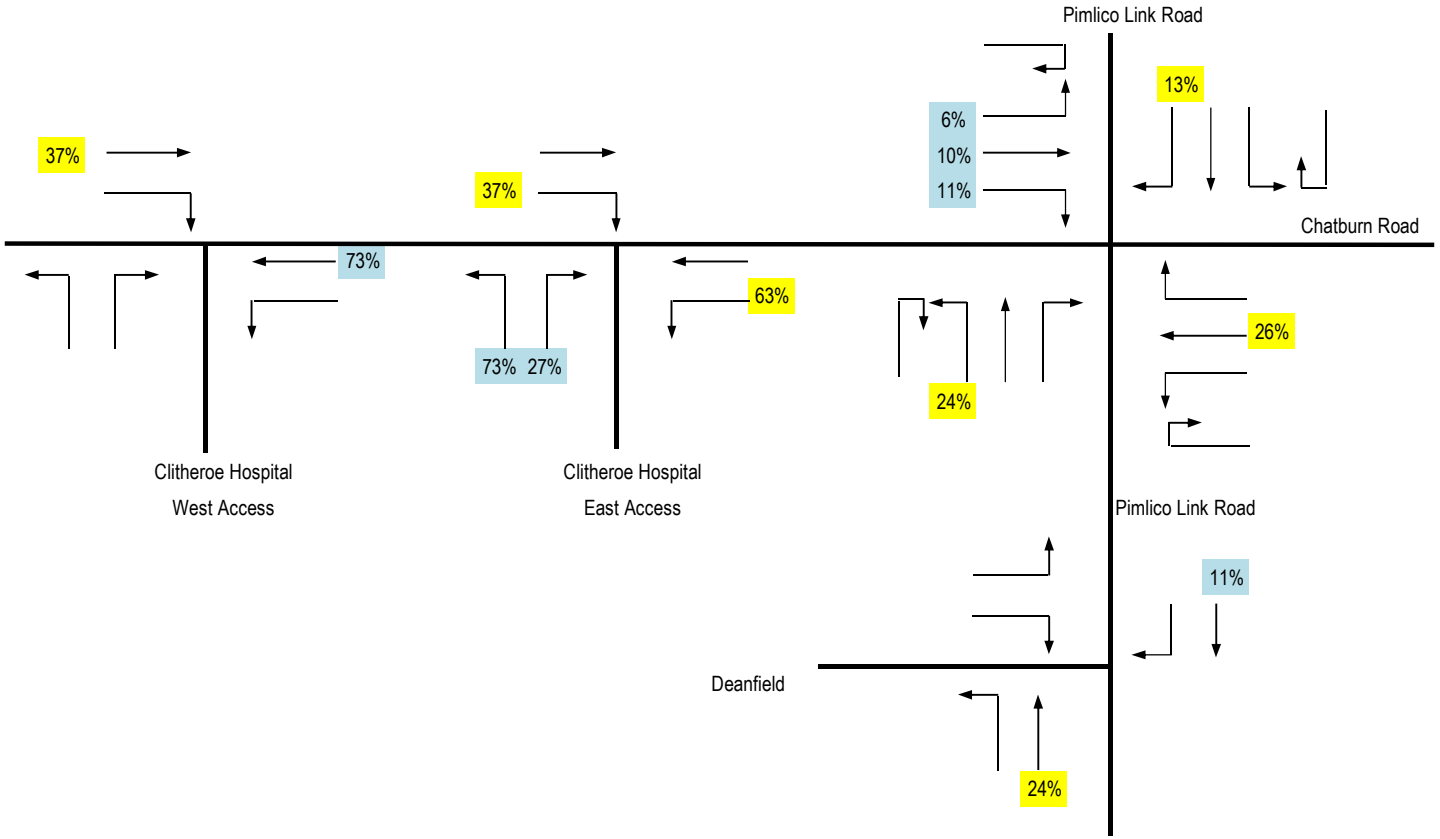

Note :

Flows in Percentages (%)

Figure 9 - AM Peak Hour Trip Distribution Community Hospital

Job Number : 9X5278

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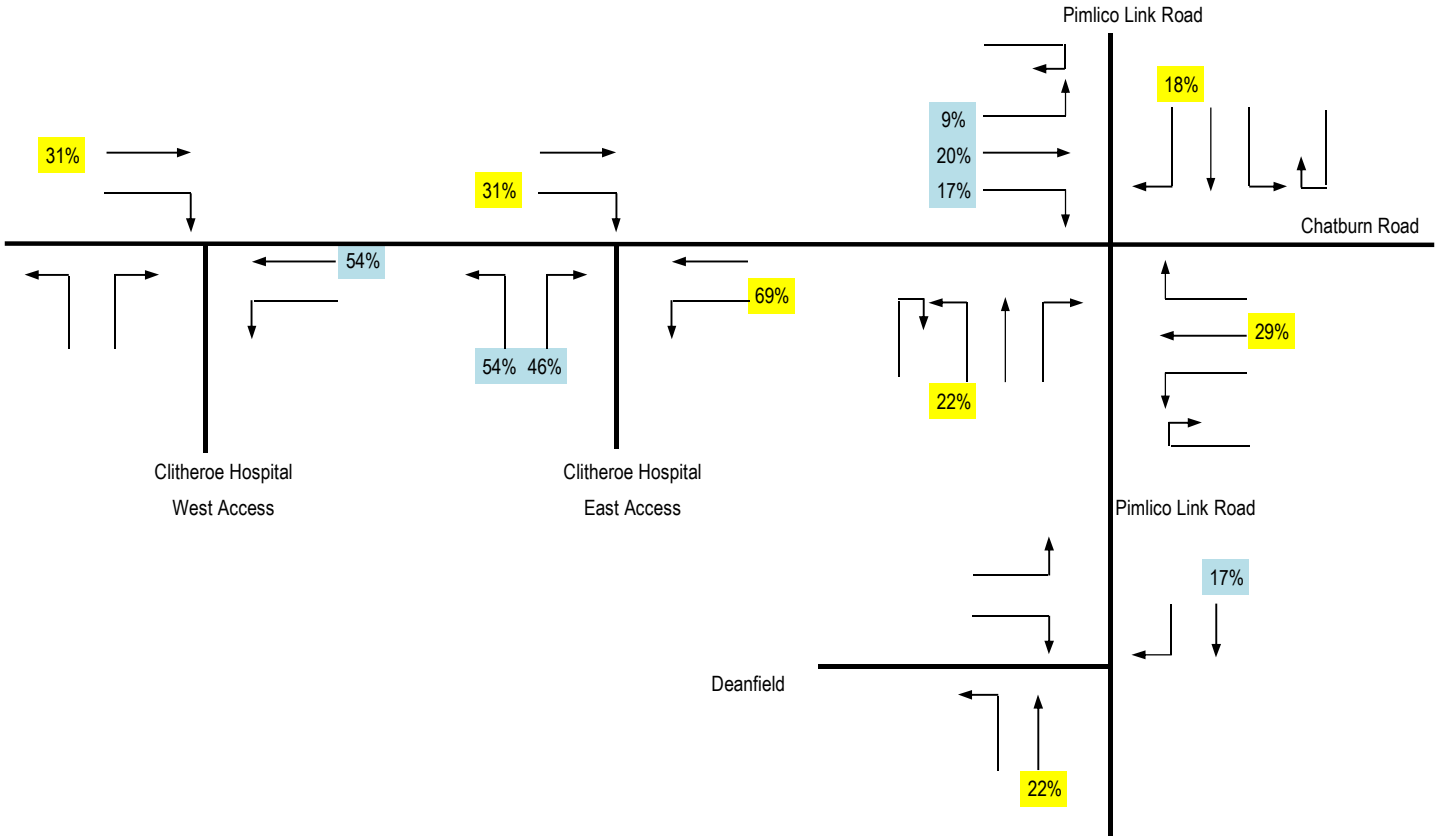

Note :

Flows in Percentages (%)

Figure 10 - PM Peak Hour Trip Distribution Community Hospital

Job Number : 9X5278

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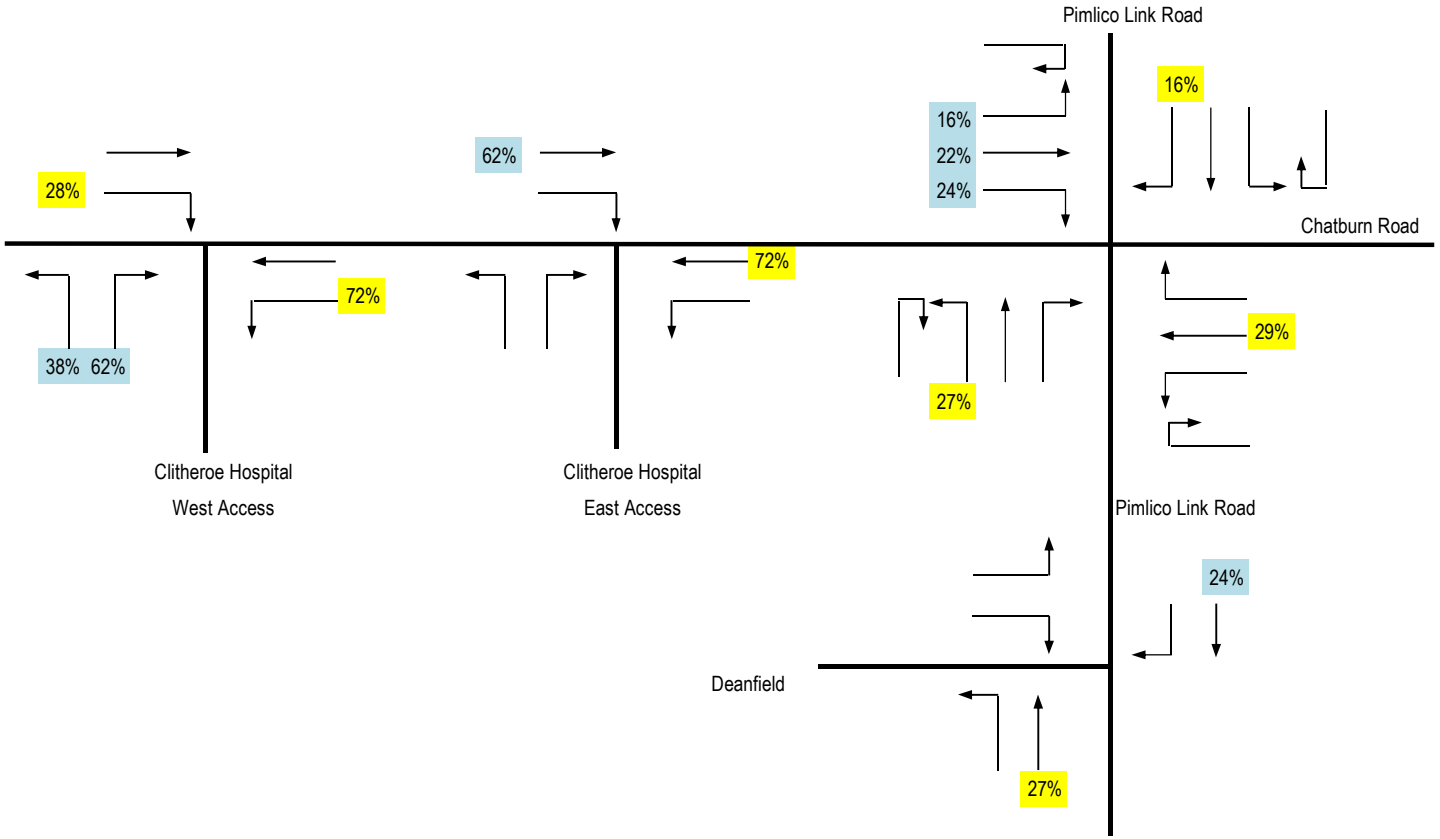

Note :

Flows in Percentages (%)

Figure 11 - AM Peak Hour Trip Distribution Residential Development

Job Number : 9X5278

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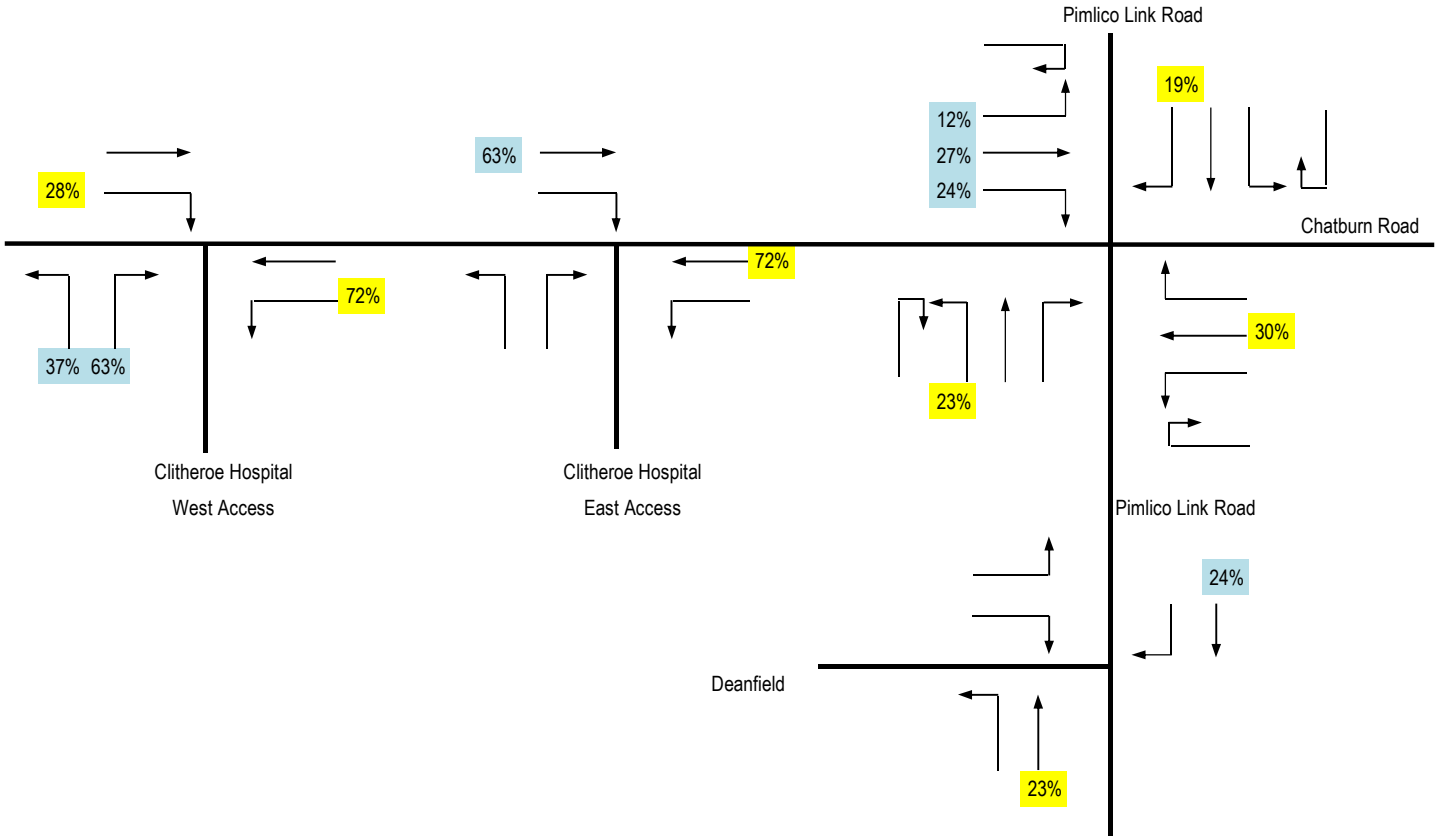

Note :

Flows in Percentages (%)

Figure 12 - PM Peak Hour Trip Distribution Residential Development

Job Number : 9X5278

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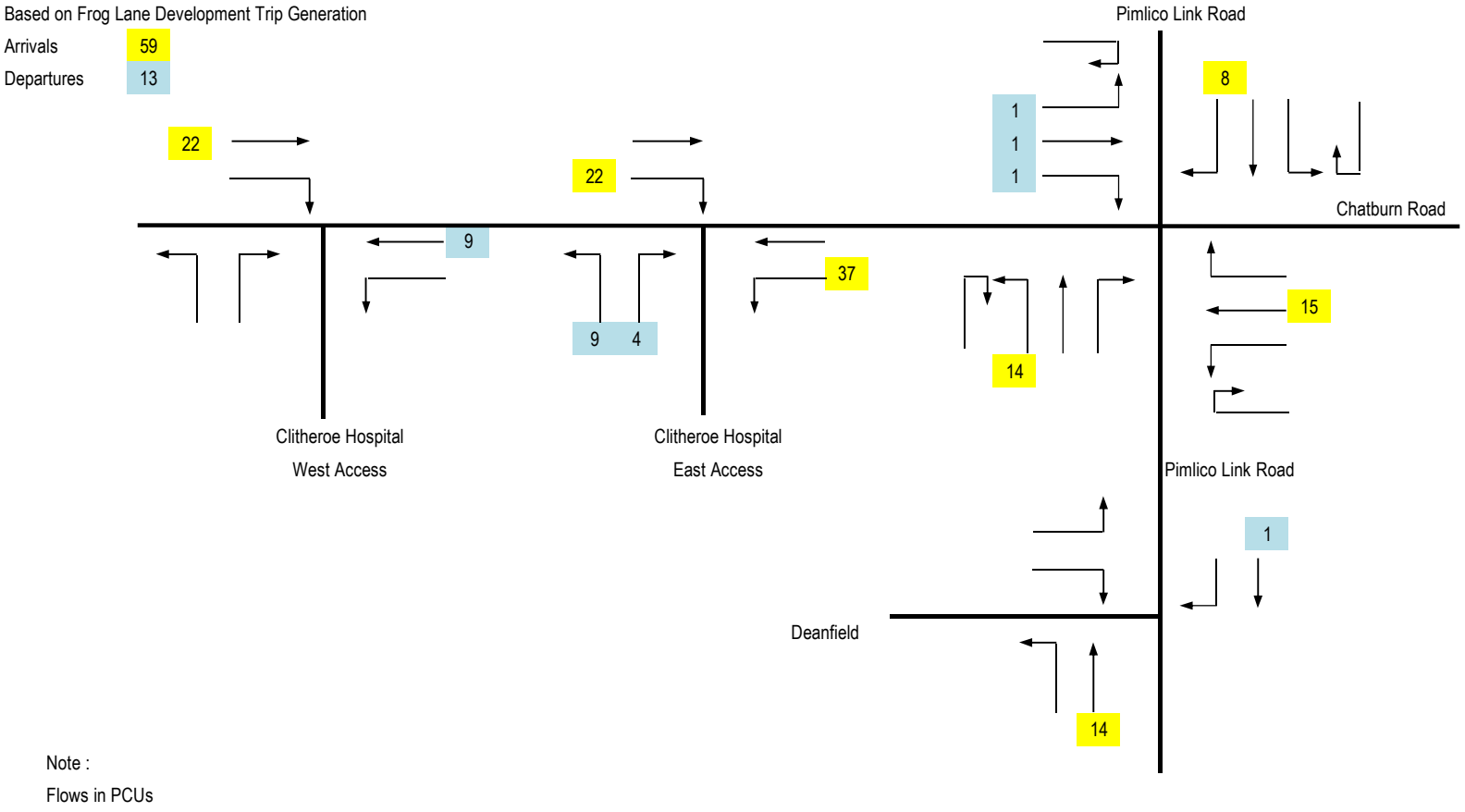

Figure 13 - AM Peak Hour Trip Generation Community Hospital

Job Number : 9X5278

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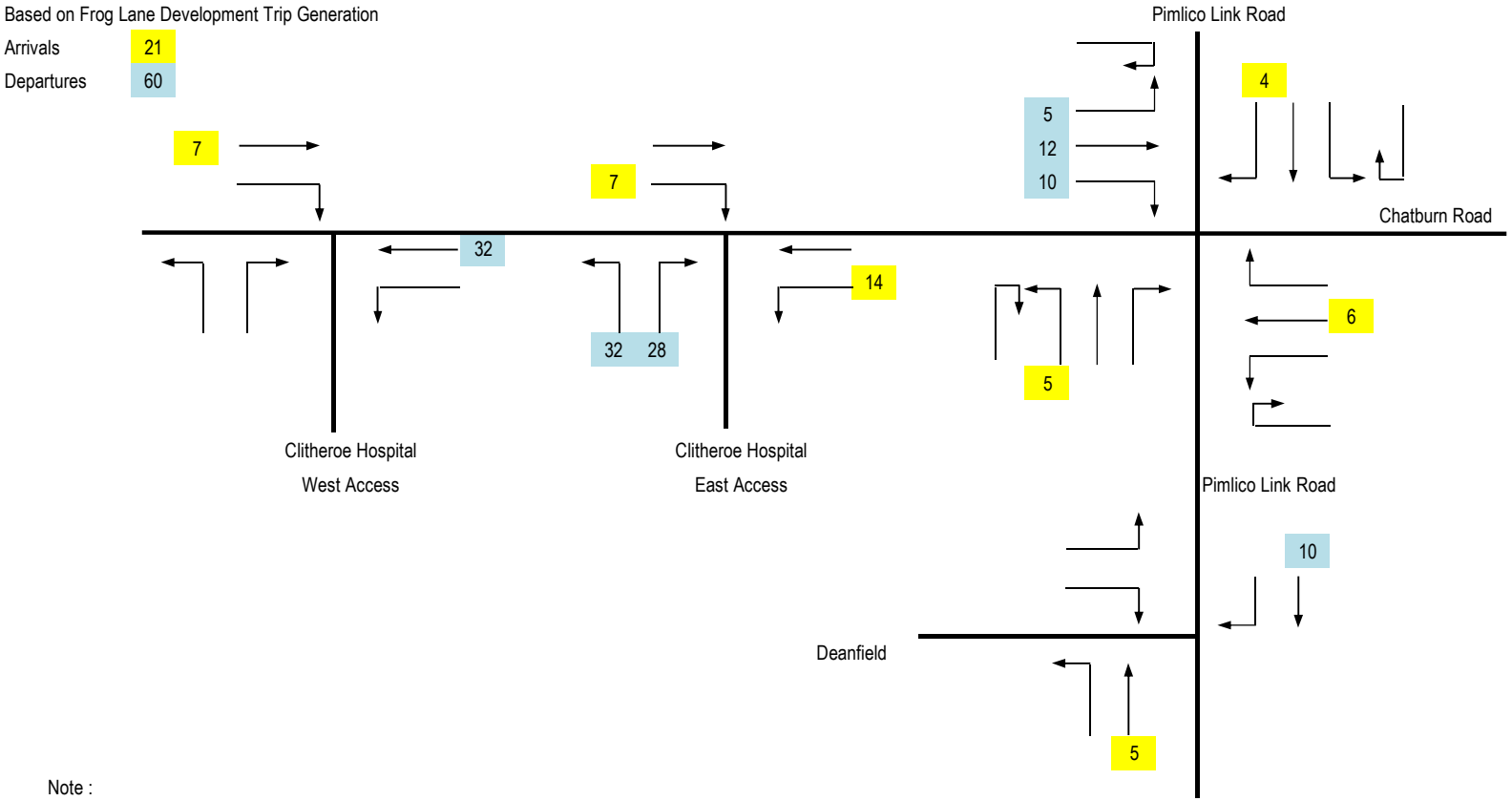

Figure 14 - PM Peak Hour Trip Generation Community Hospital

Job Number : 9X5278

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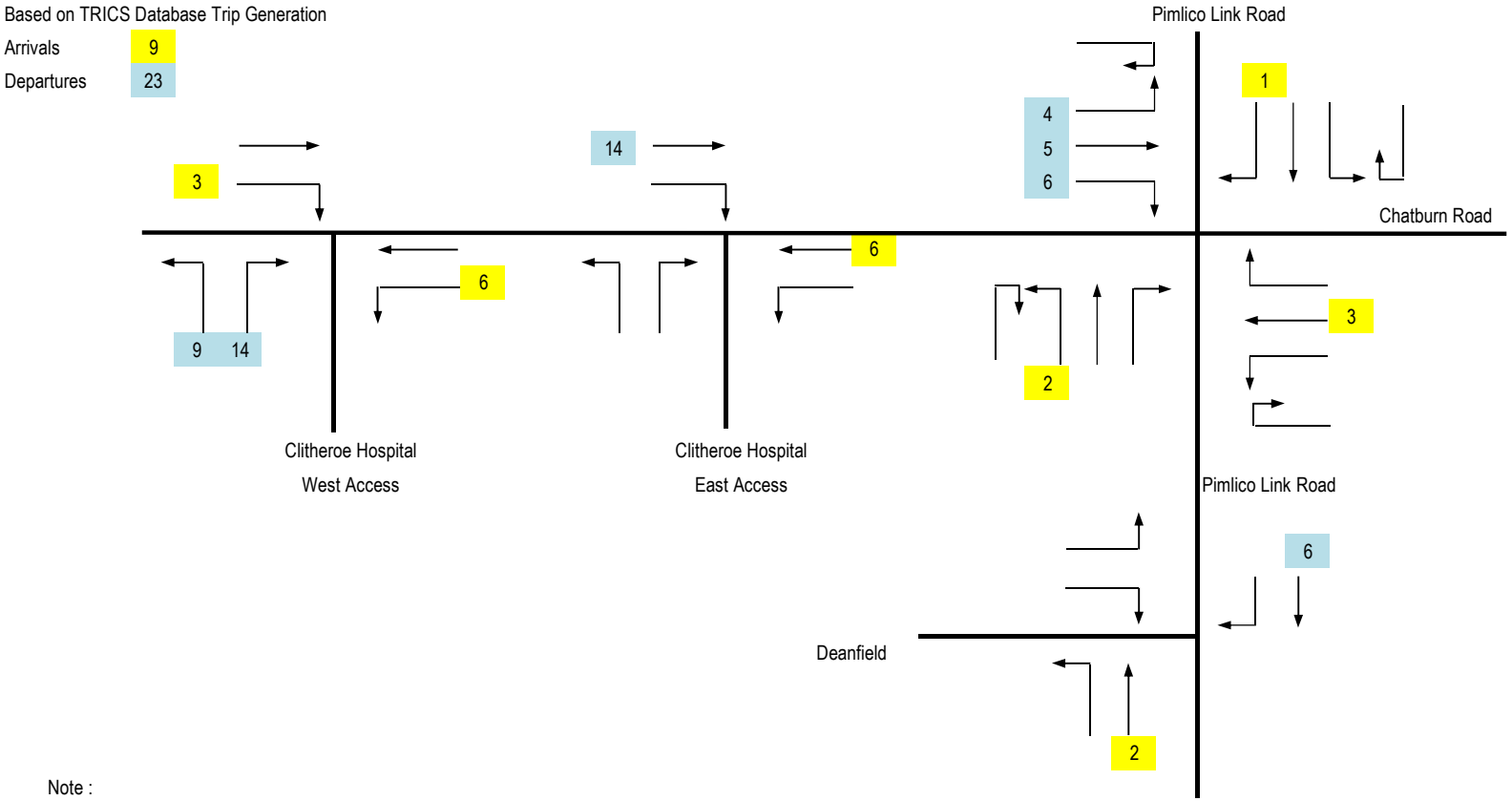

Figure 15 - AM Peak Hour Trip Generation Residential Development

Job Number : 9X5278

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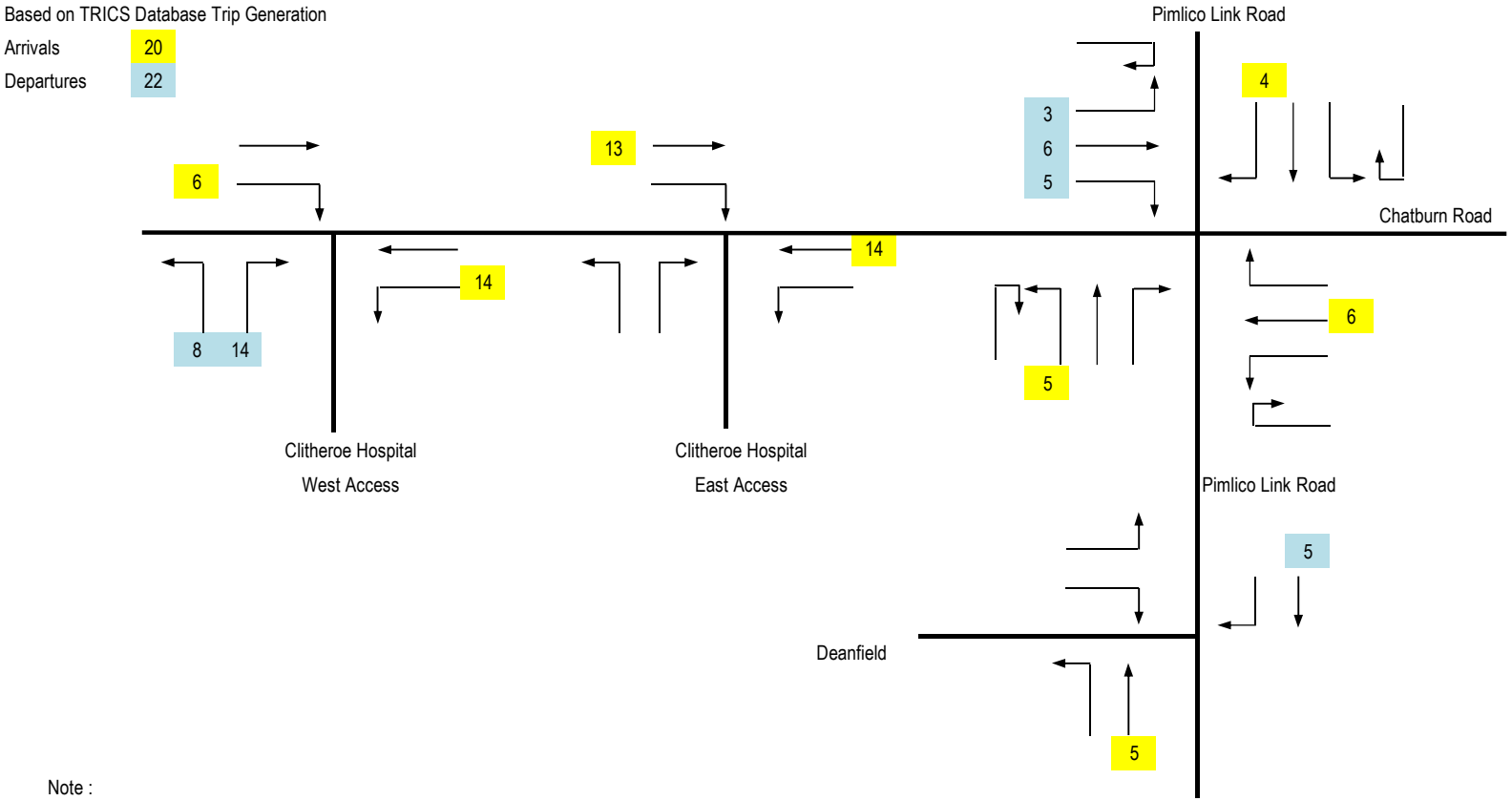

Figure 16 - PM Peak Hour Trip Generation Residential Development

Job Number : 9X5278

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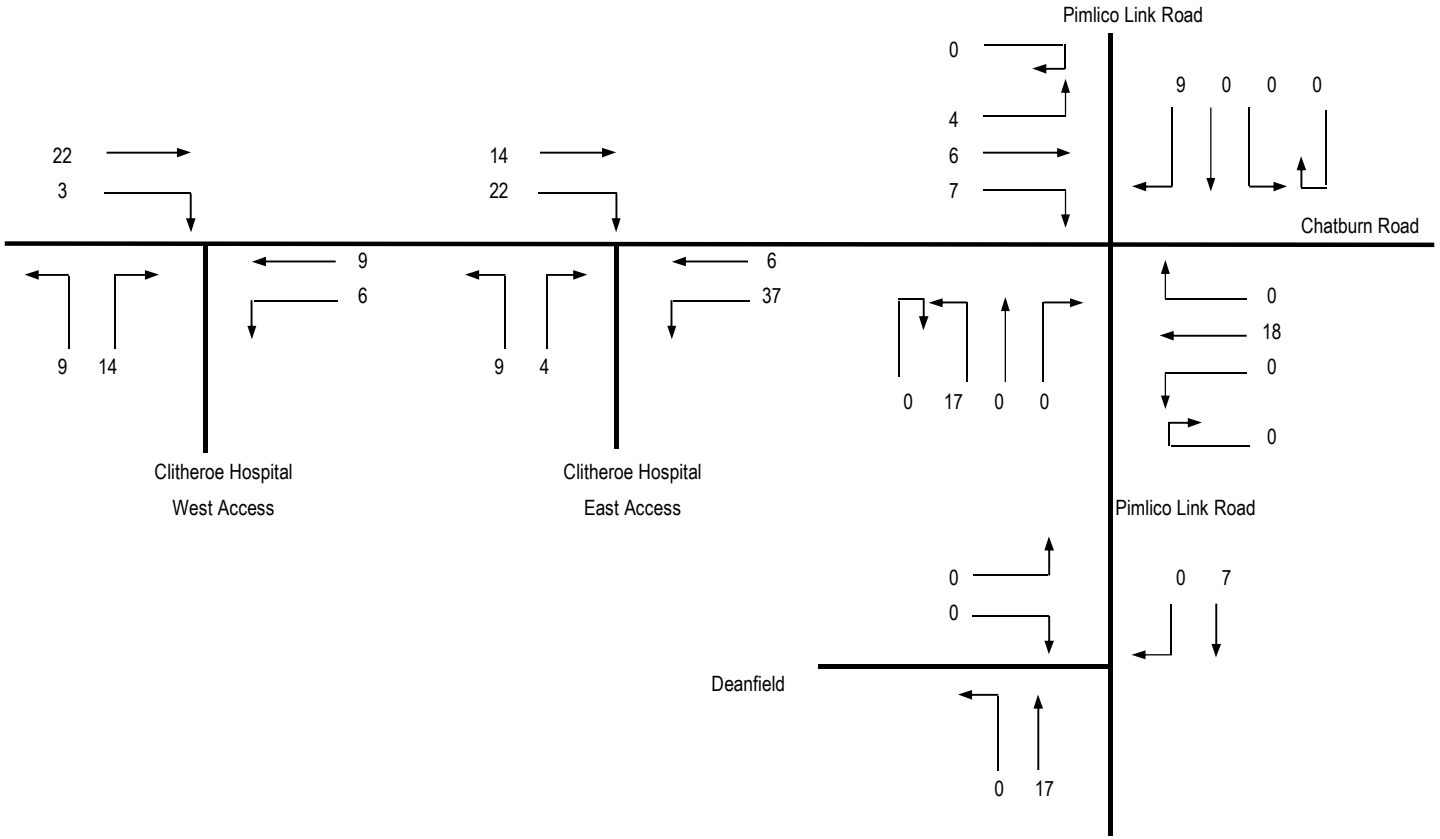

Figure 17 - AM Peak Hour Combined Trip Generation

Job Number : 9X5278

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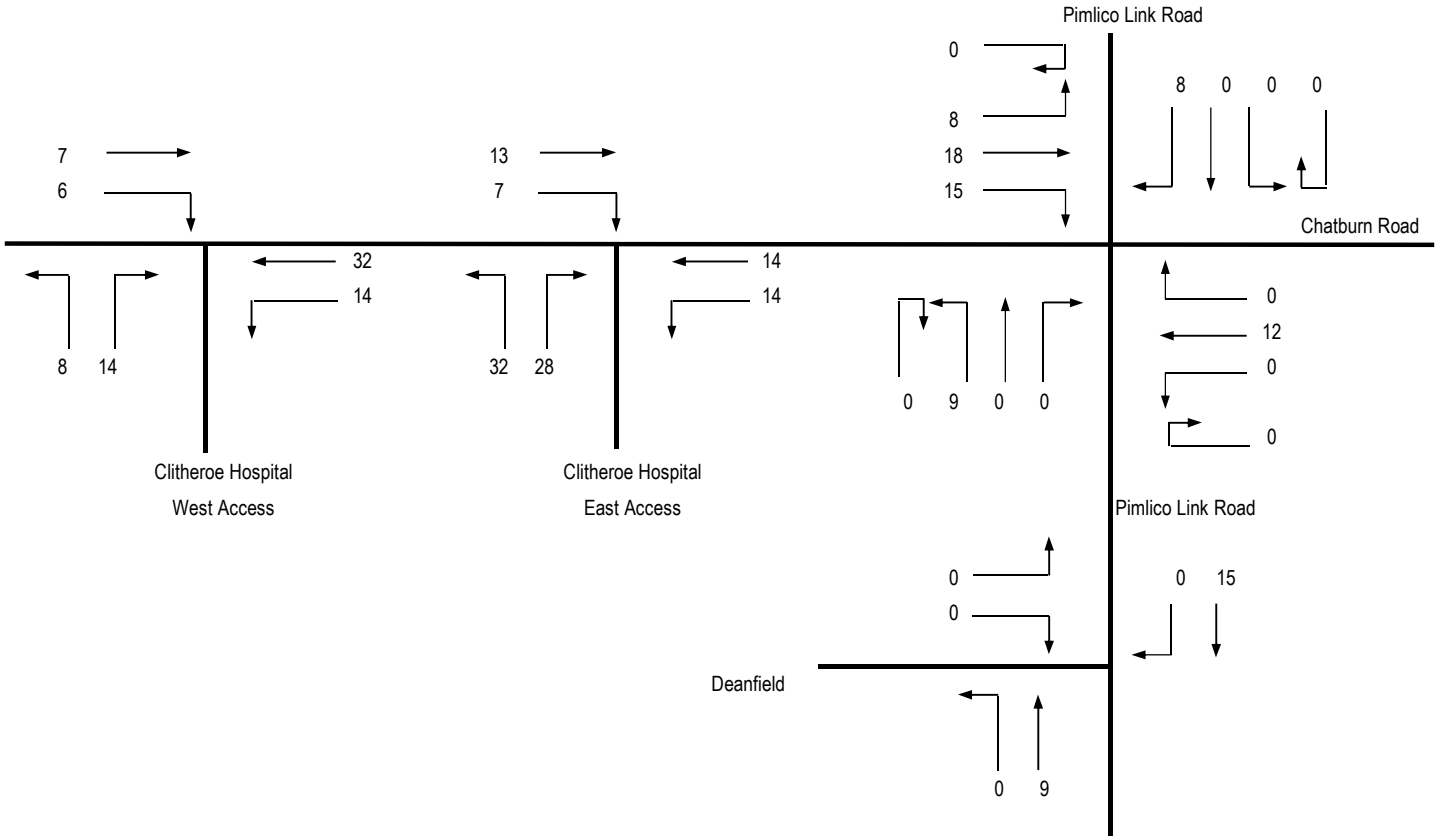

