

APPENDICES

Appendix 1

Accident Data



**Lancashire
Constabulary**

police and communities together

Corporate Development - Audit & Review

Hutton, Preston, PR4 5SB

Telephone 01772 413626 Fax 01772 412024

6 February, 2014

Our ref: FQ/Vectos

Your ref: VN30277

Hannah Fuller
Vectos (North) Limited
3rd Floor, Oxford Place
61 Oxford Street
Manchester
M1 6EQ

Dear Hannah

Re: Collision data for last 5 years for Longridge

Further to your recent correspondence, I have been asked to reply on behalf of the Constabulary.

The information you have requested is shown on the attached sheets. The cost of the searches and information provided is £25.00 + VAT and an invoice will follow shortly.

I hope the information will prove to be of use. Should you require any further assistance, please do not hesitate to contact this office on the above telephone number.

Yours sincerely,

Farhet Quraishi
Data Auditor

Enc.

COLLISION DATA FOR LONGRIDGE

DIVISION, ACCNO & ACC CLASS EP0900006 SLIGHT
DATE & TIME 27/06/2009 17:25
LOCATION DETAILS B6244 PRESTON ROAD
JUNCTION UC DERBY ROAD
MAP REFERENCE E360099 N437115

NATURE
VEHICLES MOVED PRIOR TO ARRIVAL. VEHICLE 1 APPEARS TO HAVE BEEN TRAVELLING FROM PRESTON ROAD TOWARDS DERBY ROAD, ACROSS MINI ROUNDABOUT AT THIS LOCATION. VEHICLE 2 APPEARS TO HAVE BEEN TRAVELLING FROM KESTOR LANE TOWARDS WHITTINGHAM ROAD ACROSS THE SAME ROUNDABOUT. IT IS NOT KNOWN WHICH VEHICLE WAS FIRST ON ROUNDABOUT BUT VEHICLE 2 SKIDDED AND FELL TO FLOOR SLIDING ON CARRIAGEWAY UNTIL COLLIDING WITH VEHICLE 1.

| NO OF VEHICLES | VEHICLE NO | VEHICLE TYPE | MANOEUVRES |
|-----------------------|-------------------|-------------------------|-------------------|
| 2 | 1 | CAR | GOING AHEAD OTHER |
| | 2 | MOTORCYCLE 50CC & UNDER | GOING AHEAD OTHER |

| NO OF CASUALTIES: | CASUALTY NO | SEVERITY |
|--------------------------|--------------------|-----------------|
| 1 | 1 | SLIGHT |

DIVISION, ACCNO & ACC CLASS EP1000002 SLIGHT
DATE & TIME 11/02/2010 19:44
LOCATION DETAILS UC DERBY ROAD
JUNCTION UC VICTORIA STREET
MAP REFERENCE E360116 N437258

NATURE
VEHICLE 1 WAS STATIONARY IN MAIN ROAD INDICATING AND WAITING TO TURN RIGHT, VEHICLE 2 - SCOOTER HAS BEEN APPROACHING FROM THE OPPOSITE DIRECTION. VEHICLE 1 HAS THEN TURNED RIGHT ACROSS THE PATH OF VEHICLE 2 CAUSING IT TO BRAKE HEAVILY, VEHICLE 2 SKIDS AND FALLS OVER CAUSING RIDER TO FALL FROM MACHINE. VEHICLE 2 SCRATCHED NEARSIDE PASSENGER DOOR OF VEHICLE 1 BEFORE COMING TO A STOP.

| NO OF VEHICLES | VEHICLE NO | VEHICLE TYPE | MANOEUVRES |
|-----------------------|-------------------|-------------------------|-------------------|
| 2 | 1 | CAR | TURNING RIGHT |
| | 2 | MOTORCYCLE 50CC & UNDER | GOING AHEAD OTHER |

| NO OF CASUALTIES: | CASUALTY NO | SEVERITY |
|--------------------------|--------------------|-----------------|
| 1 | 1 | SLIGHT |

COLLISION DATA FOR LONGRIDGE

| | | |
|--|------------|--------------|
| DIVISION, ACCNO & ACC CLASS | EN1200088 | SLIGHT |
| DATE & TIME | 02/08/2012 | 19:00 |
| LOCATION DETAILS | UC | BERRY LANE |
| JUNCTION | B5269 | MARKET PLACE |
| MAP REFERENCE | E360643 | N437230 |

NATURE VEHICLE ONE AND VEHICLE TWO WERE TRAVELLING ALONG BERRY LANE LONGRIDGE TOWARDS THE JUNCTION WITH MARKET PLACE. VEHICLE ONE WAS TRAVELLING BEHIND VEHICLE TWO, BOTH VEHICLES STOPPED AT THE JUNCTION. VEHICLE TWO WAS INDICATING TO TURN LEFT, VEHICLE TWO WAS PLACED AT THE NEARSIDE WAITING TO TURN LEFT. VEHICLE TWO IS A DRIVING SCHOOL VEHICLE WITH A PUPIL IN THE DRIVING SEAT AND INSTRUCTOR IN THE PASSENGER SEAT WITH DUAL CONTROLS AND BOTH FOOTBRAKE AND HAND BRAKE ACTIVATED. VEHICLE ONE HITS NEARSIDE OF VEHICLE TWO. BOTH VEHICLES STOP AND WORDS ARE EXCHANGED. VEHICLE TWO PULLS ONTO MARKET PLACE. VEHICLE 1 DRIVES OFF ONTO HIGHER ROAD.

| NO OF VEHICLES | VEHICLE NO | VEHICLE TYPE | MANOEUVRES |
|-----------------------|-------------------|---------------------|-----------------------|
| 2 | 1 | CAR | SLOWING OR STOPPING |
| | 2 | CAR | WAITING TO TURN RIGHT |

| NO OF CASUALTIES: | CASUALTY NO | SEVERITY |
|--------------------------|--------------------|-----------------|
| 1 | 1 | SLIGHT |

| | | |
|--|------------|-----------------|
| DIVISION, ACCNO & ACC CLASS | EN1200105 | SLIGHT |
| DATE & TIME | 17/09/2012 | 10:30 |
| LOCATION DETAILS | UC | INGLEWHITE ROAD |
| JUNCTION | UC | CHIPPING LANE |
| MAP REFERENCE | E359975 | N437909 |

NATURE DRIVER OF VEHICLE 1 LEAVES MAIN CARRIAGEWAY AT JUNCTION, INDICATES TO PULL INTO NEARSIDE THEN IMMEDIATELY TURNS RIGHT TO CARRY OUT A U-TURN, NOT SEEING VEHICLE 2 WHICH WAS IN AN OVERTAKE MANOEUVRE

| NO OF VEHICLES | VEHICLE NO | VEHICLE TYPE | MANOEUVRES |
|-----------------------|-------------------|--------------------------------|--|
| 2 | 1 | GOODS VEHICLE <=3.5 TONNES MGW | U TURN |
| | 2 | CAR | OVERTAKING MOVING VEHICLE ON ITS OFFSIDE |

| NO OF CASUALTIES: | CASUALTY NO | SEVERITY |
|--------------------------|--------------------|-----------------|
| 1 | 1 | SLIGHT |

COLLISION DATA FOR LONGRIDGE

| | | |
|--|--------------------|--------------|
| DIVISION, ACCNO & ACC CLASS | EP1000022 | SLIGHT |
| DATE & TIME | 27/09/2010 | 08:20 |
| LOCATION DETAILS | B6244 | PRESTON ROAD |
| JUNCTION | 70 METRES NORTH OF | SHAY LANE |
| MAP REFERENCE | E360065 | N436876 |
| NATURE | | |

VEHICLE 1 IS DRIVING AT LOW SPEED PAST HIGH SCHOOL, VEHICLE 1 DRIVES DOWN THE OFFSIDE OF BUS PARKED IN NEAR SIDE LAYBY. PEDESTRIAN 1 STEPS OUT FROM KERB AND WALKS IN FRONT OF BUS PUTTING LEFT FOOT OUT INTO THE ROAD, VEHICLE 1 DRIVES OVER PEDESTRIAN'S FOOT.

| | | | |
|-----------------------|-------------------|---------------------|--|
| NO OF VEHICLES | VEHICLE NO | VEHICLE TYPE | MANOUEVRES |
| 1 | 1 | CAR | OVERTAKING STATIONARY VEHICLE ON ITS OFFSIDE |

| | | |
|--------------------------|--------------------|-----------------|
| NO OF CASUALTIES: | CASUALTY NO | SEVERITY |
| 1 | 1 | SLIGHT |

| | | |
|--|------------|--------------|
| DIVISION, ACCNO & ACC CLASS | EP0900008 | SLIGHT |
| DATE & TIME | 13/07/2009 | 15:20 |
| LOCATION DETAILS | UC | PRESTON ROAD |
| JUNCTION | OUTSIDE | HOUSE NO 89 |
| MAP REFERENCE | E360103 | N436527 |
| NATURE | | |

VEHICLE ONE TRAVELLING FROM PRESTON ALONG PRESTON ROAD IN DIRECTION OF LONGRIDGE. FEMALE CHILD RUNS BETWEEN PARKED VEHICLES ACROSS ROAD INTO PATH OF ONCOMING VEHICLE. DRIVER ATTEMPTS TO BRAKE BUT COLLIDED WITH CHILD, THROWING HER ACROSS NEAR SIDE BONNET OF VEHICLE AND ONTO PAVEMENT

| | | | |
|-----------------------|-------------------|---------------------|-------------------|
| NO OF VEHICLES | VEHICLE NO | VEHICLE TYPE | MANOUEVRES |
| 1 | 1 | OTHER MOTOR VEHICLE | GOING AHEAD OTHER |

| | | |
|--------------------------|--------------------|-----------------|
| NO OF CASUALTIES: | CASUALTY NO | SEVERITY |
| 1 | 1 | SLIGHT |

COLLISION DATA FOR LONGRIDGE

| | | |
|--|------------|--------------|
| DIVISION, ACCNO & ACC CLASS | EP1000004 | SLIGHT |
| DATE & TIME | 17/02/2010 | 15:50 |
| LOCATION DETAILS | B6244 | PRESTON ROAD |
| JUNCTION | OUTSIDE | HOUSE NO 11 |
| MAP REFERENCE | E360151 | N436416 |
| NATURE | | |

THE DRIVER WHO IS A WHEELCHAIR BOUND DISABLED DRIVER HAS BEEN DRIVING ALONG WITH ONE PASSENGER WHEN THE CLAMP WHICH SECURES HER WHEELCHAIR INTO THE VEHICLE HAS FAILED CAUSING HER TO MOVE FORWARD ONTO THE ACCELERATOR PEDAL CAUSING HER TO COLLIDE WITH THE HEDGE.

| | | | |
|--------------------------|--------------------|---------------------|-------------------|
| NO OF VEHICLES | VEHICLE NO | VEHICLE TYPE | MANOUEVRES |
| 1 | 1 | OTHER MOTOR VEHICLE | TURNING RIGHT |
| NO OF CASUALTIES: | CASUALTY NO | SEVERITY | |
| 2 | 1 | SLIGHT | |
| | 2 | SLIGHT | |

| | | |
|--|------------|--------------|
| DIVISION, ACCNO & ACC CLASS | EN1200002 | SLIGHT |
| DATE & TIME | 05/01/2012 | 23:25 |
| LOCATION DETAILS | B6244 | PRESTON ROAD |
| JUNCTION | B6243 | CHAPEL HILL |
| MAP REFERENCE | E360149 | N436417 |
| NATURE | | |

VEHICLE 1 TURNING SHARP RIGHT ACROSS MINI ROUNDABOUT, VEHICLE 2 ENTERS ROUNDABOUT AND MAKES CONTACT WITH FRONT OFFSIDE OF VEHICLE 1.

| | | | |
|--------------------------|--------------------|---------------------|-------------------|
| NO OF VEHICLES | VEHICLE NO | VEHICLE TYPE | MANOUEVRES |
| 2 | 1 | CAR | TURNING RIGHT |
| | 2 | CAR | GOING AHEAD OTHER |
| NO OF CASUALTIES: | CASUALTY NO | SEVERITY | |
| 1 | 1 | SLIGHT | |

COLLISION DATA FOR LONGRIDGE

| | | |
|--|------------|-----------------|
| DIVISION, ACCNO & ACC CLASS | EN1300089 | SLIGHT |
| DATE & TIME | 17/08/2013 | 20:10 |
| LOCATION DETAILS | UC | INGLEWHITE ROAD |
| JUNCTION | UC | DERBY ROAD |
| MAP REFERENCE | E360159 | N437617 |
| NATURE | | |

DRIVER OF VEHICLE 1 COLLIDED WITH VEHICLE 2 AS IT WAS ON ROUNDABOUT. AT THE TIME OF THE COLLISION THERE WAS A TORRENTIAL RAIN STORM MAKING VISIBILITY NEXT TO ZERO AS REPORTING OFFICER WAS ALSO DRIVING THROUGH IT ON THE TIME IN THE SAME AREA.

| NO OF VEHICLES | VEHICLE NO | VEHICLE TYPE | MANOEUVRES |
|-----------------------|-------------------|---------------------|-------------------|
| 2 | 1 | CAR | GOING AHEAD OTHER |
| | 2 | CAR | GOING AHEAD OTHER |

| NO OF CASUALTIES: | CASUALTY NO | SEVERITY |
|--------------------------|--------------------|-----------------|
| 3 | 1 | SLIGHT |
| | 2 | SLIGHT |
| | 3 | SLIGHT |

| | | |
|--|------------|--------------|
| DIVISION, ACCNO & ACC CLASS | EN1300028 | SLIGHT |
| DATE & TIME | 03/04/2013 | 09:20 |
| LOCATION DETAILS | UC | PRESTON ROAD |
| JUNCTION | UC | CHAPEL HILL |
| MAP REFERENCE | E360146 | N436421 |
| NATURE | | |

DRIVER OF VEHICLE 1 HAS APPROACHED MINI ROUNDABOUT FROM DIRECTION OF LONGRIDGE UPON CROSSING THE ROUNDABOUT VISION HAS BEEN OBSTRUCTED BY THE SUN WHICH WAS LOW IN THE SKY ON A CLEAR DAY. THE RIDER OF THE CYCLE HAS MOVED OUT TOWARDS THE CENTRE OF THE ROAD TO AVOID OVERGROWN BUSH/TREES AND COLLIDED WITH THE NEARSIDE DOOR HANDLE/WING MIRROR OF VEHICLE 1.

| NO OF VEHICLES | VEHICLE NO | VEHICLE TYPE | MANOEUVRES |
|-----------------------|-------------------|---------------------|----------------------------|
| 2 | 1 | CAR | GOING AHEAD LEFT HAND BEND |
| | 2 | PEDAL CYCLE | GOING AHEAD LEFT HAND BEND |

| NO OF CASUALTIES: | CASUALTY NO | SEVERITY |
|--------------------------|--------------------|-----------------|
| 1 | 1 | SLIGHT |

COLLISION DATA FOR LONGRIDGE

| | | |
|--|------------|------------------|
| DIVISION, ACCNO & ACC CLASS | EN1300087 | SLIGHT |
| DATE & TIME | 19/08/2013 | 14:00 |
| LOCATION DETAILS | UC | WHITTINGHAM LANE |
| JUNCTION | UC | DERBY ROAD |
| MAP REFERENCE | E360100 | N437120 |
| NATURE | | |

VEHICLE 1 HAS ENTERED ROUNDABOUT WITH RIGHT OF WAY FROM WHITTINGHAM LANE -
VEHICLE 2 ENTERED ROUNDABOUT FROM DERBY ROAD AND COLLIDED WITH VEHICLE 1.

| | | | |
|--------------------------|--------------------|---------------------|-------------------|
| NO OF VEHICLES | VEHICLE NO | VEHICLE TYPE | MANOUEVRES |
| 2 | 1 | CAR | TURNING RIGHT |
| | 2 | CAR | MOVING OFF |
| NO OF CASUALTIES: | CASUALTY NO | SEVERITY | |
| 1 | 1 | SLIGHT | |

| | | |
|--|-------------------|------------|
| DIVISION, ACCNO & ACC CLASS | EN1100138 | SLIGHT |
| DATE & TIME | 19/11/2011 | 13:55 |
| LOCATION DETAILS | UC | BERRY LANE |
| JUNCTION | 30 METRES WEST OF | DERBY ROAD |
| MAP REFERENCE | E360195 | N437585 |
| NATURE | | |

VEHICLE 1 HAS PARKED ON ROADSIDE, WHILST DRIVER OPENS DOOR SHE HITS PEDESTRIAN IN
SHOULDER WITH SAME CAUSING PAIN TO LEFT SHOULDER.

| | | | |
|--------------------------|--------------------|---------------------|-------------------|
| NO OF VEHICLES | VEHICLE NO | VEHICLE TYPE | MANOUEVRES |
| 1 | 1 | CAR | PARKED |
| NO OF CASUALTIES: | CASUALTY NO | SEVERITY | |
| 1 | 1 | SLIGHT | |

COLLISION DATA FOR LONGRIDGE

| | | |
|--|------------|------------------|
| DIVISION, ACCNO & ACC CLASS | EN1100115 | SERIOUS |
| DATE & TIME | 02/11/2011 | 10:00 |
| LOCATION DETAILS | UC | DERBY LANE |
| JUNCTION | B5269 | WHITTINGHAM LANE |
| MAP REFERENCE | E360106 | N437149 |
| NATURE | | |

VEHICLE 1 - CAR PULLS ONTO ROUNDABOUT INTENDING TO GO STRAIGHT AHEAD BUT DOES NOT SEE VEHICLE 2 - CAR, ALREADY ON THE ROUNDABOUT AND COLLIDES WITH ITS NEARSIDE CAUSING VEHICLE 2 TO ROLL OVER.

| NO OF VEHICLES | VEHICLE NO | VEHICLE TYPE | MANOUEVRES |
|-----------------------|-------------------|---------------------|-------------------|
| 2 | 1 | CAR | GOING AHEAD OTHER |
| | 2 | CAR | GOING AHEAD OTHER |

| NO OF CASUALTIES: | CASUALTY NO | SEVERITY |
|--------------------------|--------------------|-----------------|
| 2 | 1 | SLIGHT |
| | 2 | SERIOUS |

| | | |
|--|------------|----------------|
| DIVISION, ACCNO & ACC CLASS | EP0900022 | SLIGHT |
| DATE & TIME | 18/12/2009 | 23:30 |
| LOCATION DETAILS | UC | PRESTON ROAD |
| JUNCTION | UC | SOUTHERN CLOSE |
| MAP REFERENCE | E360093 | N436563 |
| NATURE | | |