Figure 18 - PM Peak Hour Combined Trip Generation

Job Number : 9X5278

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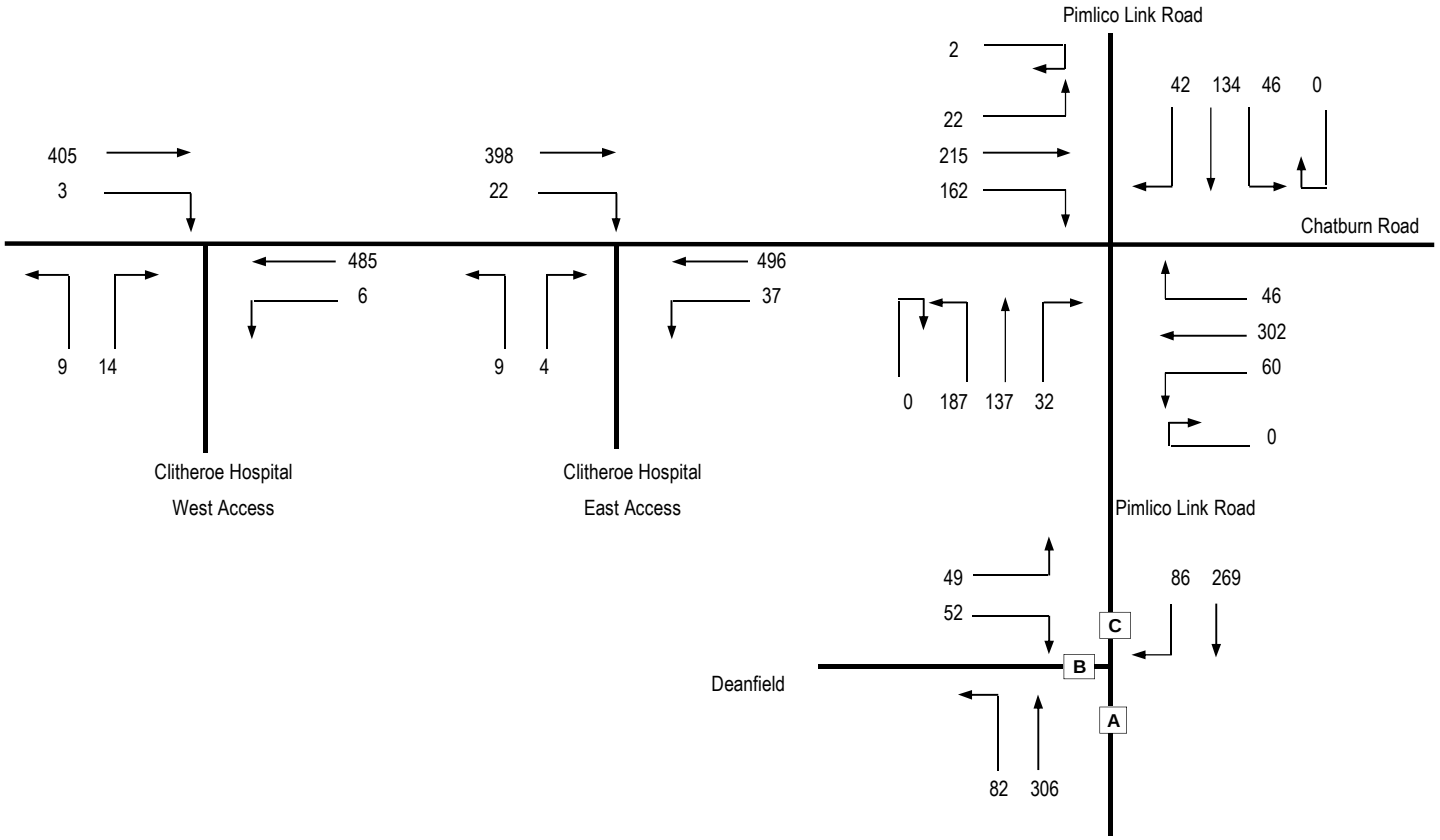

Figure 19 - 2013 AM Peak Hour Assessment Flows

Job Number : 9X5278

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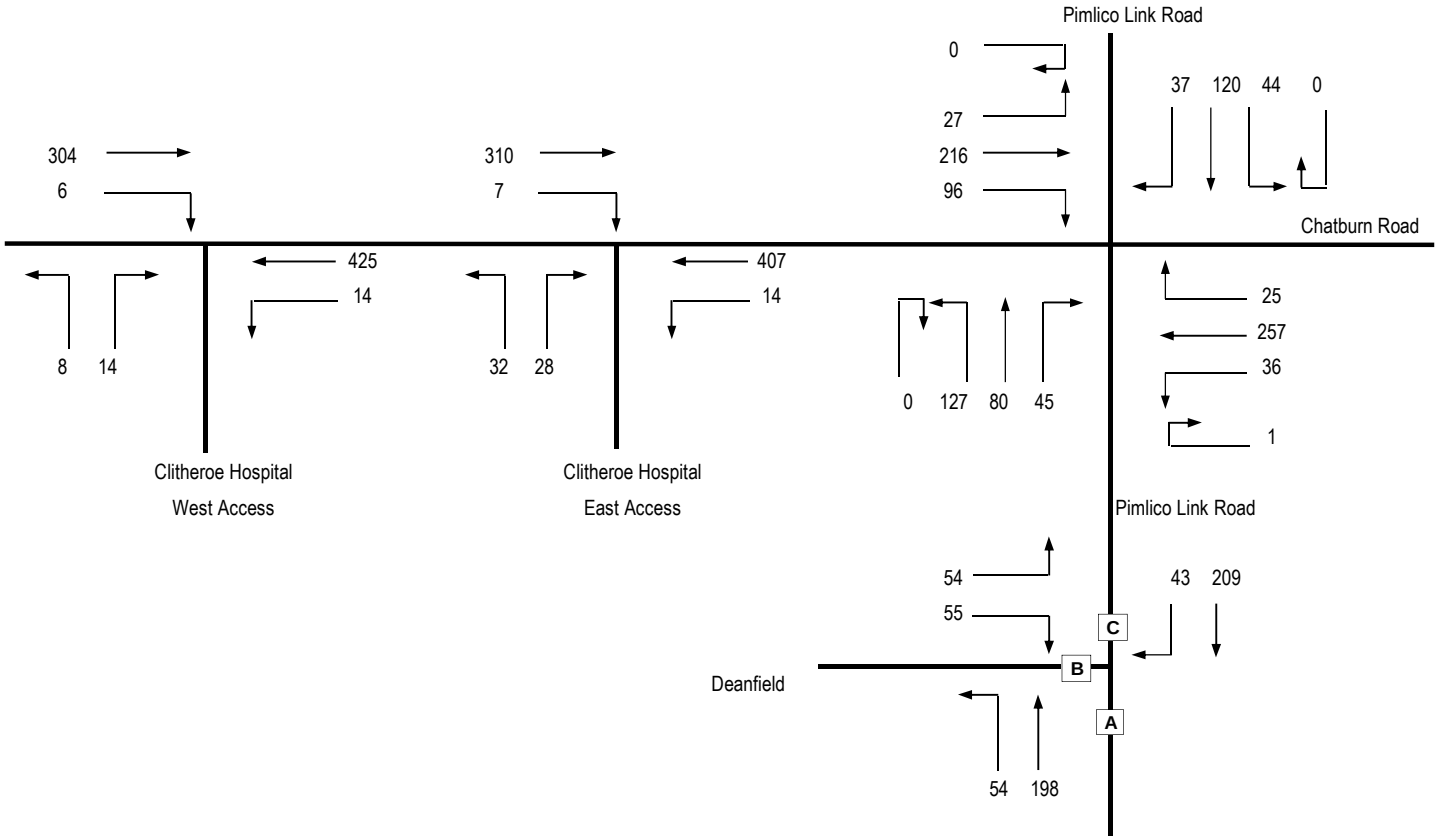

Figure 20 - 2013 PM Peak Hour Assessment Flows

Job Number : 9X5278

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APPENDICES

ROYAL HASKONING

APPENDIX A

July 2008 Speed Survey

Manual Speed Survey, Clitheroe

DATE : THURSDAY 3rd JULY 2008

LOCATION: CHATBURN ROAD (WEST)
DRY ROAD CONDITIONS
SINGLE CARRIAGEWAY

TIME PERIOD: OFF PEAK			
DIRECTION : N/A		DIRECTION : WESTBOUND	
SPEED (MPH)	NUMBER OF VEHICLES	SPEED (MPH)	NUMBER OF VEHICLES
15	0	15	3
16	0	16	2
17	0	17	1
18	0	18	5
19	0	19	5
20	0	20	7
21	0	21	4
22	0	22	13
23	0	23	11
24	0	24	12
25	0	25	16
26	0	26	12
27	0	27	18
28	0	28	9
29	0	29	20
30	0	30	12
31	0	31	12
32	0	32	8
33	0	33	10
34	0	34	5
35	0	35	4
36	0	36	6
37	0	37	1
38	0	38	3
39	0	39	0
40	0	40	0
41	0	41	1
42	0	42	0
43	0	43	0
44	0	44	0
45	0	45	0
46	0	46	0
47	0	47	0
48	0	48	0
49	0	49	0
50	0	50	0
51	0	51	0
52	0	52	0
53	0	53	0
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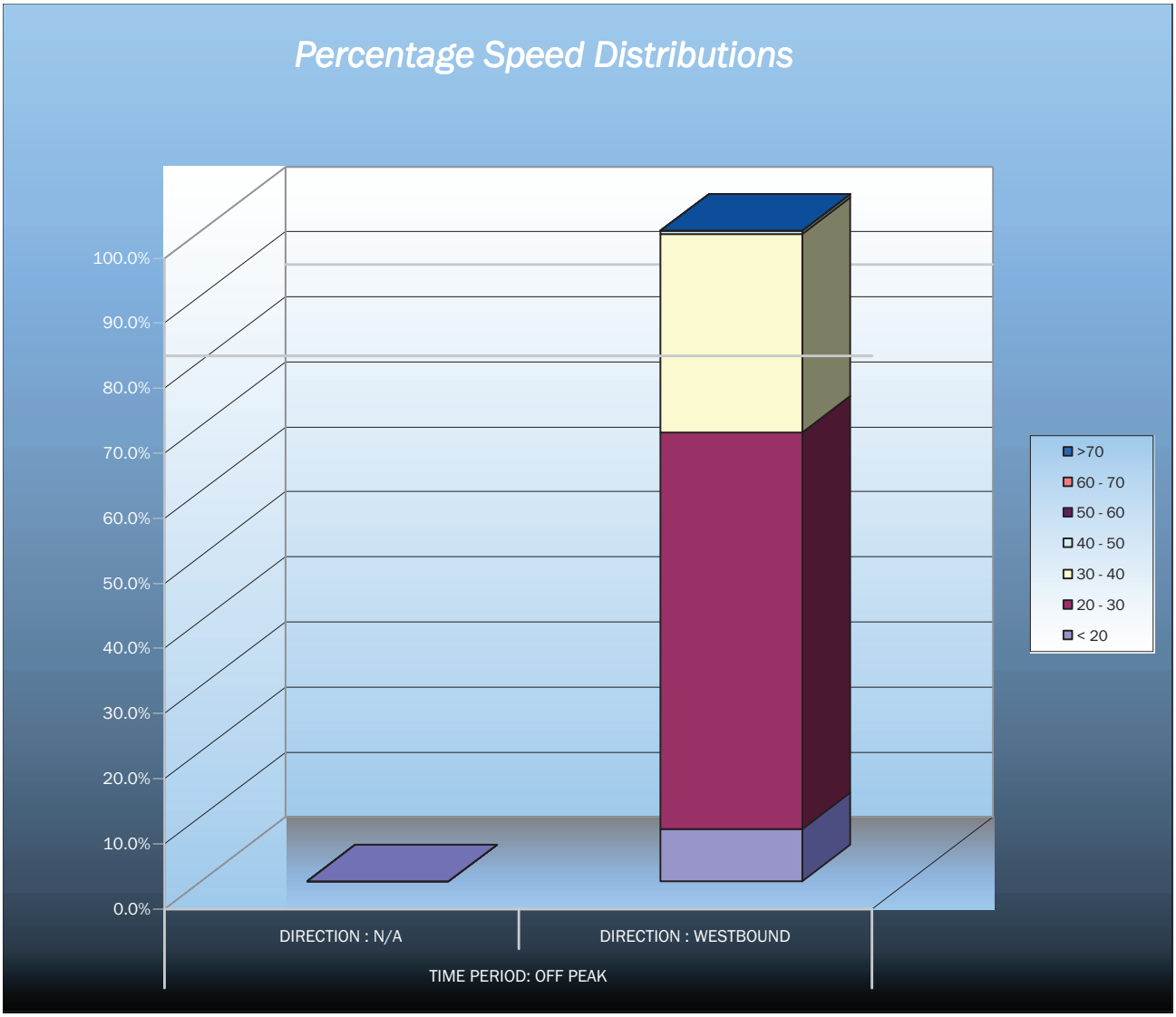
61	0	61	0
62	0	62	0
63	0	63	0
64	0	64	0
65	0	65	0
66	0	66	0
67	0	67	0
68	0	68	0
69	0	69	0
70	0	70	0
71	0	71	0
72	0	72	0
73	0	73	0
74	0	74	0
75	0	75	0

Manual Speed Survey, Clitheroe

DATE : THURSDAY 3rd JULY 2008

LOCATION: CHATBURN ROAD (WEST)
DRY ROAD CONDITIONS
SINGLE CARRIAGEWAY

SPEED (MPH)	TIME PERIOD: OFF PEAK	
	DIRECTION : N/A	DIRECTION : WESTBOUND
< 20	0	16
20 - 30	0	122
30 - 40	0	61
40 - 50	0	1
50 - 60	0	0
60 - 70	0	0
>70	0	0

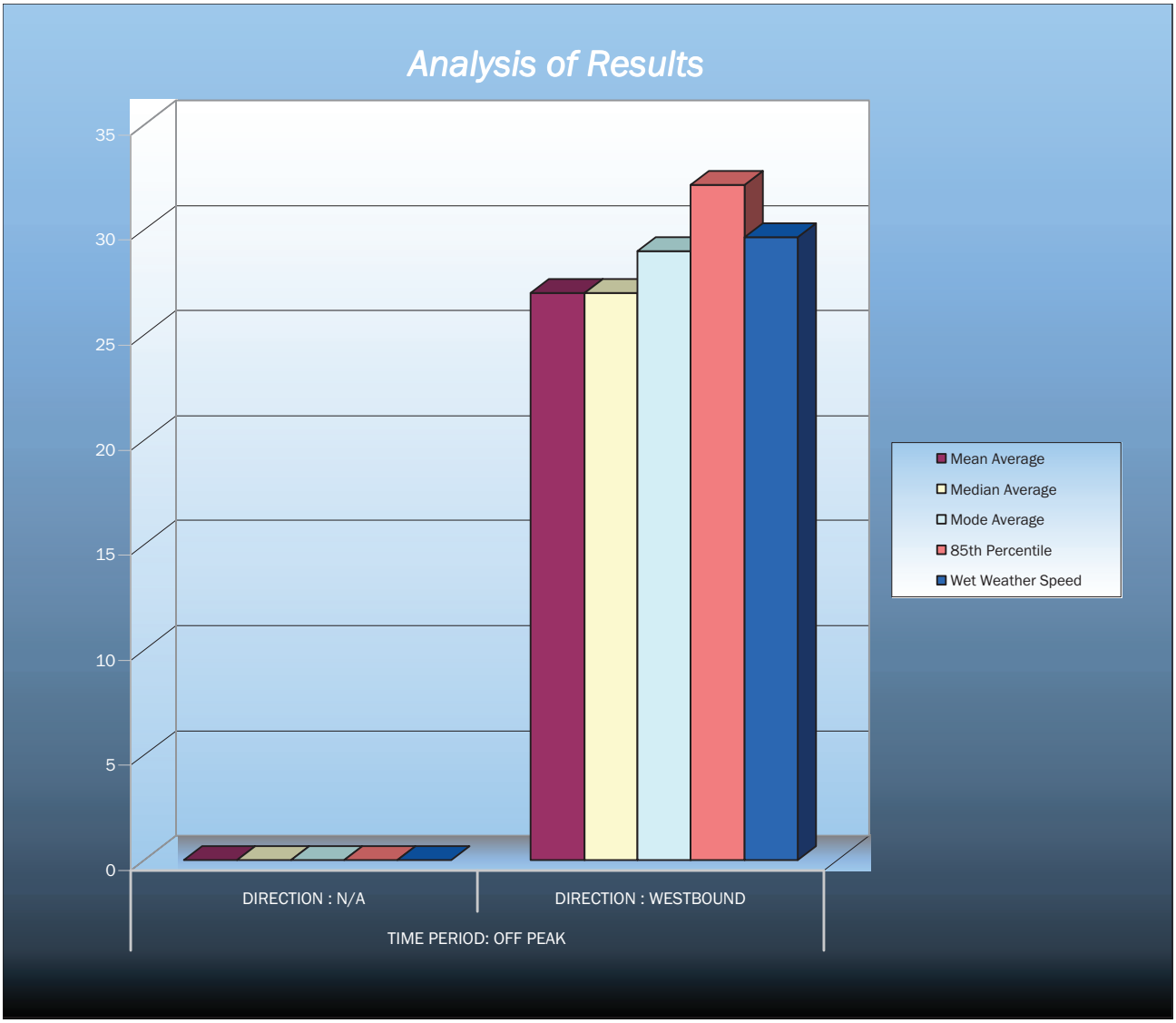


Manual Speed Survey, Clitheroe

DATE : THURSDAY 3rd JULY 2008

LOCATION: CHATBURN ROAD (WEST)
DRY ROAD CONDITIONS
SINGLE CARRIAGEWAY

ANALYSIS OF RESULTS	TIME PERIOD: OFF PEAK	
	DIRECTION : N/A	DIRECTION : WESTBOUND
No of Readings	0	200
Mean Average	0	27
Median Average	0	27
Mode Average	0	29
Standard Deviation	0	5
85th Percentile	0	32
Wet Weather Speed	0	30



APPENDIX B

Schedule of Accommodation

	CLITHEROE COMMUNITY HOSPITAL: Schedule of Accommodation						
		V8 03/08/12					
	Service	Rooms	area per room as drawn	Total Net Floor Area sqm	Room No's	Room Layout Drawing No	NHS HBN standards & relevant design guidance
1	**Building Management Suite**						
	Entrance Lobby	1	15	15			
	Entrance Foyer	1	32	32			
	Waiting Area	1	131	131			
	Child Waiting	1	20	20			
	General Office	1	22	22			
	Main Reception	1	16	16			
	Hospital Manager Office	1	10	10			
	Meeting/Training Room	1	29	29			
	Central Staff Room	1	30	30			
	WC's	4	4.5	18			
	Baby Feed	1	4.5	4.5			
	Baby Change	1	4.5	4.5			
	Goods In Store	1	16	30			
	Goods Out Store	1	6	30			
	Clean Laundry	1	4	4			
	Dirty Laundry	1	4	8			
	Staff Changing (Male)	1	9.5	9.5			
	Staff Changing (Female)	1	15	15			
	Staff Beverage Bay	1	9	9			
	Pharmacy Store	1	14	14			
	Disposal Hold - Domestic	1	8	8			
	Disposal Hold - Clinical	1	8	8			
	Steam Cleaning Facility	1	15	15			
	Domestic Office	1	10	10			
	Plant/Boiler Room	1	80	80			
2	**Kitchen & Cafe Facilities**						
	Dining/Cafe Room	1	34	34			
	Kitchen and Servery	1	40	40			Including cold prep, raw food area, wash up, trolley area
	Office	1	4	4			
	Dry Goods Store	1	4	4			
	Walk in Fridge	1	4	4			
	Walk in Freezer	1	4	4			
	Staff Changing	1	8	8			
	Cleaners Store	1	6	6			
3	**OPD Health HUB**						
	Prep/records	1	15	15			
	Nursing Office	1	20	20			
	Consulting Room	7	16	112			2 x rooms fit out to suit podiatry. 2 x rooms fit out to suit MSK
	Treatment Room	1	18	18			
	Observation Room	1	10	10			
	Venepuncture Room	1	10	10			
	Clean Utility	1	14	14			
	Dirty Utility	1	12	12			
	Patient WC's	2	4.5	9			
	Staff WC's	1	4.5	4.5			
	Dental Surgery	1	30	30			
	Dental Recovery	1	10	10			
	Dental Decontamination	1	10	10			
	Dental Sub-Wait	1	6	6			
	Dental Store	1	9	9			
	Dental Admin/Records/ Reception	1	15	15			
	Dental Office	1	10	10			
	Diagnostics - X ray Change	2	4.5	9			
	Diagnostics - X ray Room	1	30	30			
	Diagnostics - X ray Store	1	10	10			
	Diagnostics - X ray Control/Plant	1	10	10			
	OPD Store	1	13.5	13.5			
	Cleaners Store	1	6	6			
	Beverage Bay (shared)	1	10	10			
	Health Promotion/Education Room	1	20	20			
	Quiet/Interview Room	1	10	10			
4	**Therapies**						
	Reception	1	12	12			
	Management Office	1	12	12			Manager and PA
	Admin Office	1	15	15			3 person office
	Staff WC	1	4.5	4.5			
	Visitor WC's	2	4.5	9			
	Patient Changing/Shower	2	9.5	19			
	Patient WC	2	4.5	9			
	Linen Store	1	2	2			
	Benched Office	1	43	43			
	Records Store	1	9	9			
	Dirty Equipment	1	8	8			
	General/Clean Equipment	1	12.5	12.5			
	Cleaners Store	1	6	6			
	Consulting/Quiet Room	1	15	15			
	Physio Gym	1	32	32			
	Physio Treatment Cubicle	6	11	66			
	Physio Treatment Room	2	16	32			
	Physio Staff Base						
	Physio Store	1	10	10			
	Rehab Gym	1	38	38			Parallel bars, wall bars, steps, etc
	Rehab Treatment Cubicle (Single)	1	12.5	12.5			
	Rehab Treatment Cubicle (Double)	2	16	32			
	OT ADL Room	1	15	15			
	OT Bathroom	1	5	5			
	OT Store	1	6	6			
	OT Splint Room	1	15	15			
5	**Ambulance Response Team**						
	2 Person Office	1	12	12			
	Lounge	1	15	15			
	Store	1	8	8			
	Dirty Utility	1	5.5	5.5			
	Kitchen	1	9	9			
	Changing/Shower (Male)	0	0	0			Central facilities used
	Changing/Shower (Female)	0	0	0			Central facilities used
6	**Inpatient Accommodation**						
	Nurses Station/Reception	1	15	15			
	Ward Manager's Office	1	12	12			
	Doctors' Office	1	10	10			
	Ward Resource Office	1	30	30			
	Patient room with ensuite	17	23.5	399.5			
	4 Bed ward with 4 x ensuite	4	111	444			Capable of being subdivided into single rooms
	Patient Dining/ Day Room	1	45	45			
	Interview/quiet room	1	10	10			
	Therapy/ Quiet Activity Room	1	45	45			Shared for Physio Exercise
	Assisted Bath & wc	2	15	30			
	Cleaners Store	2	6	12			
	Clean Utility	2	14	28			
	Dirty Utility	2	12	24			
	Linen Store	1	12	12			
	Linen Store	1	4.5	4.5			
	Store	1	4.5	4.5			
	Equipment / Stationery/Therapy Store	1	23	23			
	Visitors WCs	2	4.5	9			
	Staff WC's	2	4.5	9			
	Ward Kitchen / Bev Bay	1	10	10			
	Therapy Kitchen	1	10	10			
	Bay for resuscitation equipment	2	2	4			
	Parking bay for mobile hoist	2	3	6			
	Touchdown Base	2	6	12			
	Treatment Room	1	16	16			
	Therapy Treatment Room	1	16	16			
	Cleaner	2	6	12			
	Nett			**2851**			
	Circ, Plan, Eng Allowances			**839.5**			
	Total GFA			**4050.0**			

ROYAL HASKONING

APPENDIX C

July 2008 Traffic Surveys

Manual Classified Turning Counts, Clitheroe

DATE: THURSDAY 3rd JULY 2008

LOCATION: PIMLICO LINK ROAD / CHATBURN ROAD

ARM: PIMLICO LINK ROAD (NORTH)

TIME / CLASS	LEFT TO CHATBURN ROAD (EAST)				STRAIGHT TO PIMLICO LINK ROAD (SOUTH)				RIGHT TO CHATBURN ROAD (WEST)				TOTAL MOVEMENT FROM ARM
	LIGHTS	HEAVIES	BUSES	TOTAL	LIGHTS	HEAVIES	BUSES	TOTAL	LIGHTS	HEAVIES	BUSES	TOTAL	
7:30 - 7:45	8	1	0	9	12	12	0	24	0	0	0	0	33
7:45 - 8:00	10	0	0	10	29	12	0	41	2	0	0	2	53
8:00 - 8:15	11	0	0	11	25	12	0	37	4	0	1	5	53
8:15 - 8:30	8	0	0	8	14	11	0	25	5	1	1	7	40
HOURLY TOTAL	37	1	0	38	80	47	0	127	11	1	2	14	179
8:30 - 8:45	8	3	0	11	13	6	1	20	8	0	2	10	41
8:45 - 9:00	14	1	0	15	22	5	0	27	7	1	0	8	50
9:00 - 9:15	4	1	0	5	12	10	0	22	3	0	0	3	30
9:15 - 9:30	6	1	0	7	10	7	0	17	4	1	1	6	30
HOURLY TOTAL	32	6	0	38	57	28	1	86	22	2	3	27	151
PERIOD TOTAL	69	7	0	76	137	75	1	213	33	3	5	41	330
16:00 - 16:15	13	0	1	14	14	3	0	17	6	1	0	7	38
16:15 - 16:30	3	1	1	5	23	5	0	28	4	1	0	5	38
16:30 - 16:45	7	0	0	7	18	7	0	25	3	1	0	4	36
16:45 - 17:00	13	0	0	13	23	3	0	26	8	0	1	9	48
HOURLY TOTAL	36	1	2	39	78	18	0	96	21	3	1	25	160
17:00 - 17:15	7	0	0	7	20	2	0	22	2	0	0	2	31
17:15 - 17:30	7	0	1	8	15	2	0	17	2	3	0	5	30
17:30 - 17:45	9	0	0	9	22	2	0	24	3	0	1	4	37
17:45 - 18:00	7	0	0	7	13	5	0	18	7	0	0	7	32
HOURLY TOTAL	30	0	1	31	70	11	0	81	14	3	1	18	130
18:00 - 18:15	5	0	0	5	9	2	0	11	3	0	1	4	20
18:15 - 18:30	4	0	0	4	13	0	1	14	3	0	0	3	21
18:30 - 18:45	5	0	0	5	10	2	0	12	2	0	0	2	19
18:45 - 19:00	3	0	0	3	8	1	0	9	3	0	1	4	16
HOURLY TOTAL	17	0	0	17	40	5	1	46	11	0	2	13	76
PERIOD TOTAL	83	1	3	87	188	34	1	223	46	6	4	56	366

Manual Classified Turning Counts, Clitheroe

DATE: THURSDAY 3rd JULY 2008

LOCATION: PIMLICO LINK ROAD / CHATBURN ROAD

ARM: CHATBURN ROAD (EAST)

TIME / CLASS	LEFT TO PIMLICO LINK ROAD (SOUTH)				STRAIGHT TO CHATBURN ROAD (WEST)				RIGHT TO PIMLICO LINK ROAD (NORTH)				U-TURN				TOTAL MOVEMENT FROM ARM
	LIGHTS	HEAVIES	BUSES	TOTAL	LIGHTS	HEAVIES	BUSES	TOTAL	LIGHTS	HEAVIES	BUSES	TOTAL	LIGHTS	HEAVIES	BUSES	TOTAL	
7:30 - 7:45	9	1	0	10	20	3	1	24	5	2	0	7	0	0	0	0	41
7:45 - 8:00	11	1	0	12	30	4	3	37	4	1	0	5	0	0	0	0	54
8:00 - 8:15	10	0	0	10	46	1	1	48	5	0	1	6	0	0	0	0	64
8:15 - 8:30	8	1	0	9	59	1	1	61	10	1	0	11	0	0	0	0	81
HOURLY TOTAL	38	3	0	41	155	9	6	170	24	4	1	29	0	0	0	0	240
8:30 - 8:45	8	1	1	10	66	1	1	68	10	0	2	12	0	0	0	0	90
8:45 - 9:00	13	0	3	16	79	2	1	82	10	0	0	10	0	0	0	0	108
9:00 - 9:15	10	2	1	13	58	5	0	63	6	0	1	7	0	0	0	0	83
9:15 - 9:30	9	0	0	9	49	1	1	51	7	0	0	7	0	0	0	0	67
HOURLY TOTAL	40	3	5	48	252	9	3	264	33	0	3	36	0	0	0	0	348
PERIOD TOTAL	78	6	5	89	407	18	9	434	57	4	4	65	0	0	0	0	588
16:00 - 16:15	11	1	1	13	55	2	2	59	5	0	0	5	0	0	0	0	77
16:15 - 16:30	7	0	0	7	44	1	1	46	7	0	0	7	0	0	0	0	60
16:30 - 16:45	2	1	0	3	58	1	0	59	4	0	0	4	1	0	0	1	67
16:45 - 17:00	6	1	0	7	66	0	0	66	8	0	0	8	0	0	0	0	81
HOURLY TOTAL	26	3	1	30	223	4	3	230	24	0	0	24	1	0	0	1	285
17:00 - 17:15	7	1	0	8	49	0	2	51	9	0	1	10	1	0	0	1	70
17:15 - 17:30	4	1	0	5	68	0	1	69	8	0	0	8	0	0	0	0	82
17:30 - 17:45	1	0	0	1	65	0	0	65	4	0	0	4	1	0	0	1	71
17:45 - 18:00	4	0	0	4	71	1	0	72	5	0	0	5	0	0	0	0	81
HOURLY TOTAL	16	2	0	18	253	1	3	257	26	0	1	27	2	0	0	2	304
18:00 - 18:15	4	0	1	5	48	0	1	49	3	0	0	3	0	0	0	0	57
18:15 - 18:30	3	0	0	3	37	0	1	38	4	0	0	4	0	0	0	0	45
18:30 - 18:45	2	0	0	2	31	0	0	31	3	0	0	3	0	0	0	0	36
18:45 - 19:00	2	0	0	2	24	0	0	24	3	0	0	3	0	0	0	0	29
HOURLY TOTAL	11	0	1	12	140	0	2	142	13	0	0	13	0	0	0	0	167
PERIOD TOTAL	53	5	2	60	616	5	8	629	63	0	1	64	3	0	0	3	756

Manual Classified Turning Counts, Clitheroe

DATE: THURSDAY 3rd JULY 2008

LOCATION: PIMLICO LINK ROAD / CHATBURN ROAD

ARM: PIMLICO LINK ROAD (SOUTH)

TIME / CLASS	LEFT TO CHATBURN ROAD (WEST)				STRAIGHT TO PIMLICO LINK ROAD (NORTH)				RIGHT TO CHATBURN ROAD (EAST)				U-TURN				TOTAL MOVEMENT FROM ARM
	LIGHTS	HEAVIES	BUSES	TOTAL	LIGHTS	HEAVIES	BUSES	TOTAL	LIGHTS	HEAVIES	BUSES	TOTAL	LIGHTS	HEAVIES	BUSES	TOTAL	
7:30 - 7:45	8	5	0	13	9	2	0	11	2	3	0	5	0	0	0	0	29
7:45 - 8:00	15	4	2	21	22	11	0	33	11	2	2	15	1	1	0	2	71
8:00 - 8:15	15	1	1	17	13	5	0	18	4	1	0	5	0	0	0	0	40
8:15 - 8:30	23	1	1	25	22	4	0	26	3	1	0	4	0	0	0	0	55
HOURLY TOTAL	61	11	4	76	66	22	0	88	20	7	2	29	1	1	0	2	195
8:30 - 8:45	41	8	4	53	22	7	0	29	8	0	0	8	0	0	0	0	90
8:45 - 9:00	51	3	1	55	16	12	0	28	11	0	0	11	0	0	0	0	94
9:00 - 9:15	16	2	0	18	12	6	0	18	6	0	0	6	0	0	0	0	42
9:15 - 9:30	18	3	0	21	8	5	0	13	6	3	0	9	0	0	0	0	43
HOURLY TOTAL	126	16	5	147	58	30	0	88	31	3	0	34	0	0	0	0	269
PERIOD TOTAL	187	27	9	223	124	52	0	176	51	10	2	63	1	1	0	2	464
16:00 - 16:15	33	2	0	35	13	9	0	22	7	2	0	9	0	0	0	0	66
16:15 - 16:30	17	0	0	17	14	3	0	17	8	0	0	8	0	0	0	0	42
16:30 - 16:45	28	1	0	29	4	3	0	7	11	0	0	11	0	0	0	0	47
16:45 - 17:00	30	0	0	30	11	2	0	13	11	1	0	12	0	0	0	0	55
HOURLY TOTAL	108	3	0	111	42	17	0	59	37	3	0	40	0	0	0	0	210
17:00 - 17:15	32	0	1	33	25	4	1	30	20	1	0	21	0	0	0	0	84
17:15 - 17:30	24	2	0	26	20	4	0	24	12	1	0	13	0	0	0	0	63
17:30 - 17:45	42	0	0	42	20	3	0	23	10	0	1	11	0	0	0	0	76
17:45 - 18:00	22	0	0	22	19	1	0	20	8	0	0	8	0	0	0	0	50
HOURLY TOTAL	120	2	1	123	84	12	1	97	50	2	1	53	0	0	0	0	273
18:00 - 18:15	21	0	0	21	18	4	0	22	2	0	0	2	0	0	0	0	45
18:15 - 18:30	10	0	0	10	21	0	0	21	7	0	0	7	0	0	0	0	38
18:30 - 18:45	11	0	0	11	22	2	0	24	10	0	0	10	0	0	0	0	45
18:45 - 19:00	9	0	0	9	12	0	0	12	5	0	0	5	0	0	0	0	26
HOURLY TOTAL	51	0	0	51	73	6	0	79	24	0	0	24	0	0	0	0	154
PERIOD TOTAL	279	5	1	285	199	35	1	235	111	5	1	117	0	0	0	0	637

Manual Classified Turning Counts, Clitheroe

DATE: THURSDAY 3rd JULY 2008

LOCATION: PIMLICO LINK ROAD / CHATBURN ROAD

ARM: CHATBURN ROAD (WEST)

TIME / CLASS	LEFT TO PIMLICO LINK ROAD (NORTH)				STRAIGHT TO CHATBURN ROAD (EAST)				RIGHT TO PIMLICO LINK ROAD (SOUTH)				U-TURN				TOTAL MOVEMENT FROM ARM
	LIGHTS	HEAVIES	BUSES	TOTAL	LIGHTS	HEAVIES	BUSES	TOTAL	LIGHTS	HEAVIES	BUSES	TOTAL	LIGHTS	HEAVIES	BUSES	TOTAL	
7:30 - 7:45	2	1	0	3	40	2	1	43	13	1	0	14	1	0	0	1	61
7:45 - 8:00	3	1	0	4	38	2	1	41	31	0	2	33	0	0	0	0	78
8:00 - 8:15	2	0	0	2	51	2	3	56	23	1	0	24	0	0	0	0	82
8:15 - 8:30	2	0	0	2	46	1	3	50	22	1	0	23	0	0	0	0	75
HOURLY TOTAL	9	2	0	11	175	7	8	190	89	3	2	94	1	0	0	1	296
8:30 - 8:45	6	0	0	6	47	3	3	53	28	7	13	48	0	0	1	1	108
8:45 - 9:00	3	1	0	4	46	4	2	52	30	1	0	31	0	0	0	0	87
9:00 - 9:15	4	0	0	4	27	1	0	28	18	2	1	21	0	0	0	0	53
9:15 - 9:30	3	0	0	3	28	2	0	30	15	2	1	18	0	0	0	0	51
HOURLY TOTAL	16	1	0	17	148	10	5	163	91	12	15	118	0	0	1	1	299
PERIOD TOTAL	25	3	0	28	323	17	13	353	180	15	17	212	1	0	1	2	595
16:00 - 16:15	2	2	2	6	49	0	2	51	16	2	6	24	0	0	0	0	81
16:15 - 16:30	0	0	0	0	44	0	1	45	10	0	1	11	0	0	0	0	56
16:30 - 16:45	5	0	0	5	60	1	1	62	15	0	2	17	0	0	0	0	84
16:45 - 17:00	4	0	0	4	29	2	1	32	15	1	0	16	0	0	0	0	52
HOURLY TOTAL	11	2	2	15	182	3	5	190	56	3	9	68	0	0	0	0	273
17:00 - 17:15	6	0	0	6	67	3	0	70	19	0	0	19	0	0	0	0	95
17:15 - 17:30	4	0	0	4	59	0	0	59	20	0	0	20	0	0	0	0	83
17:30 - 17:45	4	0	0	4	58	0	0	58	17	0	0	17	0	0	0	0	79
17:45 - 18:00	5	1	0	6	60	0	1	61	13	1	0	14	0	0	0	0	81
HOURLY TOTAL	19	1	0	20	244	3	1	248	69	1	0	70	0	0	0	0	338
18:00 - 18:15	6	0	0	6	54	0	1	55	14	0	0	14	0	0	0	0	75
18:15 - 18:30	2	0	0	2	50	0	0	50	17	0	0	17	0	0	0	0	69
18:30 - 18:45	3	0	0	3	47	0	0	47	12	0	0	12	0	0	0	0	62
18:45 - 19:00	2	0	0	2	45	0	1	46	10	0	0	10	0	0	0	0	58
HOURLY TOTAL	13	0	0	13	196	0	2	198	53	0	0	53	0	0	0	0	264
PERIOD TOTAL	43	3	2	48	622	6	8	636	178	4	9	191	0	0	0	0	875

Manual Classified Turning Counts, Clitheroe

DATE: THURSDAY 3rd JULY 2008

LOCATION: PIMLICO LINK ROAD / DEANFIELD

ARM: PIMLICO LINK ROAD (SOUTH)

TIME / CLASS	LEFT TO DEANFIELD				STRAIGHT TO PIMLICO LINK ROAD (NORTH)				TOTAL MOVEMENT FROM ARM
	LIGHTS	HEAVIES	BUSES	TOTAL	LIGHTS	HEAVIES	BUSES	TOTAL	
7:30 - 7:45	8	0	0	8	18	10	0	28	36
7:45 - 8:00	13	0	0	13	45	14	3	62	75
8:00 - 8:15	4	1	0	5	27	6	0	33	38
8:15 - 8:30	11	1	0	12	42	5	1	48	60
HOURLY TOTAL	36	2	0	38	132	35	4	171	209
8:30 - 8:45	12	3	1	16	64	14	4	82	98
8:45 - 9:00	18	2	0	20	65	13	1	79	99
9:00 - 9:15	9	5	2	16	25	6	0	31	47
9:15 - 9:30	7	1	0	8	25	10	0	35	43
HOURLY TOTAL	46	11	3	60	179	43	5	227	287
PERIOD TOTAL	82	13	3	98	311	78	9	398	496
16:00 - 16:15	10	1	1	12	45	12	0	57	69
16:15 - 16:30	4	1	2	7	29	3	0	32	39
16:30 - 16:45	1	1	2	4	28	4	0	32	36
16:45 - 17:00	14	0	3	17	36	3	0	39	56
HOURLY TOTAL	29	3	8	40	138	22	0	160	200
17:00 - 17:15	5	0	0	5	53	5	2	60	65
17:15 - 17:30	3	0	1	4	43	7	0	50	54
17:30 - 17:45	3	0	0	3	55	3	0	58	61
17:45 - 18:00	1	0	0	1	44	1	0	45	46
HOURLY TOTAL	12	0	1	13	195	16	2	213	226
18:00 - 18:15	2	0	0	2	33	4	0	37	39
18:15 - 18:30	2	0	0	2	36	0	0	36	38
18:30 - 18:45	1	0	0	1	41	2	0	43	44
18:45 - 19:00	0	0	0	0	25	0	0	25	25
HOURLY TOTAL	5	0	0	5	135	6	0	141	146
PERIOD TOTAL	46	3	9	58	468	44	2	514	572

Manual Classified Turning Counts, Clitheroe

DATE: THURSDAY 3rd JULY 2008

LOCATION: PIMLICO LINK ROAD / DEANFIELD

ARM: DEANFIELD

TIME / CLASS	LEFT TO PIMLICO LINK ROAD (NORTH)				RIGHT TO PIMLICO LINK ROAD (SOUTH)				TOTAL MOVEMENT FROM ARM
	LIGHTS	HEAVIES	BUSES	TOTAL	LIGHTS	HEAVIES	BUSES	TOTAL	
7:30 - 7:45	1	0	0	1	4	3	2	9	10
7:45 - 8:00	4	4	1	9	4	0	4	8	17
8:00 - 8:15	5	1	1	7	4	0	1	5	12
8:15 - 8:30	6	1	0	7	3	3	1	7	14
HOURLY TOTAL	16	6	2	24	15	6	8	29	53
8:30 - 8:45	7	1	0	8	4	5	1	10	18
8:45 - 9:00	13	2	0	15	6	3	0	9	24
9:00 - 9:15	9	2	0	11	4	3	0	7	18
9:15 - 9:30	7	1	0	8	5	2	0	7	15
HOURLY TOTAL	36	6	0	42	19	13	1	33	75
PERIOD TOTAL	52	12	2	66	34	19	9	62	128
16:00 - 16:15	8	1	0	9	8	1	0	9	18
16:15 - 16:30	10	0	0	10	10	1	0	11	21
16:30 - 16:45	15	0	0	15	15	1	0	16	31
16:45 - 17:00	16	0	0	16	13	0	0	13	29
HOURLY TOTAL	49	1	0	50	46	3	0	49	99
17:00 - 17:15	24	0	0	24	12	1	0	13	37
17:15 - 17:30	13	0	0	13	9	0	1	10	23
17:30 - 17:45	17	0	1	18	6	0	0	6	24
17:45 - 18:00	5	0	0	5	2	0	0	2	7
HOURLY TOTAL	59	0	1	60	29	1	1	31	91
18:00 - 18:15	8	0	0	8	4	0	0	4	12
18:15 - 18:30	2	0	0	2	1	0	0	1	3
18:30 - 18:45	2	0	0	2	2	0	0	2	4
18:45 - 19:00	1	0	0	1	0	0	0	0	1
HOURLY TOTAL	13	0	0	13	7	0	0	7	20
PERIOD TOTAL	121	1	1	123	82	4	1	87	210

Manual Classified Turning Counts, Clitheroe

DATE: THURSDAY 3rd JULY 2008

LOCATION: PIMLICO LINK ROAD / DEANFIELD

ARM: PIMLICO LINK ROAD (NORTH)

TIME / CLASS	STRAIGHT TO PIMLICO LINK ROAD (SOUTH)				RIGHT TO DEANFIELD				TOTAL MOVEMENT FROM ARM
	LIGHTS	HEAVIES	BUSES	TOTAL	LIGHTS	HEAVIES	BUSES	TOTAL	
7:30 - 7:45	28	12	0	40	6	2	0	8	48
7:45 - 8:00	48	12	2	62	24	2	0	26	88
8:00 - 8:15	48	11	0	59	10	2	0	12	71
8:15 - 8:30	34	13	0	47	10	0	0	10	57
HOURLY TOTAL	158	48	2	208	50	6	0	56	264
8:30 - 8:45	39	11	9	59	10	3	6	19	78
8:45 - 9:00	48	4	0	52	17	2	3	22	74
9:00 - 9:15	27	13	1	41	13	1	1	15	56
9:15 - 9:30	23	8	1	32	11	1	0	12	44
HOURLY TOTAL	137	36	11	184	51	7	10	68	252
PERIOD TOTAL	295	84	13	392	101	13	10	124	516
16:00 - 16:15	33	5	3	41	8	1	4	13	54
16:15 - 16:30	36	4	0	40	4	1	1	6	46
16:30 - 16:45	26	8	1	35	9	0	1	10	45
16:45 - 17:00	40	5	0	45	4	0	0	4	49
HOURLY TOTAL	135	22	4	161	25	2	6	33	194
17:00 - 17:15	38	3	0	41	8	0	0	8	49
17:15 - 17:30	34	3	0	37	5	0	0	5	42
17:30 - 17:45	36	2	0	38	4	0	0	4	42
17:45 - 18:00	29	6	0	35	1	0	0	1	36
HOURLY TOTAL	137	14	0	151	18	0	0	18	169
18:00 - 18:15	27	2	1	30	0	0	0	0	30
18:15 - 18:30	31	0	1	32	2	0	0	2	34
18:30 - 18:45	23	2	0	25	1	0	0	1	26
18:45 - 19:00	20	1	0	21	0	0	0	0	21
HOURLY TOTAL	101	5	2	108	3	0	0	3	111
PERIOD TOTAL	373	41	6	420	46	2	6	54	474

Manual Classified Turning Counts, Clitheroe

DATE: THURSDAY 3rd JULY 2008

LOCATION: CHATBURN ROAD / EASTERN SITE ACCESS

ARM: CHATBURN ROAD (EAST)

TIME / CLASS	LEFT TO SITE ACCESS				STRAIGHT TO CHATBURN ROAD (WEST)				TOTAL MOVEMENT FROM ARM
	LIGHTS	HEAVIES	BUSES	TOTAL	LIGHTS	HEAVIES	BUSES	TOTAL	
7:30 - 7:45	0	0	0	0	29	8	1	38	38
7:45 - 8:00	1	0	0	1	46	8	5	59	60
8:00 - 8:15	4	0	0	4	61	2	3	66	70
8:15 - 8:30	7	0	0	7	80	3	3	86	93
HOURLY TOTAL	12	0	0	12	216	21	12	249	261
8:30 - 8:45	8	1	0	9	107	8	8	123	132
8:45 - 9:00	4	0	0	4	133	6	2	141	145
9:00 - 9:15	6	0	0	6	71	7	0	78	84
9:15 - 9:30	3	0	0	3	68	5	2	75	78
HOURLY TOTAL	21	1	0	22	379	26	12	417	439
PERIOD TOTAL	33	1	0	34	595	47	24	666	700
16:00 - 16:15	2	1	0	3	92	4	2	98	101
16:15 - 16:30	2	0	0	2	63	2	1	66	68
16:30 - 16:45	3	0	0	3	86	3	0	89	92
16:45 - 17:00	0	0	0	0	104	0	1	105	105
HOURLY TOTAL	7	1	0	8	345	9	4	358	366
17:00 - 17:15	1	0	0	1	82	0	3	85	86
17:15 - 17:30	0	0	0	0	94	5	1	100	100
17:30 - 17:45	2	0	0	2	108	0	1	109	111
17:45 - 18:00	2	0	0	2	98	1	0	99	101
HOURLY TOTAL	5	0	0	5	382	6	5	393	398
18:00 - 18:15	0	0	0	0	72	0	2	74	74
18:15 - 18:30	1	0	0	1	49	0	1	50	51
18:30 - 18:45	0	0	0	0	44	0	0	44	44
18:45 - 19:00	1	0	0	1	35	0	1	36	37
HOURLY TOTAL	2	0	0	2	200	0	4	204	206
PERIOD TOTAL	14	1	0	15	927	15	13	955	970

Manual Classified Turning Counts, Clitheroe

DATE: THURSDAY 3rd JULY 2008

LOCATION: CHATBURN ROAD / EASTERN SITE ACCESS

ARM: SITE ACCESS

TIME / CLASS	LEFT TO CHATBURN ROAD (WEST)				RIGHT TO CHATBURN ROAD (EAST)				TOTAL MOVEMENT FROM ARM
	LIGHTS	HEAVIES	BUSES	TOTAL	LIGHTS	HEAVIES	BUSES	TOTAL	
7:30 - 7:45	0	0	0	0	0	0	0	0	0
7:45 - 8:00	1	0	0	1	0	0	0	0	1
8:00 - 8:15	2	0	0	2	2	0	0	2	4
8:15 - 8:30	0	0	0	0	0	0	0	0	0
HOURLY TOTAL	3	0	0	3	2	0	0	2	5
8:30 - 8:45	1	0	0	1	1	0	0	1	2
8:45 - 9:00	3	1	0	4	1	0	0	1	5
9:00 - 9:15	1	0	0	1	0	0	0	0	1
9:15 - 9:30	2	0	0	2	0	0	0	0	2
HOURLY TOTAL	7	1	0	8	2	0	0	2	10
PERIOD TOTAL	10	1	0	11	4	0	0	4	15
16:00 - 16:15	1	0	0	1	1	1	0	2	3
16:15 - 16:30	2	0	0	2	1	0	0	1	3
16:30 - 16:45	5	0	0	5	5	0	0	5	10
16:45 - 17:00	3	0	0	3	1	0	0	1	4
HOURLY TOTAL	11	0	0	11	8	1	0	9	20
17:00 - 17:15	2	0	0	2	1	0	0	1	3
17:15 - 17:30	0	0	0	0	1	0	0	1	1
17:30 - 17:45	0	0	0	0	1	0	0	1	1
17:45 - 18:00	1	0	0	1	1	0	0	1	2
HOURLY TOTAL	3	0	0	3	4	0	0	4	7
18:00 - 18:15	0	0	0	0	2	0	0	2	2
18:15 - 18:30	0	0	0	0	0	0	0	0	0
18:30 - 18:45	0	0	0	0	1	0	0	1	1
18:45 - 19:00	0	0	0	0	0	0	0	0	0
HOURLY TOTAL	0	0	0	0	3	0	0	3	3
PERIOD TOTAL	14	0	0	14	15	1	0	16	30

Manual Classified Turning Counts, Clitheroe

DATE: THURSDAY 3rd JULY 2008

LOCATION: CHATBURN ROAD / EASTERN SITE ACCESS

ARM: CHATBURN ROAD (WEST)

TIME / CLASS	STRAIGHT TO CHATBURN ROAD (EAST)				RIGHT TO SITE ACCESS				TOTAL MOVEMENT FROM ARM
	LIGHTS	HEAVIES	BUSES	TOTAL	LIGHTS	HEAVIES	BUSES	TOTAL	
7:30 - 7:45	56	4	1	61	0	0	0	0	61
7:45 - 8:00	72	3	3	78	1	0	0	1	79
8:00 - 8:15	74	3	3	80	2	0	0	2	82
8:15 - 8:30	70	2	3	75	4	0	0	4	79
HOURLY TOTAL	272	12	10	294	7	0	0	7	301
8:30 - 8:45	80	10	17	107	2	0	0	2	109
8:45 - 9:00	78	6	2	86	2	1	0	3	89
9:00 - 9:15	49	3	1	53	3	0	0	3	56
9:15 - 9:30	46	4	1	51	1	0	0	1	52
HOURLY TOTAL	253	23	21	297	8	1	0	9	306
PERIOD TOTAL	525	35	31	591	15	1	0	16	607
16:00 - 16:15	66	3	10	79	2	0	0	2	81
16:15 - 16:30	53	0	2	55	0	0	0	0	55
16:30 - 16:45	75	1	3	79	1	0	0	1	80
16:45 - 17:00	47	3	1	51	0	0	0	0	51
HOURLY TOTAL	241	7	16	264	3	0	0	3	267
17:00 - 17:15	91	3	0	94	0	0	0	0	94
17:15 - 17:30	82	0	0	82	0	0	0	0	82
17:30 - 17:45	78	0	0	78	0	0	0	0	78
17:45 - 18:00	77	2	1	80	0	0	0	0	80
HOURLY TOTAL	328	5	1	334	0	0	0	0	334
18:00 - 18:15	72	0	1	73	1	0	0	1	74
18:15 - 18:30	69	0	0	69	0	0	0	0	69
18:30 - 18:45	61	0	0	61	0	0	0	0	61
18:45 - 19:00	57	0	1	58	0	0	0	0	58
HOURLY TOTAL	259	0	2	261	1	0	0	1	262
PERIOD TOTAL	828	12	19	859	4	0	0	4	863

Manual Classified Turning Counts, Clitheroe

DATE: THURSDAY 3rd JULY 2008

LOCATION: CHATBURN ROAD / WESTERN SITE ACCESS

ARM: CHATBURN ROAD (EAST)

TIME / CLASS	LEFT TO SITE ACCESS				STRAIGHT TO CHATBURN ROAD (WEST)				TOTAL MOVEMENT FROM ARM
	LIGHTS	HEAVIES	BUSES	TOTAL	LIGHTS	HEAVIES	BUSES	TOTAL	
7:30 - 7:45	0	0	0	0	29	8	1	38	38
7:45 - 8:00	0	0	0	0	47	8	5	60	60
8:00 - 8:15	0	0	0	0	63	2	3	68	68
8:15 - 8:30	2	0	0	2	78	3	3	84	86
HOURLY TOTAL	2	0	0	2	217	21	12	250	252
8:30 - 8:45	1	0	0	1	107	8	8	123	124
8:45 - 9:00	4	0	0	4	132	7	2	141	145
9:00 - 9:15	0	0	0	0	72	7	0	79	79
9:15 - 9:30	2	0	0	2	68	5	2	75	77
HOURLY TOTAL	7	0	0	7	379	27	12	418	425
PERIOD TOTAL	9	0	0	9	596	48	24	668	677
16:00 - 16:15	0	0	0	0	93	4	2	99	99
16:15 - 16:30	0	0	0	0	65	2	1	68	68
16:30 - 16:45	0	0	0	0	91	3	0	94	94
16:45 - 17:00	0	0	0	0	107	0	1	108	108
HOURLY TOTAL	0	0	0	0	356	9	4	369	369
17:00 - 17:15	0	0	0	0	84	0	3	87	87
17:15 - 17:30	0	0	0	0	94	5	1	100	100
17:30 - 17:45	0	0	0	0	108	0	1	109	109
17:45 - 18:00	0	0	0	0	99	1	0	100	100
HOURLY TOTAL	0	0	0	0	385	6	5	396	396
18:00 - 18:15	0	0	0	0	72	0	2	74	74
18:15 - 18:30	0	0	0	0	49	0	1	50	50
18:30 - 18:45	0	0	0	0	44	0	0	44	44
18:45 - 19:00	0	0	0	0	35	0	1	36	36
HOURLY TOTAL	0	0	0	0	200	0	4	204	204
PERIOD TOTAL	0	0	0	0	941	15	13	969	969

Manual Classified Turning Counts, Clitheroe

DATE: THURSDAY 3rd JULY 2008

LOCATION: CHATBURN ROAD / WESTERN SITE ACCESS

ARM: SITE ACCESS

TIME / CLASS	LEFT TO CHATBURN ROAD (WEST)				RIGHT TO CHATBURN ROAD (EAST)				TOTAL MOVEMENT FROM ARM
	LIGHTS	HEAVIES	BUSES	TOTAL	LIGHTS	HEAVIES	BUSES	TOTAL	
7:30 - 7:45	0	0	0	0	0	0	0	0	0
7:45 - 8:00	2	0	0	2	0	0	0	0	2
8:00 - 8:15	0	0	0	0	1	0	0	1	1
8:15 - 8:30	0	0	0	0	0	0	0	0	0
HOURLY TOTAL	2	0	0	2	1	0	0	1	3
8:30 - 8:45	0	0	0	0	1	0	0	1	1
8:45 - 9:00	1	0	0	1	0	0	0	0	1
9:00 - 9:15	0	0	0	0	0	0	0	0	0
9:15 - 9:30	1	0	0	1	0	0	0	0	1
HOURLY TOTAL	2	0	0	2	1	0	0	1	3
PERIOD TOTAL	4	0	0	4	2	0	0	2	6
16:00 - 16:15	1	0	0	1	0	0	0	0	1
16:15 - 16:30	3	0	0	3	4	0	0	4	7
16:30 - 16:45	3	0	0	3	2	0	0	2	5
16:45 - 17:00	1	0	0	1	0	0	0	0	1
HOURLY TOTAL	8	0	0	8	6	0	0	6	14
17:00 - 17:15	2	0	0	2	1	0	0	1	3
17:15 - 17:30	0	0	0	0	0	0	0	0	0
17:30 - 17:45	1	0	0	1	0	0	0	0	1
17:45 - 18:00	0	0	0	0	0	0	0	0	0
HOURLY TOTAL	3	0	0	3	1	0	0	1	4
18:00 - 18:15	0	0	0	0	0	0	0	0	0
18:15 - 18:30	0	0	0	0	0	0	0	0	0
18:30 - 18:45	0	0	0	0	0	0	0	0	0
18:45 - 19:00	0	0	0	0	0	0	0	0	0
HOURLY TOTAL	0	0	0	0	0	0	0	0	0
PERIOD TOTAL	11	0	0	11	7	0	0	7	18

Manual Classified Turning Counts, Clitheroe

DATE: THURSDAY 3rd JULY 2008

LOCATION: CHATBURN ROAD / WESTERN SITE ACCESS

ARM: CHATBURN ROAD (WEST)

TIME / CLASS	STRAIGHT TO CHATBURN ROAD (EAST)				RIGHT TO SITE ACCESS				TOTAL MOVEMENT FROM ARM
	LIGHTS	HEAVIES	BUSES	TOTAL	LIGHTS	HEAVIES	BUSES	TOTAL	
7:30 - 7:45	56	4	1	61	0	0	0	0	61
7:45 - 8:00	73	3	3	79	0	0	0	0	79
8:00 - 8:15	75	3	3	81	0	0	0	0	81
8:15 - 8:30	74	2	3	79	1	0	0	1	80
HOURLY TOTAL	278	12	10	300	1	0	0	1	301
8:30 - 8:45	81	10	17	108	3	0	0	3	111
8:45 - 9:00	80	7	2	89	3	0	0	3	92
9:00 - 9:15	52	3	1	56	2	0	0	2	58
9:15 - 9:30	47	4	1	52	1	0	0	1	53
HOURLY TOTAL	260	24	21	305	9	0	0	9	314
PERIOD TOTAL	538	36	31	605	10	0	0	10	615
16:00 - 16:15	68	3	10	81	0	0	0	0	81
16:15 - 16:30	49	0	2	51	0	0	0	0	51
16:30 - 16:45	74	1	3	78	0	0	0	0	78
16:45 - 17:00	47	3	1	51	1	0	0	1	52
HOURLY TOTAL	238	7	16	261	1	0	0	1	262
17:00 - 17:15	90	3	0	93	1	0	0	1	94
17:15 - 17:30	82	0	0	82	0	0	0	0	82
17:30 - 17:45	78	0	0	78	0	0	0	0	78
17:45 - 18:00	77	2	1	80	0	0	0	0	80
HOURLY TOTAL	327	5	1	333	1	0	0	1	334
18:00 - 18:15	73	0	1	74	1	0	0	1	75
18:15 - 18:30	69	0	0	69	0	0	0	0	69
18:30 - 18:45	61	0	0	61	0	0	0	0	61
18:45 - 19:00	57	0	1	58	0	0	0	0	58
HOURLY TOTAL	260	0	2	262	1	0	0	1	263
PERIOD TOTAL	825	12	19	856	3	0	0	3	859

APPENDIX D

2012 ATC Data

Automatic Classified Counts, Clitheroe

LOCATION: CHATBURN ROAD

Direction : SOUTHBOUND

Monday 25/06/2012	VEHICLE CLASSIFICATION													TOTAL
Hr Ending	1	2	3	4	5	6	7	8	9	10	11	12	13	
1	1	14	0	0	0	0	0	0	0	0	0	0	0	15
2	1	14	1	0	0	0	0	0	0	0	0	0	0	16
3	9	1	0	0	0	0	0	0	0	0	0	0	0	10
4	4	1	0	0	0	0	0	0	0	0	0	0	0	5
5	4	1	0	0	0	0	0	0	0	0	1	0	0	6
6	10	2	0	0	0	0	0	1	0	0	0	0	0	13
7	40	3	0	0	0	0	0	1	0	0	1	2	0	47
8	142	18	2	1	0	0	0	0	1	0	0	5	0	169
9	328	36	0	0	1	0	0	0	0	0	0	12	0	377
10	286	27	0	1	1	0	0	0	1	0	0	1	0	317
11	235	24	0	0	2	0	0	0	0	0	0	4	0	265
12	216	35	1	0	1	0	1	0	0	0	1	3	0	258
13	275	26	0	0	0	0	0	1	0	0	0	3	0	305
14	287	19	0	0	3	0	1	0	0	0	2	6	0	318
15	274	21	1	2	2	0	0	2	0	0	0	6	0	308
16	334	32	0	0	0	0	0	1	0	0	0	15	0	382
17	339	30	0	0	0	0	0	2	0	0	1	5	0	377
18	340	26	0	0	0	0	0	0	0	0	0	2	0	368
19	256	12	0	0	1	0	0	0	2	0	0	3	0	274
20	175	13	0	0	1	0	0	1	0	0	0	1	0	191
21	117	6	0	0	2	0	1	0	0	0	0	0	0	126
22	99	3	0	0	0	0	0	0	0	0	0	0	0	102
23	51	1	0	0	0	0	0	0	0	0	0	0	0	52
24	17	1	0	0	0	0	0	0	0	0	0	0	0	18
7-19	3312	306	4	4	11	0	2	6	4	0	4	65	0	3718
6-22	3743	331	4	4	14	0	3	8	4	0	5	68	0	4184
6-24	3811	333	4	4	14	0	3	8	4	0	5	68	0	4254
0-24	3840	366	5	4	14	0	3	9	4	0	6	68	0	4319

Direction : NORTHBOUND

Monday 25/06/2012	VEHICLE CLASSIFICATION													TOTAL
Hr Ending	1	2	3	4	5	6	7	8	9	10	11	12	13	
1	2	12	0	0	0	0	0	0	0	0	0	0	0	14
2	2	8	0	0	0	0	0	0	0	0	0	0	0	10
3	5	0	0	0	0	0	0	0	0	0	0	0	0	5
4	4	0	0	0	0	0	0	0	0	0	0	0	0	4
5	8	0	0	0	0	0	0	0	0	0	0	0	0	8
6	31	4	0	0	0	0	0	0	0	0	0	0	0	35
7	79	7	0	0	1	0	0	0	1	0	0	1	0	89
8	189	23	2	0	1	0	0	0	0	0	0	4	0	219
9	285	29	0	1	0	0	0	0	0	0	0	14	0	329
10	233	38	0	1	1	0	0	0	0	0	0	3	0	276
11	216	29	1	1	2	0	0	0	0	0	0	2	0	251
12	242	29	0	0	2	0	0	1	0	0	0	4	0	278
13	259	25	2	0	0	0	2	0	0	0	0	5	0	293
14	256	35	2	0	2	0	0	0	0	0	0	4	0	299
15	268	24	1	1	2	0	0	2	0	0	0	1	0	299
16	313	34	1	1	0	0	0	1	0	0	0	9	0	359
17	305	36	0	1	1	0	0	0	0	0	0	12	0	355
18	334	31	0	0	1	0	0	0	0	0	0	1	0	367
19	209	13	0	0	0	0	0	0	0	0	0	3	0	225
20	147	9	0	0	0	0	0	0	0	0	0	2	0	158
21	161	8	0	0	0	0	0	0	0	0	0	1	0	170
22	104	4	0	1	0	0	0	0	0	0	0	0	0	109
23	48	3	0	0	0	0	0	0	0	0	0	0	0	51
24	14	1	0	0	0	0	0	0	0	0	0	0	0	15
7-19	3109	346	9	6	12	0	2	4	0	0	0	62	0	3550
6-22	3600	374	9	7	13	0	2	4	1	0	0	66	0	4076
6-24	3662	378	9	7	13	0	2	4	1	0	0	66	0	4142
0-24	3714	402	9	7	13	0	2	4	1	0	0	66	0	4218

Automatic Classified Counts, Clitheroe

LOCATION: CHATBURN ROAD

Direction : SOUTHBOUND

Monday 25/06/2012	VEHICLE SPEED (MPH)												TOTAL
Hr Ending	0-10	11-20	21-30	31-35	36-40	41-45	46-50	51-55	56-60	61-70	71-80	81-120	
1	1	0	0	2	8	3	2	0	0	0	0	0	16
2	1	0	0	3	6	3	3	0	0	0	0	0	16
3	0	0	3	6	1	0	0	0	0	0	0	0	10
4	0	0	0	1	3	0	1	0	0	0	0	0	5
5	0	1	1	3	0	1	0	0	0	0	0	0	6
6	0	1	4	3	1	3	1	0	0	0	0	0	13
7	0	4	11	18	11	3	0	0	0	0	0	0	47
8	1	6	49	89	18	5	1	0	0	0	0	0	169
9	0	19	159	165	30	3	1	0	0	0	0	0	377
10	0	13	133	147	22	2	0	0	0	0	0	0	317
11	1	6	112	122	23	1	0	0	0	0	0	0	265
12	0	6	114	112	23	3	0	0	0	0	0	0	258
13	1	10	142	126	24	0	1	0	0	1	0	0	305
14	0	4	131	155	27	1	0	0	0	0	0	0	318
15	0	9	144	132	20	2	0	1	0	0	0	0	308
16	0	12	168	156	39	7	0	0	0	0	0	0	382
17	1	4	120	210	39	3	0	0	0	0	0	0	377
18	0	6	120	182	53	5	1	1	0	0	0	0	368
19	0	4	44	139	78	8	1	0	0	0	0	0	274
20	0	6	32	101	42	8	1	0	0	1	0	0	191
21	0	5	24	64	22	11	0	0	0	0	0	0	126
22	1	1	25	46	21	5	1	0	0	2	0	0	102
23	0	0	16	21	10	4	1	0	0	0	0	0	52
24	0	0	5	8	3	2	0	0	0	0	0	0	18
7-19	4	99	1436	1735	396	40	5	2	0	1	0	0	3718
6-22	5	115	1528	1964	492	67	7	2	0	4	0	0	4184
6-24	5	115	1549	1993	505	73	8	2	0	4	0	0	4254
0-24	7	117	1557	2011	524	83	15	2	0	4	0	0	4320

Direction : NORTHBOUND

Monday 25/06/2012	VEHICLE SPEED (MPH)												TOTAL
Hr Ending	0-10	11-20	21-30	31-35	36-40	41-45	46-50	51-55	56-60	61-70	71-80	81-120	
1	2	0	0	3	3	2	1	3	0	0	0	0	14
2	2	0	0	1	2	3	1	0	1	0	0	0	10
3	1	0	0	2	1	1	0	0	0	0	0	0	5
4	0	0	1	3	0	0	0	0	0	0	0	0	4
5	0	0	0	2	5	0	1	0	0	0	0	0	8
6	0	0	2	18	8	4	3	0	0	0	0	0	35
7	0	0	17	36	28	6	1	1	0	0	0	0	89
8	1	2	49	108	48	7	3	1	0	0	0	0	219
9	0	20	134	133	36	3	3	0	0	0	0	0	329
10	0	13	102	129	29	3	0	0	0	0	0	0	276
11	0	4	119	91	31	6	0	0	0	0	0	0	251
12	0	6	127	120	22	3	0	0	0	0	0	0	278
13	0	6	107	141	33	2	4	0	0	0	0	0	293
14	0	7	114	143	33	2	0	0	0	0	0	0	299
15	2	11	104	142	36	3	1	0	0	0	0	0	299
16	0	13	171	130	41	4	0	0	0	0	0	0	359
17	1	15	121	163	50	3	2	0	0	0	0	0	355
18	2	7	132	162	60	4	0	0	0	0	0	0	367
19	2	11	69	93	42	8	0	0	0	0	0	0	225
20	0	3	31	79	33	12	0	0	0	0	0	0	158
21	0	2	40	85	33	8	2	0	0	0	0	0	170
22	0	3	23	53	26	3	1	0	0	0	0	0	109
23	0	0	13	20	15	3	0	0	0	0	0	0	51
24	0	0	2	6	6	0	1	0	0	0	0	0	15
7-19	8	115	1349	1555	461	48	13	1	0	0	0	0	3550
6-22	8	123	1460	1808	581	77	17	2	0	0	0	0	4076
6-24	8	123	1475	1834	602	80	18	2	0	0	0	0	4142
0-24	13	123	1478	1863	621	90	24	5	1	0	0	0	4218

Automatic Classified Counts, Clitheroe

LOCATION: CHATBURN ROAD

Direction : SOUTHBOUND

Tuesday 26/06/2012	VEHICLE CLASSIFICATION													TOTAL
Hr Ending	1	2	3	4	5	6	7	8	9	10	11	12	13	
1	4	0	0	0	0	0	0	0	0	0	0	0	0	4
2	3	0	1	0	0	0	0	0	0	0	0	0	0	4
3	6	1	0	0	0	0	0	0	0	0	0	0	0	7
4	1	0	0	0	0	0	0	0	0	0	0	0	0	1
5	1	0	0	0	0	0	0	0	0	0	0	0	0	1
6	14	1	1	0	1	0	0	0	0	0	0	0	0	17
7	38	2	0	0	0	0	0	0	0	0	1	1	0	42
8	153	27	5	0	1	0	0	0	0	0	0	6	0	192
9	316	34	0	0	0	0	0	0	0	0	0	15	0	365
10	296	38	2	0	4	0	0	0	0	0	0	5	0	345
11	248	24	1	1	1	0	0	0	0	0	0	4	0	279
12	233	24	2	0	5	0	0	0	1	0	0	5	0	270
13	279	31	1	0	3	0	0	0	2	0	0	3	0	319
14	291	22	2	0	0	1	0	1	1	0	0	5	0	323
15	294	28	3	0	1	0	0	1	0	0	0	6	0	333
16	297	33	0	0	0	0	0	0	2	0	0	21	0	353
17	334	33	1	0	1	0	1	1	1	0	0	8	0	380
18	365	13	0	0	3	0	1	0	0	0	0	5	0	387
19	220	11	0	0	2	0	0	0	0	0	0	3	0	236
20	149	2	0	0	0	0	0	0	0	0	0	1	0	152
21	98	5	0	0	0	0	0	0	1	0	1	0	0	105
22	77	3	0	0	0	0	0	0	0	0	0	0	0	80
23	53	1	0	0	0	0	0	0	0	0	0	0	0	54
24	28	3	0	0	0	0	0	0	0	0	0	0	0	31
7-19	3326	318	17	1	21	1	2	3	7	0	0	86	0	3782
6-22	3688	330	17	1	21	1	2	3	8	0	2	88	0	4161
6-24	3769	334	17	1	21	1	2	3	8	0	2	88	0	4246
0-24	3798	336	19	1	22	1	2	3	8	0	2	88	0	4280

Direction : NORTHBOUND

Tuesday 26/06/2012	VEHICLE CLASSIFICATION													TOTAL
Hr Ending	1	2	3	4	5	6	7	8	9	10	11	12	13	
1	7	1	0	0	0	0	0	0	0	0	0	0	0	8
2	5	0	0	0	0	0	0	0	0	0	0	0	0	5
3	3	0	0	0	0	0	0	0	0	0	0	0	0	3
4	1	2	0	0	0	0	0	0	0	0	0	0	0	3
5	7	1	0	0	0	0	0	0	0	0	0	0	0	8
6	32	6	1	0	2	0	0	0	0	0	0	0	0	41
7	72	12	1	0	1	0	0	0	0	0	1	1	0	88
8	198	35	1	0	1	0	0	0	0	0	0	2	0	237
9	283	41	1	0	1	0	1	1	1	0	0	16	0	345
10	233	43	3	2	1	0	2	0	0	0	0	4	0	288
11	238	31	2	1	4	0	1	1	1	0	0	5	0	284
12	257	26	1	0	3	0	1	0	0	0	0	9	0	297
13	257	24	0	1	1	0	0	0	0	0	0	6	0	289
14	253	38	4	1	3	0	0	0	0	0	0	2	0	301
15	272	24	0	0	1	0	0	1	0	0	0	7	0	305
16	303	31	1	1	2	0	0	2	1	0	0	12	0	353
17	342	33	0	0	1	0	0	1	2	0	0	8	0	387
18	308	25	0	0	1	0	0	0	0	0	0	3	0	337
19	208	7	1	0	0	0	0	0	0	0	0	3	0	219
20	163	10	0	0	0	0	0	0	1	0	0	3	0	177
21	127	10	0	0	0	0	0	0	1	0	0	0	0	138
22	98	4	0	0	0	0	0	0	0	0	0	1	0	103
23	44	2	0	0	0	0	0	0	0	0	0	0	0	46
24	13	2	0	0	0	0	0	0	0	0	0	0	0	15
7-19	3152	358	14	6	19	0	5	6	5	0	0	77	0	3642
6-22	3612	394	15	6	20	0	5	6	7	0	1	82	0	4148
6-24	3669	398	15	6	20	0	5	6	7	0	1	82	0	4209
0-24	3724	408	16	6	22	0	5	6	7	0	1	82	0	4277

Automatic Classified Counts, Clitheroe

LOCATION: CHATBURN ROAD

Direction : SOUTHBOUND

Tuesday 26/06/2012	VEHICLE SPEED (MPH)												TOTAL
Hr Ending	0-10	11-20	21-30	31-35	36-40	41-45	46-50	51-55	56-60	61-70	71-80	81-120	
1	0	0	1	1	1	1	0	0	0	0	0	0	4
2	0	0	0	3	1	0	0	0	0	0	0	0	4
3	0	0	2	3	2	0	0	0	0	0	0	0	7
4	0	0	0	0	0	0	1	0	0	0	0	0	1
5	0	0	0	0	1	0	0	0	0	0	0	0	1
6	0	1	6	3	3	3	1	0	0	0	0	0	17
7	0	4	8	14	13	2	1	0	0	0	0	0	42
8	0	3	55	109	23	2	0	0	0	0	0	0	192
9	1	14	149	152	40	9	0	0	0	0	0	0	365
10	1	13	164	137	25	5	0	0	0	0	0	0	345
11	0	6	134	116	19	3	1	0	0	0	0	0	279
12	0	16	115	116	21	1	0	1	0	0	0	0	270
13	1	14	157	109	35	2	0	1	0	0	0	0	319
14	1	16	134	144	26	2	0	0	0	0	0	0	323
15	0	5	179	120	26	3	0	0	0	0	0	0	333
16	0	17	163	136	34	2	0	1	0	0	0	0	353
17	0	12	184	149	32	2	0	0	1	0	0	0	380
18	0	6	131	202	45	2	0	1	0	0	0	0	387
19	0	5	65	117	41	8	0	0	0	0	0	0	236
20	0	7	34	64	38	8	1	0	0	0	0	0	152
21	0	5	25	46	23	3	3	0	0	0	0	0	105
22	0	0	20	43	13	3	0	1	0	0	0	0	80
23	0	0	20	23	8	3	0	0	0	0	0	0	54
24	0	0	1	18	9	2	1	0	0	0	0	0	31
7-19	4	127	1630	1607	367	41	1	4	1	0	0	0	3782
6-22	4	143	1717	1774	454	57	6	5	1	0	0	0	4161
6-24	4	143	1738	1815	471	62	7	5	1	0	0	0	4246
0-24	4	144	1747	1825	479	66	9	5	1	0	0	0	4280