VEHICLE 2 HAS PULLED OUT OF SIDE STREET (SOUTHERN CLOSE) INTO SIDE OF VEHICLE 1 TRAVELLING ALONG MAIN ROAD. POINT OF CONTACT HAS BEEN THE OFFSIDE OF VEHICLE 2.

| NO OF VEHICLES | VEHICLE NO | VEHICLE TYPE | MANOUEVRES |
|-----------------------|-------------------|---------------------|-------------------|
| 2 | 1 | CAR | GOING AHEAD OTHER |
| | 2 | CAR | MOVING OFF |

| NO OF CASUALTIES: | CASUALTY NO | SEVERITY |
|--------------------------|--------------------|-----------------|
| 2 | 1 | SLIGHT |
| | 2 | SLIGHT |

COLLISION DATA FOR LONGRIDGE

| | | |
|--|------------|-------------|
| DIVISION, ACCNO & ACC CLASS | EP0800018 | SLIGHT |
| DATE & TIME | 22/10/2008 | 16:45 |
| LOCATION DETAILS | UC | KING STREET |
| JUNCTION | OUTSIDE | HOUSE NO 25 |
| MAP REFERENCE | E360691 | N437262 |
| NATURE | | |

VEHICLE 1 4X4 TRAVELS ALONGSIDE STREET IN URBAN AREA. CASUALTY 1 RUNS OUTS FROM HEDGE ADJACENT TO ROAD AND INTO PATH OF VEHICLE 1 MOVING SLOWLY AT TIME OF COLLISION, CAUSING MINOR INJURY TO CASUALTY1 AND NO DAMAGE TO VEHICLE 1.

| | | | |
|-----------------------|-------------------|-------------------------|---------------------|
| NO OF VEHICLES | VEHICLE NO | VEHICLE TYPE | MANOUEVRES |
| 1 | 1 | OTHER NON-MOTOR VEHICLE | SLOWING OR STOPPING |

| | | |
|--------------------------|--------------------|-----------------|
| NO OF CASUALTIES: | CASUALTY NO | SEVERITY |
| 1 | 1 | SLIGHT |

| | | |
|--|------------|-------------------|
| DIVISION, ACCNO & ACC CLASS | EN1200034 | SERIOUS |
| DATE & TIME | 02/04/2012 | 19:30 |
| LOCATION DETAILS | UC | BERRY LANE |
| JUNCTION | OUTSIDE | LONGRIDGE LIBRARY |
| MAP REFERENCE | E360586 | N437279 |
| NATURE | | |

PEDESTRIAN HAS BEEN CROSSING ROAD WHEN SHE HAS LOOKED ONE WAY THEN RUN ACROSS ROAD INTO PATH OF VEHICLE 1 AND COLLIDED WITH BONNET.

| | | | |
|-----------------------|-------------------|---------------------|-------------------|
| NO OF VEHICLES | VEHICLE NO | VEHICLE TYPE | MANOUEVRES |
| 1 | 1 | CAR | GOING AHEAD OTHER |

| | | |
|--------------------------|--------------------|-----------------|
| NO OF CASUALTIES: | CASUALTY NO | SEVERITY |
| 1 | 1 | SERIOUS |

COLLISION DATA FOR LONGRIDGE

| | | |
|--|------------|-----------------|
| DIVISION, ACCNO & ACC CLASS | EP1000029 | SLIGHT |
| DATE & TIME | 23/11/2010 | 08:45 |
| LOCATION DETAILS | UC | INGLEWHITE ROAD |
| JUNCTION | UC | GEORGE STREET |
| MAP REFERENCE | E360154 | N437668 |
| NATURE | | |

VEHICLE 2 - CAR WAS TRAVELLING ALONG THE MAIN ROAD TOWARDS LONGRIDGE TOWN CENTRE WHEN VEHICLE 1 - CAR HAS OVERSHOT THE GIVE WAY LINE AND HIT VEHICLE 2 ON THE REAR NEARSIDE WING.

| | | | |
|-----------------------|-------------------|---------------------|---------------------------------|
| NO OF VEHICLES | VEHICLE NO | VEHICLE TYPE | MANOUEVRES |
| 2 | 1 | CAR | GOING AHEAD OTHER |
| | 2 | CAR | WAITING TO GO AHEAD BUT HELD UP |

| | | |
|--------------------------|--------------------|-----------------|
| NO OF CASUALTIES: | CASUALTY NO | SEVERITY |
| 1 | 1 | SLIGHT |

| | | |
|--|------------|-----------------------|
| DIVISION, ACCNO & ACC CLASS | EP1000012 | SERIOUS |
| DATE & TIME | 17/06/2010 | 15:15 |
| LOCATION DETAILS | B6244 | PRESTON ROAD |
| JUNCTION | OUTSIDE | LONGRIDGE HIGH SCHOOL |
| MAP REFERENCE | E360064 | N436849 |
| NATURE | | |

CHILD PEDESTRIAN RUNS FROM BETWEEN PARKED BUSES INTO NEARSIDE WING OF VEHICLE 1 - CAR.

| | | | |
|-----------------------|-------------------|-------------------|-------------------|
| NO OF VEHICLES | VEHICLE NO | MANOUEVRES | |
| 1 | 1 | CAR | GOING AHEAD OTHER |

| | | |
|--------------------------|--------------------|-----------------|
| NO OF CASUALTIES: | CASUALTY NO | SEVERITY |
| 1 | 1 | SERIOUS |

COLLISION DATA FOR LONGRIDGE

DIVISION, ACCNO & ACC CLASS EN1100112 SLIGHT
DATE & TIME 04/10/2011 07:20
LOCATION DETAILS B6244 PRESTON ROAD
JUNCTION OUTSIDE LONGRIDGE HIGH SCHOOL
MAP REFERENCE E360063 N436824

NATURE THE INJURED PARTY IS A 14 YEAR OLD PAPERBOY AND HE HAS ENTERED ONTO A PELICAN CROSSING ON A MAIN ROAD OUTSIDE A LOCAL HIGH SCHOOL. WHILST ON THE CROSSING ON HIS PEDAL CYCLE A VEHICLE HAS STRUCK HIM CAUSING HIM TO FALL OFF HIS CYCLE AND ONTO THE BONNET OF THE VEHICLE. THE DRIVER HAS STOPPED AND ASKED THE INJURED PARTY IF HE WAS OK. HE HAS REPLIED YES AND THE DRIVER HAS THEN DRIVEN OFF WITHOUT GIVING HIS DETAILS.

| NO OF VEHICLES | VEHICLE NO | VEHICLE TYPE | MANOUEVRES |
|-----------------------|-------------------|---------------------|---------------------|
| 1 | 1 | CAR | SLOWING OR STOPPING |

| NO OF CASUALTIES: | CASUALTY NO | SEVERITY |
|--------------------------|--------------------|-----------------|
| 1 | 1 | SLIGHT |

DIVISION, ACCNO & ACC CLASS EP0900005 SLIGHT
DATE & TIME 26/06/2009 17:38
LOCATION DETAILS UC MARKET PLACE
JUNCTION UC BERRY LANE
MAP REFERENCE E360644 N437225
NATURE

VEHICLE 1 TRAVELS SOUTH ON MARKET PLACE, LONGRIDGE AS VEHICLE 2 TRAVELS NORTH ON MARKET PLACE. VEHICLE 1 THEN TURNS WEST ACROSS THE PATH OF VEHICLE 2 CAUSING VEHICLE COLLISION

| NO OF VEHICLES | VEHICLE NO | MANOUEVRES |
|-----------------------|-------------------|--|
| 2 | 1 | CAR TURNING RIGHT |
| | 2 | MOTORCYCLE OVER 125CC GOING AHEAD OTHER & UPTO 500CC |

| NO OF CASUALTIES: | CASUALTY NO | SEVERITY |
|--------------------------|--------------------|-----------------|
| 1 | 1 | SLIGHT |

COLLISION DATA FOR LONGRIDGE

DIVISION, ACCNO & ACC CLASS EP0900003 SERIOUS
DATE & TIME 02/04/2009 10:20
LOCATION DETAILS UC INGLEWHITE ROAD
JUNCTION UC BARNACRE ROAD
MAP REFERENCE E360125 N437793
NATURE

AT THIS TIME IT IS THOUGHT THAT VEHICLE 1 HAS BEEN AT THE JUNCTION GIVING WAY WHEN VEHICLE 2 HAS FLASHED TO ALLOW ELDERLEY FEMALE PEDESTRIAN TO CROSS AT THE JUNCTION FROM HIS OFFSIDE. VEHICLE ONE HAS THEN ASSUMED THAT VEHICLE TWO WAS LETTING HIM OUT AND HAS LEFT THE JUNCTION. IT WAS A VERY SUNNY MORNING AND IT IS A STRONG POSSIBILITY IT HAS AFFECTED HIS VISION OF THE DRIVER OF VEHICLE ONE

| NO OF VEHICLES | VEHICLE NO | VEHICLE TYPE | MANOUEVRES |
|-----------------------|-------------------|-----------------------|-------------------|
| 2 | 1 | TAXI/PRIVATE HIRE CAR | MOVING OFF |
| | 2 | CAR | GOING AHEAD OTHER |

| NO OF CASUALTIES: | CASUALTY NO | SEVERITY |
|--------------------------|--------------------|-----------------|
| 1 | 1 | SERIOUS |

DIVISION, ACCNO & ACC CLASS DR1100064 SLIGHT
DATE & TIME 18/07/2011 21:52
LOCATION DETAILS UC INGLEWHITE ROAD
JUNCTION OUTSIDE HOUSE NO 74
MAP REFERENCE E360039 N437888
NATURE

DRIVER OF VEHICLE 1 WHO IS HEAVILY INTOXICATED APPROACHES LEFT HAND BEND AT SPEED LOSES CONTROL AND CROSSES ONTO OFFSIDE OF ROAD. VEHICLE 1 THEN MOUNTS OFFSIDE FOOTPATH BEFORE CROSSING CARRIAGEWAY AND STRIKING NEARSIDE KERB. VEHICLE 1 THEN COLLIDES WITH EXTERIOR WALL OF NO 74 BEFORE OVERTURNING IN FRONT GARDEN.

| NO OF VEHICLES | VEHICLE NO | VEHICLE TYPE | MANOUEVRES |
|-----------------------|-------------------|---------------------|----------------------------|
| 1 | 1 | CAR | GOING AHEAD LEFT HAND BEND |

| NO OF CASUALTIES: | CASUALTY NO | SEVERITY |
|--------------------------|--------------------|-----------------|
| 1 | 1 | SLIGHT |

COLLISION DATA FOR LONGRIDGE

| | | |
|--|------------|---------------|
| DIVISION, ACCNO & ACC CLASS | EP0800020 | SLIGHT |
| DATE & TIME | 22/11/2008 | 10.20 |
| LOCATION DETAILS | UC | PRESTON ROAD |
| JUNCTION | UC | HACKING DRIVE |
| MAP REFERENCE | E360023 | N436621 |
| NATURE | | |

VEHICLE ONE PULLS OUT OF SIDE ROAD, FAILING TO NOTICE VEHICLE TWO (PEDAL CYCLE) BEING RIDDEN TOWARDS LONGRIDGE COLLISION OCCURS.

| | | | |
|-----------------------|-------------------|---------------------|-------------------|
| NO OF VEHICLES | VEHICLE NO | VEHICLE TYPE | MANOUEVRES |
| 2 | 1 | CAR | TURNING RIGHT |
| | 2 | PEDAL CYCLE | TURNING RIGHT |

| | | |
|--------------------------|--------------------|-----------------|
| NO OF CASUALTIES: | CASUALTY NO | SEVERITY |
| 1 | 1 | SLIGHT |

| | | |
|--|------------|---------------|
| DIVISION, ACCNO & ACC CLASS | EN1200109 | SLIGHT |
| DATE & TIME | 09/10/2012 | 14:00 |
| LOCATION DETAILS | B6244 | PRESTON ROAD |
| JUNCTION | UC | LANGDALE ROAD |
| MAP REFERENCE | E360106 | N436486 |
| NATURE | | |

VEHICLE 1 SHUNTS INTO THE REAR OF VEHICLE 2.

| | | | |
|-----------------------|-------------------|-------------------|-------------------|
| NO OF VEHICLES | VEHICLE NO | MANOUEVRES | |
| 2 | 1 | CAR | GOING AHEAD OTHER |
| | 2 | CAR | TURNING LEFT |

| | | |
|--------------------------|--------------------|-----------------|
| NO OF CASUALTIES: | CASUALTY NO | SEVERITY |
| 1 | 1 | SLIGHT |

COLLISION DATA FOR LONGRIDGE

DIVISION, ACCNO & ACC CLASS EP0900021 SLIGHT
DATE & TIME 29/11/2009 18:00
LOCATION DETAILS B6244 PRESTON ROAD
JUNCTION B6243 CHAPEL HILL
MAP REFERENCE E360152 N436411

NATURE VEHICLE 1 WAS TRAVELLING FROM PRESTON TOWARDS LONGRIDGE. VEHICLE 2 WAS TRAVELLING ALONG PRESTON ROAD TOWARDS PRESTON. BOTH VEHICLES APPROACHED THE JUNCTION AND MINI ROUNDABOUT AT THE OLD OAK PUBLIC HOUSE. VEHICLE 1 ENTERED THE ROUNDABOUT AND VEHICLE 2 COLLIDED WITH THE REAR DRIVERS SIDE OF VEHICLE 1. IT APPEARS THAT VEHICLE 2 HAD RIGHT OF WAY ALTHOUGH IT IS UNSURE WHO MISJUDGED THE DISTANCE BETWEEN VEHICLES.

| NO OF VEHICLES | VEHICLE NO | VEHICLE TYPE | MANOUEVRES |
|-----------------------|-------------------|---------------------|-----------------------------|
| 2 | 1 | CAR | TURNING RIGHT |
| | 2 | CAR | GOING AHEAD RIGHT HAND BEND |

| NO OF CASUALTIES: | CASUALTY NO | SEVERITY |
|--------------------------|--------------------|-----------------|
| 2 | 1 | SLIGHT |
| | 2 | SLIGHT |

DIVISION, ACCNO & ACC CLASS EP1100009 SLIGHT
DATE & TIME 18/11/2011 08:35
LOCATION DETAILS B6244 PRESTON ROAD
JUNCTION UC MONKS BRIDGE
MAP REFERENCE E360082 N436594
NATURE

VEHICLE 2 WAS STATIONARY INDICATING TO TURN RIGHT ONTO MONKS DRIVE. VEHICLE 1 FAILED TO REACT IN TIME TO APPLY BRAKING PROCEDURE AND HIT THE REAR END OF VEHICLE 2 CAUSING MINOR DAMAGE AND WHIPLASH INJURY TO DRIVER OF VEHICLE 2.

| NO OF VEHICLES | VEHICLE NO | VEHICLE TYPE | MANOUEVRES |
|-----------------------|-------------------|---------------------|-----------------------|
| 2 | 1 | CAR | SLOWING OR STOPPING |
| | 2 | CAR | WAITING TO TURN RIGHT |

| NO OF CASUALTIES: | CASUALTY NO | SEVERITY |
|--------------------------|--------------------|-----------------|
| 2 | 1 | SLIGHT |
| | 2 | SLIGHT |

COLLISION DATA FOR LONGRIDGE

| | | |
|--|------------|--------------|
| DIVISION, ACCNO & ACC CLASS | EN1300054 | SLIGHT |
| DATE & TIME | 16/06/2013 | 00:35 |
| LOCATION DETAILS | B6244 | PRESTON ROAD |
| JUNCTION | OUTSIDE | HOUSE NO 70 |
| MAP REFERENCE | E360097 | N436522 |
| NATURE | | |

VEHICLE 1 WHICH IS UNKNOWN HAS BEEN TRAVELLING SOUTH IN DIRECTION OF PRESTON AND HIT PEDESTRIAN WHO HAS JUST ALIGHTED FROM A BUS AT THE BUS STOP. VEHICLE HAS MADE OFF FROM SCENE MAKING NO ATTEMPT TO STOP.

| | | | |
|--------------------------|--------------------|---------------------|-------------------|
| NO OF VEHICLES | VEHICLE NO | VEHICLE TYPE | MANOUEVRES |
| 1 | 1 | CAR | GOING AHEAD OTHER |
| NO OF CASUALTIES: | CASUALTY NO | SEVERITY | |
| 1 | 1 | SLIGHT | |

| | | |
|--|------------|-----------------|
| DIVISION, ACCNO & ACC CLASS | EP1100002 | SLIGHT |
| DATE & TIME | 04/04/2011 | 09:40 |
| LOCATION DETAILS | UC | BERRY LANE |
| JUNCTION | OUTSIDE | CO-OP LATE SHOP |
| MAP REFERENCE | E360403 | N437420 |
| NATURE | | |

VEHICLE 1 STRIKES PEDESTRIAN WHILST CROSSING ROAD ON ZEBRA CROSSING. CCTV SHOWS THAT BRAKES ON VEHICLE WERE APPLIED AFTER THE COLLISION.

| | | | |
|--------------------------|--------------------|---------------------|-------------------|
| NO OF VEHICLES | VEHICLE NO | VEHICLE TYPE | MANOUEVRES |
| 1 | 1 | CAR | GOING AHEAD OTHER |
| NO OF CASUALTIES: | CASUALTY NO | SEVERITY | |
| 1 | 1 | SLIGHT | |

COLLISION DATA FOR LONGRIDGE

| | | |
|--|------------|------------|
| DIVISION, ACCNO & ACC CLASS | EP0900018 | SLIGHT |
| DATE & TIME | 19/10/2009 | 09:30 |
| LOCATION DETAILS | B6244 | DERBY ROAD |
| JUNCTION | UC | BERRY LANE |
| MAP REFERENCE | E360168 | N437604 |
| NATURE | | |

CASUALTY IS A BIN MAN WORKING FOR RIBBLE VALLEY BOROUGH COUNCIL, THE VEH HE WAS WORKING WITH HAS STOPPED AT A MINI ROUNDABOUT, CASUALTY HAS WAITED UNTIL VEH 1 TRAVELLING BEHIND HAD STOPPED. WHILST CASUALTY WAS LOADING BIN AT REAR OF BIN WAGON VEH 1 CREPT FORWARD SLOWLY TRAPPING CASUALTY BETWEEN THE 2 VEHICLES. VEH 1 REVERSED IMMEDIATELY, STATED FOOT HAD SLIPPED OFF BRAKE.