Direction : NORTHBOUND

Tuesday 26/06/2012	VEHICLE SPEED (MPH)												TOTAL
Hr Ending	0-10	11-20	21-30	31-35	36-40	41-45	46-50	51-55	56-60	61-70	71-80	81-120	
1	0	0	0	2	4	1	0	1	0	0	0	0	8
2	0	0	1	1	3	0	0	0	0	0	0	0	5
3	0	0	0	3	0	0	0	0	0	0	0	0	3
4	0	0	1	1	0	1	0	0	0	0	0	0	3
5	0	0	2	2	2	2	0	0	0	0	0	0	8
6	0	0	3	18	13	7	0	0	0	0	0	0	41
7	0	3	7	48	25	4	1	0	0	0	0	0	88
8	2	2	49	119	51	12	2	0	0	0	0	0	237
9	1	26	153	122	36	6	1	0	0	0	0	0	345
10	0	8	136	117	24	3	0	0	0	0	0	0	288
11	1	10	137	110	23	2	0	1	0	0	0	0	284
12	1	8	141	119	24	4	0	0	0	0	0	0	297
13	3	7	129	119	27	3	0	1	0	0	0	0	289
14	0	10	132	126	30	3	0	0	0	0	0	0	301
15	1	6	146	114	32	5	1	0	0	0	0	0	305
16	0	23	185	117	24	4	0	0	0	0	0	0	353
17	1	21	186	143	30	6	0	0	0	0	0	0	387
18	2	7	118	156	49	4	1	0	0	0	0	0	337
19	0	3	61	104	44	7	0	0	0	0	0	0	219
20	1	5	37	96	31	6	0	1	0	0	0	0	177
21	0	4	33	69	28	3	1	0	0	0	0	0	138
22	0	2	28	36	26	8	2	1	0	0	0	0	103
23	0	0	6	22	17	1	0	0	0	0	0	0	46
24	0	0	1	8	0	5	0	0	1	0	0	0	15
7-19	12	131	1573	1466	394	59	5	2	0	0	0	0	3642
6-22	13	145	1678	1715	504	80	9	4	0	0	0	0	4148
6-24	13	145	1685	1745	521	86	9	4	1	0	0	0	4209
0-24	13	145	1692	1772	543	97	9	5	1	0	0	0	4277

Automatic Classified Counts, Clitheroe

LOCATION: CHATBURN ROAD

Direction : SOUTHBOUND

Wednesday 27/06/2012	VEHICLE CLASSIFICATION													TOTAL
Hr Ending	1	2	3	4	5	6	7	8	9	10	11	12	13	
1	6	0	0	0	0	0	0	0	0	0	0	0	0	6
2	2	0	0	0	0	0	0	0	0	0	0	0	0	2
3	2	2	0	0	0	0	0	0	0	0	0	0	0	4
4	2	0	0	0	0	0	0	0	0	0	0	0	0	2
5	7	0	0	0	0	0	0	0	0	0	0	0	0	7
6	15	1	1	0	0	0	0	0	0	0	1	1	0	19
7	31	5	0	0	0	0	0	0	0	0	0	2	0	38
8	130	23	3	0	0	0	1	0	0	0	0	7	0	164
9	362	47	0	0	2	0	0	0	0	0	0	13	0	424
10	257	37	0	0	0	0	0	1	0	0	0	5	0	300
11	233	34	2	0	0	0	0	0	0	0	0	3	0	272
12	269	23	1	0	1	0	1	0	0	0	0	6	0	301
13	283	25	1	0	2	0	0	0	1	0	0	1	0	313
14	274	35	1	1	0	1	0	0	0	0	1	5	0	318
15	324	23	1	2	2	0	0	0	1	0	1	18	0	372
16	339	28	0	1	0	0	0	0	1	0	0	7	0	376
17	344	31	1	0	2	0	1	0	1	0	0	6	0	386
18	343	21	0	0	0	0	0	0	0	0	0	4	0	368
19	226	12	0	0	1	0	1	1	0	0	0	2	0	243
20	200	9	0	0	0	0	0	0	0	0	0	1	0	210
21	128	12	0	0	0	0	0	0	0	0	0	1	0	141
22	76	4	0	0	0	0	0	0	0	0	0	0	0	80
23	57	4	0	0	0	0	0	0	0	0	1	0	0	62
24	30	2	0	0	0	0	0	0	0	0	0	0	0	32

7-19	3384	339	10	4	10	1	4	2	4	0	2	77	0	3837
6-22	3819	369	10	4	10	1	4	2	4	0	2	81	0	4306
6-24	3906	375	10	4	10	1	4	2	4	0	3	81	0	4400
0-24	3940	378	11	4	10	1	4	2	4	0	4	82	0	4440

Direction : NORTHBOUND

Wednesday 27/06/2012	VEHICLE CLASSIFICATION													TOTAL
Hr Ending	1	2	3	4	5	6	7	8	9	10	11	12	13	
1	10	0	0	1	0	0	0	0	0	0	0	0	0	11
2	3	1	0	0	0	0	0	0	0	0	0	0	0	4
3	7	0	0	0	0	0	0	0	0	0	0	0	0	7
4	2	1	0	0	0	0	0	0	0	0	0	0	0	3
5	8	3	0	0	0	0	0	0	0	0	0	0	0	11
6	38	2	0	0	0	0	0	0	0	0	0	0	0	40
7	69	9	0	0	2	0	0	0	0	0	1	0	0	81
8	208	21	2	0	1	0	0	0	0	0	0	5	0	237
9	288	44	1	0	1	0	1	1	0	0	0	15	0	351
10	214	49	0	0	1	0	0	0	0	0	0	2	0	266
11	211	31	0	0	0	0	0	1	0	0	0	4	0	247
12	282	35	0	0	0	0	0	2	1	0	0	3	0	323
13	295	33	1	2	0	0	0	0	1	0	0	3	0	335
14	297	28	3	1	1	0	0	1	1	0	1	3	0	336
15	311	28	0	1	0	0	0	1	0	0	1	14	0	356
16	314	29	2	2	2	0	0	0	0	0	0	12	0	361
17	316	35	0	0	1	0	1	1	1	0	0	5	0	360
18	309	24	0	0	2	0	1	0	1	0	1	1	0	339
19	238	14	0	0	0	0	0	0	1	0	0	3	0	256
20	175	11	0	0	1	0	0	0	0	0	0	2	0	189
21	128	8	0	0	0	0	0	0	0	0	0	0	0	136
22	83	0	0	0	0	0	0	0	0	0	0	0	0	83
23	54	6	0	0	0	0	0	0	0	0	0	0	0	60
24	20	5	0	0	0	0	0	0	0	0	0	0	0	25

7-19	3283	371	9	6	9	0	3	7	6	0	3	70	0	3767
6-22	3738	399	9	6	12	0	3	7	6	0	4	72	0	4256
6-24	3812	410	9	6	12	0	3	7	6	0	4	72	0	4341
0-24	3880	417	9	7	12	0	3	7	6	0	4	72	0	4417

Automatic Classified Counts, Clitheroe

LOCATION: CHATBURN ROAD

Direction : SOUTHBOUND

Wednesday 27/06/2012	VEHICLE SPEED (MPH)												TOTAL
Hr Ending	0-10	11-20	21-30	31-35	36-40	41-45	46-50	51-55	56-60	61-70	71-80	81-120	
1	0	1	1	2	2	0	0	0	0	0	0	0	6
2	0	0	0	0	2	0	0	0	0	0	0	0	2
3	0	0	0	4	0	0	0	0	0	0	0	0	4
4	0	0	1	1	0	0	0	0	0	0	0	0	2
5	1	0	2	1	3	0	0	0	0	0	0	0	7
6	0	2	5	9	1	2	0	0	0	0	0	0	19
7	0	5	8	16	8	0	1	0	0	0	0	0	38
8	0	2	47	96	18	1	0	0	0	0	0	0	164
9	2	22	176	188	33	3	0	0	0	0	0	0	424
10	0	7	133	127	31	2	0	0	0	0	0	0	300
11	1	11	104	120	31	5	0	0	0	0	0	0	272
12	1	9	129	136	23	3	0	0	0	0	0	0	301
13	1	13	118	149	27	3	1	0	1	0	0	0	313
14	0	9	155	120	30	4	0	0	0	0	0	0	318
15	5	23	223	112	9	0	0	0	0	0	0	0	372
16	1	18	197	127	30	1	0	1	0	1	0	0	376
17	1	7	177	162	37	2	0	0	0	0	0	0	386
18	0	13	118	177	55	4	1	0	0	0	0	0	368
19	0	8	70	109	48	6	2	0	0	0	0	0	243
20	1	8	58	93	41	6	1	2	0	0	0	0	210
21	1	6	33	69	24	7	1	0	0	0	0	0	141
22	0	1	13	38	26	2	0	0	0	0	0	0	80
23	0	0	10	28	14	9	1	0	0	0	0	0	62
24	0	0	5	21	4	1	1	0	0	0	0	0	32
7-19	12	142	1647	1623	372	34	4	1	1	1	0	0	3837
6-22	14	162	1759	1839	471	49	7	3	1	1	0	0	4306
6-24	14	162	1774	1888	489	59	9	3	1	1	0	0	4400
0-24	15	165	1783	1905	497	61	9	3	1	1	0	0	4440

Direction : NORTHBOUND

Wednesday 27/06/2012	VEHICLE SPEED (MPH)												TOTAL
Hr Ending	0-10	11-20	21-30	31-35	36-40	41-45	46-50	51-55	56-60	61-70	71-80	81-120	
1	0	0	1	3	5	1	0	1	0	0	0	0	11
2	0	0	0	0	3	0	1	0	0	0	0	0	4
3	0	0	1	1	3	2	0	0	0	0	0	0	7
4	0	0	0	0	1	2	0	0	0	0	0	0	3
5	0	0	2	6	2	1	0	0	0	0	0	0	11
6	0	0	4	24	11	1	0	0	0	0	0	0	40
7	0	2	14	25	30	8	2	0	0	0	0	0	81
8	1	1	59	108	60	5	1	2	0	0	0	0	237
9	0	19	173	127	30	2	0	0	0	0	0	0	351
10	1	12	100	124	21	8	0	0	0	0	0	0	266
11	2	1	117	100	23	3	1	0	0	0	0	0	247
12	0	15	179	106	21	2	0	0	0	0	0	0	323
13	1	10	153	141	28	1	1	0	0	0	0	0	335
14	0	10	209	93	23	1	0	0	0	0	0	0	336
15	3	27	237	65	19	4	1	0	0	0	0	0	356
16	5	18	166	141	27	3	1	0	0	0	0	0	361
17	1	14	157	156	28	4	0	0	0	0	0	0	360
18	2	13	134	142	43	5	0	0	0	0	0	0	339
19	3	6	84	106	49	8	0	0	0	0	0	0	256
20	2	6	55	82	33	9	0	2	0	0	0	0	189
21	2	2	28	51	38	13	1	1	0	0	0	0	136
22	0	1	28	26	23	5	0	0	0	0	0	0	83
23	0	1	12	30	15	1	1	0	0	0	0	0	60
24	0	0	8	7	6	4	0	0	0	0	0	0	25
7-19	19	146	1768	1409	372	46	5	2	0	0	0	0	3767
6-22	23	157	1893	1593	496	81	8	5	0	0	0	0	4256
6-24	23	158	1913	1630	517	86	9	5	0	0	0	0	4341
0-24	23	158	1921	1664	542	93	10	6	0	0	0	0	4417

Automatic Classified Counts, Clitheroe

LOCATION: CHATBURN ROAD

Direction : SOUTHBOUND

Thursday 28/06/2012	VEHICLE CLASSIFICATION													TOTAL
Hr Ending	1	2	3	4	5	6	7	8	9	10	11	12	13	
1	15	1	0	0	0	0	0	0	0	0	0	0	0	16
2	8	0	0	0	0	0	0	0	0	0	0	0	0	8
3	3	1	0	0	0	0	0	0	0	0	0	0	0	4
4	3	0	0	0	0	0	0	0	0	0	0	0	0	3
5	2	0	0	0	0	0	0	0	0	0	0	0	0	2
6	13	2	0	0	0	0	0	0	0	0	0	0	0	15
7	28	5	0	1	0	0	0	0	0	0	0	2	0	36
8	142	24	1	1	2	0	1	1	1	0	0	8	0	181
9	322	40	1	1	1	0	0	1	0	0	0	12	0	378
10	283	33	2	0	0	0	0	0	0	0	1	5	0	324
11	261	25	0	0	2	0	0	0	1	0	0	9	0	298
12	241	26	2	0	0	0	0	0	1	0	0	4	0	274
13	277	31	2	0	3	0	0	0	1	0	0	2	0	316
14	282	28	0	0	2	0	0	0	0	0	0	5	0	317
15	281	35	0	0	3	0	1	0	2	0	0	4	0	326
16	329	29	0	1	3	0	0	2	0	0	0	16	0	380
17	313	28	1	0	0	0	0	0	0	0	0	6	0	348
18	391	22	1	0	1	0	0	0	1	0	0	4	0	420
19	254	20	0	0	0	0	0	0	0	0	0	1	0	275
20	212	11	1	0	1	0	0	0	0	0	0	1	0	226
21	127	10	0	0	0	0	0	0	0	0	1	1	0	139
22	93	8	0	0	0	0	0	0	0	0	0	0	0	101
23	63	4	0	0	0	0	0	0	0	0	0	1	0	68
24	26	1	0	0	0	0	0	0	0	0	0	0	0	27
7-19	3376	341	10	3	17	0	2	4	7	0	1	76	0	3837
6-22	3836	375	11	4	18	0	2	4	7	0	2	80	0	4339
6-24	3925	380	11	4	18	0	2	4	7	0	2	81	0	4434
0-24	3969	384	11	4	18	0	2	4	7	0	2	81	0	4482

Direction : NORTHBOUND

Thursday 28/06/2012	VEHICLE CLASSIFICATION													TOTAL
Hr Ending	1	2	3	4	5	6	7	8	9	10	11	12	13	
1	10	2	0	0	0	0	0	0	0	0	0	0	0	12
2	6	0	0	0	0	0	0	0	0	0	0	0	0	6
3	7	0	0	0	0	0	0	0	0	0	0	0	0	7
4	2	0	0	0	0	0	0	0	0	0	0	0	0	2
5	9	1	0	0	0	0	0	0	0	0	0	0	0	10
6	32	3	0	0	1	0	0	0	0	0	0	0	0	36
7	67	11	0	0	1	0	0	0	0	0	0	2	0	81
8	182	29	2	1	2	0	0	0	0	0	0	4	0	220
9	288	40	1	1	1	0	0	1	0	0	1	16	0	349
10	232	30	0	1	1	0	0	1	1	0	2	4	0	272
11	233	23	3	0	2	0	2	1	0	0	1	1	0	266
12	242	34	1	0	2	0	0	0	0	0	0	5	0	284
13	303	25	0	0	1	0	0	0	1	0	0	2	0	332
14	242	27	1	0	2	0	1	0	1	0	1	3	0	278
15	284	29	0	0	0	0	2	0	1	0	1	4	0	321
16	293	40	0	1	3	0	2	1	1	0	0	13	0	354
17	330	41	1	0	0	0	0	0	0	0	0	10	0	382
18	289	29	1	2	1	0	0	0	0	0	0	3	0	325
19	281	22	0	0	0	0	0	0	0	0	0	2	0	305
20	202	11	0	0	0	0	0	0	0	0	0	2	0	215
21	144	6	0	0	1	0	0	0	0	0	0	1	0	152
22	87	7	0	0	0	0	0	0	0	0	0	0	0	94
23	71	8	0	0	0	0	0	0	0	0	0	0	0	79
24	40	3	0	0	0	0	0	0	0	0	0	0	0	43
7-19	3199	369	10	6	15	0	7	4	5	0	6	67	0	3688
6-22	3699	404	10	6	17	0	7	4	5	0	6	72	0	4230
6-24	3810	415	10	6	17	0	7	4	5	0	6	72	0	4352
0-24	3876	421	10	6	18	0	7	4	5	0	6	72	0	4425

Automatic Classified Counts, Clitheroe

LOCATION: CHATBURN ROAD

Direction : SOUTHBOUND

Thursday 28/06/2012	VEHICLE SPEED (MPH)												TOTAL
Hr Ending	0-10	11-20	21-30	31-35	36-40	41-45	46-50	51-55	56-60	61-70	71-80	81-120	
1	0	1	0	7	8	0	0	0	0	0	0	0	16
2	0	0	1	2	2	3	0	0	0	0	0	0	8
3	0	0	1	2	1	0	0	0	0	0	0	0	4
4	0	0	2	1	0	0	0	0	0	0	0	0	3
5	0	0	0	2	0	0	0	0	0	0	0	0	2
6	0	3	6	3	2	1	0	0	0	0	0	0	15
7	0	1	13	11	10	1	0	0	0	0	0	0	36
8	0	6	68	81	21	4	1	0	0	0	0	0	181
9	0	18	157	170	29	4	0	0	0	0	0	0	378
10	0	11	149	140	23	1	0	0	0	0	0	0	324
11	0	12	139	118	22	6	0	1	0	0	0	0	298
12	3	16	125	107	20	2	1	0	0	0	0	0	274
13	0	13	145	130	27	1	0	0	0	0	0	0	316
14	0	10	127	145	29	5	1	0	0	0	0	0	317
15	0	16	145	131	33	1	0	0	0	0	0	0	326
16	2	9	213	133	19	3	1	0	0	0	0	0	380
17	0	38	203	95	11	1	0	0	0	0	0	0	348
18	0	6	228	151	28	6	0	1	0	0	0	0	420
19	0	5	82	149	30	8	0	1	0	0	0	0	275
20	1	4	60	128	24	8	1	0	0	0	0	0	226
21	1	2	42	63	27	3	1	0	0	0	0	0	139
22	0	4	25	51	19	2	0	0	0	0	0	0	101
23	0	0	16	38	12	2	0	0	0	0	0	0	68
24	0	0	11	7	8	1	0	0	0	0	0	0	27
7-19	5	160	1781	1550	292	42	4	3	0	0	0	0	3837
6-22	7	171	1921	1803	372	56	6	3	0	0	0	0	4339
6-24	7	171	1948	1848	392	59	6	3	0	0	0	0	4434
0-24	7	175	1958	1865	405	63	6	3	0	0	0	0	4482

Direction : NORTHBOUND

Thursday 28/06/2012	VEHICLE SPEED (MPH)												TOTAL
Hr Ending	0-10	11-20	21-30	31-35	36-40	41-45	46-50	51-55	56-60	61-70	71-80	81-120	
1	0	0	1	4	4	3	0	0	0	0	0	0	12
2	0	0	1	2	2	1	0	0	0	0	0	0	6
3	0	0	3	0	2	2	0	0	0	0	0	0	7
4	0	0	0	1	0	1	0	0	0	0	0	0	2
5	0	0	2	6	2	0	0	0	0	0	0	0	10
6	0	0	5	20	7	3	1	0	0	0	0	0	36
7	0	1	8	40	27	5	0	0	0	0	0	0	81
8	1	6	58	106	39	7	3	0	0	0	0	0	220
9	2	16	169	128	30	3	1	0	0	0	0	0	349
10	3	10	150	80	25	4	0	0	0	0	0	0	272
11	2	10	170	70	13	1	0	0	0	0	0	0	266
12	3	5	166	92	15	2	1	0	0	0	0	0	284
13	0	10	156	144	18	3	1	0	0	0	0	0	332
14	4	13	134	101	26	0	0	0	0	0	0	0	278
15	1	13	142	124	34	7	0	0	0	0	0	0	321
16	0	26	189	113	23	3	0	0	0	0	0	0	354
17	1	37	228	101	15	0	0	0	0	0	0	0	382
18	0	5	118	154	43	4	1	0	0	0	0	0	325
19	1	2	105	124	58	14	0	1	0	0	0	0	305
20	0	5	52	111	37	9	1	0	0	0	0	0	215
21	0	4	45	72	20	11	0	0	0	0	0	0	152
22	0	2	32	39	12	5	3	1	0	0	0	0	94
23	0	0	29	29	13	6	2	0	0	0	0	0	79
24	0	1	15	17	6	3	1	0	0	0	0	0	43
7-19	18	153	1785	1337	339	48	7	1	0	0	0	0	3688
6-22	18	165	1922	1599	435	78	11	2	0	0	0	0	4230
6-24	18	166	1966	1645	454	87	14	2	0	0	0	0	4352
0-24	18	166	1978	1678	471	97	15	2	0	0	0	0	4425

Automatic Classified Counts, Clitheroe

LOCATION: CHATBURN ROAD

Direction : SOUTHBOUND

Friday 29/06/2012	VEHICLE CLASSIFICATION													TOTAL
Hr Ending	1	2	3	4	5	6	7	8	9	10	11	12	13	
1	27	0	0	0	0	0	0	0	0	0	0	0	0	27
2	5	0	0	0	0	0	0	0	0	0	0	0	0	5
3	8	2	0	0	0	0	0	0	0	0	0	0	0	10
4	5	0	0	0	0	0	0	0	0	0	0	0	0	5
5	3	0	0	0	1	0	0	0	0	0	1	0	0	5
6	16	3	0	0	0	0	0	0	0	0	0	0	0	19
7	32	6	0	1	0	0	0	0	0	0	1	2	0	42
8	139	21	3	1	2	0	0	0	0	0	0	8	0	174
9	353	29	1	0	0	0	0	0	1	0	0	13	0	397
10	318	33	0	0	3	0	0	0	0	0	0	5	0	359
11	236	27	3	0	1	0	0	0	0	0	0	4	0	271
12	305	32	1	0	2	0	1	0	1	0	1	3	0	346
13	336	33	1	1	0	0	0	0	1	0	0	3	0	375
14	314	23	1	0	0	0	0	2	0	0	0	6	0	346
15	366	32	1	0	1	0	0	1	2	0	0	8	0	411
16	407	32	0	0	0	0	1	0	0	0	0	16	0	456
17	365	23	1	0	0	0	0	0	0	0	0	4	0	393
18	353	15	0	0	0	0	3	0	1	0	0	6	0	378
19	278	15	0	0	2	0	0	0	0	0	0	4	0	299
20	196	9	0	0	0	0	0	0	0	0	0	1	0	206
21	118	4	0	0	0	0	0	0	0	0	0	2	0	124
22	88	3	0	0	0	0	0	0	0	0	0	0	0	91
23	80	4	0	0	0	0	0	0	0	0	0	1	0	85
24	49	1	0	0	0	0	0	0	0	0	0	0	0	50
7-19	3770	315	12	2	11	0	5	3	6	0	1	80	0	4205
6-22	4204	337	12	3	11	0	5	3	6	0	2	85	0	4668
6-24	4333	342	12	3	11	0	5	3	6	0	2	86	0	4803
0-24	4397	347	12	3	12	0	5	3	6	0	3	86	0	4874

Direction : NORTHBOUND

Friday 29/06/2012	VEHICLE CLASSIFICATION													TOTAL
Hr Ending	1	2	3	4	5	6	7	8	9	10	11	12	13	
1	13	0	0	0	0	0	0	0	0	0	0	0	0	13
2	5	0	0	0	0	0	0	0	0	0	0	0	0	5
3	7	1	0	0	0	0	0	0	0	0	0	0	0	8
4	2	3	0	0	0	0	0	0	0	0	0	0	0	5
5	12	2	0	0	1	0	0	0	0	0	0	0	0	15
6	29	3	0	0	2	0	0	0	0	0	0	0	0	34
7	59	14	0	0	0	0	0	0	0	0	0	0	0	73
8	197	30	1	1	0	0	0	0	1	0	0	4	0	234
9	308	34	0	2	1	0	1	0	0	0	0	15	0	361
10	273	40	2	1	0	0	1	0	0	0	1	3	0	321
11	280	29	1	0	1	0	0	0	0	0	0	9	0	320
12	311	34	0	0	1	0	1	0	0	0	0	1	0	348
13	328	41	1	0	0	0	2	0	0	0	0	4	0	376
14	296	34	2	0	0	0	0	0	0	0	0	0	0	332
15	321	34	0	0	1	0	0	0	1	0	0	4	0	361
16	392	31	0	0	1	0	1	1	0	0	1	5	0	432
17	342	37	0	0	0	0	1	0	0	0	1	7	0	388
18	347	29	0	1	1	0	1	0	0	1	0	2	0	382
19	233	15	0	0	0	0	0	0	0	0	0	4	0	252
20	212	9	0	0	1	0	0	0	0	0	0	3	0	225
21	148	10	0	0	1	0	0	0	0	0	0	0	0	159
22	113	3	0	0	0	0	0	0	0	0	0	0	0	116
23	75	5	0	0	0	0	0	0	0	0	0	1	0	81
24	51	5	0	0	0	0	0	0	0	0	0	0	0	56
7-19	3628	388	7	5	6	0	8	1	2	1	3	58	0	4107
6-22	4160	424	7	5	8	0	8	1	2	1	3	61	0	4680
6-24	4286	434	7	5	8	0	8	1	2	1	3	62	0	4817
0-24	4354	443	7	5	11	0	8	1	2	1	3	62	0	4897

Automatic Classified Counts, Clitheroe

LOCATION: CHATBURN ROAD

Direction : SOUTHBOUND

Friday 29/06/2012	VEHICLE SPEED (MPH)												TOTAL
Hr Ending	0-10	11-20	21-30	31-35	36-40	41-45	46-50	51-55	56-60	61-70	71-80	81-120	
1	0	1	4	12	10	0	0	0	0	0	0	0	27
2	0	0	1	1	3	0	0	0	0	0	0	0	5
3	1	0	3	4	1	1	0	0	0	0	0	0	10
4	0	0	1	4	0	0	0	0	0	0	0	0	5
5	1	0	2	0	2	0	0	0	0	0	0	0	5
6	0	3	5	8	2	0	0	1	0	0	0	0	19
7	0	1	7	24	7	2	1	0	0	0	0	0	42
8	0	9	61	74	27	2	1	0	0	0	0	0	174
9	1	7	151	213	22	3	0	0	0	0	0	0	397
10	0	19	161	138	35	6	0	0	0	0	0	0	359
11	1	5	138	100	24	3	0	0	0	0	0	0	271
12	0	5	128	185	26	1	1	0	0	0	0	0	346
13	0	13	139	189	29	4	1	0	0	0	0	0	375
14	0	6	137	165	36	2	0	0	0	0	0	0	346
15	1	12	211	155	29	3	0	0	0	0	0	0	411
16	0	5	214	200	29	6	2	0	0	0	0	0	456
17	0	7	134	211	35	5	1	0	0	0	0	0	393
18	0	4	121	195	51	5	2	0	0	0	0	0	378
19	0	7	72	140	69	9	2	0	0	0	0	0	299
20	1	4	41	106	42	12	0	0	0	0	0	0	206
21	0	1	35	65	18	4	1	0	0	0	0	0	124
22	0	0	25	45	16	4	1	0	0	0	0	0	91
23	0	0	23	41	17	4	0	0	0	0	0	0	85
24	0	0	13	29	5	2	0	1	0	0	0	0	50
7-19	3	99	1667	1965	412	49	10	0	0	0	0	0	4205
6-22	4	105	1775	2205	495	71	13	0	0	0	0	0	4668
6-24	4	105	1811	2275	517	77	13	1	0	0	0	0	4803
0-24	6	109	1827	2304	535	78	13	2	0	0	0	0	4874

Direction : NORTHBOUND

Friday 29/06/2012	VEHICLE SPEED (MPH)												TOTAL
Hr Ending	0-10	11-20	21-30	31-35	36-40	41-45	46-50	51-55	56-60	61-70	71-80	81-120	
1	0	0	10	2	1	0	0	0	0	0	0	0	13
2	0	0	0	1	1	3	0	0	0	0	0	0	5
3	0	1	1	5	1	0	0	0	0	0	0	0	8
4	0	0	1	2	1	0	0	1	0	0	0	0	5
5	0	0	3	5	4	1	1	1	0	0	0	0	15
6	0	0	8	13	8	5	0	0	0	0	0	0	34
7	0	0	14	24	23	9	2	1	0	0	0	0	73
8	2	1	66	107	50	7	1	0	0	0	0	0	234
9	1	27	160	138	30	1	3	1	0	0	0	0	361
10	0	8	141	133	34	5	0	0	0	0	0	0	321
11	1	7	162	117	30	3	0	0	0	0	0	0	320
12	0	13	210	106	18	1	0	0	0	0	0	0	348
13	0	14	186	135	38	3	0	0	0	0	0	0	376
14	1	14	136	137	38	5	1	0	0	0	0	0	332
15	1	11	194	129	23	2	1	0	0	0	0	0	361
16	4	26	223	142	31	6	0	0	0	0	0	0	432
17	2	9	172	160	43	2	0	0	0	0	0	0	388
18	1	13	150	161	49	8	0	0	0	0	0	0	382
19	0	7	63	121	47	10	2	1	1	0	0	0	252
20	1	5	63	103	45	7	1	0	0	0	0	0	225
21	1	3	47	69	26	9	3	1	0	0	0	0	159
22	0	4	43	46	17	6	0	0	0	0	0	0	116
23	0	0	28	28	13	10	2	0	0	0	0	0	81
24	0	1	13	21	14	6	1	0	0	0	0	0	56
7-19	13	150	1863	1586	431	53	8	2	1	0	0	0	4107
6-22	15	162	2030	1828	542	84	14	4	1	0	0	0	4680
6-24	15	163	2071	1877	569	100	17	4	1	0	0	0	4817
0-24	15	164	2094	1905	585	109	18	6	1	0	0	0	4897

Automatic Classified Counts, Clitheroe

LOCATION: CHATBURN ROAD

Direction : SOUTHBOUND

Saturday 30/06/2012	VEHICLE CLASSIFICATION													TOTAL
Hr Ending	1	2	3	4	5	6	7	8	9	10	11	12	13	
1	25	2	0	0	0	0	0	0	0	0	0	0	0	27
2	19	2	0	0	0	0	0	0	0	0	0	0	0	21
3	16	2	0	0	0	0	0	0	0	0	0	0	0	18
4	4	0	0	0	0	0	0	0	0	0	0	0	0	4
5	5	0	0	0	0	0	0	0	0	0	0	0	0	5
6	12	3	1	0	0	0	0	0	0	0	0	0	0	16
7	13	3	0	0	0	0	0	0	0	0	0	2	0	18
8	64	6	0	0	0	0	0	0	1	0	0	2	0	73
9	163	15	0	0	1	0	0	0	0	0	0	2	0	181
10	249	24	1	0	1	0	0	0	0	0	1	3	0	279
11	303	19	1	0	0	0	0	2	0	0	0	3	0	328
12	324	14	0	0	0	0	0	1	0	0	0	2	0	341
13	302	19	0	0	0	0	1	0	0	0	0	3	0	325
14	278	9	0	0	3	0	0	0	0	0	0	2	0	292
15	325	12	0	0	0	0	0	0	0	0	0	2	0	339
16	280	10	0	0	2	0	0	0	0	0	1	3	0	296
17	234	12	0	0	0	0	0	0	0	0	0	4	0	250
18	233	16	0	0	0	0	0	0	0	0	0	3	0	252
19	184	8	0	0	1	0	0	0	0	0	0	3	0	196
20	188	3	0	0	0	0	0	0	0	0	0	1	0	192
21	108	4	0	0	0	0	0	0	0	0	0	1	0	113
22	79	5	0	0	0	0	0	0	0	0	0	0	0	84
23	69	1	0	0	0	0	0	0	0	0	0	1	0	71
24	50	1	0	0	0	0	0	0	0	0	0	0	0	51
7-19	2939	164	2	0	8	0	1	3	1	0	2	32	0	3152
6-22	3327	179	2	0	8	0	1	3	1	0	2	36	0	3559
6-24	3446	181	2	0	8	0	1	3	1	0	2	37	0	3681
0-24	3527	190	3	0	8	0	1	3	1	0	2	37	0	3772

Direction : NORTHBOUND

Saturday 30/06/2012	VEHICLE CLASSIFICATION													TOTAL
Hr Ending	1	2	3	4	5	6	7	8	9	10	11	12	13	
1	35	0	0	0	0	0	0	0	0	0	0	0	0	35
2	17	0	0	0	0	0	0	0	0	0	0	0	0	17
3	18	4	0	0	0	0	0	0	0	0	0	0	0	22
4	0	1	0	0	0	0	0	0	0	0	0	0	0	1
5	9	0	0	0	0	0	0	0	0	0	0	0	0	9
6	16	5	0	0	0	0	0	0	0	0	0	0	0	21
7	34	10	0	0	0	0	0	0	0	0	0	1	0	45
8	75	7	2	0	0	0	0	0	0	0	0	0	0	84
9	153	13	0	0	2	0	0	0	1	0	0	2	0	171
10	210	24	1	0	1	0	1	0	0	0	0	5	0	242
11	293	27	0	0	0	0	1	0	1	0	0	2	0	324
12	328	26	1	0	0	0	0	1	0	0	0	3	0	359
13	362	21	0	1	0	0	0	0	0	0	0	2	0	386
14	351	17	0	0	0	0	0	0	0	0	0	2	0	370
15	348	15	0	0	0	0	1	1	0	0	1	6	0	372
16	291	15	0	0	1	0	0	0	0	0	0	1	0	308
17	276	6	0	0	0	0	0	0	0	0	0	2	0	284
18	266	13	0	0	0	0	1	1	0	0	0	1	0	282
19	161	12	0	0	0	0	0	1	0	0	0	4	0	178
20	153	7	1	0	0	0	0	0	0	0	0	1	0	162
21	125	5	0	0	0	0	0	0	0	0	0	0	0	130
22	73	6	0	0	0	0	0	0	0	0	0	0	0	79
23	65	1	0	0	0	0	0	0	0	0	0	0	0	66
24	38	3	0	0	0	0	0	0	0	0	0	0	0	41
7-19	3114	196	4	1	4	0	4	4	2	0	1	30	0	3360
6-22	3499	224	5	1	4	0	4	4	2	0	1	32	0	3776
6-24	3602	228	5	1	4	0	4	4	2	0	1	32	0	3883
0-24	3697	238	5	1	4	0	4	4	2	0	1	32	0	3988

Automatic Classified Counts, Clitheroe

LOCATION: CHATBURN ROAD

Direction : SOUTHBOUND

Saturday 30/06/2012	VEHICLE SPEED (MPH)												TOTAL
Hr Ending	0-10	11-20	21-30	31-35	36-40	41-45	46-50	51-55	56-60	61-70	71-80	81-120	
1	0	0	3	13	10	1	0	0	0	0	0	0	27
2	0	0	3	6	9	3	0	0	0	0	0	0	21
3	0	1	3	8	6	0	0	0	0	0	0	0	18
4	0	0	0	3	0	1	0	0	0	0	0	0	4
5	0	1	0	1	2	0	0	1	0	0	0	0	5
6	0	3	4	9	0	0	0	0	0	0	0	0	16
7	0	1	8	6	2	1	0	0	0	0	0	0	18
8	0	6	19	34	13	1	0	0	0	0	0	0	73
9	0	3	48	88	34	6	2	0	0	0	0	0	181
10	0	1	88	155	34	1	0	0	0	0	0	0	279
11	0	13	122	142	46	5	0	0	0	0	0	0	328
12	0	5	144	161	28	2	1	0	0	0	0	0	341
13	1	5	116	167	31	5	0	0	0	0	0	0	325
14	0	3	122	144	20	3	0	0	0	0	0	0	292
15	0	7	144	155	28	2	3	0	0	0	0	0	339
16	0	11	111	142	27	5	0	0	0	0	0	0	296
17	0	6	87	127	25	4	1	0	0	0	0	0	250
18	0	2	77	127	43	3	0	0	0	0	0	0	252
19	2	5	52	103	32	2	0	0	0	0	0	0	196
20	0	2	33	99	50	7	1	0	0	0	0	0	192
21	0	3	32	50	22	6	0	0	0	0	0	0	113
22	0	0	20	35	25	4	0	0	0	0	0	0	84
23	0	1	13	38	15	2	0	1	1	0	0	0	71
24	0	0	17	24	9	1	0	0	0	0	0	0	51
7-19	3	67	1130	1545	361	39	7	0	0	0	0	0	3152
6-22	3	73	1223	1735	460	57	8	0	0	0	0	0	3559
6-24	3	74	1253	1797	484	60	8	1	1	0	0	0	3681
0-24	3	79	1266	1837	511	65	8	2	1	0	0	0	3772

Direction : NORTHBOUND

Saturday 30/06/2012	VEHICLE SPEED (MPH)												TOTAL
Hr Ending	0-10	11-20	21-30	31-35	36-40	41-45	46-50	51-55	56-60	61-70	71-80	81-120	
1	0	0	2	16	9	6	2	0	0	0	0	0	35
2	0	0	2	3	9	2	0	1	0	0	0	0	17
3	0	0	1	5	5	10	1	0	0	0	0	0	22
4	0	0	0	1	0	0	0	0	0	0	0	0	1
5	0	0	2	5	1	0	1	0	0	0	0	0	9
6	0	0	6	7	5	3	0	0	0	0	0	0	21
7	0	0	4	21	16	3	1	0	0	0	0	0	45
8	0	2	6	45	19	7	4	1	0	0	0	0	84
9	0	4	51	82	25	7	1	0	1	0	0	0	171
10	0	5	76	106	48	5	2	0	0	0	0	0	242
11	0	7	115	150	45	6	1	0	0	0	0	0	324
12	0	2	154	171	29	2	0	1	0	0	0	0	359
13	0	0	187	165	29	3	2	0	0	0	0	0	386
14	2	10	197	118	32	9	2	0	0	0	0	0	370
15	0	11	218	113	27	3	0	0	0	0	0	0	372
16	0	4	143	132	25	3	1	0	0	0	0	0	308
17	1	15	113	120	30	5	0	0	0	0	0	0	284
18	1	11	96	122	42	9	0	0	1	0	0	0	282
19	0	3	49	81	37	7	1	0	0	0	0	0	178
20	0	3	51	63	35	7	3	0	0	0	0	0	162
21	0	4	24	68	22	12	0	0	0	0	0	0	130
22	2	0	22	33	18	4	0	0	0	0	0	0	79
23	0	0	15	33	14	4	0	0	0	0	0	0	66
24	0	0	10	13	11	4	2	1	0	0	0	0	41
7-19	4	74	1405	1405	388	66	14	2	2	0	0	0	3360
6-22	6	81	1506	1590	479	92	18	2	2	0	0	0	3776
6-24	6	81	1531	1636	504	100	20	3	2	0	0	0	3883
0-24	6	81	1544	1673	533	121	24	4	2	0	0	0	3988

Automatic Classified Counts, Clitheroe

LOCATION: CHATBURN ROAD

Direction : SOUTHBOUND

Sunday 01/07/2012	VEHICLE CLASSIFICATION													TOTAL
Hr Ending	1	2	3	4	5	6	7	8	9	10	11	12	13	
1	45	0	0	0	0	0	0	0	0	0	0	0	1	46
2	23	3	0	0	0	0	0	0	0	0	0	0	0	26
3	20	4	0	0	0	0	0	0	0	0	0	0	0	24
4	10	1	0	0	0	0	0	0	0	0	0	0	0	11
5	5	0	0	0	0	0	0	0	0	0	0	0	0	5
6	8	1	0	0	0	0	0	0	0	0	0	0	1	10
7	11	0	0	0	0	0	0	0	0	0	0	0	2	13
8	32	2	1	0	0	0	0	0	0	0	0	0	3	38
9	52	1	0	0	0	0	0	0	0	0	0	0	3	56
10	125	4	0	0	0	0	0	0	1	0	0	0	1	131
11	181	7	0	0	0	0	0	1	0	0	0	3	6	198
12	256	10	0	1	0	0	1	0	1	0	0	2	11	282
13	248	5	0	0	0	0	3	1	0	0	0	0	4	261
14	260	8	0	0	0	0	3	1	0	0	0	1	4	277
15	253	14	0	0	0	0	0	0	0	0	0	0	2	269
16	267	6	0	0	0	0	2	0	0	0	0	1	6	282
17	221	11	0	0	0	0	1	0	0	0	0	1	6	240
18	171	3	0	0	0	0	0	0	0	0	0	2	4	180
19	126	6	0	0	0	0	0	0	0	0	0	0	3	135
20	114	2	0	0	0	0	0	0	0	0	0	0	3	119
21	79	7	0	0	1	0	0	0	0	0	0	0	3	90
22	47	1	0	0	0	0	0	0	0	0	0	0	4	52
23	45	2	0	0	0	0	0	0	0	0	0	0	1	48
24	22	0	0	0	0	0	0	0	0	0	0	0	1	23
7-19	2192	77	1	1	0	0	10	3	2	0	0	10	53	2349
6-22	2443	87	1	1	1	0	10	3	2	0	0	10	65	2623
6-24	2510	89	1	1	1	0	10	3	2	0	0	10	67	2694
0-24	2621	98	1	1	1	0	10	3	2	0	0	10	69	2816

Direction : NORTHBOUND

Sunday 01/07/2012	VEHICLE CLASSIFICATION													TOTAL
Hr Ending	1	2	3	4	5	6	7	8	9	10	11	12	13	
1	40	2	0	0	0	0	0	0	0	0	0	0	0	42
2	23	2	0	0	0	0	0	0	0	0	0	0	0	25
3	22	1	0	0	0	0	0	0	0	0	0	0	0	23
4	11	1	0	0	0	0	0	0	0	0	0	0	0	12
5	6	3	0	0	0	0	0	0	0	0	1	0	0	10
6	13	2	0	0	0	0	0	0	0	0	0	0	0	15
7	28	3	0	0	0	0	0	0	0	0	0	0	0	31
8	41	1	0	0	1	0	0	0	1	0	0	0	2	46
9	53	5	0	0	0	0	0	0	0	0	0	0	1	59
10	109	6	0	0	0	0	0	0	0	0	0	2	1	118
11	161	7	0	0	0	0	1	0	0	0	0	1	2	172
12	223	10	0	0	0	0	1	0	0	0	0	2	4	240
13	263	5	0	0	0	0	0	0	0	0	0	1	6	275
14	237	11	0	1	0	0	1	1	0	0	0	1	3	255
15	259	12	0	0	1	0	2	0	0	0	0	1	5	280
16	218	9	1	0	0	0	0	0	0	0	0	2	7	237
17	210	5	0	0	0	0	0	0	0	0	0	2	8	225
18	157	9	0	0	0	0	0	0	0	0	0	1	1	168
19	126	10	0	0	0	0	0	0	0	0	0	1	3	140
20	100	1	0	0	0	0	0	0	0	0	0	0	3	104
21	86	5	0	0	1	0	0	0	0	0	0	0	1	93
22	56	1	0	0	0	0	0	0	0	0	0	0	0	57
23	41	1	0	0	0	0	0	0	0	0	0	0	2	44
24	28	1	0	0	0	0	0	0	0	0	0	0	1	30
7-19	2057	90	1	1	2	0	5	1	1	0	0	14	43	2215
6-22	2327	100	1	1	3	0	5	1	1	0	0	14	47	2500
6-24	2396	102	1	1	3	0	5	1	1	0	0	14	50	2574
0-24	2511	113	1	1	3	0	5	1	1	0	1	14	50	2701

Automatic Classified Counts, Clitheroe

LOCATION: CHATBURN ROAD

Direction : SOUTHBOUND

Sunday 01/07/2012	VEHICLE SPEED (MPH)												TOTAL
Hr Ending	0-10	11-20	21-30	31-35	36-40	41-45	46-50	51-55	56-60	61-70	71-80	81-120	
1	0	2	12	20	11	1	0	0	0	0	0	0	46
2	0	1	2	9	10	4	0	0	0	0	0	0	26
3	0	0	2	9	10	2	0	1	0	0	0	0	24
4	0	0	1	3	7	0	0	0	0	0	0	0	11
5	0	0	1	2	1	1	0	0	0	0	0	0	5
6	0	1	3	0	4	2	0	0	0	0	0	0	10
7	0	1	3	5	3	1	0	0	0	0	0	0	13
8	0	8	8	13	8	1	0	0	0	0	0	0	38
9	0	5	15	20	12	2	2	0	0	0	0	0	56
10	0	3	46	58	23	1	0	0	0	0	0	0	131
11	1	6	82	82	23	3	1	0	0	0	0	0	198
12	1	17	92	134	34	4	0	0	0	0	0	0	282
13	1	8	93	130	22	7	0	0	0	0	0	0	261
14	0	7	110	129	25	5	1	0	0	0	0	0	277
15	0	5	86	145	27	5	1	0	0	0	0	0	269
16	0	14	94	134	36	3	1	0	0	0	0	0	282
17	0	2	76	119	36	7	0	0	0	0	0	0	240
18	0	6	48	89	32	3	2	0	0	0	0	0	180
19	0	6	29	67	26	7	0	0	0	0	0	0	135
20	0	1	24	63	29	2	0	0	0	0	0	0	119
21	0	1	11	50	23	5	0	0	0	0	0	0	90
22	0	1	6	30	12	3	0	0	0	0	0	0	52
23	0	0	9	24	14	0	1	0	0	0	0	0	48
24	0	0	4	13	5	1	0	0	0	0	0	0	23
7-19	3	87	779	1120	304	48	8	0	0	0	0	0	2349
6-22	3	91	823	1268	371	59	8	0	0	0	0	0	2623
6-24	3	91	836	1305	390	60	9	0	0	0	0	0	2694
0-24	3	95	857	1348	433	70	9	1	0	0	0	0	2816

Direction : NORTHBOUND

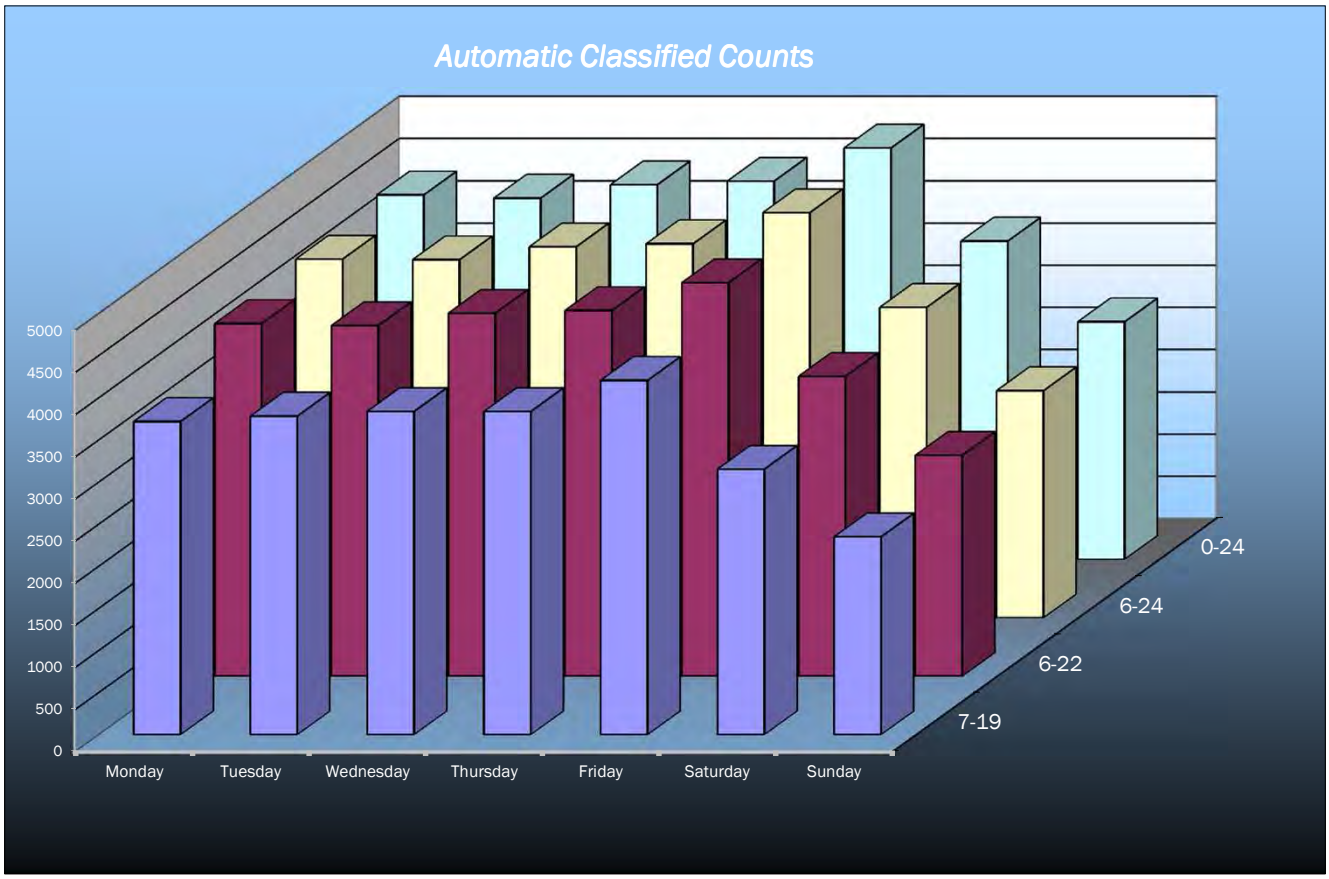
Sunday 01/07/2012	VEHICLE SPEED (MPH)												TOTAL
Hr Ending	0-10	11-20	21-30	31-35	36-40	41-45	46-50	51-55	56-60	61-70	71-80	81-120	
1	0	0	11	11	11	6	3	0	0	0	0	0	42
2	0	0	2	5	11	3	4	0	0	0	0	0	25
3	0	0	1	2	10	7	3	0	0	0	0	0	23
4	0	0	2	0	5	3	2	0	0	0	0	0	12
5	0	0	4	2	0	2	2	0	0	0	0	0	10
6	0	0	4	3	4	1	0	2	1	0	0	0	15
7	0	0	5	17	8	1	0	0	0	0	0	0	31
8	0	2	8	17	15	3	0	0	1	0	0	0	46
9	0	0	12	22	19	3	3	0	0	0	0	0	59
10	0	3	42	41	27	5	0	0	0	0	0	0	118
11	0	1	51	89	28	3	0	0	0	0	0	0	172
12	0	4	108	98	27	3	0	0	0	0	0	0	240
13	0	4	113	123	32	3	0	0	0	0	0	0	275
14	0	5	97	114	34	5	0	0	0	0	0	0	255
15	0	3	126	120	26	4	1	0	0	0	0	0	280
16	0	4	87	108	35	3	0	0	0	0	0	0	237
17	1	14	59	100	45	3	1	1	1	0	0	0	225
18	0	2	35	93	29	7	2	0	0	0	0	0	168
19	0	4	41	60	26	7	2	0	0	0	0	0	140
20	0	3	24	40	29	7	1	0	0	0	0	0	104
21	0	2	15	51	17	7	1	0	0	0	0	0	93
22	0	0	12	23	16	3	2	1	0	0	0	0	57
23	0	0	9	17	12	3	3	0	0	0	0	0	44
24	0	0	5	6	10	6	3	0	0	0	0	0	30
7-19	1	46	779	985	343	49	9	1	2	0	0	0	2215
6-22	1	51	835	1116	413	67	13	2	2	0	0	0	2500
6-24	1	51	849	1139	435	76	19	2	2	0	0	0	2574
0-24	1	51	873	1162	476	98	33	4	3	0	0	0	2701

Automatic Classified Counts, Clitheroe

LOCATION: CHATBURN ROAD

Direction : SOUTHBOUND

VEHICLE FLOWS									
Hr Ending	Monday 25-Jun-12	Tuesday 26-Jun-12	Wednesday 27-Jun-12	Thursday 28-Jun-12	Friday 29-Jun-12	Saturday 30-Jun-12	Sunday 1-Jul-12	WEEKDAY AVERAGE	WEEK AVERAGE
1	15	4	6	16	27	27	46	14	20
2	16	4	2	8	5	21	26	7	12
3	10	7	4	4	10	18	24	7	11
4	5	1	2	3	5	4	11	3	4
5	6	1	7	2	5	5	5	4	4
6	13	17	19	15	19	16	10	17	16
7	47	42	38	36	42	18	13	41	34
8	169	192	164	181	174	73	38	176	142
9	377	365	424	378	397	181	56	388	311
10	317	345	300	324	359	279	131	329	294
11	265	279	272	298	271	328	198	277	273
12	258	270	301	274	346	341	282	290	296
13	305	319	313	316	375	325	261	326	316
14	318	323	318	317	346	292	277	324	313
15	308	333	372	326	411	339	269	350	337
16	382	353	376	380	456	296	282	389	361
17	377	380	386	348	393	250	240	377	339
18	368	387	368	420	378	252	180	384	336
19	274	236	243	275	299	196	135	265	237
20	191	152	210	226	206	192	119	197	185
21	126	105	141	139	124	113	90	127	120
22	102	80	80	101	91	84	52	91	84
23	52	54	62	68	85	71	48	64	63
24	18	31	32	27	50	51	23	32	33
7-19	3718	3782	3837	3837	4205	3152	2349	3876	3554
6-22	4184	4161	4306	4339	4668	3559	2623	4332	3977
6-24	4254	4246	4400	4434	4803	3681	2694	4427	4073
0-24	4319	4280	4440	4482	4874	3772	2816	4479	4140



survey and presentation by trafficsense Ltd.

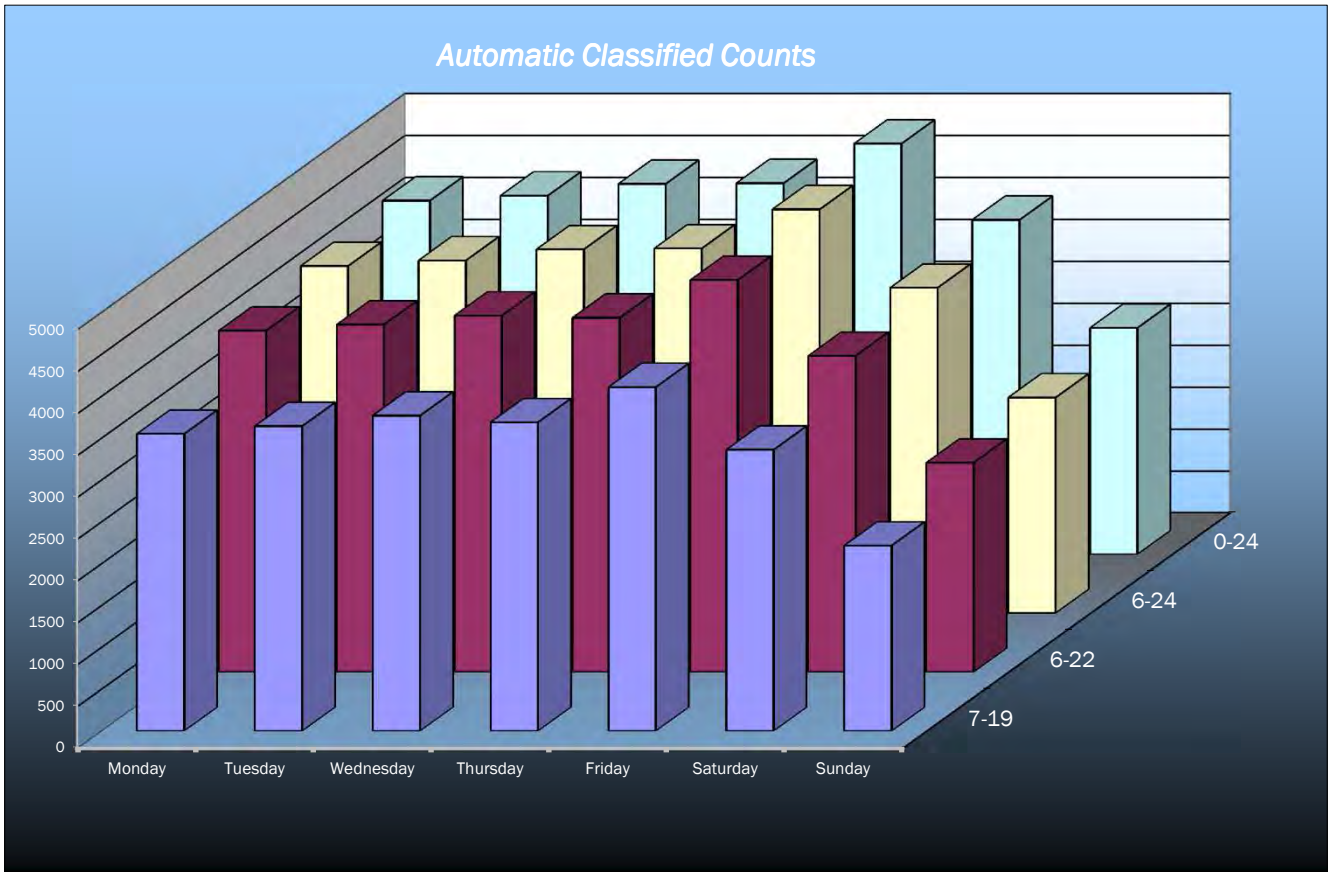
Automatic Classified Counts, Clitheroe

LOCATION: CHATBURN ROAD

Direction : NORTHBOUND

NORTHBOUND									
Hr Ending	Monday 25-Jun-12	Tuesday 26-Jun-12	Wednesday 27-Jun-12	Thursday 28-Jun-12	Friday 29-Jun-12	Saturday 30-Jun-12	Sunday 1-Jul-12	WEEKDAY AVERAGE	WEEK AVERAGE
1	14	8	11	12	13	35	42	12	19
2	10	5	4	6	5	17	25	6	10
3	5	3	7	7	8	22	23	6	11
4	4	3	3	2	5	1	12	3	4
5	8	8	11	10	15	9	10	10	10
6	35	41	40	36	34	21	15	37	32
7	89	88	81	81	73	45	31	82	70
8	219	237	237	220	234	84	46	229	182
9	329	345	351	349	361	171	59	347	281
10	276	288	266	272	321	242	118	285	255
11	251	284	247	266	320	324	172	274	266
12	278	297	323	284	348	359	240	306	304
13	293	289	335	332	376	386	275	325	327
14	299	301	336	278	332	370	255	309	310
15	299	305	356	321	361	372	280	328	328
16	359	353	361	354	432	308	237	372	343
17	355	387	360	382	388	284	225	374	340
18	367	337	339	325	382	282	168	350	314
19	225	219	256	305	252	178	140	251	225
20	158	177	189	215	225	162	104	193	176
21	170	138	136	152	159	130	93	151	140
22	109	103	83	94	116	79	57	101	92
23	51	46	60	79	81	66	44	63	61
24	15	15	25	43	56	41	30	31	32

7-19	3550	3642	3767	3688	4107	3360	2215	3751	3476
6-22	4076	4148	4256	4230	4680	3776	2500	4278	3952
6-24	4142	4209	4341	4352	4817	3883	2574	4372	4045
0-24	4218	4277	4417	4425	4897	3988	2701	4447	4132



Automatic Classified Counts, Clitheroe

LOCATION: CHATBURN ROAD

Direction : SOUTHBOUND

AVERAGE SPEEDS							
Hr Ending	Monday 25-Jun-12	Tuesday 26-Jun-12	Wednesday 27-Jun-12	Thursday 28-Jun-12	Friday 29-Jun-12	Saturday 30-Jun-12	Sunday 1-Jul-12
1	34.9	32.1	28.2	35.5	30.7	32.7	31.0
2	40.2	36.3	36.8	38.6	33.4	36.9	32.4
3	31.3	34.7	30.0	29.8	29.2	32.5	36.3
4	42.5	50.4	28.2	28.1	29.6	37.4	35.1
5	29.6	35.6	28.3	31.1	27.0	38.3	36.6
6	35.0	34.9	27.6	26.2	29.6	25.9	32.7
7	33.5	32.5	31.3	29.3	35.2	29.2	29.1
8	33.1	28.8	29.1	29.1	30.2	30.0	28.1
9	28.2	30.3	30.1	31.0	30.0	34.7	34.1
10	29.1	28.8	29.3	28.1	28.8	28.8	30.5
11	29.7	29.4	28.7	31.0	30.0	30.9	32.4
12	28.4	30.6	26.7	28.5	31.0	29.5	32.4
13	30.0	31.5	28.8	28.9	28.9	32.4	31.9
14	30.0	32.3	30.6	30.6	28.7	31.9	31.4
15	31.0	27.5	25.7	27.5	28.6	29.7	31.2
16	29.5	31.7	28.2	26.4	31.9	28.0	28.3
17	28.7	31.4	26.9	29.5	32.5	32.0	30.7
18	28.6	29.4	28.6	31.3	32.1	28.7	30.2
19	33.3	31.5	30.8	33.0	31.3	29.3	32.1
20	32.9	33.4	33.6	34.5	33.6	32.7	30.5
21	29.7	34.9	31.0	28.8	32.8	30.1	33.7
22	30.3	30.8	36.0	34.4	33.2	33.4	35.1
23	33.3	31.6	31.3	34.9	30.5	34.9	33.7
24	34.5	31.9	33.9	31.4	29.7	29.6	34.8

10-12	29.0	30.0	27.7	29.7	30.5	30.2	32.4
14-16	30.2	29.6	27.0	27.0	30.2	28.9	29.8
0-24	32.0	32.6	30.0	30.7	30.8	31.6	32.3

85TH PERCENTILE							
Hr Ending	Monday 25-Jun-12	Tuesday 26-Jun-12	Wednesday 27-Jun-12	Thursday 28-Jun-12	Friday 29-Jun-12	Saturday 30-Jun-12	Sunday 1-Jul-12
1	34.9	39.6	36.9	41.2	36.2	36.9	36.9
2	50.2	38.8	36.8	44.9	38.9	42.2	38.5
3	35.5	39.8	30.0	35.0	39.4	38.6	41.9
4	48.0	50.4	33.5	32.5	33.0	42.4	39.1
5	38.8	35.6	40.1	31.1	40.3	51.7	43.1
6	44.5	43.7	35.0	34.7	38.6	32.8	42.0
7	40.6	40.1	39.0	35.4	40.9	35.7	36.3
8	39.0	33.5	33.6	34.7	36.2	36.3	36.5
9	33.7	36.0	35.8	36.4	34.8	40.2	41.7
10	34.3	34.3	34.3	33.1	34.5	33.2	35.8
11	34.8	34.4	34.4	36.6	35.1	36.5	38.2
12	33.4	36.3	32.0	34.6	35.6	34.3	38.4
13	35.7	37.2	34.5	34.1	34.1	37.5	37.4
14	34.6	37.8	35.8	36.0	33.5	36.5	36.6
15	36.1	32.4	31.2	33.0	33.7	34.9	36.2
16	34.8	37.3	34.1	31.6	36.8	33.3	34.0
17	33.4	36.7	31.9	35.0	37.3	37.2	35.7
18	33.8	34.3	34.0	36.3	37.0	33.5	35.9
19	38.2	36.8	36.6	38.2	36.9	35.0	38.1
20	38.9	39.7	40.1	39.9	39.3	37.6	35.1
21	35.7	41.4	37.4	34.6	37.9	35.9	38.4
22	37.9	35.9	40.8	40.0	38.4	38.5	40.0
23	39.2	36.9	36.8	39.4	35.5	41.0	38.5
24	40.2	36.1	38.7	37.2	35.1	34.4	39.3

10-12	34.1	35.3	33.2	35.6	35.4	35.4	38.3
14-16	35.5	34.8	32.6	32.3	35.2	34.1	35.1
0-24	37.8	37.7	35.6	36.0	36.6	37.3	38.1

7 DAY AVERAGE SPEED	31.4
7 DAY AVERAGE 85th PERCENTILE	37.0

Automatic Classified Counts, Clitheroe

LOCATION: CHATBURN ROAD

Direction : NORTHBOUND

AVERAGE SPEEDS							
Hr Ending	Monday 25-Jun-12	Tuesday 26-Jun-12	Wednesday 27-Jun-12	Thursday 28-Jun-12	Friday 29-Jun-12	Saturday 30-Jun-12	Sunday 1-Jul-12
1	37.0	36.9	35.1	39.3	29.5	34.8	34.1
2	32.7	34.5	43.5	38.0	39.1	37.2	41.9
3	28.8	34.6	35.0	35.0	27.7	41.2	42.8
4	33.1	33.9	42.0	36.4	38.6	33.6	37.5
5	34.5	34.0	36.5	30.0	34.3	31.1	32.4
6	34.7	35.6	34.9	31.5	30.5	33.5	34.5
7	33.9	36.2	31.3	33.0	37.1	36.1	30.9
8	30.0	35.3	30.6	31.3	34.1	33.0	36.1
9	27.7	29.3	27.0	31.4	28.7	29.4	36.1
10	31.4	31.9	31.8	25.8	28.9	34.2	34.3
11	28.1	29.9	27.3	27.3	28.0	33.9	33.9
12	30.4	30.9	26.6	29.0	26.1	31.2	29.4
13	32.6	31.5	30.9	29.8	31.9	30.0	28.9
14	31.4	28.9	28.3	29.7	31.9	27.2	28.3
15	30.0	29.9	27.5	26.9	27.3	27.3	29.9
16	29.4	29.3	27.4	30.7	26.6	30.4	28.7
17	30.8	28.9	30.3	29.0	31.4	30.6	32.2
18	29.4	30.4	30.7	29.6	29.8	31.1	31.3
19	32.2	34.5	34.1	31.6	31.2	30.8	33.1
20	35.0	34.1	32.5	35.2	31.4	30.8	35.2
21	29.5	30.8	34.7	32.7	35.0	31.7	33.0
22	35.2	35.2	30.7	31.6	32.2	32.2	32.9
23	31.3	35.8	32.7	30.7	33.9	33.7	34.3
24	37.7	34.1	35.3	34.2	31.4	33.7	37.8
10-12	29.3	30.4	27.0	28.2	27.1	32.6	31.7
14-16	29.7	29.6	27.4	28.8	26.9	28.9	29.3
0-24	31.9	32.8	32.4	31.7	31.5	32.4	33.7

85TH PERCENTILE							
Hr Ending	Monday 25-Jun-12	Tuesday 26-Jun-12	Wednesday 27-Jun-12	Thursday 28-Jun-12	Friday 29-Jun-12	Saturday 30-Jun-12	Sunday 1-Jul-12
1	52.2	43.3	42.0	44.6	33.7	40.1	41.1
2	49.9	40.0	48.5	44.0	43.6	43.5	48.0
3	43.4	34.6	41.1	43.3	34.7	46.5	48.0
4	36.9	42.7	44.9	43.5	48.8	33.6	44.8
5	39.1	40.9	41.6	34.2	42.2	37.8	42.1
6	40.3	40.3	38.8	36.7	36.4	39.6	45.1
7	39.5	41.6	37.6	37.7	43.3	40.7	35.3
8	35.7	41.1	36.2	37.3	39.8	39.1	43.3
9	33.7	35.6	32.4	37.1	35.0	35.3	42.0
10	36.9	37.0	37.6	31.7	34.1	39.8	40.3
11	33.4	35.4	32.7	32.4	33.2	39.3	38.7
12	35.4	36.2	31.8	34.3	30.9	35.9	34.5
13	37.9	37.2	36.2	34.8	37.2	34.7	33.8
14	36.4	34.2	33.1	35.7	37.7	32.9	33.5
15	35.8	35.3	33.2	32.6	32.4	32.3	34.9
16	34.8	34.9	33.5	36.3	32.6	35.3	33.8
17	36.6	34.6	35.7	34.5	36.7	36.5	39.0
18	34.9	35.9	36.5	34.7	35.4	37.2	36.5
19	38.8	39.7	40.3	37.3	37.2	36.4	39.2
20	40.4	40.0	39.2	40.7	37.2	36.8	41.3
21	34.9	36.4	41.7	38.5	41.6	37.5	38.6
22	40.8	41.8	36.7	38.3	38.2	38.9	39.0
23	36.6	40.0	38.1	36.9	40.4	38.7	40.5
24	43.2	42.0	41.8	40.7	37.7	40.7	44.6
10-12	34.4	35.8	32.2	33.4	32.1	37.6	36.6
14-16	35.3	35.1	33.3	34.5	32.5	33.8	34.3
0-24	38.6	38.4	38.0	37.4	37.5	37.9	39.9

7 DAY AVERAGE SPEED	32.3
7 DAY AVERAGE 85th PERCENTILE	38.2

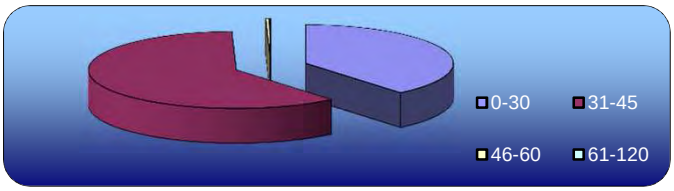
Automatic Classified Counts, Clitheroe

LOCATION: CHATBURN ROAD

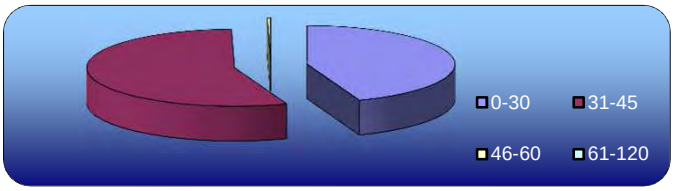
Direction : SOUTHBOUND

SPEED SUMMARY							
SPEED (MPH)	Monday 25-Jun-12	Tuesday 26-Jun-12	Wednesday 27-Jun-12	Thursday 28-Jun-12	Friday 29-Jun-12	Saturday 30-Jun-12	Sunday 1-Jul-12
0-30	1681	1895	1963	2140	1942	1348	955
31-45	2618	2370	2463	2333	2917	2413	1851
46-60	17	15	13	9	15	11	10
61-120	4	0	1	0	0	0	0
TOTAL	4320	4280	4440	4482	4874	3772	2816

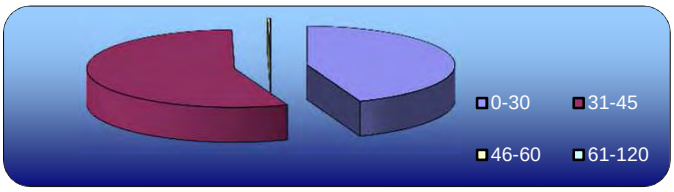
Monday
25-Jun-12



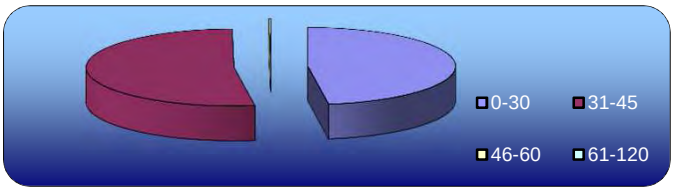
Tuesday
26-Jun-12



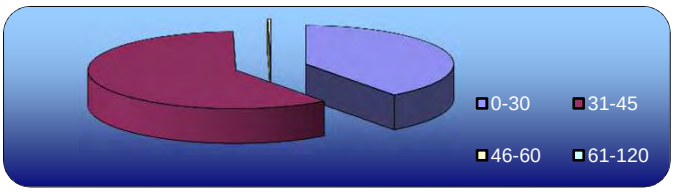
Wednesday
27-Jun-12



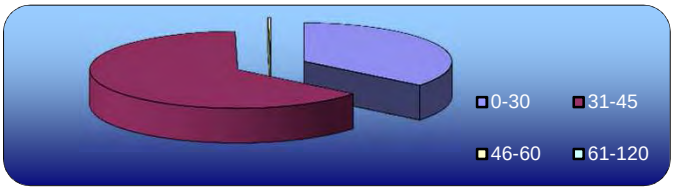
Thursday
28-Jun-12



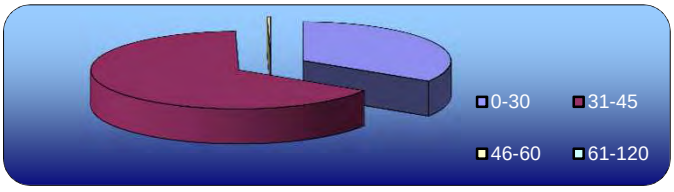
Friday
29-Jun-12



Saturday
30-Jun-12



Sunday
1-Jul-12



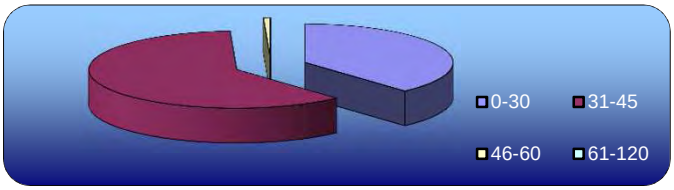
Automatic Classified Counts, Clitheroe

LOCATION: CHATBURN ROAD

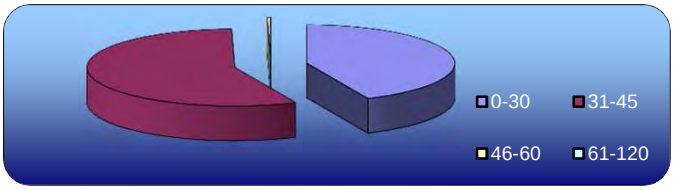
Direction : NORTHBOUND

SPEED SUMMARY							
SPEED (MPH)	Monday 25-Jun-12	Tuesday 26-Jun-12	Wednesday 27-Jun-12	Thursday 28-Jun-12	Friday 29-Jun-12	Saturday 30-Jun-12	Sunday 1-Jul-12
0-30	1614	1850	2102	2162	2273	1631	925
31-45	2574	2412	2299	2246	2599	2327	1736
46-60	30	15	16	17	25	30	40
61-120	0	0	0	0	0	0	0
TOTAL	4218	4277	4417	4425	4897	3988	2701