| NO OF VEHICLES | VEHICLE NO | VEHICLE TYPE | MANOUEVRES |
|-----------------------|-------------------|---------------------|---------------------------------|
| 2 | 1 | CAR | WAITING TO GO AHEAD BUT HELD UP |
| | 2 | OTHER MOTOR VEHICLE | PARKED |

| NO OF CASUALTIES: | CASUALTY NO | SEVERITY |
|--------------------------|--------------------|-----------------|
| 1 | 1 | SLIGHT |

| | | |
|--|------------|----------------|
| DIVISION, ACCNO & ACC CLASS | DR1100022 | SLIGHT |
| DATE & TIME | 08/03/2011 | 06:55 |
| LOCATION DETAILS | B5269 | CUMERAGH LANE |
| JUNCTION | UC | HALFPENNY LANE |
| MAP REFERENCE | E359459 | N437274 |
| NATURE | | |

VEHICLE 1 SALOON FAILS TO CONFORM TO GIVE WAY MARKINGS AT T-JUNCTION. VEHICLE 1 EMERGES & COLLIDES WITH VEHICLE 2 SALOON WHICH IS TRAVELLING ALONG MAJOR ROAD. VEHICLE 2 THEN HITS LAMPPOST.

| NO OF VEHICLES | VEHICLE NO | VEHICLE TYPE | MANOUEVRES |
|-----------------------|-------------------|---------------------|-------------------|
| 2 | 1 | CAR | TURNING LEFT |
| | 2 | CAR | GOING AHEAD OTHER |

| NO OF CASUALTIES: | CASUALTY NO | SEVERITY |
|--------------------------|--------------------|-----------------|
| 1 | 1 | SLIGHT |

Appendix 2

LCC Residential Development Accessibility Questionnaire Results

your Lancashire



Residential Development Accessibility Score (25/11/2013 16:13:06)

Entered Values

Score for distance to nearest bus stop: **5**
Score for distance to nearest railway station: **1**
Score for distance to nearest Primary School: **3**
Score for distance to nearest food shop: **5**
Score for distance to defined cycle routes: **3**
Score for distance to nearest Secondary School: **0**
Score for distance to nearest Town Centre: **3**
Score for distance to nearest Business Park or employment concentration: **3**
Score for bus frequency of principal service (Urban or Rural): **1**
Score for train frequency from nearest station: **0**
Score for Accessibility to other basic services (GP, Post Office, Library, Bank): **1**
Score for distance to nearest play area or park: **5**

Your Score

Your Residential Development Accessibility Score is: 30

☎ #346/#Dqfdvklh#Frqxqj#FrqxqEd Phone:#;78#86#333# email:#qtxlhwC@qfdvklhjrykn

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Appendix 3

Multi-Modal Trip Rates - Residential

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 03 - RESIDENTIAL
 Category : C - FLATS PRIVATELY OWNED
 MULTI-MODAL CYCLISTS

Selected regions and areas:

| | | |
|----|--------------------------------|--------|
| 02 | SOUTH EAST | |
| | HC HAMPSHIRE | 1 days |
| | HF HERTFORDSHIRE | 1 days |
| | OX OXFORDSHIRE | 1 days |
| | SC SURREY | 2 days |
| 03 | SOUTH WEST | |
| | BR BRISTOL CITY | 1 days |
| | DC DORSET | 1 days |
| 04 | EAST ANGLIA | |
| | CA CAMBRIDGESHIRE | 1 days |
| 05 | EAST MIDLANDS | |
| | DS DERBYSHIRE | 1 days |
| | NR NORTHAMPTONSHIRE | 1 days |
| 06 | WEST MIDLANDS | |
| | ST STAFFORDSHIRE | 1 days |
| | WM WEST MIDLANDS | 1 days |
| 07 | YORKSHIRE & NORTH LINCOLNSHIRE | |
| | WY WEST YORKSHIRE | 1 days |
| 08 | NORTH WEST | |
| | CH CHESHIRE | 1 days |
| | GM GREATER MANCHESTER | 2 days |
| 09 | NORTH | |
| | TV TEES VALLEY | 2 days |
| 10 | WALES | |
| | DB DENBIGHSHIRE | 1 days |
| | FS FLINTSHIRE | 1 days |

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

Filtering Stage 2 selection:

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

Parameter: Number of dwellings
 Actual Range: 8 to 154 (units:)
 Range Selected by User: 8 to 154 (units:)

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/05 to 18/10/11

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

Selected survey days:

| | |
|-----------|--------|
| Monday | 4 days |
| Tuesday | 2 days |
| Wednesday | 6 days |
| Thursday | 3 days |
| Friday | 5 days |

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

Selected survey types:

| | |
|-----------------------|---------|
| Manual count | 20 days |
| Directional ATC Count | 0 days |

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

Selected Locations:

| | |
|--|----|
| Town Centre | 2 |
| Edge of Town Centre | 6 |
| Suburban Area (PPS6 Out of Centre) | 11 |
| Neighbourhood Centre (PPS6 Local Centre) | 1 |

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

Selected Location Sub Categories:

| | |
|------------------|----|
| Residential Zone | 10 |
| Built-Up Zone | 5 |
| No Sub Category | 5 |

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

Filtering Stage 3 selection:

Use Class:

| | |
|----|---------|
| C3 | 20 days |
|----|---------|

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

Filtering Stage 3 selection (Cont.):

Population within 1 mile:

| | |
|------------------|--------|
| 1,001 to 5,000 | 3 days |
| 10,001 to 15,000 | 4 days |
| 15,001 to 20,000 | 2 days |
| 20,001 to 25,000 | 4 days |
| 25,001 to 50,000 | 7 days |

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

Population within 5 miles:

| | |
|--------------------|--------|
| 50,001 to 75,000 | 4 days |
| 100,001 to 125,000 | 1 days |
| 125,001 to 250,000 | 7 days |
| 250,001 to 500,000 | 6 days |
| 500,001 or More | 2 days |

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

Car ownership within 5 miles:

| | |
|------------|---------|
| 0.6 to 1.0 | 5 days |
| 1.1 to 1.5 | 15 days |

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

Travel Plan:

| | |
|----|---------|
| No | 20 days |
|----|---------|

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

LIST OF SITES relevant to selection parameters

| | | | | |
|---|--|------------------|--|----------------|
| 1 | BR-03-C-01 CLARENCE ROAD | FLATS & TERRACED | | BRISTOL CITY |
| | BRISTOL Suburban Area (PPS6 Out of Centre) Residential Zone Total Number of dwellings: 102 Survey date: MONDAY 09/11/09 | | | |
| 2 | CA-03-C-02 WESTFIELD ROAD | BLOCK OF FLATS | | CAMBRIDGESHIRE |
| | NETHERTON PETERBOROUGH Suburban Area (PPS6 Out of Centre) No Sub Category Total Number of dwellings: 44 Survey date: TUESDAY 18/10/11 | | | |
| 3 | CH-03-C-01 NEW CRANE STREET | BLOCKS OF FLATS | | CHESHIRE |
| | CHESTER Edge of Town Centre Residential Zone Total Number of dwellings: 60 Survey date: FRIDAY 17/10/08 | | | |
| 4 | DB-03-C-01 RHYL ROAD | FLATS IN HOUSES | | DENBIGHSHIRE |
| | RHUDDLAN Neighbourhood Centre (PPS6 Local Centre) Residential Zone Total Number of dwellings: 16 Survey date: FRIDAY 07/10/11 | | | |
| 5 | DC-03-C-01 ABBOTSBURY ROAD | BLOCKS OF FLATS | | DORSET |
| | WEYMOUTH Edge of Town Centre Residential Zone Total Number of dwellings: 27 Survey date: TUESDAY 08/07/08 | | | |
| 6 | DS-03-C-01 DRAGE STREET | BLOCK OF FLATS | | DERBYSHIRE |
| | LITTLE CHESTER DERBY Suburban Area (PPS6 Out of Centre) No Sub Category Total Number of dwellings: 8 Survey date: THURSDAY 25/06/09 | | | |
| 7 | FS-03-C-01 WREXHAM STREET | BLOCK OF FLATS | | FLINTSHIRE |
| | MOLD Edge of Town Centre Built-Up Zone Total Number of dwellings: 30 Survey date: MONDAY 06/07/09 | | | |

LIST OF SITES relevant to selection parameters (Cont.)

| | | | | |
|----|------------|---|----------|---------------------|
| 8 | GM-03-C-02 | BLOCK OF FLATS WHITWORTH STREET W. | | GREATER MANCHESTER |
| | | MANCHESTER Town Centre Built-Up Zone | | |
| | | Total Number of dwellings: | 154 | |
| | | Survey date: THURSDAY | 13/10/11 | Survey Type: MANUAL |
| 9 | GM-03-C-03 | BLOCK OF FLATS FAIRFIELD STREET | | GREATER MANCHESTER |
| | | MANCHESTER Town Centre Built-Up Zone | | |
| | | Total Number of dwellings: | 20 | |
| | | Survey date: FRIDAY | 14/10/11 | Survey Type: MANUAL |
| 10 | HC-03-C-02 | FLATS WORTING ROAD | | HAMPSHIRE |
| | | BASINGSTOKE Suburban Area (PPS6 Out of Centre) Residential Zone | | |
| | | Total Number of dwellings: | 16 | |
| | | Survey date: THURSDAY | 21/10/10 | Survey Type: MANUAL |
| 11 | HF-03-C-02 | FLATS BRIDGE ROAD EAST | | HERTFORDSHIRE |
| | | WELWYN GARDEN CITY Suburban Area (PPS6 Out of Centre) No Sub Category | | |
| | | Total Number of dwellings: | 86 | |
| | | Survey date: WEDNESDAY | 16/07/08 | Survey Type: MANUAL |
| 12 | NR-03-C-01 | BLOCK OF FLATS ROCKINGHAM ROAD | | NORTHAMPTONSHIRE |
| | | CORBY Suburban Area (PPS6 Out of Centre) Residential Zone | | |
| | | Total Number of dwellings: | 20 | |
| | | Survey date: FRIDAY | 21/11/08 | Survey Type: MANUAL |
| 13 | OX-03-C-01 | BLOCK OF FLATS OXFORD ROAD COWLEY OXFORD | | OXFORDSHIRE |
| | | Suburban Area (PPS6 Out of Centre) Residential Zone | | |
| | | Total Number of dwellings: | 14 | |
| | | Survey date: WEDNESDAY | 20/10/10 | Survey Type: MANUAL |
| 14 | SC-03-C-01 | FLATS HEATHCOTE ROAD | | SURREY |
| | | CAMBERLEY Edge of Town Centre Residential Zone | | |
| | | Total Number of dwellings: | 140 | |
| | | Survey date: MONDAY | 21/07/08 | Survey Type: MANUAL |

LIST OF SITES relevant to selection parameters (Cont.)

| | | | | |
|----|------------------------------------|-------------------|----------|---------------------|
| 15 | SC-03-C-02 | FLATS | | SURREY |
| | CONSTITUTION HILL | | | |
| | WOKING | | | |
| | Suburban Area (PPS6 Out of Centre) | | | |
| | Built-Up Zone | | | |
| | Total Number of dwellings: | | 36 | |
| | Survey date: | WEDNESDAY | 23/07/08 | Survey Type: MANUAL |
| 16 | ST-03-C-01 | BLOCKS OF FLATS | | STAFFORDSHIRE |
| | ETRURIA COURT | | | |
| | HUMBERT ROAD | | | |
| | STOKE-ON-TRENT | | | |
| | Suburban Area (PPS6 Out of Centre) | | | |
| | No Sub Category | | | |
| | Total Number of dwellings: | | 33 | |
| | Survey date: | WEDNESDAY | 26/11/08 | Survey Type: MANUAL |
| 17 | TV-03-C-01 | APARTMENTS BLOCKS | | TEES VALLEY |
| | OXFORD ROAD | | | |
| | LINTHORPE | | | |
| | MIDDLESBROUGH | | | |
| | Suburban Area (PPS6 Out of Centre) | | | |
| | Residential Zone | | | |
| | Total Number of dwellings: | | 85 | |
| | Survey date: | MONDAY | 06/10/08 | Survey Type: MANUAL |
| 18 | TV-03-C-02 | FLATS | | TEES VALLEY |
| | ACKLAM ROAD | | | |
| | LINTHORPE | | | |
| | MIDDLESBROUGH | | | |
| | Suburban Area (PPS6 Out of Centre) | | | |
| | Residential Zone | | | |
| | Total Number of dwellings: | | 85 | |
| | Survey date: | WEDNESDAY | 29/06/11 | Survey Type: MANUAL |
| 19 | WM-03-C-03 | FLATS | | WEST MIDLANDS |
| | LODE LANE | | | |
| | SOLIHULL | | | |
| | Edge of Town Centre | | | |
| | No Sub Category | | | |
| | Total Number of dwellings: | | 60 | |
| | Survey date: | FRIDAY | 21/09/07 | Survey Type: MANUAL |
| 20 | WY-03-C-02 | BLOCK OF FLATS | | WEST YORKSHIRE |
| | KINGS MILL LANE | | | |
| | ASPLEY | | | |
| | HUDDERSFIELD | | | |
| | Edge of Town Centre | | | |
| | Built-Up Zone | | | |
| | Total Number of dwellings: | | 12 | |
| | Survey date: | WEDNESDAY | 13/09/06 | Survey Type: MANUAL |

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

TRIP RATE for Land Use 03 - RESIDENTIAL/C - FLATS PRIVATELY OWNED

MULTI-MODAL CYCLISTS

Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

| Time Range | ARRIVALS | | | DEPARTURES | | | TOTALS | | |
|---------------------|----------|-------------|--------------|------------|-------------|--------------|----------|-------------|--------------|
| | No. Days | Ave. DWELLS | Trip Rate | No. Days | Ave. DWELLS | Trip Rate | No. Days | Ave. DWELLS | Trip Rate |
| 00:00 - 01:00 | | | | | | | | | |
| 01:00 - 02:00 | | | | | | | | | |
| 02:00 - 03:00 | | | | | | | | | |
| 03:00 - 04:00 | | | | | | | | | |
| 04:00 - 05:00 | | | | | | | | | |
| 05:00 - 06:00 | | | | | | | | | |
| 06:00 - 07:00 | | | | | | | | | |
| 07:00 - 08:00 | 20 | 52 | 0.003 | 20 | 52 | 0.008 | 20 | 52 | 0.011 |
| 08:00 - 09:00 | 20 | 52 | 0.001 | 20 | 52 | 0.009 | 20 | 52 | 0.010 |
| 09:00 - 10:00 | 20 | 52 | 0.002 | 20 | 52 | 0.005 | 20 | 52 | 0.007 |
| 10:00 - 11:00 | 20 | 52 | 0.003 | 20 | 52 | 0.003 | 20 | 52 | 0.006 |
| 11:00 - 12:00 | 20 | 52 | 0.001 | 20 | 52 | 0.005 | 20 | 52 | 0.006 |
| 12:00 - 13:00 | 20 | 52 | 0.003 | 20 | 52 | 0.005 | 20 | 52 | 0.008 |
| 13:00 - 14:00 | 20 | 52 | 0.005 | 20 | 52 | 0.006 | 20 | 52 | 0.011 |
| 14:00 - 15:00 | 20 | 52 | 0.005 | 20 | 52 | 0.006 | 20 | 52 | 0.011 |
| 15:00 - 16:00 | 20 | 52 | 0.006 | 20 | 52 | 0.005 | 20 | 52 | 0.011 |
| 16:00 - 17:00 | 20 | 52 | 0.008 | 20 | 52 | 0.005 | 20 | 52 | 0.013 |
| 17:00 - 18:00 | 20 | 52 | 0.007 | 20 | 52 | 0.003 | 20 | 52 | 0.010 |
| 18:00 - 19:00 | 20 | 52 | 0.008 | 20 | 52 | 0.000 | 20 | 52 | 0.008 |
| 19:00 - 20:00 | 2 | 15 | 0.000 | 2 | 15 | 0.000 | 2 | 15 | 0.000 |
| 20:00 - 21:00 | 2 | 15 | 0.000 | 2 | 15 | 0.000 | 2 | 15 | 0.000 |
| 21:00 - 22:00 | 2 | 15 | 0.000 | 2 | 15 | 0.000 | 2 | 15 | 0.000 |
| 22:00 - 23:00 | | | | | | | | | |
| 23:00 - 24:00 | | | | | | | | | |
| Total Rates: | | | 0.052 | | | 0.060 | | | 0.112 |

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

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

Parameter summary

Trip rate parameter range selected: 8 - 154 (units:)
 Survey date date range: 01/01/05 - 18/10/11
 Number of weekdays (Monday-Friday): 20
 Number of Saturdays: 0
 Number of Sundays: 0
 Surveys manually removed from selection: 1