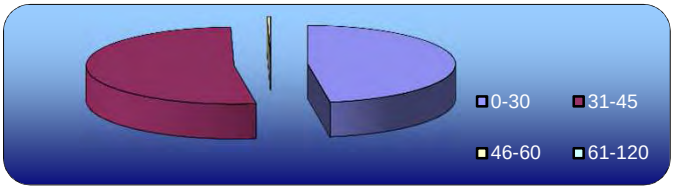
Monday
25-Jun-12



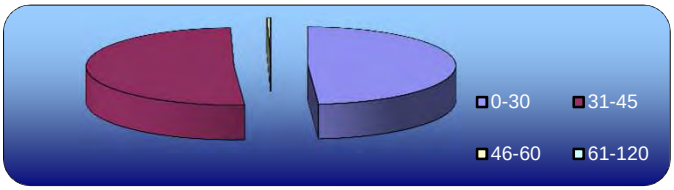
Tuesday
26-Jun-12



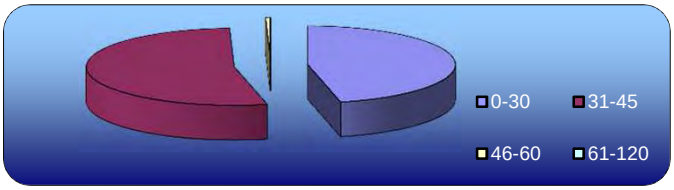
Wednesday
27-Jun-12



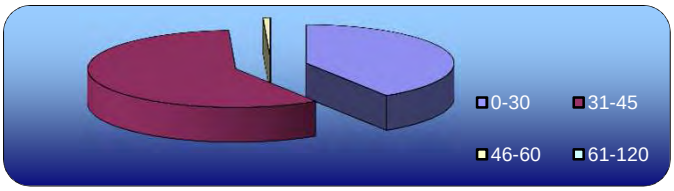
Thursday
28-Jun-12



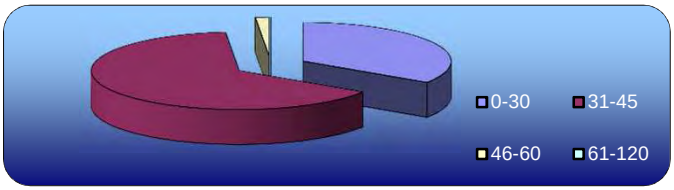
Friday
29-Jun-12



Saturday
30-Jun-12



Sunday
1-Jul-12

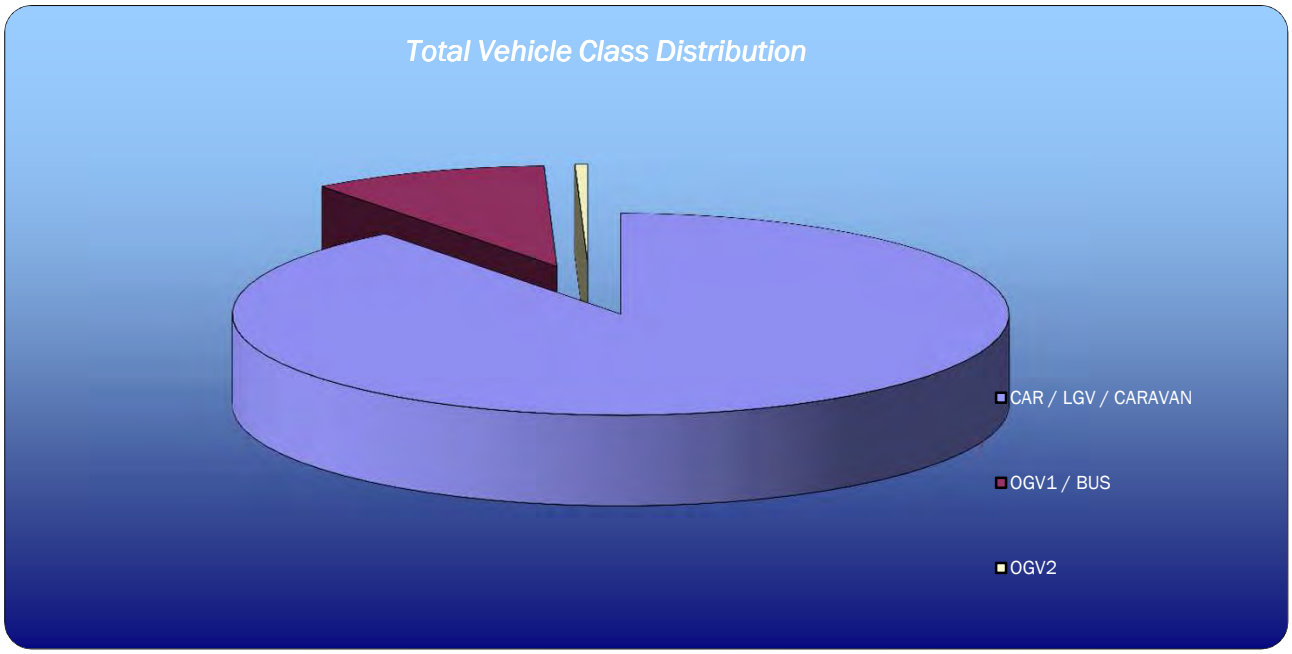


Automatic Classified Counts, Clitheroe

LOCATION: CHATBURN ROAD

Direction : SOUTHBOUND

VEHICLE CLASSIFICATION				
	CAR / LGV / CARAVAN	OGV1 / BUS	OGV2	TOTAL
25-Jun-12				
7-19	3312	388	18	3718
6-22	3743	420	21	4184
6-24	3811	422	21	4254
0-24	3840	456	23	4319
26-Jun-12				
7-19	3326	445	11	3782
6-22	3688	459	14	4161
6-24	3769	463	14	4246
0-24	3798	468	14	4280
27-Jun-12				
7-19	3384	441	12	3837
6-22	3819	475	12	4306
6-24	3906	481	13	4400
0-24	3940	486	14	4440
28-Jun-12				
7-19	3376	446	15	3837
6-22	3836	486	17	4339
6-24	3925	492	17	4434
0-24	3969	496	17	4482
29-Jun-12				
7-19	3770	423	12	4205
6-22	4204	450	14	4668
6-24	4333	456	14	4803
0-24	4397	462	15	4874
30-Jun-12				
7-19	2939	207	6	3152
6-22	3327	226	6	3559
6-24	3446	229	6	3681
0-24	3527	239	6	3772
1-Jul-12				
7-19	2192	98	59	2349
6-22	2443	109	71	2623
6-24	2510	111	73	2694
0-24	2621	120	75	2816
AVERAGE				
7-19	3186	350	19	3554
6-22	3580	375	22	3977
6-24	3671	379	23	4073
0-24	3727	390	23	4140

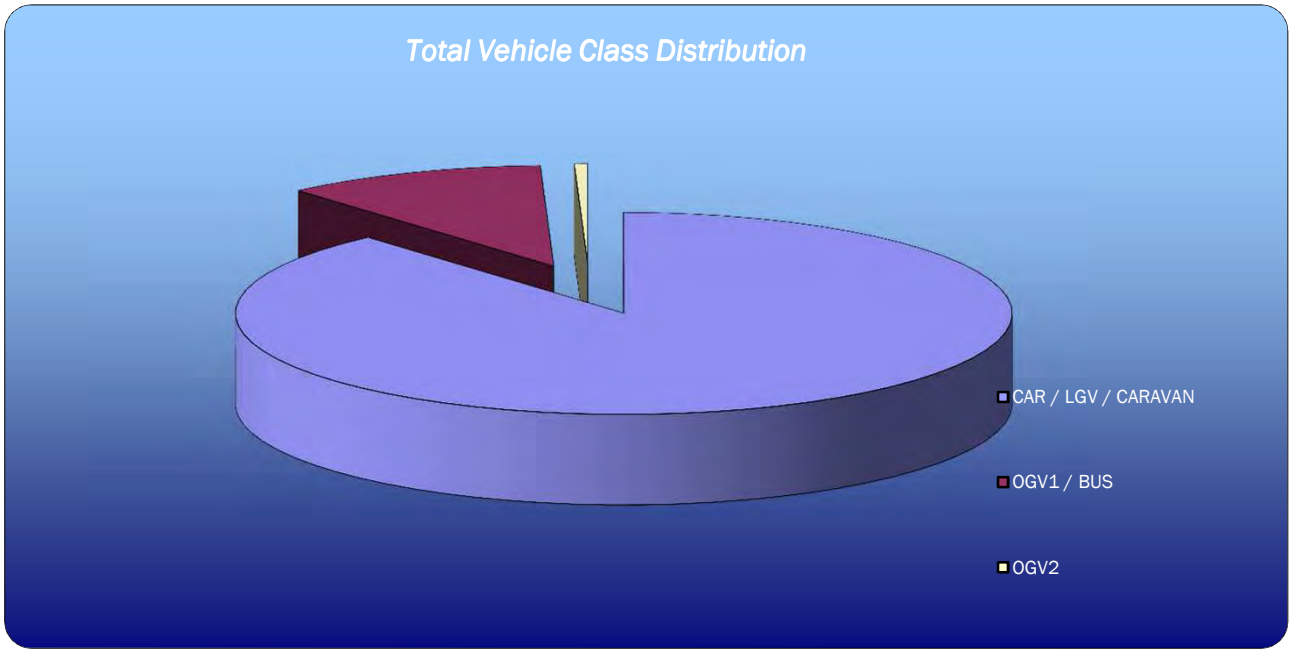


Automatic Classified Counts, Clitheroe

LOCATION: CHATBURN ROAD

Direction : NORTHBOUND

VEHICLE CLASSIFICATION				
	CAR / LGV / CARAVAN	OGV1 / BUS	OGV2	TOTAL
25-Jun-12				
7-19	3109	431	10	3550
6-22	3600	464	12	4076
6-24	3662	468	12	4142
0-24	3714	492	12	4218
26-Jun-12				
7-19	3152	473	17	3642
6-22	3612	516	20	4148
6-24	3669	520	20	4209
0-24	3724	533	20	4277
27-Jun-12				
7-19	3283	462	22	3767
6-22	3738	495	23	4256
6-24	3812	506	23	4341
0-24	3880	513	24	4417
28-Jun-12				
7-19	3199	468	21	3688
6-22	3699	510	21	4230
6-24	3810	521	21	4352
0-24	3876	528	21	4425
29-Jun-12				
7-19	3628	467	12	4107
6-22	4160	508	12	4680
6-24	4286	519	12	4817
0-24	4354	531	12	4897
30-Jun-12				
7-19	3114	238	8	3360
6-22	3499	269	8	3776
6-24	3602	273	8	3883
0-24	3697	283	8	3988
1-Jul-12				
7-19	2057	112	46	2215
6-22	2327	123	50	2500
6-24	2396	125	53	2574
0-24	2511	136	54	2701
AVERAGE				
7-19	3077	379	19	3476
6-22	3519	412	21	3952
6-24	3605	419	21	4045
0-24	3679	431	22	4132



APPENDIX E

2006 Frog Lane Health Centre Parking Survey

Entry & Exit Counts, Frog Lane Health Centre, Frog Lane, Wigan

DATE: MONDAY 30TH OCTOBER 2006

LOCATION: FROG LANE HEALTH CENTRE CAR PARK, FROG LANE

TIME / CLASS	ENTERING						EXITING						TOTAL MOVEMENT FROM ARM
	MOTOR CYCLE	CAR TAXI	LGV	HGV	BUS COACH	TOTAL	MOTOR CYCLE	CAR TAXI	LGV	HGV	BUS COACH	TOTAL	
8:00 - 8:15	0	8	0	0	0	8	0	0	0	0	0	0	8
8:15 - 8:30	0	15	2	0	0	17	0	2	3	0	0	5	22
8:30 - 8:45	0	20	1	0	0	21	0	2	2	0	0	4	25
8:45 - 9:00	0	28	1	0	0	29	0	6	1	0	0	7	36
9:00 - 9:15	0	17	0	0	0	17	0	8	1	0	0	9	26
9:15 - 9:30	0	21	1	0	0	22	0	13	0	0	0	13	35
9:30 - 9:45	0	24	1	0	0	25	0	18	2	0	0	20	45
9:45 - 10:00	0	26	1	0	0	27	0	14	2	0	0	16	43
10:00 - 10:15	0	16	0	0	0	16	0	13	0	0	0	13	29
10:15 - 10:30	0	23	0	0	0	23	0	22	2	0	0	24	47
10:30 - 10:45	1	25	0	1	0	27	1	25	1	0	0	27	54
10:45 - 11:00	0	15	0	1	0	16	0	17	0	1	0	18	34
11:00 - 11:15	0	16	1	0	0	17	0	17	0	1	0	18	35
11:15 - 11:30	0	14	2	0	0	16	0	13	3	0	0	16	32
11:30 - 11:45	0	11	1	0	0	12	0	15	1	0	0	16	28
11:45 - 12:00	0	13	1	0	0	14	0	15	1	0	0	16	30
12:00 - 12:15	0	16	0	0	0	16	0	25	1	0	0	26	42
12:15 - 12:30	0	11	1	0	0	12	0	13	2	0	0	15	27
12:30 - 12:45	0	9	1	0	0	10	0	15	1	0	0	16	26
12:45 - 13:00	0	10	1	0	0	11	0	17	0	0	0	17	28
13:00 - 13:15	0	14	2	0	0	16	0	9	2	0	0	11	27
13:15 - 13:30	0	7	0	0	0	7	0	12	0	0	0	12	19
13:30 - 13:45	0	19	2	0	0	21	0	13	0	0	0	13	34
13:45 - 14:00	0	10	1	0	0	11	0	12	1	0	0	13	24
14:00 - 14:15	0	13	0	0	0	13	0	12	1	0	0	13	26
14:15 - 14:30	0	14	2	0	0	16	0	9	3	0	0	12	28
14:30 - 14:45	2	14	1	0	0	17	2	12	2	0	0	16	33
14:45 - 15:00	1	21	1	0	0	23	0	10	0	0	0	10	33
15:00 - 15:15	0	15	3	0	0	18	0	21	1	0	0	22	40
15:15 - 15:30	0	12	1	0	0	13	0	7	3	0	0	10	23
15:30 - 15:45	0	11	1	0	0	12	0	14	2	0	0	16	28
15:45 - 16:00	0	10	1	0	0	11	1	21	0	0	0	22	33
16:00 - 16:15	1	12	0	0	0	13	2	19	3	0	0	24	37
16:15 - 16:30	0	5	1	0	0	6	0	15	2	0	0	17	23
16:30 - 16:45	0	4	0	0	0	4	0	18	2	0	0	20	24
16:45 - 17:00	0	3	0	0	0	3	0	15	0	0	0	15	18
PERIOD TOTAL	5	522	31	2	0	560	6	489	45	2	0	542	1102

Accumulation, Frog Lane Health Centre, Frog Lane, Wigan

DATE: MONDAY 30TH OCTOBER 2006

LOCATION: FROG LANE HEALTH CENTRE CAR PARK, FROG LANE

TIME	ENTERING	EXITING	ACCUMU-LATION
8:00	8	0	35
8:15	17	5	47
8:30	21	4	64
8:45	29	7	86
9:00	17	9	94
9:15	22	13	103
9:30	25	20	108
9:45	27	16	119
10:00	16	13	122
10:15	23	24	121
10:30	27	27	121
10:45	16	18	119
11:00	17	18	118
11:15	16	16	118
11:30	12	16	114
11:45	14	16	112
12:00	16	26	102
12:15	12	15	99
12:30	10	16	93
12:45	11	17	87
13:00	16	11	92
13:15	7	12	87
13:30	21	13	95
13:45	11	13	93
14:00	13	13	93
14:15	16	12	97
14:30	17	16	98
14:45	23	10	111
15:00	18	22	107
15:15	13	10	110
15:30	12	16	106
15:45	11	22	95
16:00	13	24	84
16:15	6	17	73
16:30	4	20	57
16:45	3	15	45

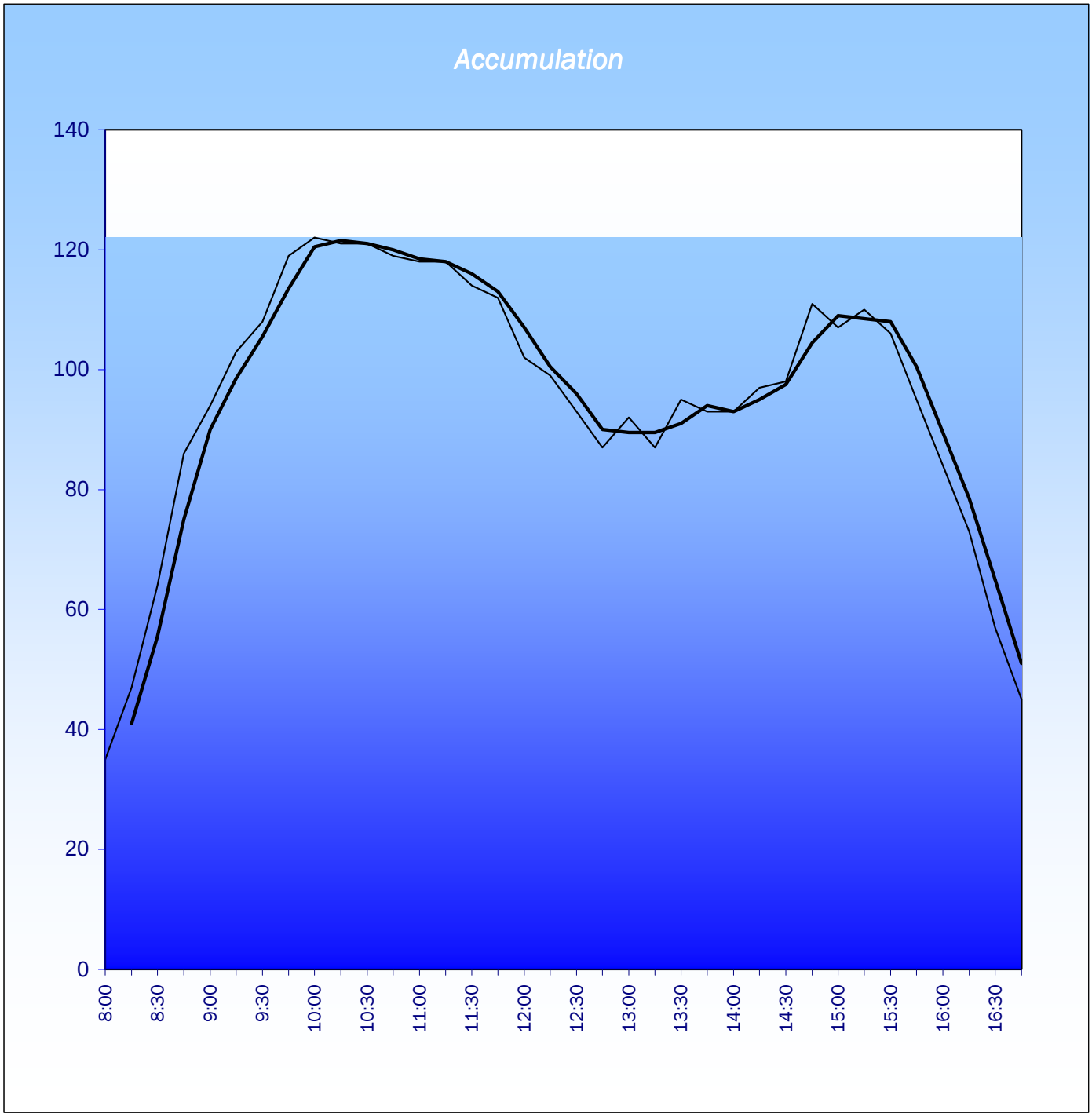
TOTAL MARKED PARKING SPACES: 136
REGULAR PARKING SPACES: 122
DISABLED PARKING SPACES: 14

VEHICLES PARKED AT 07:00; 27
VEHICLES PARKED AT 17:00: 45

Accumulation, Frog Lane Health Centre, Frog Lane, Wigan

DATE: MONDAY 30TH OCTOBER 2006

LOCATION: FROG LANE HEALTH CENTRE CAR PARK, FROG LANE



VEHICLES PARKED AT 07:00; 27
VEHICLES PARKED AT 17:00: 45

APPENDIX F

Frog Lane Trip Rates

NHS Health Centre Redevelopment - TRIP RATES

Proposed Health Centre **6100** sqm

per parking space Starting Occ **0**

TIME RANGE			TRIP RATES			TRIP GENERATIONS			ACCUMULATION
			ARRIVALS	DEPARTURES	TWO-WAY	ARRIVALS	DEPARTURES	TWO-WAY	
8:00	-	8:15	0.158	0.000	0.158	10	0	10	10
8:15	-	8:30	0.336	0.099	0.435	21	6	27	24
8:30	-	8:45	0.415	0.079	0.494	25	5	30	45
8:45	-	9:00	0.573	0.138	0.712	35	8	43	71
9:00	-	9:15	0.336	0.178	0.514	21	11	31	81
9:15	-	9:30	0.435	0.257	0.692	27	16	42	92
9:30	-	9:45	0.494	0.395	0.890	30	24	54	98
9:45	-	10:00	0.534	0.316	0.850	33	19	52	111
10:00	-	10:15	0.316	0.257	0.573	19	16	35	115
10:15	-	10:30	0.455	0.475	0.929	28	29	57	113
10:30	-	10:45	0.534	0.534	1.068	33	33	65	113
10:45	-	11:00	0.316	0.356	0.672	19	22	41	111
11:00	-	11:15	0.336	0.356	0.692	21	22	42	110
11:15	-	11:30	0.316	0.316	0.633	19	19	39	110
11:30	-	11:45	0.237	0.316	0.554	14	19	34	105
11:45	-	12:00	0.277	0.316	0.593	17	19	36	103
12:00	-	12:15	0.316	0.514	0.831	19	31	51	90
12:15	-	12:30	0.237	0.297	0.534	14	18	33	87
12:30	-	12:45	0.198	0.316	0.514	12	19	31	80
12:45	-	13:00	0.218	0.336	0.554	13	21	34	72
13:00	-	13:15	0.316	0.218	0.534	19	13	33	78
13:15	-	13:30	0.138	0.237	0.376	8	14	23	72
13:30	-	13:45	0.415	0.257	0.672	25	16	41	82
13:45	-	14:00	0.218	0.257	0.475	13	16	29	80
14:00	-	14:15	0.257	0.257	0.514	16	16	31	80
14:15	-	14:30	0.316	0.237	0.554	19	14	34	84
14:30	-	14:45	0.336	0.316	0.653	21	19	40	86
14:45	-	15:00	0.455	0.198	0.653	28	12	40	101
15:00	-	15:15	0.356	0.435	0.791	22	27	48	96
15:15	-	15:30	0.257	0.198	0.455	16	12	28	100
15:30	-	15:45	0.237	0.316	0.554	14	19	34	95
15:45	-	16:00	0.218	0.435	0.653	13	27	40	82
16:00	-	16:15	0.257	0.475	0.732	16	29	45	69
16:15	-	16:30	0.119	0.336	0.455	7	21	28	55
16:30	-	16:45	0.079	0.395	0.475	5	24	29	36
16:45	-	17:00	0.059	0.297	0.356	4	18	22	22
DAILY			**11.074**	**10.718**	**21.792**	**675**	**654**	**1329**	

NHS Health Centre Redevelopment - TRIP RATES

Proposed Health Centre **6100** sqm

per parking space

TIME RANGE			TRIP RATES			TRIP GENERATIONS		
			ARRIVALS	DEPARTURES	TWO-WAY	ARRIVALS	DEPARTURES	TWO-WAY
8:00	-	8:30	0.494	0.099	0.593	30	6	36
8:30	-	9:00	0.989	0.218	1.206	60	13	74
9:00	-	9:30	0.771	0.435	1.206	47	27	74
9:30	-	10:00	1.028	0.712	1.740	63	43	106
10:00	-	10:30	0.771	0.732	1.503	47	45	92
10:30	-	11:00	0.850	0.890	1.740	52	54	106
11:00	-	11:30	0.653	0.672	1.325	40	41	81
11:30	-	12:00	0.514	0.633	1.147	31	39	70
12:00	-	12:30	0.554	0.811	1.364	34	49	83
12:30	-	13:00	0.415	0.653	1.068	25	40	65
13:00	-	13:30	0.455	0.455	0.910	28	28	55
13:30	-	14:00	0.633	0.514	1.147	39	31	70
14:00	-	14:30	0.573	0.494	1.068	35	30	65
14:30	-	15:00	0.791	0.514	1.305	48	31	80
15:00	-	15:30	0.613	0.633	1.246	37	39	76
15:30	-	16:00	0.455	0.751	1.206	28	46	74
16:00	-	16:30	0.376	0.811	1.186	23	49	72
16:30	-	17:00	0.138	0.692	0.831	8	42	51
DAILY			**11.074**	**10.718**	**21.792**	**675**	**654**	**1329**

APPENDIX G

Residential TRICS Output

TRIP RATE CALCULATION SELECTION PARAMETERS:

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

Selected regions and areas:

02	SOUTH EAST		
	BD	BEDFORDSHIRE	1 days
	ES	EAST SUSSEX	1 days
03	SOUTH WEST		
	CW	CORNWALL	1 days
	DC	DORSET	1 days
	WL	WILTSHIRE	1 days
04	EAST ANGLIA		
	SF	SUFFOLK	1 days
05	EAST MIDLANDS		
	DS	DERBYSHIRE	1 days
06	WEST MIDLANDS		
	WM	WEST MIDLANDS	2 days
	WO	WORCESTERSHIRE	1 days
07	YORKSHIRE & NORTH LINCOLNSHIRE		
	NY	NORTH YORKSHIRE	3 days
08	NORTH WEST		
	GM	GREATER MANCHESTER	1 days
	LC	LANCASHIRE	1 days
09	NORTH		
	CB	CUMBRIA	1 days
10	WALES		
	CF	CARDIFF	1 days
	WR	WREXHAM	1 days

Filtering Stage 2 selection:

Parameter: Number of dwellings
Actual Range: 20 to 99 (units:)
Range Selected by User: 20 to 100 (units:)

Public Transport Provision:
Selection by: Include all surveys

Date Range: 01/01/04 to 20/12/11

Selected survey days:

Monday	5 days
Tuesday	6 days
Wednesday	3 days
Thursday	1 days
Friday	3 days

Selected survey types:

Manual count	18 days
Directional ATC Count	0 days

Selected Locations:

Suburban Area (PPS6 Out of Centre)	7
Edge of Town	10
Neighbourhood Centre (PPS6 Local Centre)	1

Selected Location Sub Categories:

Residential Zone	13
No Sub Category	5

LIST OF SITES relevant to selection parameters

1 BD-03-A-02 SEMI DETACHED, LUTON BEDFORDSHIRE
RIDDY LANE

LUTON
Suburban Area (PPS6 Out of Centre)
Residential Zone
Total Number of dwellings: 82
Survey date: TUESDAY 06/07/04 Survey Type: MANUAL

2 CB-03-A-04 SEMI DETACHED, WORKINGTON CUMBRIA
MOORCLOSE ROAD
SALTERBACK
WORKINGTON
Edge of Town
No Sub Category
Total Number of dwellings: 82
Survey date: FRIDAY 24/04/09 Survey Type: MANUAL

3 CF-03-A-03 DETACHED, CARDIFF CARDIFF
LLANTRISANT ROAD

CARDIFF
Suburban Area (PPS6 Out of Centre)
Residential Zone
Total Number of dwellings: 29
Survey date: MONDAY 08/10/07 Survey Type: MANUAL

4 CW-03-A-02 SEMI D./DETATCHED, TRURO CORNWALL
BOSVEAN GARDENS

TRURO
Suburban Area (PPS6 Out of Centre)
Residential Zone
Total Number of dwellings: 73
Survey date: TUESDAY 18/09/07 Survey Type: MANUAL

5 DC-03-A-01 DETACHED, POOLE DORSET
ISAACS CLOSE

POOLE
Suburban Area (PPS6 Out of Centre)
Residential Zone
Total Number of dwellings: 51
Survey date: WEDNESDAY 16/07/08 Survey Type: MANUAL

6 DS-03-A-01 SEMI D./TERRACED, DRONFIELD DERBYSHIRE
THE AVENUE
HOLMESDALE
DRONFIELD
Neighbourhood Centre (PPS6 Local Centre)
Residential Zone
Total Number of dwellings: 20
Survey date: THURSDAY 22/06/06 Survey Type: MANUAL

7 ES-03-A-02 PRIVATE HOUSING,PEACEHAVEN EAST SUSSEX
SOUTH COAST ROAD

PEACEHAVEN
Edge of Town
Residential Zone
Total Number of dwellings: 37
Survey date: FRIDAY 18/11/11 Survey Type: MANUAL

LIST OF SITES relevant to selection parameters (Cont.)

8 GM-03-A-10 DETACHED/SEMI, MANCHESTER GREATER MANCHESTER
BUTT HILL DRIVE
PRESTWICH
MANCHESTER
Edge of Town
Residential Zone
Total Number of dwellings: 29
Survey date: WEDNESDAY 12/10/11 Survey Type: MANUAL

9 LC-03-A-22 BUNGALOWS, BLACKPOOL LANCASHIRE
CLIFTON DRIVE NORTH

BLACKPOOL
Edge of Town
Residential Zone
Total Number of dwellings: 98
Survey date: TUESDAY 18/10/05 Survey Type: MANUAL

10 NY-03-A-01 MIXED HOUSES,NORTHALLERTON NORTH YORKSHIRE
GRAMMAR SCHOOL LANE

NORTHALLERTON
Suburban Area (PPS6 Out of Centre)
Residential Zone
Total Number of dwellings: 52
Survey date: TUESDAY 25/09/07 Survey Type: MANUAL

11 NY-03-A-05 HOUSES AND FLATS, RIPON NORTH YORKSHIRE
BOROUGHBRIDGE ROAD

RIPON
Edge of Town
No Sub Category
Total Number of dwellings: 71
Survey date: MONDAY 22/09/08 Survey Type: MANUAL

12 NY-03-A-07 DETACHED/SEMI, BOROBRIDGE NORTH YORKSHIRE
CRAVEN WAY

BOROUGHBRIDGE
Edge of Town
No Sub Category
Total Number of dwellings: 23
Survey date: TUESDAY 18/10/11 Survey Type: MANUAL

13 SF-03-A-01 SEMI DETACHED, IPSWICH SUFFOLK
A1156 FELIXSTOWE ROAD
RACECOURSE
IPSWICH
Suburban Area (PPS6 Out of Centre)
Residential Zone
Total Number of dwellings: 77
Survey date: WEDNESDAY 23/05/07 Survey Type: MANUAL

14 WL-03-A-01 SEMI D./TERRACED W. BASSETT WILTSHIRE
MAPLE DRIVE

WOOTTON BASSETT
Edge of Town
Residential Zone
Total Number of dwellings: 99
Survey date: MONDAY 02/10/06 Survey Type: MANUAL

LIST OF SITES relevant to selection parameters (Cont.)

15 WM-03-A-01 TERRACED, COVENTRY 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

16 WM-03-A-03 MIXED HOUSING, COVENTRY 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

17 WO-03-A-02 SEMI DETACHED, REDDITCH WORCESTERSHIRE
MEADOWHILL ROAD

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

18 WR-03-A-01 SEMI DETACHED, WREXHAM WREXHAM
MOLD ROAD
RHOSDDU
WREXHAM
Edge of Town
No Sub Category
Total Number of dwellings: 82
Survey date: MONDAY 05/07/04 Survey Type: MANUAL

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	0	0	0.000	0	0	0.000	0	0	0.000
01:00 - 02:00	0	0	0.000	0	0	0.000	0	0	0.000
02:00 - 03:00	0	0	0.000	0	0	0.000	0	0	0.000
03:00 - 04:00	0	0	0.000	0	0	0.000	0	0	0.000
04:00 - 05:00	0	0	0.000	0	0	0.000	0	0	0.000
05:00 - 06:00	0	0	0.000	0	0	0.000	0	0	0.000
06:00 - 07:00	0	0	0.000	0	0	0.000	0	0	0.000
07:00 - 08:00	18	62	0.064	18	62	0.267	18	62	0.331
08:00 - 09:00	18	62	0.151	18	62	0.389	18	62	0.540
09:00 - 10:00	18	62	0.199	18	62	0.221	18	62	0.420
10:00 - 11:00	18	62	0.169	18	62	0.209	18	62	0.378
11:00 - 12:00	18	62	0.201	18	62	0.193	18	62	0.394
12:00 - 13:00	18	62	0.230	18	62	0.177	18	62	0.407
13:00 - 14:00	18	62	0.189	18	62	0.200	18	62	0.389
14:00 - 15:00	18	62	0.188	18	62	0.203	18	62	0.391
15:00 - 16:00	18	62	0.272	18	62	0.223	18	62	0.495
16:00 - 17:00	18	62	0.334	18	62	0.186	18	62	0.520
17:00 - 18:00	18	62	0.352	18	62	0.202	18	62	0.554
18:00 - 19:00	18	62	0.289	18	62	0.190	18	62	0.479
19:00 - 20:00	0	0	0.000	0	0	0.000	0	0	0.000
20:00 - 21:00	0	0	0.000	0	0	0.000	0	0	0.000
21:00 - 22:00	0	0	0.000	0	0	0.000	0	0	0.000
22:00 - 23:00	0	0	0.000	0	0	0.000	0	0	0.000
23:00 - 24:00	0	0	0.000	0	0	0.000	0	0	0.000
Total Rates:			2.638			2.660			5.298

Parameter summary

Trip rate parameter range selected:	20 - 99 (units:)
Survey date date range:	01/01/04 - 20/12/11
Number of weekdays (Monday-Friday):	18
Number of Saturdays:	0
Number of Sundays:	0
Surveys manually removed from selection:	22

APPENDIX H

PICADY Output for Existing Hospital East Access

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

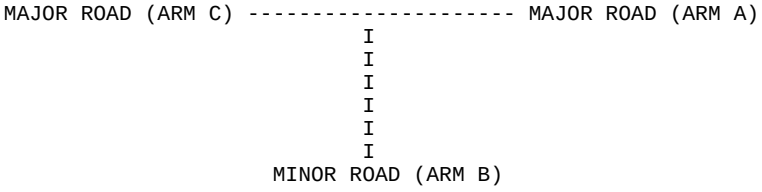
Run with file:-
"I:\9X5278\Technical_Data\E01 Calculations\Junction Assessment\Chatbum Rd_EAccess Pri Jun\
Chatburn Road - Eastern Existing Access.vpi"
(drive-on-the-left) at 16:15:16 on Friday, 3 August 2012

RUN INFORMATION

RUN TITLE	: PM Peak Hour Base - Chatburn Road / Eastern Access
LOCATION	: Clitheroe
DATE	: 03/08/12
CLIENT	: Eric Wright Group
ENUMERATOR	: kgibb [DWDGL334]
JOB NUMBER	: 9X5278
STATUS	: Preliminary
DESCRIPTION	:

MAJOR/MINOR JUNCTION CAPACITY AND DELAY

INPUT DATA



ARM A IS Chatburn Road (East)
ARM B IS Eastern Access
ARM C IS Chatburn Road (West)

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) 8.00 M.
CENTRAL RESERVE WIDTH	(WCR) 0.00 M.
MAJOR ROAD RIGHT TURN - WIDTH	(WC-B) 2.20 M.
- VISIBILITY	(VC-B) 70.00 M.
- BLOCKS TRAFFIC (SPACES)	NO (0)
MINOR ROAD - VISIBILITY TO LEFT	(VB-C) 9.0 M.
- VISIBILITY TO RIGHT	(VB-A) 7.0 M.
- LANE 1 WIDTH	(WB-C) 2.45 M.
- LANE 2 WIDTH	(WB-A) 0.00 M.

.SLOPES AND INTERCEPT

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

Intercept For STREAM B-C	Slope For STREAM A-C	Slope For Opposing STREAM A-B
593.74	0.21	0.08

Intercept For STREAM B-A	Slope For STREAM A-C	Slope For Opposing STREAM A-B	Slope For Opposing STREAM C-A	Slope For Opposing STREAM C-B
457.43	0.19	0.08	0.12	0.27

Intercept For STREAM C-B	Slope For STREAM A-C	Slope For Opposing STREAM A-B
614.50	0.22	0.22

(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: 2013 Base AM

TIME PERIOD BEGINS 08.00 AND ENDS 09.30

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	TOP OF PEAK IS REACHED	FLOW STOPS FALLING	RATE OF FLOW (VEH/MIN) BEFORE PEAK	AT TOP OF PEAK	AFTER PEAK
ARM A	15.00	45.00	75.00	6.46	9.69	6.46
ARM B	15.00	45.00	75.00	0.11	0.17	0.11
ARM C	15.00	45.00	75.00	4.96	7.44	4.96

Demand set: 2013 Base AM

TIME	FROM/TO	ARM A	ARM B	ARM C
08.00 - 09.30		TURNING PROPORTIONS / TURNING COUNTS (PERCENTAGE OF H.V.S)		
	ARM A	0.000	0.948	0.052
		0.0	490.0	27.0
		(0.0)	(0.0)	(0.0)
	ARM B	0.222	0.000	0.778
		2.0	0.0	7.0
		(0.0)	(0.0)	(0.0)
	ARM C	0.967	0.033	0.000
		384.0	13.0	0.0
		(0.0)	(0.0)	(0.0)

TURNING PROPORTIONS ARE CALCULATED FROM TURNING COUNT DATA

QUEUE AND DELAY INFORMATION FOR EACH 15 MIN TIME SEGMENT

FOR DEMAND SET 2013 Base AM
AND FOR TIME PERIOD 1

TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)
08.00-08.15									
B-AC	0.11	8.48	0.013		0.00	0.01	0.2		0.12
C-A	4.82								
C-B	0.16	8.83	0.018		0.00	0.02	0.3		0.12
A-B	6.15								
A-C	0.34								
08.15-08.30									
B-AC	0.13	8.32	0.016		0.01	0.02	0.2		0.12
C-A	5.75								
C-B	0.19	8.56	0.023		0.02	0.02	0.3		0.12
A-B	7.34								
A-C	0.40								
08.30-08.45									
B-AC	0.17	8.10	0.020		0.02	0.02	0.3		0.13
C-A	7.05								
C-B	0.24	8.18	0.029		0.02	0.03	0.4		0.13
A-B	8.99								
A-C	0.50								
08.45-09.00									
B-AC	0.17	8.10	0.020		0.02	0.02	0.3		0.13
C-A	7.05								
C-B	0.24	8.18	0.029		0.03	0.03	0.4		0.13
A-B	8.99								
A-C	0.50								

TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)
09.00-09.15									
B-AC	0.13	8.32	0.016		0.02	0.02	0.3		0.12
C-A	5.75								
C-B	0.19	8.56	0.023		0.03	0.02	0.4		0.12
A-B	7.34								
A-C	0.40								

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)
09.15-09.30									
B-AC	0.11	8.48	0.013		0.02	0.01	0.2		0.12
C-A	4.82								
C-B	0.16	8.83	0.018		0.02	0.02	0.3		0.12
A-B	6.15								
A-C	0.34								

QUEUE FOR STREAM B-AC

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE
08.15	0.0
08.30	0.0
08.45	0.0
09.00	0.0
09.15	0.0
09.30	0.0

QUEUE FOR STREAM C-B

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE
08.15	0.0
08.30	0.0
08.45	0.0
09.00	0.0
09.15	0.0
09.30	0.0

QUEUEING DELAY INFORMATION OVER WHOLE PERIOD

STREAM	TOTAL DEMAND (VEH)	TOTAL DEMAND (VEH/H)	* QUEUEING * DELAY * (MIN)	* QUEUEING * DELAY * (MIN/VEH)	* INCLUSIVE QUEUEING * DELAY * (MIN)	* INCLUSIVE QUEUEING * DELAY * (MIN/VEH)
B-AC	12.4	8.3	1.5	0.12	1.5	0.12
C-A	528.5	352.4				
C-B	17.9	11.9	2.1	0.12	2.1	0.12
A-B	674.4	449.6				
A-C	37.2	24.8				
ALL	1270.4	847.0	3.7	0.00	3.7	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
593.74	0.21	0.08

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
457.43	0.19	0.08	0.12	0.27

Intercept For STREAM C-B	Slope For Opposing STREAM A-C	Slope For Opposing STREAM A-B
614.50	0.22	0.22

(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: 2013 Base PM

TIME PERIOD BEGINS 15.45 AND ENDS 17.15

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	5.01	7.52	5.01
ARM B	15.00	45.00	75.00	0.26	0.39	0.26
ARM C	15.00	45.00	75.00	3.83	5.74	3.83

Demand set: 2013 Base PM

TIME	FROM/TO	ARM A	ARM B	ARM C
15.45 - 17.15				
	ARM A	0.000	0.022	0.978
		0.0	9.0	392.0
		(0.0)	(0.0)	(0.0)
	ARM B	0.476	0.000	0.524
		10.0	0.0	11.0
		(0.0)	(0.0)	(0.0)
	ARM C	0.990	0.010	0.000
		303.0	3.0	0.0
		(0.0)	(0.0)	(0.0)

TURNING PROPORTIONS ARE CALCULATED FROM TURNING COUNT DATA

QUEUE AND DELAY INFORMATION FOR EACH 15 MIN TIME SEGMENT

FOR DEMAND SET 2013 Base PM
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)
15.45-16.00									
B-AC	0.26	7.35	0.036		0.00	0.04	0.5		0.14
C-A	3.80								
C-B	0.04	9.15	0.004		0.00	0.00	0.1		0.11
A-B	0.11								
A-C	4.92								

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)
16.00-16.15									
B-AC	0.31	7.09	0.044		0.04	0.05	0.7		0.15
C-A	4.54								
C-B	0.04	8.94	0.005		0.00	0.01	0.1		0.11
A-B	0.13								
A-C	5.87								

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)
16.15-16.30									
B-AC	0.39	6.73	0.057		0.05	0.06	0.9		0.16
C-A	5.56								
C-B	0.06	8.64	0.006		0.01	0.01	0.1		0.12
A-B	0.17								
A-C	7.19								

TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)
16.30-16.45									
B-AC	0.39	6.73	0.057		0.06	0.06	0.9		0.16
C-A	5.56								
C-B	0.06	8.64	0.006		0.01	0.01	0.1		0.12
A-B	0.17								
A-C	7.19								

TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)
16.45-17.00									
B-AC	0.31	7.09	0.044		0.06	0.05	0.7		0.15
C-A	4.54								
C-B	0.04	8.94	0.005		0.01	0.01	0.1		0.11
A-B	0.13								
A-C	5.87								

TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)
17.00-17.15									
B-AC	0.26	7.35	0.036		0.05	0.04	0.6		0.14
C-A	3.80								
C-B	0.04	9.15	0.004		0.01	0.00	0.1		0.11
A-B	0.11								
A-C	4.92								

QUEUE FOR STREAM B-AC

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE
16.00	0.0
16.15	0.0
16.30	0.1
16.45	0.1
17.00	0.0
17.15	0.0

QUEUE FOR STREAM C-B

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE
16.00	0.0
16.15	0.0
16.30	0.0
16.45	0.0
17.00	0.0
17.15	0.0

QUEUEING DELAY INFORMATION OVER WHOLE PERIOD

STREAM	TOTAL DEMAND	* QUEUEING * DELAY *		* INCLUSIVE QUEUEING * DELAY *	
	(VEH) (VEH/H)	(MIN)	(MIN/VEH)	(MIN)	(MIN/VEH)
B-AC	28.9 19.3	4.3	0.15	4.3	0.15
C-A	417.1 278.0				
C-B	4.1 2.8	0.5	0.11	0.5	0.11
A-B	12.4 8.3				
A-C	539.6 359.7				
ALL	1002.0 668.0	4.8	0.00	4.8	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*******

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

Printed at 16:16:27 on 03/08/2012]

APPENDIX I

PICADY Output for Proposed Community Hospital Access

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

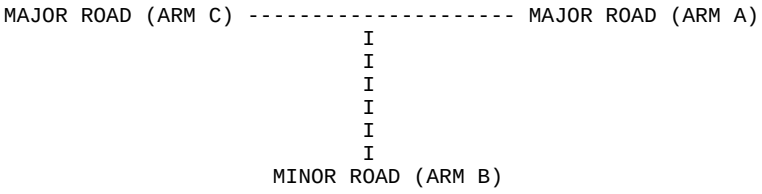
Run with file:-
"I:\9X5278\Technical_Data\E01 Calculations\Junction Assessment\Chatbum Rd_EAccess Pri Jun\
Chatburn Road - Eastern Access for Assessment.vpi"
(drive-on-the-left) at 16:21:18 on Friday, 3 August 2012

RUN INFORMATION

RUN TITLE	: Community Hospital Access
LOCATION	: Clitheroe
DATE	: 03/08/12
CLIENT	: Eric Wright Group
ENUMERATOR	: kgibb [DWDGL334]
JOB NUMBER	: 9X5278
STATUS	: Preliminary
DESCRIPTION	:

MAJOR/MINOR JUNCTION CAPACITY AND DELAY

INPUT DATA



ARM A IS Chatburn Road (East)
ARM B IS Site Access
ARM C IS Chatburn Road (West)

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) 8.00 M.
CENTRAL RESERVE WIDTH	(WCR) 0.00 M.
MAJOR ROAD RIGHT TURN - WIDTH	(WC-B) 2.20 M.
- VISIBILITY	(VC-B) 70.00 M.
- BLOCKS TRAFFIC (SPACES)	NO (0)
MINOR ROAD - VISIBILITY TO LEFT	(VB-C) 27.0 M.
- VISIBILITY TO RIGHT	(VB-A) 35.0 M.
- LANE 1 WIDTH	(WB-C) 3.00 M.
- LANE 2 WIDTH	(WB-A) 0.00 M.

.SLOPES AND INTERCEPT

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

Intercept For STREAM B-C	Slope For Opposing STREAM A-C	Slope For Opposing STREAM A-B
645.97	0.23	0.09

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
503.53	0.21	0.08	0.13	0.30

Intercept For STREAM C-B	Slope For Opposing STREAM A-C	Slope For Opposing STREAM A-B
614.50	0.22	0.22

(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: 2013 Assessment AM

TIME PERIOD BEGINS 08.00 AND ENDS 09.30

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	6.66	9.99	6.66
ARM B	15.00	45.00	75.00	0.16	0.24	0.16
ARM C	15.00	45.00	75.00	5.25	7.88	5.25

Demand set: 2013 Assessment AM

TIME	FROM/TO	ARM A	ARM B	ARM C
08.00 - 09.30		TURNING PROPORTIONS		
		TURNING COUNTS		
		(PERCENTAGE OF H.V.S)		
	ARM A	0.000	0.069	0.931
		0.0	37.0	496.0
		(0.0)	(0.0)	(0.0)
	ARM B	0.308	0.000	0.692
		4.0	0.0	9.0
		(0.0)	(0.0)	(0.0)
	ARM C	0.948	0.052	0.000
		398.0	22.0	0.0
		(0.0)	(0.0)	(0.0)

TURNING PROPORTIONS ARE CALCULATED FROM TURNING COUNT DATA

QUEUE AND DELAY INFORMATION FOR EACH 15 MIN TIME SEGMENT

FOR DEMAND SET 2013 Assessment AM
AND FOR TIME PERIOD 1

TIME		DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)
08.00-08.15										
	B-AC	0.16	8.11	0.020		0.00	0.02	0.3		0.13
	C-A	4.99								
	C-B	0.28	8.79	0.031		0.00	0.03	0.5		0.12
	A-B	0.46								
	A-C	6.22								
08.15-08.30										
	B-AC	0.19	7.75	0.025		0.02	0.03	0.4		0.13
	C-A	5.96								
	C-B	0.33	8.51	0.039		0.03	0.04	0.6		0.12
	A-B	0.55								
	A-C	7.43								
08.30-08.45										
	B-AC	0.24	7.24	0.033		0.03	0.03	0.5		0.14
	C-A	7.30								
	C-B	0.40	8.12	0.050		0.04	0.05	0.8		0.13
	A-B	0.68								
	A-C	9.10								
08.45-09.00										
	B-AC	0.24	7.24	0.033		0.03	0.03	0.5		0.14
	C-A	7.30								
	C-B	0.40	8.12	0.050		0.05	0.05	0.8		0.13
	A-B	0.68								
	A-C	9.10								

TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)
09.00-09.15									
B-AC	0.19	7.75	0.025		0.03	0.03	0.4		0.13
C-A	5.96								
C-B	0.33	8.51	0.039		0.05	0.04	0.6		0.12
A-B	0.55								
A-C	7.43								

TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)
09.15-09.30									
B-AC	0.16	8.11	0.020		0.03	0.02	0.3		0.13
C-A	4.99								
C-B	0.28	8.79	0.031		0.04	0.03	0.5		0.12
A-B	0.46								
A-C	6.22								

QUEUE FOR STREAM B-AC

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE
08.15	0.0
08.30	0.0
08.45	0.0
09.00	0.0
09.15	0.0
09.30	0.0

QUEUE FOR STREAM C-B

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE
08.15	0.0
08.30	0.0
08.45	0.1
09.00	0.1
09.15	0.0
09.30	0.0

QUEUEING DELAY INFORMATION OVER WHOLE PERIOD

STREAM	TOTAL DEMAND (VEH)	TOTAL DEMAND (VEH/H)	* QUEUEING * DELAY * (MIN)	* QUEUEING * DELAY * (MIN/VEH)	* INCLUSIVE QUEUEING * DELAY * (MIN)	* INCLUSIVE QUEUEING * DELAY * (MIN/VEH)
B-AC	17.9	11.9	2.4	0.13	2.4	0.13
C-A	547.8	365.2				
C-B	30.3	20.2	3.7	0.12	3.7	0.12
A-B	50.9	34.0				
A-C	682.7	455.1				
ALL	1329.6	886.4	6.1	0.00	6.1	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
645.97	0.23	0.09

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
503.53	0.21	0.08	0.13	0.30

Intercept For STREAM C-B	Slope For Opposing STREAM A-C	Slope For Opposing STREAM A-B
614.50	0.22	0.22

(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: 2013 Assessment PM

TIME PERIOD BEGINS 15.45 AND ENDS 17.15

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	5.26	7.89	5.26
ARM B	15.00	45.00	75.00	0.75	1.13	0.75
ARM C	15.00	45.00	75.00	3.96	5.94	3.96

Demand set: 2013 Assessment PM

TIME	FROM/TO	ARM A	ARM B	ARM C
15.45 - 17.15		TURNING PROPORTIONS (PERCENTAGE OF H.V.S)		
	ARM A	0.000	0.033	0.967
		0.0	14.0	407.0
		(0.0)	(0.0)	(0.0)
	ARM B	0.467	0.000	0.533
		28.0	0.0	32.0
		(0.0)	(0.0)	(0.0)
	ARM C	0.978	0.022	0.000
		310.0	7.0	0.0
		(0.0)	(0.0)	(0.0)

TURNING PROPORTIONS ARE CALCULATED FROM TURNING COUNT DATA

QUEUE AND DELAY INFORMATION FOR EACH 15 MIN TIME SEGMENT

FOR DEMAND SET 2013 Assessment PM
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)
15.45-16.00										
	B-AC	0.75	8.02	0.094		0.00	0.10	1.5		0.14
	C-A	3.89								
	C-B	0.09	9.09	0.010		0.00	0.01	0.1		0.11
	A-B	0.18								
	A-C	5.11								

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)
16.00-16.15										
	B-AC	0.90	7.72	0.116		0.10	0.13	1.9		0.15
	C-A	4.64								
	C-B	0.10	8.87	0.012		0.01	0.01	0.2		0.11
	A-B	0.21								
	A-C	6.10								

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)
16.15-16.30										
	B-AC	1.10	7.31	0.151		0.13	0.18	2.6		0.16
	C-A	5.69								
	C-B	0.13	8.56	0.015		0.01	0.02	0.2		0.12
	A-B	0.26								
	A-C	7.47								

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)
16.30-16.45										
	B-AC	1.10	7.31	0.151		0.18	0.18	2.6		0.16
	C-A	5.69								
	C-B	0.13	8.56	0.015		0.02	0.02	0.2		0.12
	A-B	0.26								
	A-C	7.47								

TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)
16.45-17.00									
B-AC	0.90	7.72	0.116		0.18	0.13	2.1		0.15
C-A	4.64								
C-B	0.10	8.87	0.012		0.02	0.01	0.2		0.11
A-B	0.21								
A-C	6.10								

TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)
17.00-17.15									
B-AC	0.75	8.01	0.094		0.13	0.10	1.6		0.14
C-A	3.89								
C-B	0.09	9.09	0.010		0.01	0.01	0.2		0.11
A-B	0.18								
A-C	5.11								

QUEUE FOR STREAM B-AC

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE
16.00	0.1
16.15	0.1
16.30	0.2
16.45	0.2
17.00	0.1
17.15	0.1

QUEUE FOR STREAM C-B

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE
16.00	0.0
16.15	0.0
16.30	0.0
16.45	0.0
17.00	0.0
17.15	0.0

QUEUEING DELAY INFORMATION OVER WHOLE PERIOD

STREAM	TOTAL DEMAND (VEH)	TOTAL DEMAND (VEH/H)	* QUEUEING * DELAY * (MIN)	* QUEUEING * DELAY * (MIN/VEH)	* INCLUSIVE QUEUEING * DELAY * (MIN)	* INCLUSIVE QUEUEING * DELAY * (MIN/VEH)
B-AC	82.6	55.1	12.3	0.15	12.3	0.15
C-A	426.7	284.5				
C-B	9.6	6.4	1.1	0.11	1.1	0.11
A-B	19.3	12.8				
A-C	560.2	373.5				
ALL	1098.4	732.3	13.4	0.01	13.4	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*******

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

Printed at 16:23:30 on 03/08/2012]

APPENDIX J

PICADY Output for Existing Hospital West Access

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

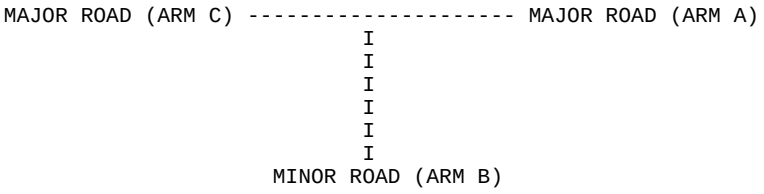
Run with file:-
"I:\9X5278\Technical_Data\E01 Calculations\Junction Assessment\Chatbum Rd_WAcess Pri Jun\
Chatburn Road - Western Access.vpi"
(drive-on-the-left) at 15:29:43 on Friday, 3 August 2012

RUN INFORMATION

RUN TITLE	: Chatburn Road / Western Access
LOCATION	: Clitheroe
DATE	: 03/08/12
CLIENT	: Eric Wright Group
ENUMERATOR	: kgibb [DWDGL334]
JOB NUMBER	: 9X5278
STATUS	: Preliminary
DESCRIPTION	:

MAJOR/MINOR JUNCTION CAPACITY AND DELAY

INPUT DATA



ARM A IS Chatburn Road (East)
ARM B IS Western Acess
ARM C IS Chatburn Road (West)

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)	8.00 M.
CENTRAL RESERVE WIDTH	(WCR)	0.00 M.
MAJOR ROAD RIGHT TURN - WIDTH	(WC-B)	2.20 M.
- VISIBILITY	(VC-B)	160.00 M.
- BLOCKS TRAFFIC (SPACES)		NO (0)
MINOR ROAD - VISIBILITY TO LEFT	(VB-C)	8.0 M.
- VISIBILITY TO RIGHT	(VB-A)	4.0 M.
- LANE 1 WIDTH	(WB-C)	2.90 M.
- LANE 2 WIDTH	(WB-A)	0.00 M.

.SLOPES AND INTERCEPT

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

Intercept For STREAM B-C	Slope For Opposing STREAM A-C	Slope For Opposing STREAM A-B
620.18	0.22	0.09

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
477.48	0.20	0.08	0.13	0.29

Intercept For STREAM C-B	Slope For Opposing STREAM A-C	Slope For Opposing STREAM A-B
666.62	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: 2013 Base AM

TIME PERIOD BEGINS 08.00 AND ENDS 09.30

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	TOP OF PEAK IS REACHED	FLOW STOPS FALLING	RATE OF FLOW (VEH/MIN) BEFORE PEAK	AT TOP OF PEAK	AFTER PEAK
ARM A	15.00	45.00	75.00	6.21	9.32	6.21
ARM B	15.00	45.00	75.00	0.03	0.04	0.03
ARM C	15.00	45.00	75.00	5.07	7.61	5.07

Demand set: 2013 Base AM

TIME	FROM/TO	ARM A	ARM B	ARM C
08.00 - 09.30				
	ARM A	0.000	0.014	0.986
		0.0	7.0	490.0
		(0.0)	(0.0)	(0.0)
	ARM B	0.500	0.000	0.500
		1.0	0.0	1.0
		(0.0)	(0.0)	(0.0)
	ARM C	0.978	0.022	0.000
		397.0	9.0	0.0
		(0.0)	(0.0)	(0.0)

TURNING PROPORTIONS ARE CALCULATED FROM TURNING COUNT DATA

QUEUE AND DELAY INFORMATION FOR EACH 15 MIN TIME SEGMENT

FOR DEMAND SET 2013 Base AM
AND FOR TIME PERIOD 1

TIME		DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)
08.00-08.15										
	B-AC	0.03	7.23	0.003		0.00	0.00	0.0		0.14
	C-A	4.98								
	C-B	0.11	9.64	0.012		0.00	0.01	0.2		0.10
	A-B	0.09								
	A-C	6.15								

TIME		DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)
08.15-08.30										
	B-AC	0.03	6.88	0.004		0.00	0.00	0.1		0.15
	C-A	5.95								
	C-B	0.13	9.35	0.014		0.01	0.01	0.2		0.11
	A-B	0.10								
	A-C	7.34								

TIME		DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)
08.30-08.45										
	B-AC	0.04	6.39	0.006		0.00	0.01	0.1		0.16
	C-A	7.29								
	C-B	0.17	8.96	0.018		0.01	0.02	0.3		0.11
	A-B	0.13								
	A-C	8.99								

TIME		DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)
08.45-09.00										
	B-AC	0.04	6.39	0.006		0.01	0.01	0.1		0.16
	C-A	7.29								
	C-B	0.17	8.96	0.018		0.02	0.02	0.3		0.11
	A-B	0.13								
	A-C	8.99								

TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)
09.00-09.15									
B-AC	0.03	6.88	0.004		0.01	0.00	0.1		0.15
C-A	5.95								
C-B	0.13	9.35	0.014		0.02	0.01	0.2		0.11
A-B	0.10								
A-C	7.34								

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)
09.15-09.30									
B-AC	0.03	7.23	0.003		0.00	0.00	0.1		0.14
C-A	4.98								
C-B	0.11	9.64	0.012		0.01	0.01	0.2		0.10
A-B	0.09								
A-C	6.15								

QUEUE FOR STREAM B-AC

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE
08.15	0.0
08.30	0.0
08.45	0.0
09.00	0.0
09.15	0.0
09.30	0.0

QUEUE FOR STREAM C-B

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE
08.15	0.0
08.30	0.0
08.45	0.0
09.00	0.0
09.15	0.0
09.30	0.0

QUEUEING DELAY INFORMATION OVER WHOLE PERIOD

STREAM	TOTAL DEMAND (VEH)	TOTAL DEMAND (VEH/H)	* QUEUEING * DELAY * (MIN)	* QUEUEING * DELAY * (MIN/VEH)	* INCLUSIVE QUEUEING * DELAY * (MIN)	* INCLUSIVE QUEUEING * DELAY * (MIN/VEH)
B-AC	2.8	1.8	0.4	0.15	0.4	0.15
C-A	546.4	364.3				
C-B	12.4	8.3	1.3	0.11	1.3	0.11
A-B	9.6	6.4				
A-C	674.4	449.6				
ALL	1245.7	830.4	1.8	0.00	1.8	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
620.18	0.22	0.09

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
477.48	0.20	0.08	0.13	0.29

Intercept For STREAM C-B	Slope For Opposing STREAM A-C	Slope For Opposing STREAM A-B
666.62	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: 2013 Base PM

TIME PERIOD BEGINS 15.45 AND ENDS 17.15

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	0.08	0.11	0.08
ARM B	15.00	45.00	75.00	0.17	0.26	0.17
ARM C	15.00	45.00	75.00	3.76	5.64	3.76

Demand set: 2013 Base PM

TIME	FROM/TO	ARM A	ARM B	ARM C
15.45 - 17.15				
	ARM A	0.000	0.000	1.000
		0.0	0.0	6.0
		(0.0)	(0.0)	(0.0)
	ARM B	0.571	0.000	0.429
		8.0	0.0	6.0
		(0.0)	(0.0)	(0.0)
	ARM C	0.997	0.003	0.000
		300.0	1.0	0.0
		(0.0)	(0.0)	(0.0)

TURNING PROPORTIONS ARE CALCULATED FROM TURNING COUNT DATA

QUEUE AND DELAY INFORMATION FOR EACH 15 MIN TIME SEGMENT

FOR DEMAND SET 2013 Base PM
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)
15.45-16.00									
B-AC	0.18	8.47	0.021		0.00	0.02	0.3		0.12
C-A	3.76								
C-B	0.01	11.09	0.001		0.00	0.00	0.0		0.09
A-B	0.00								
A-C	0.08								

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)
16.00-16.15									
B-AC	0.21	8.40	0.025		0.02	0.03	0.4		0.12
C-A	4.49								
C-B	0.01	11.09	0.001		0.00	0.00	0.0		0.09
A-B	0.00								
A-C	0.09								

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)
16.15-16.30									
B-AC	0.26	8.30	0.031		0.03	0.03	0.5		0.12
C-A	5.51								
C-B	0.02	11.08	0.002		0.00	0.00	0.0		0.09
A-B	0.00								
A-C	0.11								

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)
16.30-16.45									
B-AC	0.26	8.30	0.031		0.03	0.03	0.5		0.12
C-A	5.51								
C-B	0.02	11.08	0.002		0.00	0.00	0.0		0.09
A-B	0.00								
A-C	0.11								

TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)
16.45-17.00									
B-AC	0.21	8.40	0.025		0.03	0.03	0.4		0.12
C-A	4.49								
C-B	0.01	11.09	0.001		0.00	0.00	0.0		0.09
A-B	0.00								
A-C	0.09								

TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)
17.00-17.15									
B-AC	0.18	8.47	0.021		0.03	0.02	0.3		0.12
C-A	3.76								
C-B	0.01	11.09	0.001		0.00	0.00	0.0		0.09
A-B	0.00								
A-C	0.08								

QUEUE FOR STREAM B-AC

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE
16.00	0.0
16.15	0.0
16.30	0.0
16.45	0.0
17.00	0.0
17.15	0.0

QUEUE FOR STREAM C-B

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE
16.00	0.0
16.15	0.0
16.30	0.0
16.45	0.0
17.00	0.0
17.15	0.0

QUEUEING DELAY INFORMATION OVER WHOLE PERIOD

STREAM	TOTAL DEMAND (VEH)	TOTAL DEMAND (VEH/H)	* QUEUEING * DELAY * (MIN)	* QUEUEING * DELAY * (MIN/VEH)	* INCLUSIVE QUEUEING * DELAY * (MIN)	* INCLUSIVE QUEUEING * DELAY * (MIN/VEH)
B-AC	19.3	12.8	2.3	0.12	2.3	0.12
C-A	412.9	275.3				
C-B	1.4	0.9	0.1	0.09	0.1	0.09
A-B	0.0	0.0				
A-C	8.3	5.5				
ALL	441.8	294.6	2.5	0.01	2.5	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
620.18	0.22	0.09

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
477.48	0.20	0.08	0.13	0.29

Intercept For STREAM C-B	Slope For Opposing STREAM A-C	Slope For Opposing STREAM A-B
666.62	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: 2013 Assessment AM

TIME PERIOD BEGINS 08.00 AND ENDS 09.30

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	NUMBER OF MINUTES FROM START WHEN TOP OF PEAK TO RISE	NUMBER OF MINUTES FROM START WHEN FLOW STOPS IS REACHED 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	6.14	9.21	6.14
ARM B	15.00	45.00	75.00	0.29	0.43	0.29
ARM C	15.00	45.00	75.00	5.10	7.65	5.10

Demand set: 2013 Assessment AM

TIME	FROM/TO	ARM A	ARM B	ARM C
08.00 - 09.30				
	ARM A	0.000	0.012	0.988
		0.0	6.0	485.0
		(0.0)	(0.0)	(0.0)
	ARM B	0.609	0.000	0.391
		14.0	0.0	9.0
		(0.0)	(0.0)	(0.0)
	ARM C	0.993	0.007	0.000
		405.0	3.0	0.0
		(0.0)	(0.0)	(0.0)

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

TURNING PROPORTIONS ARE CALCULATED FROM TURNING COUNT DATA

QUEUE AND DELAY INFORMATION FOR EACH 15 MIN TIME SEGMENT

FOR DEMAND SET 2013 Assessment AM
AND FOR TIME PERIOD 1

TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)
08.00-08.15									
B-AC	0.29	6.96	0.041		0.00	0.04	0.6		0.15
C-A	5.08								
C-B	0.04	9.66	0.004		0.00	0.00	0.1		0.10
A-B	0.08								
A-C	6.09								

TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)
08.15-08.30									
B-AC	0.34	6.61	0.052		0.04	0.05	0.8		0.16
C-A	6.07								
C-B	0.04	9.38	0.005		0.00	0.00	0.1		0.11
A-B	0.09								
A-C	7.27								

TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)
08.30-08.45									
B-AC	0.42	6.11	0.069		0.05	0.07	1.1		0.18
C-A	7.43								
C-B	0.06	8.99	0.006		0.00	0.01	0.1		0.11
A-B	0.11								
A-C	8.90								

TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)
08.45-09.00									
B-AC	0.42	6.11	0.069		0.07	0.07	1.1		0.18
C-A	7.43								
C-B	0.06	8.99	0.006		0.01	0.01	0.1		0.11
A-B	0.11								
A-C	8.90								

TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)
09.00-09.15									
B-AC	0.34	6.61	0.052		0.07	0.06	0.9		0.16
C-A	6.07								
C-B	0.04	9.38	0.005		0.01	0.00	0.1		0.11
A-B	0.09								
A-C	7.27								

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)
09.15-09.30									
B-AC	0.29	6.96	0.041		0.06	0.04	0.7		0.15
C-A	5.08								
C-B	0.04	9.66	0.004		0.00	0.00	0.1		0.10
A-B	0.08								
A-C	6.09								

QUEUE FOR STREAM B-AC

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE
08.15	0.0
08.30	0.1
08.45	0.1
09.00	0.1
09.15	0.1
09.30	0.0

QUEUE FOR STREAM C-B

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE
08.15	0.0
08.30	0.0
08.45	0.0
09.00	0.0
09.15	0.0
09.30	0.0

QUEUEING DELAY INFORMATION OVER WHOLE PERIOD

STREAM	TOTAL DEMAND (VEH)	TOTAL DEMAND (VEH/H)	* QUEUEING * DELAY * (MIN)	* QUEUEING * DELAY * (MIN/VEH)	* INCLUSIVE QUEUEING * DELAY * (MIN)	* INCLUSIVE QUEUEING * DELAY * (MIN/VEH)
B-AC	31.7	21.1	5.1	0.16	5.1	0.16
C-A	557.5	371.6				
C-B	4.1	2.8	0.4	0.11	0.4	0.11
A-B	8.3	5.5				
A-C	667.6	445.0				
ALL	1269.1	846.0	5.6	0.00	5.6	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
620.18	0.22	0.09

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
477.48	0.20	0.08	0.13	0.29

Intercept For STREAM C-B	Slope For Opposing STREAM A-C	Slope For Opposing STREAM A-B
666.62	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: 2013 Assessment PM

TIME PERIOD BEGINS 15.45 AND ENDS 17.15

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	5.49	8.23	5.49
ARM B	15.00	45.00	75.00	0.28	0.41	0.28
ARM C	15.00	45.00	75.00	3.88	5.81	3.88

Demand set: 2013 Assessment PM

TIME	FROM/TO	ARM A	ARM B	ARM C
15.45 - 17.15				
	ARM A	0.000	0.032	0.968
		0.0	14.0	425.0
		(0.0)	(0.0)	(0.0)
	ARM B	0.636	0.000	0.364
		14.0	0.0	8.0
		(0.0)	(0.0)	(0.0)
	ARM C	0.981	0.019	0.000
		304.0	6.0	0.0
		(0.0)	(0.0)	(0.0)

TURNING PROPORTIONS ARE CALCULATED FROM TURNING COUNT DATA

QUEUE AND DELAY INFORMATION FOR EACH 15 MIN TIME SEGMENT

FOR DEMAND SET 2013 Assessment PM
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)
15.45-16.00									
B-AC	0.28	7.16	0.039		0.00	0.04	0.6		0.15
C-A	3.81								
C-B	0.08	9.81	0.008		0.00	0.01	0.1		0.10
A-B	0.18								
A-C	5.33								

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)
16.00-16.15									
B-AC	0.33	6.86	0.048		0.04	0.05	0.7		0.15
C-A	4.55								
C-B	0.09	9.56	0.009		0.01	0.01	0.1		0.11
A-B	0.21								
A-C	6.37								

TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)
16.15-16.30									
B-AC	0.40	6.44	0.063		0.05	0.07	1.0		0.17
C-A	5.58								
C-B	0.11	9.21	0.012		0.01	0.01	0.2		0.11
A-B	0.26								
A-C	7.80								

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)
16.30-16.45									
B-AC	0.40	6.44	0.063		0.07	0.07	1.0		0.17
C-A	5.58								
C-B	0.11	9.21	0.012		0.01	0.01	0.2		0.11
A-B	0.26								
A-C	7.80								

TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)
16.45-17.00									
B-AC	0.33	6.86	0.048		0.07	0.05	0.8		0.15
C-A	4.55								
C-B	0.09	9.56	0.009		0.01	0.01	0.1		0.11
A-B	0.21								
A-C	6.37								

TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)
17.00-17.15									
B-AC	0.28	7.16	0.039		0.05	0.04	0.6		0.15
C-A	3.81								
C-B	0.08	9.81	0.008		0.01	0.01	0.1		0.10
A-B	0.18								
A-C	5.33								

QUEUE FOR STREAM B-AC

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE
16.00	0.0
16.15	0.0
16.30	0.1
16.45	0.1
17.00	0.1
17.15	0.0

QUEUE FOR STREAM C-B

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE
16.00	0.0
16.15	0.0
16.30	0.0
16.45	0.0
17.00	0.0
17.15	0.0

QUEUEING DELAY INFORMATION OVER WHOLE PERIOD

STREAM	TOTAL DEMAND		* QUEUEING * DELAY *		* INCLUSIVE QUEUEING * DELAY *	
	(VEH)	(VEH/H)	(MIN)	(MIN/VEH)	(MIN)	(MIN/VEH)
B-AC	30.3	20.2	4.7	0.15	4.7	0.15
C-A	418.4	279.0				
C-B	8.3	5.5	0.9	0.11	0.9	0.11
A-B	19.3	12.8				
A-C	585.0	390.0				
ALL	1061.2	707.5	5.5	0.01	5.5	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*******

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

Printed at 15:35:10 on 03/08/2012]

ROYAL HASKONING

APPENDIX K

ARCADY Output for Chatburn Road / Pimlico Link Road Roundabout

ARCADY 6

ASSESSMENT OF ROUNDABOUT CAPACITY AND DELAY

Analysis Program: Release 7.0 (FEBRUARY 2010)

For sales and distribution information,
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Run with file:-
"i:\9X5278\Technical_Data\E01 Calculations\Junction Assessment\Pimlico Link_Chatbum Rd Rdt\2013 Base AM.vai"
(drive-on-the-left) at 15:00:10 on Friday, 3 August 2012

FILE PROPERTIES

RUN TITLE: AM Peak Hour Assessment - Chatburn Road Roundabout
LOCATION: Clitheroe
DATE: 03/08/12
CLIENT: Eric Wright Group
ENUMERATOR: kgibb [DWDGL334]
JOB NUMBER: 9X5278
STATUS: Preliminary
DESCRIPTION:

INPUT DATA

ARM A - Chatburn Road East
ARM B - Pimlico Link Road South
ARM C - Chatburn Road West
ARM D - Pimlico Link Road North

GEOMETRIC DATA

ARM	V (M)	E (M)	L (M)	R (M)	D (M)	PHI (DEG)	SLOPE	INTERCEPT (PCU/MIN)
ARM A	4.00	6.00	5.00	15.00	29.00	44.6	0.572	22.981
ARM B	3.95	5.50	4.00	45.00	29.00	46.2	0.581	22.761
ARM C	4.45	5.00	1.00	10.00	29.00	47.9	0.533	20.872
ARM D	3.50	7.00	5.00	27.00	29.00	39.1	0.584	22.693

V = approach half-width L = effective flare length D = inscribed circle diameter
E = entry width R = entry radius PHI = entry angle

TRAFFIC DEMAND DATA

Only sets included in the current run are shown

SCALING FACTORS

T13

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

TIME PERIOD BEGINS(08.00)AND ENDS(09.30)

LENGTH OF TIME PERIOD -(90) MINUTES

LENGTH OF TIME SEGMENT - (15) MINUTES

DEMAND FLOW PROFILES ARE SYNTHESISED FROM THE TURNING COUNT DATA

DEMAND SET TITLE: 2013 Base AM Peak

T15

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	5.09	7.63	5.09
ARM B	15.00	45.00	75.00	4.36	6.54	4.36
ARM C	15.00	45.00	75.00	4.84	7.26	4.84
ARM D	15.00	45.00	75.00	2.69	4.03	2.69

DEMAND SET TITLE: 2013 Base AM Peak

T33

TIME	FROM/T	TURNING PROPORTIONS / TURNING COUNTS (PERCENTAGE OF H.V.S) ARM A	ARM B	ARM C	ARM D
08.00 - 09.30	ARM A	0.000	0.147	0.740	0.113
		0.0	60.0	301.0	46.0
		(0.0)	(0.0)	(0.0)	(0.0)
	ARM B	0.092	0.000	0.516	0.393
		32.0	0.0	180.0	137.0
		(0.0)	(0.0)	(0.0)	(0.0)
	ARM C	0.545	0.403	0.005	0.047
		211.0	156.0	2.0	18.0
		(0.0)	(0.0)	(0.0)	(0.0)
	ARM D	0.214	0.623	0.163	0.000
		46.0	134.0	35.0	0.0
		(0.0)	(0.0)	(0.0)	(0.0)

QUEUE AND DELAY INFORMATION FOR EACH 15 MIN TIME SEGMENT

T70

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									
ARM A	5.11	20.64	0.247	- - -	0.0	0.3	4.8	-	0.064
ARM B	4.38	19.97	0.219	- - -	0.0	0.3	4.1	-	0.064
ARM C	4.86	19.44	0.250	- - -	0.0	0.3	4.8	-	0.068
ARM D	2.70	19.77	0.136	- - -	0.0	0.2	2.3	-	0.058

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									
ARM A	6.10	20.18	0.302	- - -	0.3	0.4	6.3	-	0.071
ARM B	5.23	19.42	0.269	- - -	0.3	0.4	5.4	-	0.070
ARM C	5.80	19.16	0.303	- - -	0.3	0.4	6.3	-	0.075
ARM D	3.22	19.19	0.168	- - -	0.2	0.2	3.0	-	0.063

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									
ARM A	7.47	19.55	0.382	- - -	0.4	0.6	9.0	-	0.083
ARM B	6.40	18.67	0.343	- - -	0.4	0.5	7.6	-	0.081
ARM C	7.10	18.77	0.378	- - -	0.4	0.6	8.8	-	0.085
ARM D	3.95	18.41	0.214	- - -	0.2	0.3	4.0	-	0.069

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									
ARM A	7.47	19.55	0.382	- - -	0.6	0.6	9.2	-	0.083
ARM B	6.40	18.66	0.343	- - -	0.5	0.5	7.8	-	0.082
ARM C	7.10	18.77	0.378	- - -	0.6	0.6	9.1	-	0.086
ARM D	3.95	18.40	0.214	- - -	0.3	0.3	4.1	-	0.069

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									
ARM A	6.10	20.17	0.302	- - -	0.6	0.4	6.7	-	0.071
ARM B	5.23	19.41	0.269	- - -	0.5	0.4	5.7	-	0.071
ARM C	5.80	19.15	0.303	- - -	0.6	0.4	6.7	-	0.075
ARM D	3.22	19.18	0.168	- - -	0.3	0.2	3.1	-	0.063

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)
09.15-09.30									
ARM A	5.11	20.63	0.248	- - -	0.4	0.3	5.0	-	0.064
ARM B	4.38	19.96	0.219	- - -	0.4	0.3	4.3	-	0.064
ARM C	4.86	19.43	0.250	- - -	0.4	0.3	5.1	-	0.069
ARM D	2.70	19.75	0.137	- - -	0.2	0.2	2.4	-	0.059

QUEUE AT ARM A

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE	
08.15	0.3	
08.30	0.4	
08.45	0.6	*
09.00	0.6	*
09.15	0.4	
09.30	0.3	

QUEUE AT ARM B

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE	
08.15	0.3	
08.30	0.4	
08.45	0.5	*
09.00	0.5	*
09.15	0.4	
09.30	0.3	

QUEUE AT ARM C

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE	
08.15	0.3	
08.30	0.4	
08.45	0.6	*
09.00	0.6	*
09.15	0.4	
09.30	0.3	

QUEUE AT ARM D

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE
08.15	0.2
08.30	0.2
08.45	0.3
09.00	0.3
09.15	0.2
09.30	0.2

QUEUEING DELAY INFORMATION OVER WHOLE PERIOD

T75

ARM	TOTAL DEMAND (VEH)	TOTAL DEMAND (VEH/H)	* QUEUEING * DELAY * (MIN)	* QUEUEING * DELAY * (MIN/VEH)	* INCLUSIVE QUEUEING * DELAY * (MIN)	* INCLUSIVE QUEUEING * DELAY * (MIN/VEH)
A	560.2	373.5	41.1	0.07	41.1	0.07
B	480.4	320.2	34.9	0.07	34.9	0.07
C	532.7	355.1	40.9	0.08	40.9	0.08
D	295.9	197.3	18.9	0.06	18.9	0.06
ALL	1869.2	1246.1	135.7	0.07	135.7	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 JOB