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

TRIP RATE for Land Use 03 - RESIDENTIAL/C - FLATS PRIVATELY OWNED

MULTI-MODAL PEDESTRIANS

Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

| Time Range | ARRIVALS | | | DEPARTURES | | | TOTALS | | |
|---------------------|----------|-------------|--------------|------------|-------------|--------------|----------|-------------|--------------|
| | No. Days | Ave. DWELLS | Trip Rate | No. Days | Ave. DWELLS | Trip Rate | No. Days | Ave. DWELLS | Trip Rate |
| 00:00 - 01:00 | | | | | | | | | |
| 01:00 - 02:00 | | | | | | | | | |
| 02:00 - 03:00 | | | | | | | | | |
| 03:00 - 04:00 | | | | | | | | | |
| 04:00 - 05:00 | | | | | | | | | |
| 05:00 - 06:00 | | | | | | | | | |
| 06:00 - 07:00 | | | | | | | | | |
| 07:00 - 08:00 | 20 | 52 | 0.020 | 20 | 52 | 0.072 | 20 | 52 | 0.092 |
| 08:00 - 09:00 | 20 | 52 | 0.032 | 20 | 52 | 0.147 | 20 | 52 | 0.179 |
| 09:00 - 10:00 | 20 | 52 | 0.031 | 20 | 52 | 0.086 | 20 | 52 | 0.117 |
| 10:00 - 11:00 | 20 | 52 | 0.055 | 20 | 52 | 0.053 | 20 | 52 | 0.108 |
| 11:00 - 12:00 | 20 | 52 | 0.053 | 20 | 52 | 0.080 | 20 | 52 | 0.133 |
| 12:00 - 13:00 | 20 | 52 | 0.085 | 20 | 52 | 0.092 | 20 | 52 | 0.177 |
| 13:00 - 14:00 | 20 | 52 | 0.074 | 20 | 52 | 0.061 | 20 | 52 | 0.135 |
| 14:00 - 15:00 | 20 | 52 | 0.061 | 20 | 52 | 0.068 | 20 | 52 | 0.129 |
| 15:00 - 16:00 | 20 | 52 | 0.100 | 20 | 52 | 0.064 | 20 | 52 | 0.164 |
| 16:00 - 17:00 | 20 | 52 | 0.126 | 20 | 52 | 0.095 | 20 | 52 | 0.221 |
| 17:00 - 18:00 | 20 | 52 | 0.161 | 20 | 52 | 0.075 | 20 | 52 | 0.236 |
| 18:00 - 19:00 | 20 | 52 | 0.091 | 20 | 52 | 0.041 | 20 | 52 | 0.132 |
| 19:00 - 20:00 | 2 | 15 | 0.033 | 2 | 15 | 0.067 | 2 | 15 | 0.100 |
| 20:00 - 21:00 | 2 | 15 | 0.067 | 2 | 15 | 0.100 | 2 | 15 | 0.167 |
| 21:00 - 22:00 | 2 | 15 | 0.000 | 2 | 15 | 0.000 | 2 | 15 | 0.000 |
| 22:00 - 23:00 | | | | | | | | | |
| 23:00 - 24:00 | | | | | | | | | |
| Total Rates: | | | 0.989 | | | 1.101 | | | 2.090 |

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

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

Parameter summary

Trip rate parameter range selected: 8 - 154 (units:)
 Survey date date range: 01/01/05 - 18/10/11
 Number of weekdays (Monday-Friday): 20
 Number of Saturdays: 0
 Number of Sundays: 0
 Surveys manually removed from selection: 1

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

TRIP RATE for Land Use 03 - RESIDENTIAL/C - FLATS PRIVATELY OWNED
 MULTI-MODAL PUBLIC TRANSPORT USERS
 Calculation factor: 1 DWELLS
 BOLD print indicates peak (busiest) period

| Time Range | ARRIVALS | | | DEPARTURES | | | TOTALS | | |
|---------------------|----------|-------------|--------------|------------|-------------|--------------|----------|-------------|--------------|
| | No. Days | Ave. DWELLS | Trip Rate | No. Days | Ave. DWELLS | Trip Rate | No. Days | Ave. DWELLS | Trip Rate |
| 00:00 - 01:00 | | | | | | | | | |
| 01:00 - 02:00 | | | | | | | | | |
| 02:00 - 03:00 | | | | | | | | | |
| 03:00 - 04:00 | | | | | | | | | |
| 04:00 - 05:00 | | | | | | | | | |
| 05:00 - 06:00 | | | | | | | | | |
| 06:00 - 07:00 | | | | | | | | | |
| 07:00 - 08:00 | 20 | 52 | 0.002 | 20 | 52 | 0.034 | 20 | 52 | 0.036 |
| 08:00 - 09:00 | 20 | 52 | 0.004 | 20 | 52 | 0.064 | 20 | 52 | 0.068 |
| 09:00 - 10:00 | 20 | 52 | 0.001 | 20 | 52 | 0.018 | 20 | 52 | 0.019 |
| 10:00 - 11:00 | 20 | 52 | 0.004 | 20 | 52 | 0.010 | 20 | 52 | 0.014 |
| 11:00 - 12:00 | 20 | 52 | 0.003 | 20 | 52 | 0.007 | 20 | 52 | 0.010 |
| 12:00 - 13:00 | 20 | 52 | 0.006 | 20 | 52 | 0.011 | 20 | 52 | 0.017 |
| 13:00 - 14:00 | 20 | 52 | 0.004 | 20 | 52 | 0.009 | 20 | 52 | 0.013 |
| 14:00 - 15:00 | 20 | 52 | 0.008 | 20 | 52 | 0.003 | 20 | 52 | 0.011 |
| 15:00 - 16:00 | 20 | 52 | 0.028 | 20 | 52 | 0.007 | 20 | 52 | 0.035 |
| 16:00 - 17:00 | 20 | 52 | 0.024 | 20 | 52 | 0.013 | 20 | 52 | 0.037 |
| 17:00 - 18:00 | 20 | 52 | 0.048 | 20 | 52 | 0.003 | 20 | 52 | 0.051 |
| 18:00 - 19:00 | 20 | 52 | 0.030 | 20 | 52 | 0.003 | 20 | 52 | 0.033 |
| 19:00 - 20:00 | 2 | 15 | 0.000 | 2 | 15 | 0.000 | 2 | 15 | 0.000 |
| 20:00 - 21:00 | 2 | 15 | 0.000 | 2 | 15 | 0.000 | 2 | 15 | 0.000 |
| 21:00 - 22:00 | 2 | 15 | 0.000 | 2 | 15 | 0.000 | 2 | 15 | 0.000 |
| 22:00 - 23:00 | | | | | | | | | |
| 23:00 - 24:00 | | | | | | | | | |
| Total Rates: | | | 0.162 | | | 0.182 | | | 0.344 |

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

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

Parameter summary

Trip rate parameter range selected: 8 - 154 (units:)
 Survey date date range: 01/01/05 - 18/10/11
 Number of weekdays (Monday-Friday): 20
 Number of Saturdays: 0
 Number of Sundays: 0
 Surveys manually removed from selection: 1

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

Appendix 4

Traffic Survey Data

SURVEY CONTROL

Client: Vectos

Client Contact: Darren Lovell

Survey Location: Longridge

Date(s) of Survey: 3 December 2013

Notes:

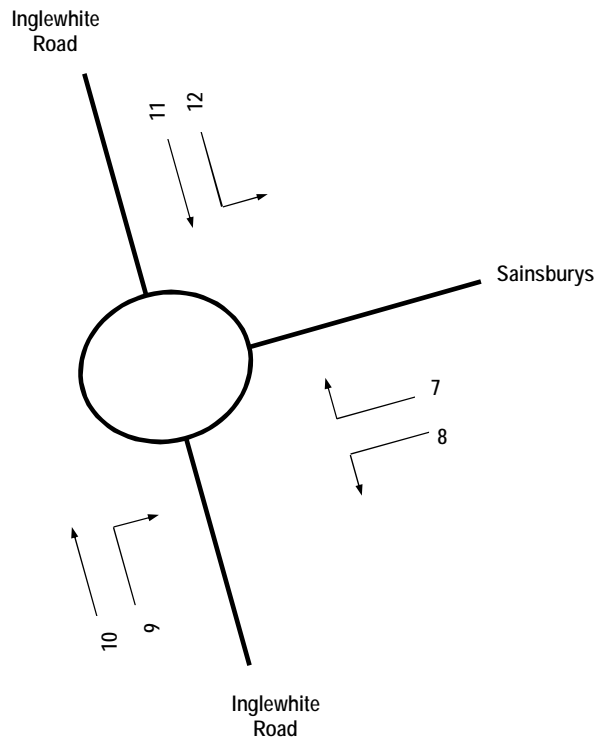
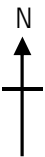
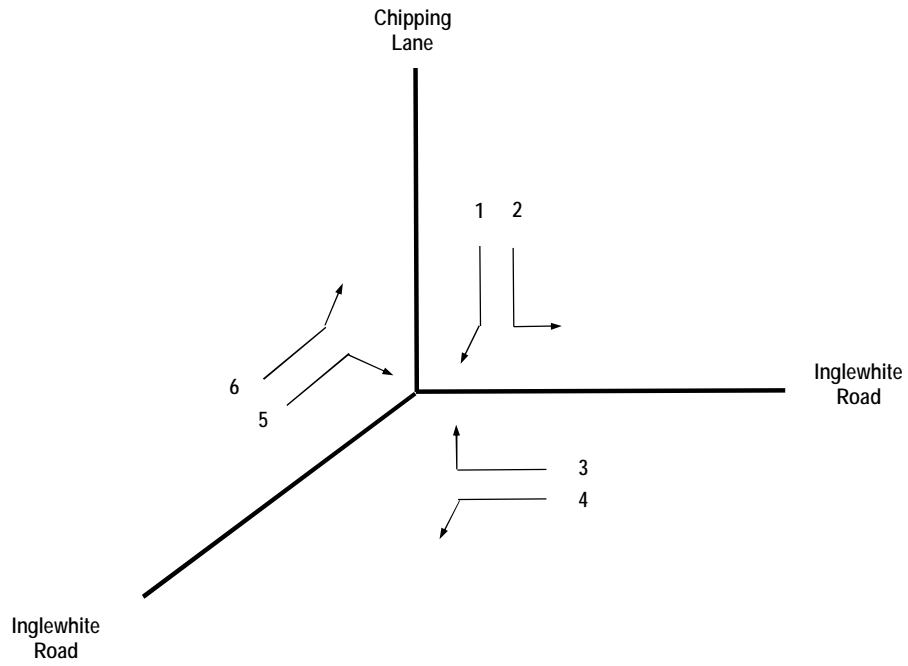
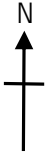
On Site Supervisor: David Cheng

Data Checking: Richard Adams

Survey Reference: 2014.007 Longridge

Status: Final

Date of Issue: 5 December 2013



DRAWING TITLE

TRAFFIC MOVEMENT REFERENCE

JOB TITLE

2014.007 LONGRIDGE

DRAWN BY

RA

DATE

DEC 2013

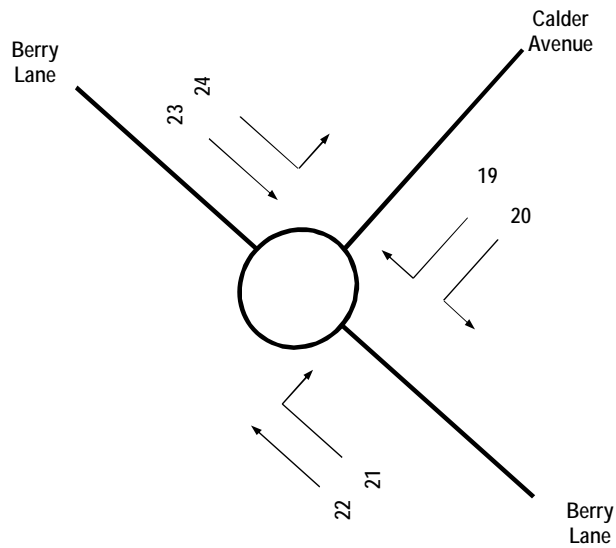
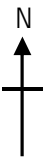
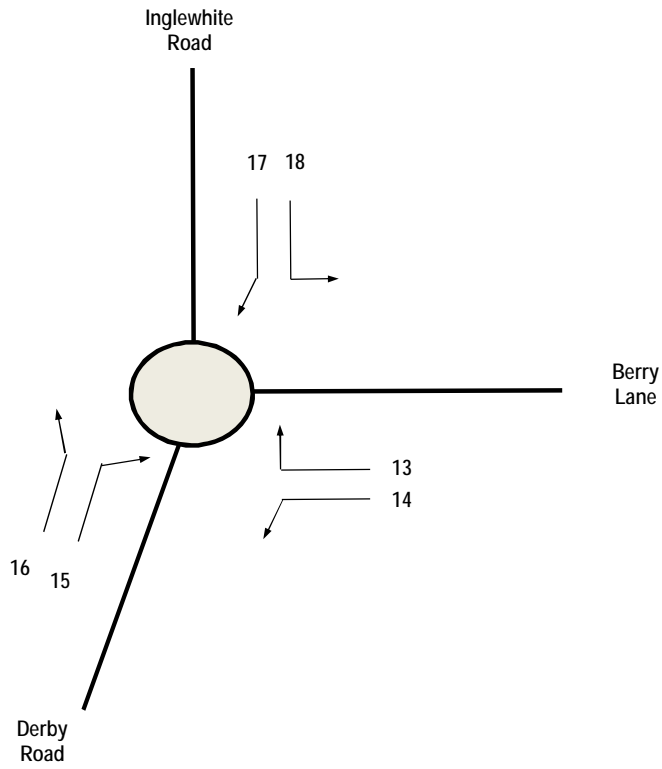
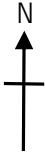
SCALE

NTS

REF

FIGURE 1

signal surveys
 Traffic Counts and Car Park Surveys
 Parkway House, Palatine Road, Northenden, Manchester,
 M22 4DB
 Tel 0161 998 4226 Fax 0161 998 1189



DRAWING TITLE

TRAFFIC MOVEMENT REFERENCE

JOB TITLE

2014.007 LONGRIDGE

signal surveys
 Traffic Counts and Car Park Surveys
 Parkway House, Palatine Road, Northenden, Manchester,
 M22 4DB
 Tel 0161 998 4226 Fax 0161 998 1189

DRAWN BY

RA

DATE

DEC 2013

SCALE

NTS

REF

FIGURE 2

| Inglewhite Road/Chipping Lane - Tuesday 3rd December 2013 | | | | | | | | | | | | |
|---|----|----|----|----|----|----|----|----|----|----|----|----|
| Time Beginning | 1 | | 2 | | 3 | | 4 | | 5 | | 6 | |
| | LV | HV | LV | HV | LV | HV | LV | HV | LV | HV | LV | HV |
| 0730 | 8 | 0 | 26 | 2 | 8 | 5 | 32 | 2 | 31 | 1 | 2 | 0 |
| 0745 | 7 | 0 | 30 | 1 | 18 | 1 | 51 | 3 | 37 | 1 | 5 | 1 |
| 0800 | 13 | 0 | 32 | 4 | 19 | 1 | 46 | 1 | 33 | 2 | 5 | 0 |
| 0815 | 9 | 1 | 30 | 2 | 11 | 2 | 41 | 1 | 36 | 1 | 4 | 0 |
| 0830 | 6 | 0 | 30 | 2 | 12 | 4 | 55 | 0 | 45 | 0 | 4 | 1 |
| 0845 | 5 | 0 | 25 | 1 | 14 | 3 | 52 | 1 | 41 | 2 | 5 | 0 |
| 0900 | 4 | 0 | 18 | 1 | 12 | 0 | 40 | 3 | 25 | 3 | 1 | 0 |
| 0915 | 5 | 0 | 21 | 0 | 10 | 4 | 26 | 3 | 27 | 1 | 3 | 1 |
| Inglewhite Road/Chipping Lane - Tuesday 3rd December 2013 | | | | | | | | | | | | |
| Time Beginning | 1 | | 2 | | 3 | | 4 | | 5 | | 6 | |
| | LV | HV | LV | HV | LV | HV | LV | HV | LV | HV | LV | HV |
| 1630 | 6 | 0 | 23 | 3 | 28 | 2 | 41 | 1 | 50 | 1 | 2 | 0 |
| 1645 | 7 | 0 | 16 | 1 | 26 | 0 | 55 | 1 | 45 | 0 | 9 | 0 |
| 1700 | 4 | 0 | 17 | 0 | 32 | 1 | 51 | 1 | 42 | 0 | 5 | 0 |
| 1715 | 4 | 0 | 18 | 1 | 25 | 0 | 47 | 1 | 48 | 3 | 2 | 0 |
| 1730 | 3 | 1 | 25 | 3 | 35 | 1 | 55 | 0 | 44 | 1 | 3 | 0 |
| 1745 | 0 | 0 | 16 | 0 | 36 | 2 | 31 | 0 | 39 | 0 | 7 | 0 |
| 1800 | 3 | 0 | 22 | 1 | 38 | 0 | 35 | 1 | 38 | 0 | 5 | 0 |
| 1815 | 2 | 0 | 13 | 2 | 24 | 2 | 27 | 0 | 29 | 0 | 3 | 0 |

| Inglewhite Road/Sainsburys - Tuesday 3rd December 2013 | | | | | | | | | | | | |
|--|----|----|----|----|----|----|----|----|----|----|----|----|
| Time Beginning | 7 | | 8 | | 9 | | 10 | | 11 | | 12 | |
| | LV | HV | LV | HV | LV | HV | LV | HV | LV | HV | LV | HV |
| 0730 | 3 | 0 | 5 | 0 | 3 | 0 | 37 | 7 | 54 | 3 | 4 | 0 |
| 0745 | 6 | 0 | 10 | 0 | 13 | 0 | 71 | 4 | 60 | 1 | 6 | 0 |
| 0800 | 3 | 0 | 7 | 0 | 9 | 0 | 53 | 2 | 62 | 6 | 4 | 1 |
| 0815 | 5 | 0 | 5 | 1 | 10 | 1 | 46 | 3 | 63 | 3 | 3 | 0 |
| 0830 | 5 | 0 | 11 | 1 | 16 | 0 | 63 | 5 | 71 | 2 | 5 | 0 |
| 0845 | 5 | 0 | 23 | 0 | 23 | 0 | 61 | 3 | 61 | 3 | 5 | 0 |
| 0900 | 6 | 0 | 13 | 0 | 20 | 0 | 47 | 4 | 34 | 4 | 8 | 0 |
| 0915 | 8 | 0 | 19 | 0 | 9 | 0 | 29 | 6 | 41 | 1 | 8 | 0 |
| Inglewhite Road/Sainsburys - Tuesday 3rd December 2013 | | | | | | | | | | | | |
| Time Beginning | 7 | | 8 | | 9 | | 10 | | 11 | | 12 | |
| | LV | HV | LV | HV | LV | HV | LV | HV | LV | HV | LV | HV |
| 1630 | 13 | 0 | 31 | 0 | 30 | 0 | 56 | 3 | 58 | 4 | 10 | 0 |
| 1645 | 17 | 0 | 27 | 0 | 42 | 0 | 66 | 2 | 52 | 1 | 12 | 0 |
| 1700 | 17 | 0 | 37 | 0 | 48 | 0 | 62 | 1 | 50 | 0 | 9 | 0 |
| 1715 | 19 | 0 | 31 | 0 | 45 | 0 | 55 | 1 | 55 | 4 | 12 | 0 |
| 1730 | 23 | 0 | 36 | 0 | 37 | 0 | 68 | 1 | 61 | 3 | 10 | 1 |
| 1745 | 13 | 0 | 36 | 0 | 36 | 0 | 53 | 2 | 45 | 0 | 11 | 0 |
| 1800 | 13 | 0 | 25 | 0 | 33 | 0 | 61 | 1 | 51 | 1 | 10 | 0 |
| 1815 | 15 | 0 | 33 | 0 | 23 | 0 | 36 | 2 | 33 | 2 | 3 | 0 |