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

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ARCADY 6

ASSESSMENT OF ROUNDABOUT CAPACITY AND DELAY

Analysis Program: Release 7.0 (FEBRUARY 2010)

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RG40 3GA,UK

Run with file:-
"i:\9X5278\Technical_Data\E01 Calculations\Junction Assessment\Pimlico Link_Chatbum Rd Rdt\2013 PM.vai"
(drive-on-the-left) at 15:15:13 on Friday, 3 August 2012

FILE PROPERTIES

RUN TITLE: PM Peak Hour - Chatburn Road Roundabout
LOCATION: Clitheroe
DATE: 03/08/12
CLIENT: Eric Wright Group
ENUMERATOR: kgibb [DWDGL334]
JOB NUMBER: 9W5278
STATUS: Preliminary
DESCRIPTION:

INPUT DATA

ARM A - Chatburn Road East
ARM B - Pimlico Link Road South
ARM C - Chatburn Road West
ARM D - Pimlico Link Road North

GEOMETRIC DATA

ARM	V (M)	E (M)	L (M)	R (M)	D (M)	PHI (DEG)	SLOPE	INTERCEPT (PCU/MIN)
ARM A	4.00	6.00	5.00	15.00	29.00	44.6	0.572	22.981
ARM B	3.95	5.50	4.00	45.00	29.00	46.2	0.581	22.761
ARM C	4.45	5.00	1.00	10.00	29.00	47.9	0.533	20.872
ARM D	3.50	7.00	5.00	27.00	29.00	39.1	0.584	22.693

V = approach half-width L = effective flare length D = inscribed circle diameter
E = entry width R = entry radius PHI = entry angle

TRAFFIC DEMAND DATA

Only sets included in the current run are shown

SCALING FACTORS

T13

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

TIME PERIOD BEGINS(15.45)AND ENDS(17.15)

LENGTH OF TIME PERIOD -(90) MINUTES

LENGTH OF TIME SEGMENT - (15) MINUTES

DEMAND FLOW PROFILES ARE SYNTHESISED FROM THE TURNING COUNT DATA

DEMAND SET TITLE: 2013 Base PM

T15

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	3.91	5.87	3.91
ARM B	15.00	45.00	75.00	3.06	4.59	3.06
ARM C	15.00	45.00	75.00	3.92	5.89	3.92
ARM D	15.00	45.00	75.00	2.44	3.66	2.44

DEMAND SET TITLE: 2013 Base PM

T33

TIME	FROM/T	TURNING PROPORTIONS (PERCENTAGE OF H.V.S) TURNING COUNTS ARM A	ARM B	ARM C	ARM D
15.45 - 17.15	ARM A	0.003	0.115	0.802	0.080
		1.0	36.0	251.0	25.0
		(0.0)	(0.0)	(0.0)	(0.0)
	ARM B	0.184	0.000	0.490	0.327
		45.0	0.0	120.0	80.0
		(0.0)	(0.0)	(0.0)	(0.0)
	ARM C	0.666	0.271	0.000	0.064
		209.0	85.0	0.0	20.0
		(0.0)	(0.0)	(0.0)	(0.0)
	ARM D	0.226	0.615	0.159	0.000
		44.0	120.0	31.0	0.0
		(0.0)	(0.0)	(0.0)	(0.0)

QUEUE AND DELAY INFORMATION FOR EACH 15 MIN TIME SEGMENT

T70

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)
15.45-16.00									
ARM A	3.93	21.29	0.185	- - -	0.0	0.2	3.3	-	0.058
ARM B	3.07	20.51	0.150	- - -	0.0	0.2	2.6	-	0.057
ARM C	3.94	19.86	0.198	- - -	0.0	0.2	3.6	-	0.063
ARM D	2.45	20.20	0.121	- - -	0.0	0.1	2.0	-	0.056

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)
16.00-16.15									
ARM A	4.69	20.96	0.224	- - -	0.2	0.3	4.2	-	0.061
ARM B	3.67	20.08	0.183	- - -	0.2	0.2	3.3	-	0.061
ARM C	4.70	19.67	0.239	- - -	0.2	0.3	4.6	-	0.067
ARM D	2.92	19.72	0.148	- - -	0.1	0.2	2.6	-	0.059

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)
16.15-16.30									
ARM A	5.74	20.51	0.280	- - -	0.3	0.4	5.7	-	0.068
ARM B	4.50	19.48	0.231	- - -	0.2	0.3	4.4	-	0.067
ARM C	5.76	19.40	0.297	- - -	0.3	0.4	6.2	-	0.073
ARM D	3.58	19.06	0.188	- - -	0.2	0.2	3.4	-	0.065

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)
16.30-16.45									
ARM A	5.74	20.50	0.280	- - -	0.4	0.4	5.8	-	0.068
ARM B	4.50	19.48	0.231	- - -	0.3	0.3	4.5	-	0.067
ARM C	5.76	19.40	0.297	- - -	0.4	0.4	6.3	-	0.073
ARM D	3.58	19.05	0.188	- - -	0.2	0.2	3.5	-	0.065

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									
ARM A	4.69	20.95	0.224	- - -	0.4	0.3	4.4	-	0.062
ARM B	3.67	20.07	0.183	- - -	0.3	0.2	3.4	-	0.061
ARM C	4.70	19.67	0.239	- - -	0.4	0.3	4.8	-	0.067
ARM D	2.92	19.72	0.148	- - -	0.2	0.2	2.7	-	0.060

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									
ARM A	3.93	21.28	0.185	- - -	0.3	0.2	3.5	-	0.058
ARM B	3.07	20.50	0.150	- - -	0.2	0.2	2.7	-	0.057
ARM C	3.94	19.86	0.198	- - -	0.3	0.2	3.8	-	0.063
ARM D	2.45	20.19	0.121	- - -	0.2	0.1	2.1	-	0.056

QUEUE AT ARM A

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE
16.00	0.2
16.15	0.3
16.30	0.4
16.45	0.4
17.00	0.3
17.15	0.2

QUEUE AT ARM B

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE
16.00	0.2
16.15	0.2
16.30	0.3
16.45	0.3
17.00	0.2
17.15	0.2

QUEUE AT ARM C

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE
16.00	0.2
16.15	0.3
16.30	0.4
16.45	0.4
17.00	0.3
17.15	0.2

QUEUE AT ARM D

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE
16.00	0.1
16.15	0.2
16.30	0.2
16.45	0.2
17.00	0.2
17.15	0.1

QUEUEING DELAY INFORMATION OVER WHOLE PERIOD

T75

ARM	TOTAL DEMAND		* QUEUEING * DELAY *		* INCLUSIVE QUEUEING * DELAY *	
	(VEH)	(VEH/H)	(MIN)	(MIN/VEH)	(MIN)	(MIN/VEH)
A	430.8	287.2	26.9	0.06	26.9	0.06
B	337.2	224.8	20.9	0.06	20.9	0.06
C	432.2	288.1	29.3	0.07	29.3	0.07
D	268.4	178.9	16.2	0.06	16.2	0.06
ALL	1468.6	979.1	93.4	0.06	93.4	0.06

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

END OF JOB

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_____ A R C A D Y 6 _____

ASSESSMENT OF ROUNDABOUT CAPACITY AND DELAY

Analysis Program: Release 7.0 (FEBRUARY 2010)

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RG40 3GA,UK

Run with file:-
"i:\9X5278\Technical_Data\E01 Calculations\Junction Assessment\Pimlico Link_Chatbum Rd Rdt\2013 Base AM.vai"
(drive-on-the-left) at 15:07:27 on Friday, 3 August 2012

FILE PROPERTIES

RUN TITLE: AM Peak Hour Assessment - Chatburn Road Roundabout
LOCATION: Clitheroe
DATE: 03/08/12
CLIENT: Eric Wright Group
ENUMERATOR: kgibb [DWDGL334]
JOB NUMBER: 9X5278
STATUS: Preliminary
DESCRIPTION:

INPUT DATA

ARM A - Chatburn Road East
ARM B - Pimlico Link Road South
ARM C - Chatburn Road West
ARM D - Pimlico Link Road North

GEOMETRIC DATA

ARM	V (M)	E (M)	L (M)	R (M)	D (M)	PHI (DEG)	SLOPE	INTERCEPT (PCU/MIN)
ARM A	4.00	6.00	5.00	15.00	29.00	44.6	0.572	22.981
ARM B	3.95	5.50	4.00	45.00	29.00	46.2	0.581	22.761
ARM C	4.45	5.00	1.00	10.00	29.00	47.9	0.533	20.872
ARM D	3.50	7.00	5.00	27.00	29.00	39.1	0.584	22.693

V = approach half-width L = effective flare length D = inscribed circle diameter
E = entry width R = entry radius PHI = entry angle

TRAFFIC DEMAND DATA

Only sets included in the current run are shown

SCALING FACTORS

T13

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

TIME PERIOD BEGINS(08.00)AND ENDS(09.30)

LENGTH OF TIME PERIOD -(90) MINUTES

LENGTH OF TIME SEGMENT - (15) MINUTES

DEMAND FLOW PROFILES ARE SYNTHESISED FROM THE TURNING COUNT DATA

DEMAND SET TITLE: 2013 Assessment AM Peak

T15

ARM	NUMBER OF MINUTES FROM START TO FLOW STARTS	NUMBER OF MINUTES FROM START TO TOP OF PEAK	NUMBER OF MINUTES FROM START TO 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
	TO RISE	IS REACHED				
ARM A	15.00	45.00	75.00	5.10	7.65	5.10
ARM B	15.00	45.00	75.00	4.45	6.67	4.45
ARM C	15.00	45.00	75.00	5.01	7.52	5.01
ARM D	15.00	45.00	75.00	2.78	4.16	2.78

DEMAND SET TITLE: 2013 Assessment AM Peak

T33

TIME	TURNING PROPORTIONS (PERCENTAGE OF H.V.S) FROM/T	ARM A	ARM B	ARM C	ARM D
08.00 - 09.30	ARM A	0.000	0.147	0.740	0.113
		0.0	60.0	302.0	46.0
		(0.0)	(0.0)	(0.0)	(0.0)
	ARM B	0.090	0.000	0.525	0.385
		32.0	0.0	187.0	137.0
		(0.0)	(0.0)	(0.0)	(0.0)
	ARM C	0.536	0.404	0.005	0.055
		215.0	162.0	2.0	22.0
		(0.0)	(0.0)	(0.0)	(0.0)
	ARM D	0.207	0.604	0.189	0.000
		46.0	134.0	42.0	0.0
		(0.0)	(0.0)	(0.0)	(0.0)

QUEUE AND DELAY INFORMATION FOR EACH 15 MIN TIME SEGMENT

T70

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									
ARM A	5.12	20.55	0.249	- - -	0.0	0.3	4.8	-	0.065
ARM B	4.47	19.91	0.224	- - -	0.0	0.3	4.2	-	0.065
ARM C	5.03	19.44	0.259	- - -	0.0	0.3	5.1	-	0.069
ARM D	2.79	19.70	0.141	- - -	0.0	0.2	2.4	-	0.059

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									
ARM A	6.11	20.07	0.305	- - -	0.3	0.4	6.4	-	0.072
ARM B	5.33	19.35	0.276	- - -	0.3	0.4	5.6	-	0.071
ARM C	6.01	19.16	0.314	- - -	0.3	0.5	6.7	-	0.076
ARM D	3.33	19.10	0.174	- - -	0.2	0.2	3.1	-	0.063

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									
ARM A	7.49	19.42	0.386	- - -	0.4	0.6	9.1	-	0.084
ARM B	6.53	18.59	0.351	- - -	0.4	0.5	7.9	-	0.083
ARM C	7.36	18.77	0.392	- - -	0.5	0.6	9.3	-	0.087
ARM D	4.07	18.30	0.223	- - -	0.2	0.3	4.2	-	0.070

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									
ARM A	7.49	19.41	0.386	- - -	0.6	0.6	9.4	-	0.084
ARM B	6.53	18.58	0.352	- - -	0.5	0.5	8.1	-	0.083
ARM C	7.36	18.77	0.392	- - -	0.6	0.6	9.6	-	0.088
ARM D	4.07	18.29	0.223	- - -	0.3	0.3	4.3	-	0.070

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									
ARM A	6.11	20.06	0.305	- - -	0.6	0.4	6.8	-	0.072
ARM B	5.33	19.34	0.276	- - -	0.5	0.4	5.9	-	0.071
ARM C	6.01	19.15	0.314	- - -	0.6	0.5	7.1	-	0.076
ARM D	3.33	19.09	0.174	- - -	0.3	0.2	3.2	-	0.063

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)
09.15-09.30									
ARM A	5.12	20.54	0.249	- - -	0.4	0.3	5.1	-	0.065
ARM B	4.47	19.90	0.224	- - -	0.4	0.3	4.4	-	0.065
ARM C	5.03	19.43	0.259	- - -	0.5	0.4	5.4	-	0.070
ARM D	2.79	19.68	0.142	- - -	0.2	0.2	2.5	-	0.059

QUEUE AT ARM A

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE	
08.15	0.3	
08.30	0.4	
08.45	0.6	*
09.00	0.6	*
09.15	0.4	
09.30	0.3	

QUEUE AT ARM B

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE	
08.15	0.3	
08.30	0.4	
08.45	0.5	*
09.00	0.5	*
09.15	0.4	
09.30	0.3	

QUEUE AT ARM C

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE	
08.15	0.3	
08.30	0.5	
08.45	0.6	*
09.00	0.6	*
09.15	0.5	
09.30	0.4	

QUEUE AT ARM D

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE
08.15	0.2
08.30	0.2
08.45	0.3
09.00	0.3
09.15	0.2
09.30	0.2

QUEUEING DELAY INFORMATION OVER WHOLE PERIOD

T75

ARM	TOTAL DEMAND		* QUEUEING * DELAY *		* INCLUSIVE QUEUEING * DELAY *	
	(VEH)	(VEH/H)	(MIN)	(MIN/VEH)	(MIN)	(MIN/VEH)
A	561.6	374.4	41.6	0.07	41.6	0.07
B	490.0	326.7	36.1	0.07	36.1	0.07
C	551.9	368.0	43.1	0.08	43.1	0.08
D	305.6	203.7	19.7	0.06	19.7	0.06
ALL	1909.1	1272.7	140.5	0.07	140.5	0.07

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END OF JOB

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

Printed at 15:08:49 on 03/08/2012]

ARCADY 6

ASSESSMENT OF ROUNDABOUT CAPACITY AND DELAY

Analysis Program: Release 7.0 (FEBRUARY 2010)

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Run with file:-
"i:\9X5278\Technical_Data\E01 Calculations\Junction Assessment\Pimlico Link_Chatbum Rd Rdt\2013 PM.vai"
(drive-on-the-left) at 15:16:54 on Friday, 3 August 2012

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RUN TITLE: PM Peak Hour - Chatburn Road Roundabout
LOCATION: Clitheroe
DATE: 03/08/12
CLIENT: Eric Wright Group
ENUMERATOR: kgibb [DWDGL334]
JOB NUMBER: 9W5278
STATUS: Preliminary
DESCRIPTION:

INPUT DATA

ARM A - Chatburn Road East
ARM B - Pimlico Link Road South
ARM C - Chatburn Road West
ARM D - Pimlico Link Road North

GEOMETRIC DATA

ARM	V (M)	E (M)	L (M)	R (M)	D (M)	PHI (DEG)	SLOPE	INTERCEPT (PCU/MIN)
ARM A	4.00	6.00	5.00	15.00	29.00	44.6	0.572	22.981
ARM B	3.95	5.50	4.00	45.00	29.00	46.2	0.581	22.761
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E = entry width R = entry radius PHI = entry angle

TRAFFIC DEMAND DATA

Only sets included in the current run are shown

SCALING FACTORS

T13

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

TIME PERIOD BEGINS(15.45)AND ENDS(17.15)

LENGTH OF TIME PERIOD -(90) MINUTES

LENGTH OF TIME SEGMENT - (15) MINUTES

DEMAND FLOW PROFILES ARE SYNTHESISED FROM THE TURNING COUNT DATA

DEMAND SET TITLE: 2013 Assessment PM

T15

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	3.99	5.98	3.99
ARM B	15.00	45.00	75.00	3.15	4.73	3.15
ARM C	15.00	45.00	75.00	4.24	6.36	4.24
ARM D	15.00	45.00	75.00	2.51	3.77	2.51

DEMAND SET TITLE: 2013 Assessment PM

T33

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

TIME	FROM/T	ARM A	ARM B	ARM C	ARM D
15.45 - 17.15	ARM A	0.003	0.113	0.806	0.078
		1.0	36.0	257.0	25.0
		(0.0)	(0.0)	(0.0)	(0.0)
	ARM B	0.179	0.000	0.504	0.317
		45.0	0.0	127.0	80.0
		(0.0)	(0.0)	(0.0)	(0.0)
	ARM C	0.637	0.283	0.000	0.080
		216.0	96.0	0.0	27.0
		(0.0)	(0.0)	(0.0)	(0.0)
	ARM D	0.219	0.597	0.184	0.000
		44.0	120.0	37.0	0.0
		(0.0)	(0.0)	(0.0)	(0.0)

QUEUE AND DELAY INFORMATION FOR EACH 15 MIN TIME SEGMENT

T70

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)
15.45-16.00									
ARM A	4.00	21.16	0.189	- - -	0.0	0.2	3.4	-	0.058
ARM B	3.16	20.43	0.155	- - -	0.0	0.2	2.7	-	0.058
ARM C	4.25	19.86	0.214	- - -	0.0	0.3	4.0	-	0.064
ARM D	2.52	20.07	0.126	- - -	0.0	0.1	2.1	-	0.057

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)
16.00-16.15									
ARM A	4.78	20.81	0.230	- - -	0.2	0.3	4.4	-	0.062
ARM B	3.78	19.98	0.189	- - -	0.2	0.2	3.4	-	0.062
ARM C	5.08	19.67	0.258	- - -	0.3	0.3	5.1	-	0.068
ARM D	3.01	19.57	0.154	- - -	0.1	0.2	2.7	-	0.060

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)
16.15-16.30									
ARM A	5.85	20.33	0.288	- - -	0.3	0.4	5.9	-	0.069
ARM B	4.62	19.35	0.239	- - -	0.2	0.3	4.6	-	0.068
ARM C	6.22	19.40	0.321	- - -	0.3	0.5	6.9	-	0.076
ARM D	3.69	18.86	0.196	- - -	0.2	0.2	3.6	-	0.066

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)
16.30-16.45									
ARM A	5.85	20.32	0.288	- - -	0.4	0.4	6.0	-	0.069
ARM B	4.62	19.35	0.239	- - -	0.3	0.3	4.7	-	0.068
ARM C	6.22	19.40	0.321	- - -	0.5	0.5	7.0	-	0.076
ARM D	3.69	18.86	0.196	- - -	0.2	0.2	3.6	-	0.066

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									
ARM A	4.78	20.81	0.230	- - -	0.4	0.3	4.6	-	0.062
ARM B	3.78	19.97	0.189	- - -	0.3	0.2	3.6	-	0.062
ARM C	5.08	19.67	0.258	- - -	0.5	0.4	5.4	-	0.069
ARM D	3.01	19.56	0.154	- - -	0.2	0.2	2.8	-	0.060

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									
ARM A	4.00	21.15	0.189	- - -	0.3	0.2	3.6	-	0.058
ARM B	3.16	20.42	0.155	- - -	0.2	0.2	2.8	-	0.058
ARM C	4.25	19.86	0.214	- - -	0.4	0.3	4.2	-	0.064
ARM D	2.52	20.06	0.126	- - -	0.2	0.1	2.2	-	0.057

QUEUE AT ARM A

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE
16.00	0.2
16.15	0.3
16.30	0.4
16.45	0.4
17.00	0.3
17.15	0.2

QUEUE AT ARM B

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE
16.00	0.2
16.15	0.2
16.30	0.3
16.45	0.3
17.00	0.2
17.15	0.2

QUEUE AT ARM C

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE
16.00	0.3
16.15	0.3
16.30	0.5
16.45	0.5
17.00	0.4
17.15	0.3

QUEUE AT ARM D

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE
16.00	0.1
16.15	0.2
16.30	0.2
16.45	0.2
17.00	0.2
17.15	0.1

QUEUEING DELAY INFORMATION OVER WHOLE PERIOD

ARM	TOTAL DEMAND		* QUEUEING * DELAY *		* INCLUSIVE QUEUEING * DELAY *	
	(VEH)	(VEH/H)	(MIN)	(MIN/VEH)	(MIN)	(MIN/VEH)
A	439.1	292.7	27.9	0.06	27.9	0.06
B	346.9	231.2	21.8	0.06	21.8	0.06
C	466.6	311.1	32.5	0.07	32.5	0.07
D	276.7	184.4	17.0	0.06	17.0	0.06
ALL	1529.2	1019.5	99.2	0.06	99.2	0.06

T75

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

END OF JOB

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

Printed at 15:18:00 on 03/08/2012]

ROYAL HASKONING

APPENDIX L

PICADY Output for Pimlico Link Road / Deanfield Junction

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

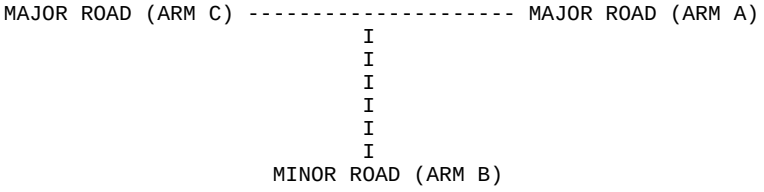
Run with file:-
"I:\9X5278\Technical_Data\E01 Calculations\Junction Assessment\Plimlic Link_Deanfield\
Deanfield - Pimlico Link Road.vpi"
(drive-on-the-left) at 16:03:35 on Friday, 3 August 2012

RUN INFORMATION

RUN TITLE	: Deanfield / Pimlico Link Road
LOCATION	: Clitheroe
DATE	: 03/08/12
CLIENT	: Eric Wright Group
ENUMERATOR	: kgibb [DWDGL334]
JOB NUMBER	: 9X5278
STATUS	: Preliminary
DESCRIPTION	:

MAJOR/MINOR JUNCTION CAPACITY AND DELAY

INPUT DATA



ARM A IS Pimlico Link Road (South)
ARM B IS Deanfield
ARM C IS Pimlico Link Road (North)

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) 3.00 M.
- VISIBILITY	(VC-B)184.00 M.
- BLOCKS TRAFFIC (SPACES)	NO (0)
MINOR ROAD - VISIBILITY TO LEFT	(VB-C) 16.0 M.
- VISIBILITY TO RIGHT	(VB-A) 27.0 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	8.00 M.
WIDTH AT 10 M FROM JUNCTION	5.50 M.
WIDTH AT 15 M FROM JUNCTION	5.00 M.
WIDTH AT 20 M FROM JUNCTION	5.50 M.
- LENGTH OF FLARED SECTION	5 VEHS

.SLOPES AND INTERCEPT

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

Intercept For STREAM B-C	Slope For 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 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 STREAM A-C	Slope For Opposing STREAM A-B
739.77	0.29	0.29

(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: 2013 Base AM

TIME PERIOD BEGINS 08.00 AND ENDS 09.30

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	4.76	7.14	4.76
ARM B	15.00	45.00	75.00	1.26	1.89	1.26
ARM C	15.00	45.00	75.00	4.36	6.54	4.36

Demand set: 2013 Base AM

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

TIME	FROM/TO	ARM A	ARM B	ARM C
08.00 - 09.30	ARM A	0.000	0.215	0.785
		0.0	82.0	299.0
		(0.0)	(0.0)	(0.0)
	ARM B	0.515	0.000	0.485
		52.0	0.0	49.0
		(0.0)	(0.0)	(0.0)
	ARM C	0.754	0.246	0.000
		263.0	86.0	0.0
		(0.0)	(0.0)	(0.0)

TURNING PROPORTIONS ARE CALCULATED FROM TURNING COUNT DATA

QUEUE AND DELAY INFORMATION FOR EACH 15 MIN TIME SEGMENT

FOR DEMAND SET 2013 Base AM
AND FOR TIME PERIOD 1

TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)
08.00-08.15									
B-C	0.61	9.73	0.063		0.00	0.07	1.0		0.11
B-A	0.65	6.80	0.096		0.00	0.10	1.5		0.16
C-A	3.30								
C-B	1.08	10.96	0.098		0.00	0.11	1.6		0.10
A-B	1.03								
A-C	3.75								

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	0.73	9.46	0.078		0.07	0.08	1.2		0.11
B-A	0.78	6.43	0.121		0.10	0.14	2.0		0.18
C-A	3.94								
C-B	1.29	10.69	0.120		0.11	0.14	2.0		0.11
A-B	1.23								
A-C	4.48								

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	0.90	9.09	0.099		0.08	0.11	1.6		0.12
B-A	0.95	5.93	0.161		0.14	0.19	2.7		0.20
C-A	4.83								
C-B	1.58	10.33	0.153		0.14	0.18	2.6		0.11
A-B	1.50								
A-C	5.49								

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	0.90	9.09	0.099		0.11	0.11	1.6		0.12
B-A	0.95	5.93	0.161		0.19	0.19	2.8		0.20
C-A	4.83								
C-B	1.58	10.33	0.153		0.18	0.18	2.7		0.11
A-B	1.50								
A-C	5.49								

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	0.73	9.46	0.078		0.11	0.08	1.3		0.11
B-A	0.78	6.43	0.121		0.19	0.14	2.2		0.18
C-A	3.94								
C-B	1.29	10.69	0.120		0.18	0.14	2.1		0.11
A-B	1.23								
A-C	4.48								

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)
09.15-09.30									
B-C	0.61	9.72	0.063		0.08	0.07	1.0		0.11
B-A	0.65	6.79	0.096		0.14	0.11	1.7		0.16
C-A	3.30								
C-B	1.08	10.96	0.098		0.14	0.11	1.7		0.10
A-B	1.03								
A-C	3.75								

QUEUE FOR STREAM B-C

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE
08.15	0.1
08.30	0.1
08.45	0.1
09.00	0.1
09.15	0.1
09.30	0.1

QUEUE FOR STREAM B-A

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE
08.15	0.1
08.30	0.1
08.45	0.2
09.00	0.2
09.15	0.1
09.30	0.1

QUEUE FOR STREAM C-B

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE
08.15	0.1
08.30	0.1
08.45	0.2
09.00	0.2
09.15	0.1
09.30	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	67.4	45.0	7.8	0.12	7.8	0.12
B-A	71.6	47.7	12.9	0.18	12.9	0.18
C-A	362.0	241.3				
C-B	118.4	78.9	12.7	0.11	12.7	0.11
A-B	112.9	75.2				
A-C	411.6	274.4				
ALL	1143.8	762.5	33.4	0.03	33.4	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
739.77	0.29	0.29

(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: 2013 Base PM

TIME PERIOD BEGINS 15.45 AND ENDS 17.15

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	3.08	4.61	3.08
ARM B	15.00	45.00	75.00	1.36	2.04	1.36
ARM C	15.00	45.00	75.00	3.01	4.52	3.01

Demand set: 2013 Base PM

TIME	TURNING PROPORTIONS / TURNING COUNTS (PERCENTAGE OF H.V.S) FROM/TO	ARM A	ARM B	ARM C
15.45 - 17.15	ARM A	0.000	0.220	0.780
		0.0	54.0	192.0
		(0.0)	(0.0)	(0.0)
	ARM B	0.505	0.000	0.495
		55.0	0.0	54.0
		(0.0)	(0.0)	(0.0)
	ARM C	0.822	0.178	0.000
		198.0	43.0	0.0
		(0.0)	(0.0)	(0.0)

TURNING PROPORTIONS ARE CALCULATED FROM TURNING COUNT DATA

QUEUE AND DELAY INFORMATION FOR EACH 15 MIN TIME SEGMENT

FOR DEMAND SET 2013 Base PM
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)
15.45-16.00									
B-C	0.68	10.15	0.067		0.00	0.07	1.0		0.11
B-A	0.69	7.42	0.093		0.00	0.10	1.5		0.15
C-A	2.48								
C-B	0.54	11.44	0.047		0.00	0.05	0.7		0.09
A-B	0.68								
A-C	2.41								

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)
16.00-16.15									
B-C	0.81	9.97	0.081		0.07	0.09	1.3		0.11
B-A	0.82	7.19	0.115		0.10	0.13	1.9		0.16
C-A	2.97								
C-B	0.64	11.27	0.057		0.05	0.06	0.9		0.09
A-B	0.81								
A-C	2.88								

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)
16.15-16.30									
B-C	0.99	9.70	0.102		0.09	0.11	1.7		0.11
B-A	1.01	6.87	0.147		0.13	0.17	2.5		0.17
C-A	3.63								
C-B	0.79	11.04	0.072		0.06	0.08	1.1		0.10
A-B	0.99								
A-C	3.52								

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)
16.30-16.45									
B-C	0.99	9.70	0.102		0.11	0.11	1.7		0.11
B-A	1.01	6.87	0.147		0.17	0.17	2.6		0.17
C-A	3.63								
C-B	0.79	11.04	0.072		0.08	0.08	1.1		0.10
A-B	0.99								
A-C	3.52								

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	0.81	9.96	0.081		0.11	0.09	1.4		0.11
B-A	0.82	7.19	0.115		0.17	0.13	2.0		0.16
C-A	2.97								
C-B	0.64	11.27	0.057		0.08	0.06	0.9		0.09
A-B	0.81								
A-C	2.88								

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	0.68	10.15	0.067		0.09	0.07	1.1		0.11
B-A	0.69	7.42	0.093		0.13	0.10	1.6		0.15
C-A	2.48								
C-B	0.54	11.44	0.047		0.06	0.05	0.8		0.09
A-B	0.68								
A-C	2.41								

QUEUE FOR STREAM B-C

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE
16.00	0.1
16.15	0.1
16.30	0.1
16.45	0.1
17.00	0.1
17.15	0.1

QUEUE FOR STREAM B-A

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE
16.00	0.1
16.15	0.1
16.30	0.2
16.45	0.2
17.00	0.1
17.15	0.1

QUEUE FOR STREAM C-B

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE
16.00	0.0
16.15	0.1
16.30	0.1
16.45	0.1
17.00	0.1
17.15	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	74.3	49.6	8.1	0.11	8.1	0.11
B-A	75.7	50.5	12.0	0.16	12.0	0.16
C-A	272.5	181.7				
C-B	59.2	39.5	5.6	0.09	5.6	0.09
A-B	74.3	49.6				
A-C	264.3	176.2				
ALL	820.4	546.9	25.7	0.03	25.7	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
739.77	0.29	0.29

(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: 2013 Assessment AM

TIME PERIOD BEGINS 08.00 AND ENDS 09.30

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	4.85	7.27	4.85
ARM B	15.00	45.00	75.00	1.26	1.89	1.26
ARM C	15.00	45.00	75.00	4.44	6.66	4.44

Demand set: 2013 Assessment AM

TIME	FROM/TO	TURNING PROPORTIONS / TURNING COUNTS (PERCENTAGE OF H.V.S) ARM A	ARM B	ARM C
08.00 - 09.30	ARM A	0.000	0.211	0.789
		0.0	82.0	306.0
		(0.0)	(0.0)	(0.0)
	ARM B	0.515	0.000	0.485
		52.0	0.0	49.0
		(0.0)	(0.0)	(0.0)
	ARM C	0.758	0.242	0.000
		269.0	86.0	0.0
		(0.0)	(0.0)	(0.0)

TURNING PROPORTIONS ARE CALCULATED FROM TURNING COUNT DATA

QUEUE AND DELAY INFORMATION FOR EACH 15 MIN TIME SEGMENT

FOR DEMAND SET 2013 Assessment AM
AND FOR TIME PERIOD 1

TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)
08.00-08.15									
B-C	0.61	9.70	0.063		0.00	0.07	1.0		0.11
B-A	0.65	6.77	0.096		0.00	0.11	1.5		0.16
C-A	3.38								
C-B	1.08	10.93	0.099		0.00	0.11	1.6		0.10
A-B	1.03								
A-C	3.84								

TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)
08.15-08.30									
B-C	0.73	9.43	0.078		0.07	0.08	1.2		0.11
B-A	0.78	6.40	0.122		0.11	0.14	2.0		0.18
C-A	4.03								
C-B	1.29	10.66	0.121		0.11	0.14	2.0		0.11
A-B	1.23								
A-C	4.58								

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	0.90	9.05	0.099		0.08	0.11	1.6		0.12
B-A	0.95	5.89	0.162		0.14	0.19	2.8		0.20
C-A	4.94								
C-B	1.58	10.29	0.153		0.14	0.18	2.6		0.11
A-B	1.50								
A-C	5.62								

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	0.90	9.05	0.099		0.11	0.11	1.6		0.12
B-A	0.95	5.89	0.162		0.19	0.19	2.9		0.20
C-A	4.94								
C-B	1.58	10.29	0.153		0.18	0.18	2.7		0.11
A-B	1.50								
A-C	5.62								

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	0.73	9.43	0.078		0.11	0.09	1.3		0.12
B-A	0.78	6.39	0.122		0.19	0.14	2.2		0.18
C-A	4.03								
C-B	1.29	10.66	0.121		0.18	0.14	2.1		0.11
A-B	1.23								
A-C	4.58								

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)
09.15-09.30									
B-C	0.61	9.70	0.063		0.09	0.07	1.0		0.11
B-A	0.65	6.76	0.096		0.14	0.11	1.7		0.16
C-A	3.38								
C-B	1.08	10.93	0.099		0.14	0.11	1.7		0.10
A-B	1.03								
A-C	3.84								

QUEUE FOR STREAM B-C

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE
08.15	0.1
08.30	0.1
08.45	0.1
09.00	0.1
09.15	0.1
09.30	0.1

QUEUE FOR STREAM B-A

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE
08.15	0.1
08.30	0.1
08.45	0.2
09.00	0.2
09.15	0.1
09.30	0.1

QUEUE FOR STREAM C-B

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE
08.15	0.1
08.30	0.1
08.45	0.2
09.00	0.2
09.15	0.1
09.30	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	67.4	45.0	7.8	0.12	7.8	0.12
B-A	71.6	47.7	13.0	0.18	13.0	0.18
C-A	370.3	246.8				
C-B	118.4	78.9	12.7	0.11	12.7	0.11
A-B	112.9	75.2				
A-C	421.2	280.8				
ALL	1161.7	774.5	33.5	0.03	33.5	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
739.77	0.29	0.29

(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: 2013 Assessment PM

TIME PERIOD BEGINS 15.45 AND ENDS 17.15

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	3.15	4.73	3.15
ARM B	15.00	45.00	75.00	1.36	2.04	1.36
ARM C	15.00	45.00	75.00	3.15	4.73	3.15

Demand set: 2013 Assessment PM

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

TIME	FROM/TO	ARM A	ARM B	ARM C
15.45 - 17.15	ARM A	0.000	0.214	0.786
		0.0	54.0	198.0
		(0.0)	(0.0)	(0.0)
	ARM B	0.505	0.000	0.495
		55.0	0.0	54.0
		(0.0)	(0.0)	(0.0)
	ARM C	0.829	0.171	0.000
		209.0	43.0	0.0
		(0.0)	(0.0)	(0.0)

TURNING PROPORTIONS ARE CALCULATED FROM TURNING COUNT DATA

QUEUE AND DELAY INFORMATION FOR EACH 15 MIN TIME SEGMENT

FOR DEMAND SET 2013 Assessment PM
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)
15.45-16.00									
B-C	0.68	10.13	0.067		0.00	0.07	1.0		0.11
B-A	0.69	7.39	0.093		0.00	0.10	1.5		0.15
C-A	2.62								
C-B	0.54	11.42	0.047		0.00	0.05	0.7		0.09
A-B	0.68								
A-C	2.48								

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)
16.00-16.15									
B-C	0.81	9.94	0.081		0.07	0.09	1.3		0.11
B-A	0.82	7.15	0.115		0.10	0.13	1.9		0.16
C-A	3.13								
C-B	0.64	11.25	0.057		0.05	0.06	0.9		0.09
A-B	0.81								
A-C	2.97								

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)
16.15-16.30									
B-C	0.99	9.67	0.102		0.09	0.11	1.7		0.12
B-A	1.01	6.81	0.148		0.13	0.17	2.5		0.17
C-A	3.84								
C-B	0.79	11.00	0.072		0.06	0.08	1.1		0.10
A-B	0.99								
A-C	3.63								

TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)
16.30-16.45									
B-C	0.99	9.67	0.102		0.11	0.11	1.7		0.12
B-A	1.01	6.81	0.148		0.17	0.17	2.6		0.17
C-A	3.84								
C-B	0.79	11.00	0.072		0.08	0.08	1.2		0.10
A-B	0.99								
A-C	3.63								

TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)
16.45-17.00									
B-C	0.81	9.94	0.081		0.11	0.09	1.4		0.11
B-A	0.82	7.14	0.115		0.17	0.13	2.0		0.16
C-A	3.13								
C-B	0.64	11.25	0.057		0.08	0.06	0.9		0.09
A-B	0.81								
A-C	2.97								

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	0.68	10.13	0.067		0.09	0.07	1.1		0.11
B-A	0.69	7.38	0.093		0.13	0.10	1.6		0.15
C-A	2.62								
C-B	0.54	11.42	0.047		0.06	0.05	0.8		0.09
A-B	0.68								
A-C	2.48								

QUEUE FOR STREAM B-C

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE
16.00	0.1
16.15	0.1
16.30	0.1
16.45	0.1
17.00	0.1
17.15	0.1

QUEUE FOR STREAM B-A

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE
16.00	0.1
16.15	0.1
16.30	0.2
16.45	0.2
17.00	0.1
17.15	0.1

QUEUE FOR STREAM C-B

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE
16.00	0.0
16.15	0.1
16.30	0.1
16.45	0.1
17.00	0.1
17.15	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	74.3	49.6	8.2	0.11	8.2	0.11
B-A	75.7	50.5	12.1	0.16	12.1	0.16
C-A	287.7	191.8				
C-B	59.2	39.5	5.6	0.09	5.6	0.09
A-B	74.3	49.6				
A-C	272.5	181.7				
ALL	843.7	562.5	25.8	0.03	25.8	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*******

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

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