| Inglewhite Road/Berry Lane/Derby Road - Tuesday 3rd December 2013 | | | | | | | | | | | | |
|---|----|----|----|----|----|----|----|----|----|----|----|----|
| Time Beginning | 13 | | 14 | | 15 | | 16 | | 17 | | 18 | |
| | LV | HV | LV | HV | LV | HV | LV | HV | LV | HV | LV | HV |
| 0730 | 19 | 5 | 35 | 2 | 13 | 1 | 31 | 2 | 41 | 1 | 20 | 2 |
| 0745 | 55 | 1 | 43 | 4 | 21 | 4 | 34 | 3 | 43 | 1 | 40 | 0 |
| 0800 | 44 | 1 | 35 | 1 | 15 | 1 | 25 | 2 | 50 | 4 | 28 | 1 |
| 0815 | 39 | 2 | 40 | 3 | 21 | 0 | 28 | 2 | 55 | 4 | 25 | 1 |
| 0830 | 45 | 2 | 50 | 4 | 26 | 2 | 59 | 4 | 69 | 2 | 26 | 1 |
| 0845 | 55 | 1 | 61 | 3 | 27 | 1 | 63 | 4 | 60 | 1 | 47 | 2 |
| 0900 | 44 | 1 | 42 | 2 | 51 | 1 | 34 | 3 | 34 | 3 | 30 | 1 |
| 0915 | 22 | 4 | 52 | 2 | 29 | 1 | 27 | 2 | 35 | 2 | 31 | 0 |
| Inglewhite Road/Berry Lane/Derby Road - Tuesday 3rd December 2013 | | | | | | | | | | | | |
| Time Beginning | 13 | | 14 | | 15 | | 16 | | 17 | | 18 | |
| | LV | HV | LV | HV | LV | HV | LV | HV | LV | HV | LV | HV |
| 1630 | 56 | 1 | 47 | 3 | 62 | 0 | 50 | 1 | 47 | 2 | 53 | 1 |
| 1645 | 57 | 2 | 36 | 2 | 46 | 0 | 52 | 0 | 35 | 1 | 55 | 1 |
| 1700 | 62 | 0 | 48 | 3 | 50 | 0 | 53 | 1 | 39 | 0 | 57 | 0 |
| 1715 | 49 | 0 | 50 | 2 | 40 | 3 | 60 | 1 | 46 | 2 | 51 | 1 |
| 1730 | 58 | 0 | 43 | 1 | 54 | 0 | 65 | 1 | 47 | 2 | 61 | 2 |
| 1745 | 50 | 2 | 44 | 3 | 56 | 2 | 65 | 0 | 35 | 0 | 46 | 0 |
| 1800 | 51 | 0 | 61 | 1 | 43 | 1 | 58 | 1 | 46 | 0 | 48 | 1 |
| 1815 | 25 | 0 | 48 | 3 | 46 | 0 | 44 | 2 | 30 | 1 | 44 | 1 |

| Calder Avenue/Berry Lane - Tuesday 3rd December 2013 | | | | | | | | | | | | |
|--|----|----|----|----|----|----|-----|----|----|----|----|----|
| Time Beginning | 19 | | 20 | | 21 | | 22 | | 23 | | 24 | |
| | LV | HV | LV | HV | LV | HV | LV | HV | LV | HV | LV | HV |
| 0730 | 25 | 0 | 4 | 0 | 3 | 1 | 25 | 8 | 22 | 0 | 5 | 0 |
| 0745 | 27 | 1 | 6 | 0 | 4 | 0 | 64 | 4 | 42 | 2 | 5 | 0 |
| 0800 | 35 | 0 | 12 | 2 | 4 | 0 | 55 | 3 | 38 | 2 | 6 | 0 |
| 0815 | 27 | 0 | 11 | 0 | 10 | 1 | 55 | 2 | 33 | 1 | 9 | 0 |
| 0830 | 28 | 0 | 10 | 0 | 8 | 0 | 74 | 6 | 29 | 2 | 11 | 0 |
| 0845 | 34 | 0 | 12 | 0 | 5 | 0 | 101 | 2 | 42 | 1 | 9 | 0 |
| 0900 | 22 | 0 | 7 | 1 | 8 | 1 | 58 | 3 | 39 | 0 | 11 | 0 |
| 0915 | 16 | 0 | 11 | 0 | 7 | 1 | 53 | 6 | 35 | 1 | 9 | 0 |
| Calder Avenue/Berry Lane - Tuesday 3rd December 2013 | | | | | | | | | | | | |
| Time Beginning | 19 | | 20 | | 21 | | 22 | | 23 | | 24 | |
| | LV | HV | LV | HV | LV | HV | LV | HV | LV | HV | LV | HV |
| 1630 | 21 | 0 | 10 | 0 | 7 | 0 | 71 | 4 | 70 | 0 | 34 | 0 |
| 1645 | 25 | 0 | 16 | 0 | 14 | 0 | 71 | 5 | 61 | 2 | 27 | 0 |
| 1700 | 33 | 0 | 12 | 0 | 9 | 1 | 68 | 3 | 76 | 0 | 21 | 0 |
| 1715 | 33 | 0 | 19 | 0 | 15 | 0 | 66 | 2 | 63 | 3 | 26 | 1 |
| 1730 | 17 | 0 | 13 | 0 | 7 | 0 | 72 | 1 | 80 | 2 | 32 | 1 |
| 1745 | 22 | 0 | 7 | 0 | 13 | 0 | 79 | 5 | 74 | 1 | 26 | 1 |
| 1800 | 27 | 0 | 9 | 0 | 11 | 1 | 78 | 1 | 55 | 1 | 27 | 0 |
| 1815 | 19 | 0 | 10 | 0 | 9 | 0 | 46 | 4 | 51 | 1 | 29 | 0 |

SURVEY CONTROL

Client: Vectos

Client Contact: Darren Lovell

Survey Location: Longridge

Date(s) of Survey: Tuesday 14 January 2014

Notes:

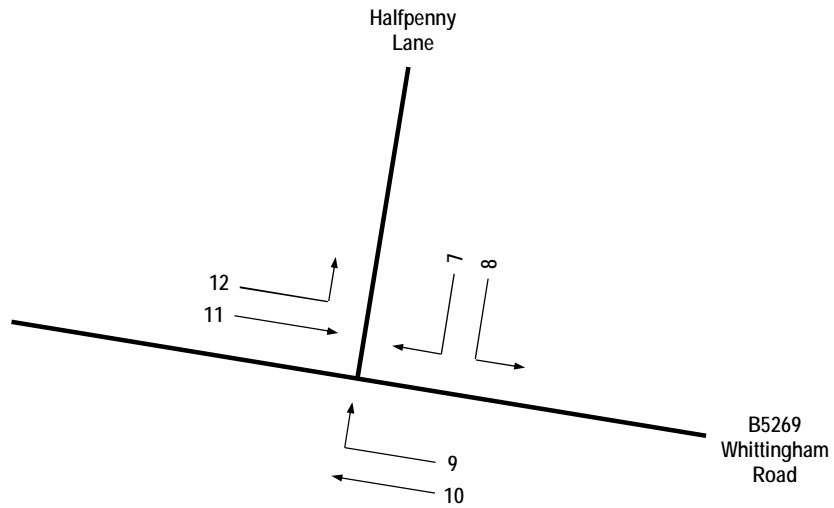
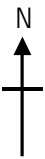
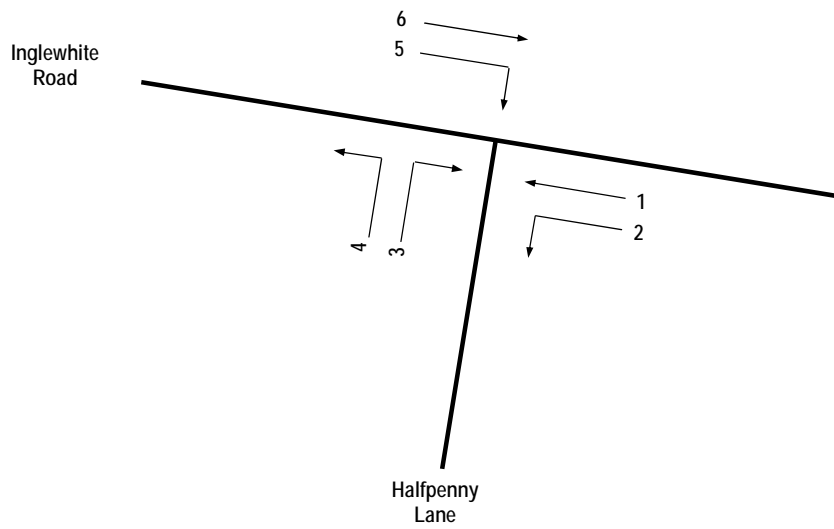
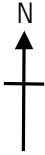
On Site Supervisor: David Cheng

Data Checking: David Cheng

Survey Reference: 2014.020 Longridge 2

Status: Final

Date of Issue: 15 January 2014



DRAWING TITLE

TRAFFIC MOVEMENT REFERENCE

JOB TITLE

2014.020 LONGRIDGE 2

DRAWN BY

DC

DATE

JAN 2014

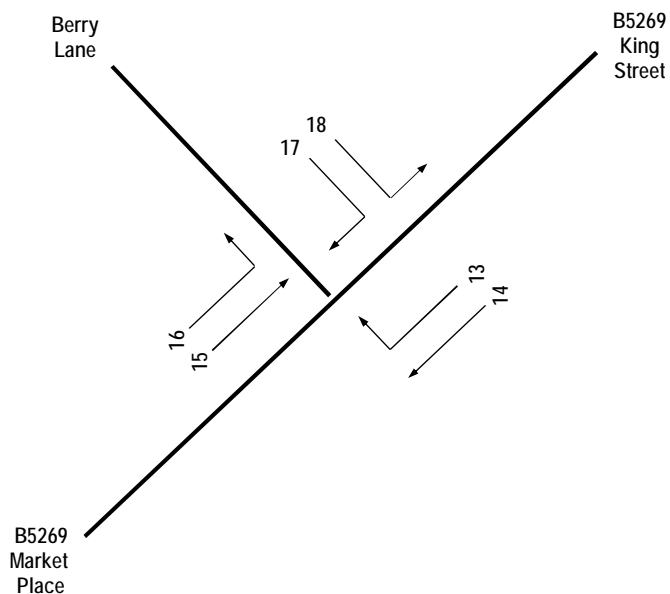
SCALE

NTS

REF

FIGURE 1

signal surveys
 Traffic Counts and Car Park Surveys
 Parkway House, Palatine Road, Northenden, Manchester,
 M22 4DB
 Tel 0161 998 4226 Fax 0161 998 1189



DRAWING TITLE

TRAFFIC MOVEMENT REFERENCE

JOB TITLE

2014.020 LONGRIDGE 2

DRAWN BY

DC

DATE

JAN 2014

SCALE

NTS

REF

FIGURE 2

signal surveys
 Traffic Counts and Car Park Surveys
 Parkway House, Palatine Road, Northenden, Manchester,
 M22 4DB
 Tel 0161 998 4226 Fax 0161 998 1189

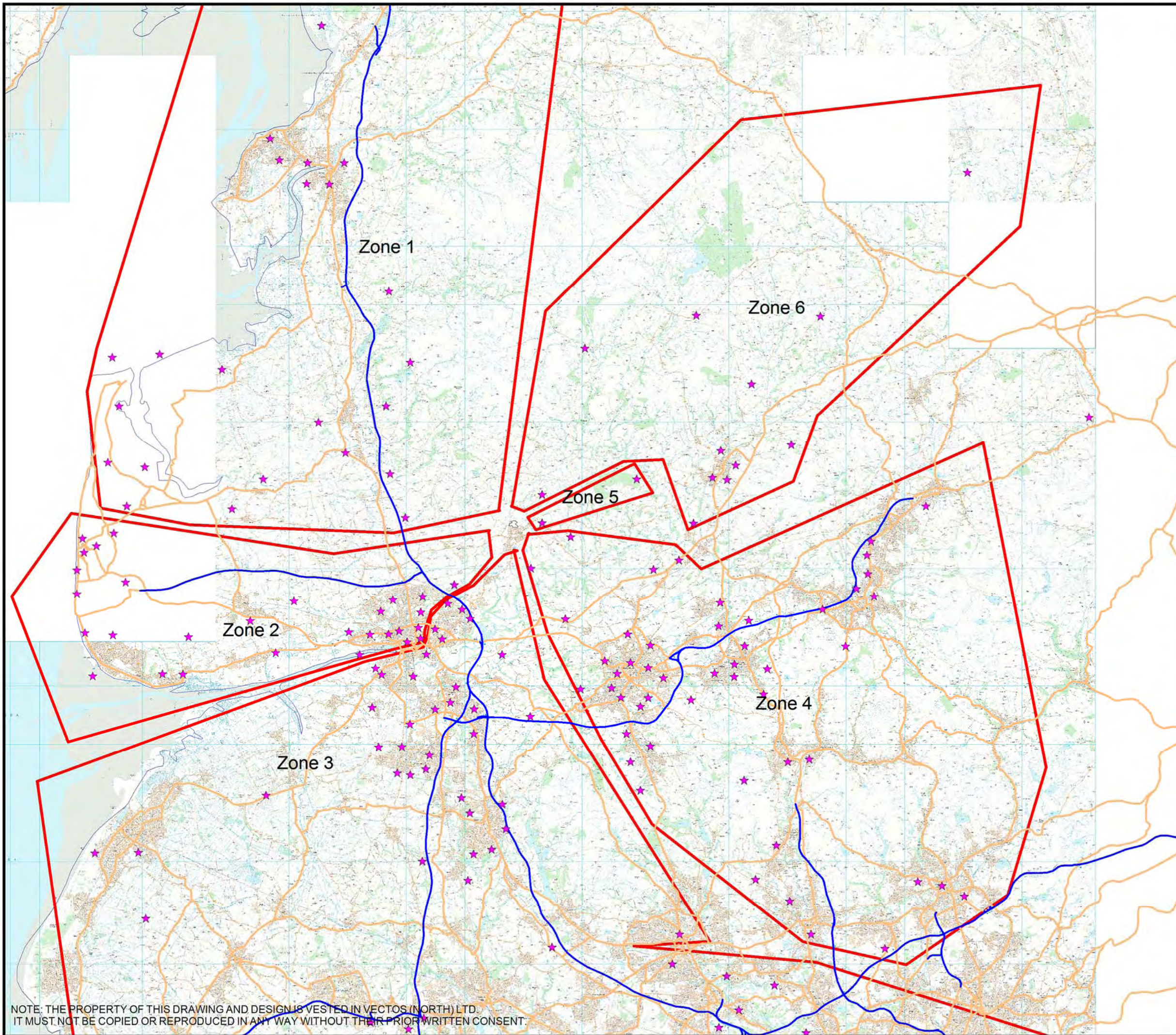
| Inglewhite Road/Halfpenny Lane - Tuesday 14 January 2014 | | | | | | | | | | | | |
|--|----|----|----|----|----|----|----|----|----|----|----|----|
| Time Beginning | 1 | | 2 | | 3 | | 4 | | 5 | | 6 | |
| | LV | HV | LV | HV | LV | HV | LV | HV | LV | HV | LV | HV |
| 0730 | 39 | 2 | 9 | 0 | 3 | 0 | 2 | 0 | 2 | 0 | 32 | 0 |
| 0745 | 29 | 0 | 16 | 0 | 8 | 0 | 6 | 0 | 0 | 0 | 34 | 4 |
| 0800 | 37 | 1 | 11 | 0 | 3 | 2 | 2 | 0 | 1 | 0 | 34 | 1 |
| 0815 | 27 | 1 | 5 | 0 | 4 | 0 | 2 | 1 | 2 | 1 | 28 | 2 |
| 0830 | 52 | 2 | 17 | 0 | 7 | 0 | 5 | 1 | 3 | 0 | 35 | 4 |
| 0845 | 44 | 1 | 13 | 0 | 10 | 1 | 11 | 1 | 6 | 0 | 30 | 1 |
| 0900 | 17 | 1 | 2 | 0 | 3 | 0 | 2 | 0 | 2 | 0 | 12 | 1 |
| 0915 | 12 | 0 | 5 | 1 | 5 | 0 | 3 | 0 | 0 | 0 | 19 | 1 |
| Inglewhite Road/Halfpenny Lane - Tuesday 14 January 2014 | | | | | | | | | | | | |
| Time Beginning | 1 | | 2 | | 3 | | 4 | | 5 | | 6 | |
| | LV | HV | LV | HV | LV | HV | LV | HV | LV | HV | LV | HV |
| 1630 | 27 | 1 | 10 | 0 | 16 | 0 | 5 | 0 | 6 | 0 | 37 | 1 |
| 1645 | 28 | 0 | 10 | 0 | 15 | 0 | 4 | 0 | 6 | 0 | 42 | 0 |
| 1700 | 43 | 2 | 13 | 0 | 11 | 0 | 2 | 0 | 4 | 0 | 38 | 1 |
| 1715 | 31 | 1 | 11 | 0 | 10 | 0 | 1 | 0 | 0 | 0 | 38 | 0 |
| 1730 | 45 | 2 | 16 | 0 | 17 | 0 | 3 | 0 | 2 | 1 | 41 | 0 |
| 1745 | 33 | 1 | 4 | 0 | 11 | 0 | 2 | 0 | 1 | 0 | 25 | 0 |
| 1800 | 19 | 0 | 8 | 0 | 16 | 0 | 4 | 0 | 2 | 0 | 21 | 0 |
| 1815 | 16 | 0 | 4 | 0 | 14 | 0 | 1 | 0 | 1 | 0 | 18 | 0 |

| B5269 Whittingham Road/Halfpenny Lane - Tuesday 14 January 2014 | | | | | | | | | | | | |
|---|----|----|----|----|----|----|----|----|----|----|----|----|
| Time Beginning | 7 | | 8 | | 9 | | 10 | | 11 | | 12 | |
| | LV | HV | LV | HV | LV | HV | LV | HV | LV | HV | LV | HV |
| 0730 | 8 | 0 | 4 | 0 | 2 | 0 | 43 | 5 | 39 | 3 | 3 | 0 |
| 0745 | 16 | 0 | 2 | 0 | 4 | 0 | 60 | 3 | 42 | 10 | 9 | 0 |
| 0800 | 13 | 0 | 3 | 0 | 4 | 0 | 53 | 4 | 36 | 1 | 4 | 2 |
| 0815 | 11 | 1 | 3 | 0 | 2 | 2 | 59 | 3 | 35 | 3 | 2 | 0 |
| 0830 | 14 | 0 | 3 | 0 | 11 | 0 | 48 | 2 | 35 | 6 | 4 | 1 |
| 0845 | 17 | 0 | 5 | 0 | 10 | 0 | 41 | 5 | 45 | 4 | 6 | 0 |
| 0900 | 6 | 1 | 6 | 0 | 4 | 0 | 36 | 2 | 27 | 3 | 9 | 0 |
| 0915 | 5 | 0 | 4 | 0 | 1 | 0 | 30 | 1 | 31 | 2 | 8 | 0 |
| B5269 Whittingham Road/Halfpenny Lane - Tuesday 14 January 2014 | | | | | | | | | | | | |
| Time Beginning | 7 | | 8 | | 9 | | 10 | | 11 | | 12 | |
| | LV | HV | LV | HV | LV | HV | LV | HV | LV | HV | LV | HV |
| 1630 | 10 | 0 | 3 | 0 | 9 | 0 | 38 | 3 | 59 | 1 | 18 | 0 |
| 1645 | 6 | 0 | 10 | 0 | 2 | 0 | 45 | 2 | 61 | 5 | 12 | 0 |
| 1700 | 13 | 0 | 7 | 0 | 6 | 0 | 49 | 2 | 46 | 5 | 10 | 0 |
| 1715 | 11 | 0 | 0 | 0 | 4 | 0 | 43 | 1 | 57 | 1 | 9 | 0 |
| 1730 | 9 | 0 | 2 | 1 | 5 | 0 | 34 | 2 | 58 | 0 | 15 | 0 |
| 1745 | 11 | 0 | 3 | 0 | 8 | 0 | 33 | 0 | 29 | 0 | 15 | 0 |
| 1800 | 7 | 0 | 2 | 0 | 7 | 0 | 28 | 1 | 39 | 2 | 14 | 0 |
| 1815 | 5 | 0 | 2 | 0 | 7 | 0 | 27 | 0 | 27 | 1 | 12 | 0 |

| B5269 Market Place/B5269 King Street/Berry Lane - Tuesday 14 January 2014 | | | | | | | | | | | | |
|---|----|----|----|----|----|----|----|----|----|----|----|----|
| Time Beginning | 13 | | 14 | | 15 | | 16 | | 17 | | 18 | |
| | LV | HV | LV | HV | LV | HV | LV | HV | LV | HV | LV | HV |
| 0730 | 22 | 3 | 34 | 5 | 29 | 0 | 9 | 1 | 15 | 0 | 24 | 0 |
| 0745 | 38 | 2 | 56 | 1 | 30 | 4 | 12 | 5 | 14 | 0 | 29 | 3 |
| 0800 | 38 | 0 | 53 | 0 | 30 | 1 | 8 | 1 | 13 | 1 | 40 | 0 |
| 0815 | 48 | 0 | 55 | 2 | 30 | 1 | 16 | 4 | 15 | 1 | 24 | 2 |
| 0830 | 57 | 3 | 38 | 0 | 24 | 3 | 49 | 2 | 12 | 0 | 25 | 2 |
| 0845 | 47 | 1 | 49 | 1 | 35 | 3 | 46 | 3 | 18 | 1 | 36 | 1 |
| 0900 | 37 | 1 | 25 | 0 | 32 | 1 | 23 | 1 | 19 | 3 | 29 | 0 |
| 0915 | 23 | 1 | 24 | 2 | 22 | 0 | 21 | 1 | 16 | 1 | 17 | 1 |
| B5269 Market Place/B5269 King Street/Berry Lane - Tuesday 14 January 2014 | | | | | | | | | | | | |
| Time Beginning | 13 | | 14 | | 15 | | 16 | | 17 | | 18 | |
| | LV | HV | LV | HV | LV | HV | LV | HV | LV | HV | LV | HV |
| 1630 | 36 | 1 | 26 | 1 | 35 | 1 | 27 | 0 | 28 | 0 | 34 | 1 |
| 1645 | 46 | 2 | 22 | 0 | 54 | 1 | 17 | 3 | 17 | 0 | 40 | 0 |
| 1700 | 40 | 0 | 33 | 0 | 56 | 2 | 38 | 2 | 29 | 2 | 43 | 0 |
| 1715 | 29 | 1 | 30 | 1 | 52 | 1 | 30 | 1 | 17 | 0 | 33 | 1 |
| 1730 | 34 | 0 | 28 | 2 | 52 | 2 | 24 | 1 | 20 | 1 | 50 | 0 |
| 1745 | 45 | 3 | 29 | 0 | 43 | 0 | 20 | 2 | 17 | 0 | 30 | 0 |
| 1800 | 39 | 0 | 31 | 1 | 40 | 0 | 22 | 3 | 23 | 0 | 19 | 1 |
| 1815 | 36 | 1 | 27 | 0 | 32 | 0 | 29 | 2 | 15 | 1 | 26 | 1 |

Appendix 5

Distribution



This is not a construction drawing
and is intended for illustrative purposes only.

Contains Ordnance Survey data © Crown
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CLIENT:

Barratt Homes

PROJECT TITLE:

Longridge

DRAWING TITLE:

Distribution Zone Map

SCALE:

N.T.S

| | | |
|-----------|-------------|----------------|
| DRAWN: RM | CHECKED: DL | DATE: 11.04.14 |
|-----------|-------------|----------------|



Oxford Place, 61 Oxford Street, Manchester M1 6EQ
t:0161 22801008 e:manchester@vectos.co.uk

DRAWING NO:
VN30277-G200

REVISION:

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IT MUST NOT BE COPIED OR REPRODUCED IN ANY WAY WITHOUT THEIR PRIOR WRITTEN CONSENT.

Appendix 6

Trip Rates – Residential

TRIP RATE CALCULATION SELECTION PARAMETERS:

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

Selected regions and areas:

| | | |
|----|-------------------|--------|
| 02 | SOUTH EAST | |
| | EX ESSEX | 1 days |
| 04 | EAST ANGLIA | |
| | SF SUFFOLK | 1 days |
| 06 | WEST MIDLANDS | |
| | WO WORCESTERSHIRE | 1 days |
| 08 | NORTH WEST | |
| | MS MERSEYSIDE | 1 days |
| 09 | NORTH | |
| | TV TEES VALLEY | 1 days |

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

Filtering Stage 2 selection:

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

Parameter: Number of dwellings
 Actual Range: 225 to 372 (units:)
 Range Selected by User: 200 to 500 (units:)

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/05 to 13/05/08

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

Selected survey days:

| | |
|----------|--------|
| Tuesday | 1 days |
| Thursday | 4 days |

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

Selected survey types:

| | |
|-----------------------|--------|
| Manual count | 5 days |
| Directional ATC Count | 0 days |

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

Selected Locations:

| | |
|--|---|
| Suburban Area (PPS6 Out of Centre) | 1 |
| Edge of Town | 3 |
| Neighbourhood Centre (PPS6 Local Centre) | 1 |

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

Selected Location Sub Categories:

| | |
|------------------|---|
| Residential Zone | 3 |
| No Sub Category | 2 |

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

Filtering Stage 3 selection:

Use Class:

C3 5 days

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

Population within 1 mile:

10,001 to 15,000 1 days

15,001 to 20,000 2 days

20,001 to 25,000 2 days

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

Population within 5 miles:

75,001 to 100,000 2 days

125,001 to 250,000 3 days

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

Car ownership within 5 miles:

0.6 to 1.0 3 days

1.1 to 1.5 2 days

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

Travel Plan:

No 5 days

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

LIST OF SITES relevant to selection parameters

| | | | | |
|---|--|--------------------|----------|---------------------|
| 1 | EX-03-A-01 | SEMI -DET. | | ESSEX |
| | MILTON ROAD | | | |
| | CORRINGHAM | | | |
| | STANFORD-LE-HOPE | | | |
| | Edge of Town | | | |
| | Residential Zone | | | |
| | Total Number of dwellings: | | 237 | |
| | Survey date: TUESDAY | | 13/05/08 | Survey Type: MANUAL |
| 2 | MS-03-A-01 | TERRACED | | MERSEYSIDE |
| | PALACE FIELDS AVENUE | | | |
| | RUNCORN | | | |
| | Neighbourhood Centre (PPS6 Local Centre) | | | |
| | Residential Zone | | | |
| | Total Number of dwellings: | | 372 | |
| | Survey date: THURSDAY | | 06/10/05 | Survey Type: MANUAL |
| 3 | SF-03-A-02 | SEMI DET./TERRACED | | SUFFOLK |
| | STOKE PARK DRIVE | | | |
| | MAIDENHALL | | | |
| | IPSWICH | | | |
| | Edge of Town | | | |
| | Residential Zone | | | |
| | Total Number of dwellings: | | 230 | |
| | Survey date: THURSDAY | | 24/05/07 | Survey Type: MANUAL |
| 4 | TV-03-A-01 | HOUSES & FLATS | | TEES VALLEY |
| | POWLETT ROAD | | | |
| | HARTLEPOOL | | | |
| | Suburban Area (PPS6 Out of Centre) | | | |
| | No Sub Category | | | |
| | Total Number of dwellings: | | 225 | |
| | Survey date: THURSDAY | | 14/04/05 | Survey Type: MANUAL |
| 5 | WO-03-A-06 | DET./TERRACED | | WORCESTERSHIRE |
| | ST GODWALDS ROAD | | | |
| | ASTON FIELDS | | | |
| | BROMSGROVE | | | |
| | Edge of Town | | | |
| | No Sub Category | | | |
| | Total Number of dwellings: | | 232 | |
| | Survey date: THURSDAY | | 30/06/05 | Survey Type: MANUAL |

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

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

Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

| Time Range | ARRIVALS | | | DEPARTURES | | | TOTALS | | |
|---------------------|----------|-------------|-----------|------------|-------------|-----------|----------|-------------|-----------|
| | No. Days | Ave. DWELLS | Trip Rate | No. Days | Ave. DWELLS | Trip Rate | No. Days | Ave. DWELLS | Trip Rate |
| 00:00 - 01:00 | | | | | | | | | |
| 01:00 - 02:00 | | | | | | | | | |
| 02:00 - 03:00 | | | | | | | | | |
| 03:00 - 04:00 | | | | | | | | | |
| 04:00 - 05:00 | | | | | | | | | |
| 05:00 - 06:00 | | | | | | | | | |
| 06:00 - 07:00 | | | | | | | | | |
| 07:00 - 08:00 | 5 | 259 | 0.078 | 5 | 259 | 0.270 | 5 | 259 | 0.348 |
| 08:00 - 09:00 | 5 | 259 | 0.144 | 5 | 259 | 0.420 | 5 | 259 | 0.564 |
| 09:00 - 10:00 | 5 | 259 | 0.162 | 5 | 259 | 0.183 | 5 | 259 | 0.345 |
| 10:00 - 11:00 | 5 | 259 | 0.144 | 5 | 259 | 0.187 | 5 | 259 | 0.331 |
| 11:00 - 12:00 | 5 | 259 | 0.174 | 5 | 259 | 0.176 | 5 | 259 | 0.350 |
| 12:00 - 13:00 | 5 | 259 | 0.164 | 5 | 259 | 0.171 | 5 | 259 | 0.335 |
| 13:00 - 14:00 | 5 | 259 | 0.174 | 5 | 259 | 0.180 | 5 | 259 | 0.354 |
| 14:00 - 15:00 | 5 | 259 | 0.188 | 5 | 259 | 0.192 | 5 | 259 | 0.380 |
| 15:00 - 16:00 | 5 | 259 | 0.315 | 5 | 259 | 0.225 | 5 | 259 | 0.540 |
| 16:00 - 17:00 | 5 | 259 | 0.306 | 5 | 259 | 0.197 | 5 | 259 | 0.503 |
| 17:00 - 18:00 | 5 | 259 | 0.404 | 5 | 259 | 0.219 | 5 | 259 | 0.623 |
| 18:00 - 19:00 | 5 | 259 | 0.295 | 5 | 259 | 0.231 | 5 | 259 | 0.526 |
| 19:00 - 20:00 | | | | | | | | | |
| 20:00 - 21:00 | | | | | | | | | |
| 21:00 - 22:00 | | | | | | | | | |
| 22:00 - 23:00 | | | | | | | | | |
| 23:00 - 24:00 | | | | | | | | | |
| Total Rates: | | | 2.548 | | | 2.651 | | | 5.199 |

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

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

Parameter summary

Trip rate parameter range selected: 225 - 372 (units:)
 Survey date date range: 01/01/05 - 13/05/08
 Number of weekdays (Monday-Friday): 5
 Number of Saturdays: 0
 Number of Sundays: 0
 Surveys manually removed from selection: 0

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

Appendix 7

PICADY Outputs - Chipping Lane Site Access

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

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IN NO WAY RELIEVED OF HIS/HER RESPONSIBILITY FOR THE CORRECTNESS OF THE SOLUTION

Run with file:-
"N:\Vectos Job Data\2013\VN30277 Longridge\Picady\July 14\Outline Application-520 Dwellings\DIRECT\
2016 Assessment Flows\Proposed Site Access 2016 Assessment Flows-AM.vpi"
(drive-on-the-left) at 17:21:25 on Wednesday, 30 July 2014

RUN INFORMATION

RUN TITLE : Proposed Site Access off Chipping Lane-2016 Asssment Flows AM (Outline App)
LOCATION : Longridge
DATE : 24/03/14
CLIENT : Barratt Homes
ENUMERATOR : Hannah [HANNAH-ZOO]
JOB NUMBER : VN30277
STATUS :
DESCRIPTION :

MAJOR/MINOR JUNCTION CAPACITY AND DELAY

INPUT DATA

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

ARM A IS Chippings Lane North
ARM B IS Proposed Site Access
ARM C IS Chippings Lane South

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

| I | DATA ITEM | I | MINOR ROAD B | I |
|---|------------------------------------|---|--------------------|---|
| I | TOTAL MAJOR ROAD CARRIAGEWAY WIDTH | I | (W) 6.80 M. | I |
| I | CENTRAL RESERVE WIDTH | I | (WCR) 0.00 M. | I |
| I | MAJOR ROAD RIGHT TURN - WIDTH | I | (WC-B) 3.10 M. | I |
| I | - VISIBILITY | I | (VC-B) 100.00 M. | I |
| I | - BLOCKS TRAFFIC (SPACES) | I | NO (0) | I |
| I | MINOR ROAD - VISIBILITY TO LEFT | I | (VB-C) 38.0 M. | I |
| I | - VISIBILITY TO RIGHT | I | (VB-A) 28.0 M. | I |
| I | - LANE 1 WIDTH | I | (WB-C) 2.75 M. | I |
| I | - LANE 2 WIDTH | I | (WB-A) 0.00 M. | I |

 .SLOPES AND INTERCEPT

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

| I | Intercept For | Slope For Opposing | Slope For Opposing | I |
|---|---------------|--------------------|--------------------|---|
| I | STREAM B-C | STREAM A-C | STREAM A-B | I |
| I | 625.51 | 0.23 | 0.09 | I |

| I | Intercept For | Slope For Opposing | Slope For Opposing | Slope For Opposing | Slope For Opposing | I |
|---|---------------|--------------------|--------------------|--------------------|--------------------|---|
| I | STREAM B-A | STREAM A-C | STREAM A-B | STREAM C-A | STREAM C-B | I |
| I | 491.06 | 0.22 | 0.09 | 0.14 | 0.31 | I |

| I | Intercept For | Slope For Opposing | Slope For Opposing | I |
|---|---------------|--------------------|--------------------|---|
| I | STREAM C-B | STREAM A-C | STREAM A-B | I |
| I | 693.77 | 0.26 | 0.26 | I |

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

 TRAFFIC DEMAND DATA

| I | ARM | I | FLOW SCALE (%) | I |
|---|-----|---|----------------|---|
| I | A | I | 100 | I |
| I | B | I | 100 | I |
| I | C | I | 100 | I |

Demand set: Proposed Site Access off Chipping Lanes 2016

TIME PERIOD BEGINS 08.00 AND ENDS 09.00

LENGTH OF TIME PERIOD - 60 MIN.

LENGTH OF TIME SEGMENT - 15 MIN.

DEMAND FLOW PROFILES ARE INPUT DIRECTLY

QUEUE FOR STREAM B-AC

| TIME SEGMENT ENDING | NO. OF VEHICLES IN QUEUE | |
|---------------------|--------------------------|---|
| 08.15 | 0.7 | * |
| 08.30 | 0.7 | * |
| 08.45 | 0.7 | * |
| 09.00 | 0.7 | * |

QUEUE FOR STREAM C-B

| TIME SEGMENT ENDING | NO. OF VEHICLES IN QUEUE | |
|---------------------|--------------------------|--|
| 08.15 | 0.1 | |
| 08.30 | 0.1 | |
| 08.45 | 0.1 | |
| 09.00 | 0.1 | |

QUEUEING DELAY INFORMATION OVER WHOLE PERIOD

| I | STREAM | I | TOTAL DEMAND | I | * QUEUEING * * DELAY * | I | * INCLUSIVE QUEUEING * * DELAY * | I | |
|---|--------|---|--------------|---|---------------------------|---|-------------------------------------|---|------|
| I | | I | (VEH) | I | (VEH/H) | I | (MIN) | I | |
| I | | I | | I | | I | (MIN/VEH) | I | |
| I | | I | | I | | I | | I | |
| I | | I | | I | | I | | I | |
| I | B-AC | I | 217.8 | I | 217.8 | I | 39.0 | I | 0.18 |
| I | C-A | I | 167.0 | I | 167.0 | I | | I | |
| I | C-B | I | 64.0 | I | 64.0 | I | 6.6 | I | 0.10 |
| I | A-B | I | 11.0 | I | 11.0 | I | | I | |
| I | A-C | I | 199.0 | I | 199.0 | I | | I | |
| I | ALL | I | 658.8 | I | 658.8 | I | 45.6 | I | 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.

TIME PERIOD BEGINS 08.00 AND ENDS 09.00

LENGTH OF TIME PERIOD - 60 MIN.
 LENGTH OF TIME SEGMENT - 15 MIN.
 DEMAND FLOW PROFILES ARE INPUT DIRECTLY
 WARNING QUEUE VARIATIONS NOT AVAILABLE FOR DIRECT DEMAND

Demand set: Proposed Site Access off Chipping Lanes 2016

| I | | I | TURNING PROPORTIONS | I |
|---|---------------|---|-----------------------------------|---|
| I | | I | TURNING COUNTS | I |
| I | | I | (PERCENTAGE OF H.V.S) | I |
| I | | I | | I |
| I | TIME | I | FROM/TO I ARM A I ARM B I ARM C I | I |
| I | 08.00 - 09.00 | I | | I |
| I | | I | ARM A | I |
| I | | I | 0.000 | I |
| I | | I | 0.0 | I |
| I | | I | 11.0 | I |
| I | | I | 199.0 | I |
| I | | I | (0.0) | I |
| I | | I | (0.0) | I |
| I | | I | (0.0) | I |
| I | | I | | I |
| I | | I | ARM B | I |
| I | | I | 0.142 | I |
| I | | I | 0.000 | I |
| I | | I | 0.858 | I |
| I | | I | 31.0 | I |
| I | | I | 0.0 | I |
| I | | I | 187.0 | I |
| I | | I | (0.0) | I |
| I | | I | (0.0) | I |
| I | | I | (0.0) | I |
| I | | I | | I |
| I | | I | ARM C | I |
| I | | I | 0.723 | I |
| I | | I | 0.277 | I |
| I | | I | 0.000 | I |
| I | | I | 167.0 | I |
| I | | I | 64.0 | I |
| I | | I | 0.0 | I |
| I | | I | (0.0) | I |
| I | | I | (0.0) | I |
| I | | I | (0.0) | I |

TURNING PROPORTIONS ARE CALCULATED FROM TURNING COUNT DATA

QUEUE AND DELAY INFORMATION FOR EACH 15 MIN TIME SEGMENT

FOR COMBINED DEMAND SETS
 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 | 3.63 | 9.08 | 0.400 | | 0.00 | 0.65 | 9.2 | | |
| C-A | 2.78 | | | | | | | | |
| C-B | 1.07 | 10.65 | 0.100 | | 0.00 | 0.11 | 1.6 | | |
| A-B | 0.18 | | | | | | | | |
| A-C | 3.32 | | | | | | | | |

| TIME | DEMAND (VEH/MIN) | CAPACITY (VEH/MIN) | DEMAND/ CAPACITY (RFC) | PEDESTRIAN FLOW (PEDS/MIN) | START QUEUE (VEHS) | END QUEUE (VEHS) | DELAY (VEH.MIN/ TIME SEGMENT) | GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT) | AVERAGE DELAY PER ARRIVING VEHICLE (MIN) |
|-------------|---------------------|-----------------------|------------------------------|----------------------------------|--------------------------|------------------------|-------------------------------------|---|--|
| 08.15-08.30 | | | | | | | | | |
| B-AC | 3.63 | 9.08 | 0.400 | | 0.65 | 0.66 | 9.9 | | |
| C-A | 2.78 | | | | | | | | |
| C-B | 1.07 | 10.65 | 0.100 | | 0.11 | 0.11 | 1.7 | | |
| A-B | 0.18 | | | | | | | | |
| A-C | 3.32 | | | | | | | | |

| TIME | DEMAND (VEH/MIN) | CAPACITY (VEH/MIN) | DEMAND/ CAPACITY (RFC) | PEDESTRIAN FLOW (PEDS/MIN) | START QUEUE (VEHS) | END QUEUE (VEHS) | DELAY (VEH.MIN/ TIME SEGMENT) | GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT) | AVERAGE DELAY PER ARRIVING VEHICLE (MIN) |
|-------------|---------------------|-----------------------|------------------------------|----------------------------------|--------------------------|------------------------|-------------------------------------|---|--|
| 08.30-08.45 | | | | | | | | | |
| B-AC | 3.63 | 9.08 | 0.400 | | 0.66 | 0.66 | 9.9 | | |
| C-A | 2.78 | | | | | | | | |
| C-B | 1.07 | 10.65 | 0.100 | | 0.11 | 0.11 | 1.7 | | |
| A-B | 0.18 | | | | | | | | |
| A-C | 3.32 | | | | | | | | |

| TIME | DEMAND (VEH/MIN) | CAPACITY (VEH/MIN) | DEMAND/ CAPACITY (RFC) | PEDESTRIAN FLOW (PEDS/MIN) | START QUEUE (VEHS) | END QUEUE (VEHS) | DELAY (VEH.MIN/ TIME SEGMENT) | GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT) | AVERAGE DELAY PER ARRIVING VEHICLE (MIN) |
|-------------|---------------------|-----------------------|------------------------------|----------------------------------|--------------------------|------------------------|-------------------------------------|---|--|
| 08.45-09.00 | | | | | | | | | |
| B-AC | 3.63 | 9.08 | 0.400 | | 0.66 | 0.66 | 9.9 | | |
| C-A | 2.78 | | | | | | | | |
| C-B | 1.07 | 10.65 | 0.100 | | 0.11 | 0.11 | 1.7 | | |
| A-B | 0.18 | | | | | | | | |
| A-C | 3.32 | | | | | | | | |

QUEUE FOR STREAM B-AC

| TIME SEGMENT ENDING | NO. OF VEHICLES IN QUEUE |
|---------------------------|--------------------------------|
| 08.15 | 0.7 * |
| 08.30 | 0.7 * |
| 08.45 | 0.7 * |
| 09.00 | 0.7 * |

QUEUE FOR STREAM C-B

| TIME SEGMENT ENDING | NO. OF VEHICLES IN QUEUE |
|---------------------------|--------------------------------|
| 08.15 | 0.1 |
| 08.30 | 0.1 |
| 08.45 | 0.1 |
| 09.00 | 0.1 |

QUEUEING DELAY INFORMATION OVER WHOLE PERIOD

| STREAM | TOTAL DEMAND | * QUEUEING * * DELAY * | * INCLUSIVE QUEUEING * * DELAY * |
|--------|--------------|---------------------------|-------------------------------------|
| (VEH) | (VEH/H) | (MIN) | (MIN) |
| B-AC | 217.8 | 39.0 | 39.0 |
| C-A | 167.0 | | |
| C-B | 64.0 | 6.6 | 6.6 |
| A-B | 11.0 | | |
| A-C | 199.0 | | |
| ALL | 658.8 | 45.6 | 45.6 |

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

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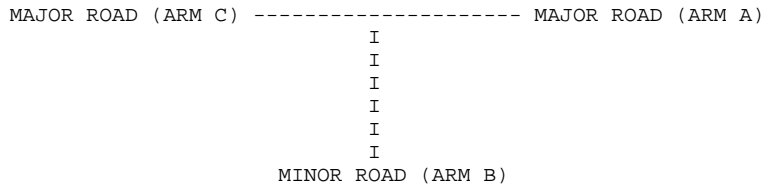
Run with file:-
"N:\Vectos Job Data\2013\VN30277 Longridge\Picady\July 14\Outline Application-520 Dwellings\DIRECT\
2016 Assessment Flows\Proposed Site Access 2016 Assessment Flows-PM.vpi"
(drive-on-the-left) at 13:23:34 on Thursday, 31 July 2014

RUN INFORMATION

RUN TITLE : Proposed Site Access off Chipping Lanes-2016 Assessment Flows PM (Outline App)
LOCATION : Longridge
DATE : 24/03/14
CLIENT : Barratt Homes
ENUMERATOR : Hannah [HANNAH-ZOO]
JOB NUMBER : VN30277
STATUS :
DESCRIPTION :

MAJOR/MINOR JUNCTION CAPACITY AND DELAY

INPUT DATA



ARM A IS Chippings Lane North
ARM B IS Proposed Site Access
ARM C IS Chippings Lane South

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

| I | DATA ITEM | I | MINOR ROAD B | I |
|---|------------------------------------|---|--------------------|---|
| I | TOTAL MAJOR ROAD CARRIAGEWAY WIDTH | I | (W) 6.80 M. | I |
| I | CENTRAL RESERVE WIDTH | I | (WCR) 0.00 M. | I |
| I | MAJOR ROAD RIGHT TURN - WIDTH | I | (WC-B) 3.10 M. | I |
| I | - VISIBILITY | I | (VC-B) 100.00 M. | I |
| I | - BLOCKS TRAFFIC (SPACES) | I | NO (0) | I |
| I | MINOR ROAD - VISIBILITY TO LEFT | I | (VB-C) 38.0 M. | I |
| I | - VISIBILITY TO RIGHT | I | (VB-A) 28.0 M. | I |
| I | - LANE 1 WIDTH | I | (WB-C) 2.75 M. | I |
| I | - LANE 2 WIDTH | I | (WB-A) 0.00 M. | I |

 .SLOPES AND INTERCEPT

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

| I | Intercept For | Slope For Opposing | Slope For Opposing | I |
|---|---------------|--------------------|--------------------|---|
| I | STREAM B-C | STREAM A-C | STREAM A-B | I |
| I | 625.51 | 0.23 | 0.09 | I |

| I | Intercept For | Slope For Opposing | Slope For Opposing | Slope For Opposing | Slope For Opposing | I |
|---|---------------|--------------------|--------------------|--------------------|--------------------|---|
| I | STREAM B-A | STREAM A-C | STREAM A-B | STREAM C-A | STREAM C-B | I |
| I | 491.06 | 0.22 | 0.09 | 0.14 | 0.31 | I |

| I | Intercept For | Slope For Opposing | Slope For Opposing | I |
|---|---------------|--------------------|--------------------|---|
| I | STREAM C-B | STREAM A-C | STREAM A-B | I |
| I | 693.77 | 0.26 | 0.26 | I |

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

 TRAFFIC DEMAND DATA

| I | ARM | I | FLOW SCALE (%) | I |
|---|-----|---|----------------|---|
| I | A | I | 100 | I |
| I | B | I | 100 | I |
| I | C | I | 100 | I |

Demand set: Proposed Site Access off Chipping Lane 2016

TIME PERIOD BEGINS 17.00 AND ENDS 18.00

LENGTH OF TIME PERIOD - 60 MIN.

LENGTH OF TIME SEGMENT - 15 MIN.

DEMAND FLOW PROFILES ARE INPUT DIRECTLY

QUEUE FOR STREAM B-AC

| TIME SEGMENT ENDING | NO. OF VEHICLES IN QUEUE |
|---------------------|--------------------------|
| 17.15 | 0.3 |
| 17.30 | 0.3 |
| 17.45 | 0.3 |
| 18.00 | 0.3 |

QUEUE FOR STREAM C-B

| TIME SEGMENT ENDING | NO. OF VEHICLES IN QUEUE |
|---------------------|--------------------------|
| 17.15 | 0.4 |
| 17.30 | 0.4 |
| 17.45 | 0.4 |
| 18.00 | 0.4 |

QUEUEING DELAY INFORMATION OVER WHOLE PERIOD

| I | STREAM | I | TOTAL DEMAND | I | * QUEUEING * * DELAY * | I | * INCLUSIVE QUEUEING * * DELAY * | I |
|---|--------|---|--------------|---|---------------------------|---|-------------------------------------|---|
| I | | I | (VEH) | I | (MIN) | I | (MIN) | I |
| I | | I | (VEH/H) | I | (MIN/VEH) | I | (MIN/VEH) | I |
| I | B-AC | I | 114.0 | I | 15.7 | I | 15.7 | I |
| I | C-A | I | 190.9 | I | | I | | I |
| I | C-B | I | 179.9 | I | 22.8 | I | 22.8 | I |
| I | A-B | I | 30.0 | I | | I | | I |
| I | A-C | I | 153.0 | I | | I | | I |
| I | ALL | I | 667.8 | I | 38.4 | I | 38.4 | I |

* 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.

TIME PERIOD BEGINS 17.00 AND ENDS 18.00

LENGTH OF TIME PERIOD - 60 MIN.
 LENGTH OF TIME SEGMENT - 15 MIN.
 DEMAND FLOW PROFILES ARE INPUT DIRECTLY
 WARNING QUEUE VARIATIONS NOT AVAILABLE FOR DIRECT DEMAND

Demand set: Proposed Site Access off Chipping Lane 2016

| I | TIME | I | FROM/TO | I | ARM | A | I | ARM | B | I | ARM | C | I |
|---|---------------|---|---------|---|--------|---|--------|-----|--------|---|-----|---|---|
| I | 17.00 - 18.00 | I | ARM A | I | 0.000 | I | 0.164 | I | 0.836 | I | | I | |
| I | | I | | I | 0.0 | I | 30.0 | I | 153.0 | I | | I | |
| I | | I | | I | (0.0) | I | (0.0) | I | (0.0) | I | | I | |
| I | | I | ARM B | I | 0.140 | I | 0.000 | I | 0.860 | I | | I | |
| I | | I | | I | 16.0 | I | 0.0 | I | 98.0 | I | | I | |
| I | | I | | I | (0.0) | I | (0.0) | I | (0.0) | I | | I | |
| I | | I | ARM C | I | 0.515 | I | 0.485 | I | 0.000 | I | | I | |
| I | | I | | I | 191.0 | I | 180.0 | I | 0.0 | I | | I | |
| I | | I | | I | (0.0) | I | (0.0) | I | (0.0) | I | | I | |
| I | | I | | I | | I | | I | | I | | I | |

TURNING PROPORTIONS ARE CALCULATED FROM TURNING COUNT DATA

QUEUE AND DELAY INFORMATION FOR EACH 15 MIN TIME SEGMENT

FOR DEMAND SET Proposed Site Access off Chipping Lane 2016
 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) |
|-------------|---------------------|-----------------------|------------------------------|----------------------------------|--------------------------|------------------------|-------------------------------------|---|--|
| 17.00-17.15 | | | | | | | | | |
| B-AC | 1.90 | 9.05 | 0.210 | | 0.00 | 0.26 | 3.8 | | |
| C-A | 3.18 | | | | | | | | |
| C-B | 3.00 | 10.77 | 0.278 | | 0.00 | 0.38 | 5.5 | | |
| A-B | 0.50 | | | | | | | | |
| A-C | 2.55 | | | | | | | | |

| TIME | DEMAND (VEH/MIN) | CAPACITY (VEH/MIN) | DEMAND/ CAPACITY (RFC) | PEDESTRIAN FLOW (PEDS/MIN) | START QUEUE (VEHS) | END QUEUE (VEHS) | DELAY (VEH.MIN/ TIME SEGMENT) | GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT) | AVERAGE DELAY PER ARRIVING VEHICLE (MIN) |
|-------------|---------------------|-----------------------|------------------------------|----------------------------------|--------------------------|------------------------|-------------------------------------|---|--|
| 17.15-17.30 | | | | | | | | | |
| B-AC | 1.90 | 9.05 | 0.210 | | 0.26 | 0.26 | 4.0 | | |
| C-A | 3.18 | | | | | | | | |
| C-B | 3.00 | 10.77 | 0.278 | | 0.38 | 0.38 | 5.7 | | |
| A-B | 0.50 | | | | | | | | |
| A-C | 2.55 | | | | | | | | |

| TIME | DEMAND (VEH/MIN) | CAPACITY (VEH/MIN) | DEMAND/ CAPACITY (RFC) | PEDESTRIAN FLOW (PEDS/MIN) | START QUEUE (VEHS) | END QUEUE (VEHS) | DELAY (VEH.MIN/ TIME SEGMENT) | GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT) | AVERAGE DELAY PER ARRIVING VEHICLE (MIN) |
|-------------|---------------------|-----------------------|------------------------------|----------------------------------|--------------------------|------------------------|-------------------------------------|---|--|
| 17.30-17.45 | | | | | | | | | |
| B-AC | 1.90 | 9.05 | 0.210 | | 0.26 | 0.26 | 4.0 | | |
| C-A | 3.18 | | | | | | | | |
| C-B | 3.00 | 10.77 | 0.278 | | 0.38 | 0.38 | 5.8 | | |
| A-B | 0.50 | | | | | | | | |
| A-C | 2.55 | | | | | | | | |

| TIME | DEMAND (VEH/MIN) | CAPACITY (VEH/MIN) | DEMAND/ CAPACITY (RFC) | PEDESTRIAN FLOW (PEDS/MIN) | START QUEUE (VEHS) | END QUEUE (VEHS) | DELAY (VEH.MIN/ TIME SEGMENT) | GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT) | AVERAGE DELAY PER ARRIVING VEHICLE (MIN) |
|-------------|---------------------|-----------------------|------------------------------|----------------------------------|--------------------------|------------------------|-------------------------------------|---|--|
| 17.45-18.00 | | | | | | | | | |
| B-AC | 1.90 | 9.05 | 0.210 | | 0.26 | 0.26 | 4.0 | | |
| C-A | 3.18 | | | | | | | | |
| C-B | 3.00 | 10.77 | 0.278 | | 0.38 | 0.38 | 5.8 | | |
| A-B | 0.50 | | | | | | | | |
| A-C | 2.55 | | | | | | | | |

QUEUE FOR STREAM B-AC

| TIME SEGMENT | NO. OF VEHICLES IN QUEUE |
|-----------------|--------------------------------|
| 17.15 | 0.3 |
| 17.30 | 0.3 |
| 17.45 | 0.3 |
| 18.00 | 0.3 |

QUEUE FOR STREAM C-B

| TIME SEGMENT | NO. OF VEHICLES IN QUEUE |
|-----------------|--------------------------------|
| 17.15 | 0.4 |
| 17.30 | 0.4 |
| 17.45 | 0.4 |
| 18.00 | 0.4 |

QUEUEING DELAY INFORMATION OVER WHOLE PERIOD

| STREAM | TOTAL DEMAND | * QUEUEING * * DELAY * | * INCLUSIVE QUEUEING * * DELAY * |
|--------|--------------|---------------------------|-------------------------------------|
| (VEH) | (VEH/H) | (MIN) | (MIN) |
| B-AC | 114.0 | 15.7 | 15.7 |
| C-A | 190.9 | | |
| C-B | 179.9 | 22.8 | 22.8 |
| A-B | 30.0 | | |
| A-C | 153.0 | | |
| ALL | 667.8 | 38.4 | 38.4 |

* 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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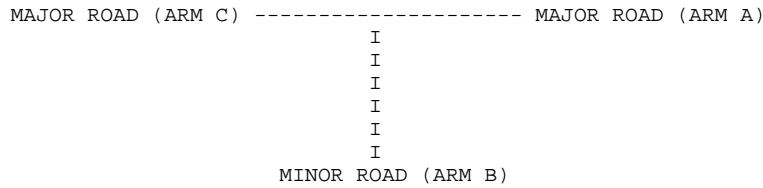
Run with file:-
"N:\Vectos Job Data\2013\VN30277 Longridge\Picady\July 14\Outline Application-520 Dwellings\DIRECT\
2025 Assessment Flows\Proposed Site Access 2025 Assessment Flows-AM.vpi"
(drive-on-the-left) at 11:25:19 on Thursday, 31 July 2014

RUN INFORMATION

RUN TITLE : Proposed Site Access off Chipping Lane-2025 Assessment Flows AM (Outline App)
LOCATION : Longridge
DATE : 24/03/14
CLIENT : Barratt Homes
ENUMERATOR : Hannah [HANNAH-ZOO]
JOB NUMBER : VN30277
STATUS :
DESCRIPTION :

MAJOR/MINOR JUNCTION CAPACITY AND DELAY

INPUT DATA



ARM A IS Chippings Lane North
ARM B IS Proposed Site Access
ARM C IS Chippings Lane South

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

| I | DATA ITEM | I | MINOR ROAD B | I |
|---|------------------------------------|----------|--------------|---|
| I | TOTAL MAJOR ROAD CARRIAGEWAY WIDTH | I (W) | 6.80 M. | I |
| I | CENTRAL RESERVE WIDTH | I (WCR) | 0.00 M. | I |
| I | | I | | I |
| I | MAJOR ROAD RIGHT TURN - WIDTH | I (WC-B) | 3.10 M. | I |
| I | - VISIBILITY | I (VC-B) | 100.00 M. | I |
| I | - BLOCKS TRAFFIC (SPACES) | I | NO (0) | I |
| I | | I | | I |
| I | MINOR ROAD - VISIBILITY TO LEFT | I (VB-C) | 38.0 M. | I |
| I | - VISIBILITY TO RIGHT | I (VB-A) | 28.0 M. | I |
| I | - LANE 1 WIDTH | I (WB-C) | 2.75 M. | I |
| I | - LANE 2 WIDTH | I (WB-A) | 0.00 M. | I |

.SLOPES AND INTERCEPT

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

| I | Intercept For | Slope For Opposing | Slope For Opposing | I |
|---|---------------|--------------------|--------------------|---|
| I | STREAM B-C | STREAM A-C | STREAM A-B | I |
| I | 625.51 | 0.23 | 0.09 | I |

| I | Intercept For | Slope For Opposing | Slope For Opposing | Slope For Opposing | Slope For Opposing | I |
|---|---------------|--------------------|--------------------|--------------------|--------------------|---|
| I | STREAM B-A | STREAM A-C | STREAM A-B | STREAM C-A | STREAM C-B | I |
| I | 491.06 | 0.22 | 0.09 | 0.14 | 0.31 | I |

| I | Intercept For | Slope For Opposing | Slope For Opposing | I |
|---|---------------|--------------------|--------------------|---|
| I | STREAM C-B | STREAM A-C | STREAM A-B | I |
| I | 693.77 | 0.26 | 0.26 | I |

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

TRAFFIC DEMAND DATA

| I | ARM | I | FLOW SCALE (%) | I |
|---|-----|---|----------------|---|
| I | A | I | 100 | I |
| I | B | I | 100 | I |
| I | C | I | 100 | I |

Demand set: Proposed Site Access off Chipping Lane 2016

TIME PERIOD BEGINS 08.00 AND ENDS 09.00

LENGTH OF TIME PERIOD - 60 MIN.

LENGTH OF TIME SEGMENT - 15 MIN.

DEMAND FLOW PROFILES ARE INPUT DIRECTLY

QUEUE FOR STREAM B-AC

| TIME SEGMENT ENDING | NO. OF VEHICLES IN QUEUE | |
|---------------------|--------------------------|---|
| 08.15 | 0.7 | * |
| 08.30 | 0.7 | * |
| 08.45 | 0.7 | * |
| 09.00 | 0.7 | * |

QUEUE FOR STREAM C-B

| TIME SEGMENT ENDING | NO. OF VEHICLES IN QUEUE | |
|---------------------|--------------------------|--|
| 08.15 | 0.1 | |
| 08.30 | 0.1 | |
| 08.45 | 0.1 | |
| 09.00 | 0.1 | |

QUEUEING DELAY INFORMATION OVER WHOLE PERIOD

| I | STREAM | I | TOTAL DEMAND | I | * QUEUEING * * DELAY * | I | * INCLUSIVE QUEUEING * * DELAY * | I |
|---|--------|---|--------------|---|---------------------------|---|-------------------------------------|---|
| I | | I | (VEH) | I | (VEH/H) | I | (MIN) | I |
| I | | I | | I | | I | (MIN/VEH) | I |
| I | | I | | I | | I | | I |
| I | | I | | I | | I | | I |
| I | B-AC | I | 217.8 | I | 217.8 | I | 39.6 | I |
| I | C-A | I | 180.9 | I | 180.9 | I | | I |
| I | C-B | I | 63.9 | I | 63.9 | I | 6.7 | I |
| I | A-B | I | 11.0 | I | 11.0 | I | | I |
| I | A-C | I | 221.2 | I | 221.2 | I | | I |
| I | ALL | I | 694.8 | I | 694.8 | I | 46.3 | I |

* 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.

TIME PERIOD BEGINS 08.00 AND ENDS 09.00

LENGTH OF TIME PERIOD - 60 MIN.
 LENGTH OF TIME SEGMENT - 15 MIN.
 DEMAND FLOW PROFILES ARE INPUT DIRECTLY
 WARNING QUEUE VARIATIONS NOT AVAILABLE FOR DIRECT DEMAND

Demand set: Proposed Site Access off Chipping Lane 2016

| I | | I | TURNING PROPORTIONS | | | | I | | | | | | |
|---|---------------|---|-----------------------|---|-----|--------|---|--------|---|--------|-----|---|---|
| I | | I | TURNING COUNTS | | | | I | | | | | | |
| I | | I | (PERCENTAGE OF H.V.S) | | | | I | | | | | | |
| I | | I | | | | | I | | | | | | |
| I | TIME | I | FROM/TO | I | ARM | A | I | ARM | B | I | ARM | C | I |
| I | 08.00 - 09.00 | I | | I | | | I | | | I | | | I |
| I | | I | ARM | I | A | 0.000 | I | 0.047 | I | 0.953 | I | | I |
| I | | I | | I | | 0.0 | I | 11.0 | I | 221.0 | I | | I |
| I | | I | | I | | (0.0) | I | (0.0) | I | (0.0) | I | | I |
| I | | I | | I | | | I | | I | | I | | I |
| I | | I | ARM | I | B | 0.142 | I | 0.000 | I | 0.858 | I | | I |
| I | | I | | I | | 31.0 | I | 0.0 | I | 187.0 | I | | I |
| I | | I | | I | | (0.0) | I | (0.0) | I | (0.0) | I | | I |
| I | | I | | I | | | I | | I | | I | | I |
| I | | I | ARM | I | C | 0.739 | I | 0.261 | I | 0.000 | I | | I |
| I | | I | | I | | 181.0 | I | 64.0 | I | 0.0 | I | | I |
| I | | I | | I | | (0.0) | I | (0.0) | I | (0.0) | I | | I |
| I | | I | | I | | | I | | I | | I | | I |

TURNING PROPORTIONS ARE CALCULATED FROM TURNING COUNT DATA

QUEUE AND DELAY INFORMATION FOR EACH 15 MIN TIME SEGMENT

FOR COMBINED DEMAND SETS
 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 | 3.63 | 8.98 | 0.404 | | 0.00 | 0.66 | 9.4 | | |
| C-A | 3.01 | | | | | | | | |
| C-B | 1.07 | 10.56 | 0.101 | | 0.00 | 0.11 | 1.6 | | |
| A-B | 0.18 | | | | | | | | |
| A-C | 3.69 | | | | | | | | |

| TIME | DEMAND (VEH/MIN) | CAPACITY (VEH/MIN) | DEMAND/ CAPACITY (RFC) | PEDESTRIAN FLOW (PEDS/MIN) | START QUEUE (VEHS) | END QUEUE (VEHS) | DELAY (VEH.MIN/ TIME SEGMENT) | GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT) | AVERAGE DELAY PER ARRIVING VEHICLE (MIN) |
|-------------|---------------------|-----------------------|------------------------------|----------------------------------|--------------------------|------------------------|-------------------------------------|---|--|
| 08.15-08.30 | | | | | | | | | |
| B-AC | 3.63 | 8.98 | 0.404 | | 0.66 | 0.67 | 10.0 | | |
| C-A | 3.01 | | | | | | | | |
| C-B | 1.07 | 10.56 | 0.101 | | 0.11 | 0.11 | 1.7 | | |
| A-B | 0.18 | | | | | | | | |
| A-C | 3.69 | | | | | | | | |

| TIME | DEMAND (VEH/MIN) | CAPACITY (VEH/MIN) | DEMAND/ CAPACITY (RFC) | PEDESTRIAN FLOW (PEDS/MIN) | START QUEUE (VEHS) | END QUEUE (VEHS) | DELAY (VEH.MIN/ TIME SEGMENT) | GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT) | AVERAGE DELAY PER ARRIVING VEHICLE (MIN) |
|-------------|---------------------|-----------------------|------------------------------|----------------------------------|--------------------------|------------------------|-------------------------------------|---|--|
| 08.30-08.45 | | | | | | | | | |
| B-AC | 3.63 | 8.98 | 0.404 | | 0.67 | 0.67 | 10.1 | | |
| C-A | 3.01 | | | | | | | | |
| C-B | 1.07 | 10.56 | 0.101 | | 0.11 | 0.11 | 1.7 | | |
| A-B | 0.18 | | | | | | | | |
| A-C | 3.69 | | | | | | | | |

| TIME | DEMAND (VEH/MIN) | CAPACITY (VEH/MIN) | DEMAND/ CAPACITY (RFC) | PEDESTRIAN FLOW (PEDS/MIN) | START QUEUE (VEHS) | END QUEUE (VEHS) | DELAY (VEH.MIN/ TIME SEGMENT) | GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT) | AVERAGE DELAY PER ARRIVING VEHICLE (MIN) |
|-------------|---------------------|-----------------------|------------------------------|----------------------------------|--------------------------|------------------------|-------------------------------------|---|--|
| 08.45-09.00 | | | | | | | | | |
| B-AC | 3.63 | 8.98 | 0.404 | | 0.67 | 0.67 | 10.1 | | |
| C-A | 3.01 | | | | | | | | |
| C-B | 1.07 | 10.56 | 0.101 | | 0.11 | 0.11 | 1.7 | | |
| A-B | 0.18 | | | | | | | | |
| A-C | 3.69 | | | | | | | | |

QUEUE FOR STREAM B-AC

| TIME SEGMENT ENDING | NO. OF VEHICLES IN QUEUE |
|---------------------------|--------------------------------|
| 08.15 | 0.7 * |
| 08.30 | 0.7 * |
| 08.45 | 0.7 * |
| 09.00 | 0.7 * |

QUEUE FOR STREAM C-B

| TIME SEGMENT ENDING | NO. OF VEHICLES IN QUEUE |
|---------------------------|--------------------------------|
| 08.15 | 0.1 |
| 08.30 | 0.1 |
| 08.45 | 0.1 |
| 09.00 | 0.1 |

QUEUEING DELAY INFORMATION OVER WHOLE PERIOD

| STREAM | TOTAL DEMAND | * QUEUEING * * DELAY * | * INCLUSIVE QUEUEING * * DELAY * |
|--------|--------------|---------------------------|-------------------------------------|
| (VEH) | (VEH/H) | (MIN) | (MIN) |
| B-AC | 217.8 | 39.6 | 39.7 |
| C-A | 180.9 | | |
| C-B | 63.9 | 6.7 | 6.7 |
| A-B | 11.0 | | |
| A-C | 221.2 | | |
| ALL | 694.8 | 46.3 | 46.3 |

* 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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Run with file:-
"N:\Vectos Job Data\2013\VN30277 Longridge\Picady\July 14\Outline Application-520 Dwellings\DIRECT\
2025 Assessment Flows\Proposed Site Access 2025 Assessment Flows-PM.vpi"
(drive-on-the-left) at 17:27:45 on Wednesday, 30 July 2014

RUN INFORMATION

RUN TITLE : Proposed Site Access off Chipping Lanes-2025 Assessment Flows PM
LOCATION : Longridge
DATE : 24/03/14
CLIENT : Barratt Homes
ENUMERATOR : Hannah [HANNAH-ZOO]
JOB NUMBER : VN30277
STATUS :
DESCRIPTION :

MAJOR/MINOR JUNCTION CAPACITY AND DELAY

INPUT DATA

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

ARM A IS Chippings Lane North
ARM B IS Proposed Site Access
ARM C IS Chippings Lane South

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

| I | DATA ITEM | I | MINOR ROAD B | I |
|---|------------------------------------|---|--------------------|---|
| I | TOTAL MAJOR ROAD CARRIAGEWAY WIDTH | I | (W) 6.80 M. | I |
| I | CENTRAL RESERVE WIDTH | I | (WCR) 0.00 M. | I |
| I | MAJOR ROAD RIGHT TURN - WIDTH | I | (WC-B) 3.10 M. | I |
| I | - VISIBILITY | I | (VC-B) 100.00 M. | I |
| I | - BLOCKS TRAFFIC (SPACES) | I | NO (0) | I |
| I | MINOR ROAD - VISIBILITY TO LEFT | I | (VB-C) 38.0 M. | I |
| I | - VISIBILITY TO RIGHT | I | (VB-A) 28.0 M. | I |
| I | - LANE 1 WIDTH | I | (WB-C) 2.75 M. | I |
| I | - LANE 2 WIDTH | I | (WB-A) 0.00 M. | I |

 .SLOPES AND INTERCEPT

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

| I | Intercept For | Slope For Opposing | Slope For Opposing | I |
|---|---------------|--------------------|--------------------|---|
| I | STREAM B-C | STREAM A-C | STREAM A-B | I |
| I | 625.51 | 0.23 | 0.09 | I |

| I | Intercept For | Slope For Opposing | Slope For Opposing | Slope For Opposing | Slope For Opposing | I |
|---|---------------|--------------------|--------------------|--------------------|--------------------|---|
| I | STREAM B-A | STREAM A-C | STREAM A-B | STREAM C-A | STREAM C-B | I |
| I | 491.06 | 0.22 | 0.09 | 0.14 | 0.31 | I |

| I | Intercept For | Slope For Opposing | Slope For Opposing | I |
|---|---------------|--------------------|--------------------|---|
| I | STREAM C-B | STREAM A-C | STREAM A-B | I |
| I | 693.77 | 0.26 | 0.26 | I |

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

 TRAFFIC DEMAND DATA

| I | ARM | I | FLOW SCALE (%) | I |
|---|-----|---|----------------|---|
| I | A | I | 100 | I |
| I | B | I | 100 | I |
| I | C | I | 100 | I |

Demand set: Proposed Site Access off Chipping Lane 2025

TIME PERIOD BEGINS 17.00 AND ENDS 18.00

LENGTH OF TIME PERIOD - 60 MIN.

LENGTH OF TIME SEGMENT - 15 MIN.

DEMAND FLOW PROFILES ARE INPUT DIRECTLY

QUEUE FOR STREAM B-AC

| TIME SEGMENT ENDING | NO. OF VEHICLES IN QUEUE |
|---------------------|--------------------------|
| 17.15 | 0.3 |
| 17.30 | 0.3 |
| 17.45 | 0.3 |
| 18.00 | 0.3 |

QUEUE FOR STREAM C-B

| TIME SEGMENT ENDING | NO. OF VEHICLES IN QUEUE |
|---------------------|--------------------------|
| 17.15 | 0.4 |
| 17.30 | 0.4 |
| 17.45 | 0.4 |
| 18.00 | 0.4 |

QUEUEING DELAY INFORMATION OVER WHOLE PERIOD

| I STREAM I | I TOTAL DEMAND I | I * QUEUEING * I | I * INCLUSIVE QUEUEING * I |
|------------|-------------------|---------------------|----------------------------|
| I I | I I | I * DELAY * I | I * DELAY * I |
| I I | I I | I I | I I |
| I I | I (VEH) (VEH/H) I | I (MIN) (MIN/VEH) I | I (MIN) (MIN/VEH) I |
| I B-AC I | I 114.0 I 114.0 I | I 15.8 I 0.14 I | I 15.8 I 0.14 I |
| I C-A I | I 211.1 I 211.1 I | I I I | I I I |
| I C-B I | I 180.1 I 180.1 I | I 23.0 I 0.13 I | I 23.0 I 0.13 I |
| I A-B I | I 30.0 I 30.0 I | I I I | I I I |
| I A-C I | I 166.2 I 166.2 I | I I I | I I I |
| I ALL I | I 701.4 I 701.4 I | I 38.8 I 0.06 I | I 38.8 I 0.06 I |

* 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.

TIME PERIOD BEGINS 17.00 AND ENDS 18.00

LENGTH OF TIME PERIOD - 60 MIN.
 LENGTH OF TIME SEGMENT - 15 MIN.
 DEMAND FLOW PROFILES ARE INPUT DIRECTLY
 WARNING QUEUE VARIATIONS NOT AVAILABLE FOR DIRECT DEMAND

Demand set: Proposed Site Access off Chipping Lane 2025

| I | I | I | I | I | I | I | I |
|---|---------------|-------------|-----------|-----------|-----------|---|---|
| I | I | I | I | I | I | I | I |
| I | I | I | I | I | I | I | I |
| I | I | I | I | I | I | I | I |
| I | I | I | I | I | I | I | I |
| I | TIME | I FROM/TO I | I ARM A I | I ARM B I | I ARM C I | I | I |
| I | 17.00 - 18.00 | I | I | I | I | I | I |
| I | | I ARM A | I 0.000 I | I 0.153 I | I 0.847 I | I | I |
| I | | I | I 0.0 I | I 30.0 I | I 166.0 I | I | I |
| I | | I | I (0.0)I | I (0.0)I | I (0.0)I | I | I |
| I | | I | I I | I I | I I | I | I |
| I | | I ARM B | I 0.140 I | I 0.000 I | I 0.860 I | I | I |
| I | | I | I 16.0 I | I 0.0 I | I 98.0 I | I | I |
| I | | I | I (0.0)I | I (0.0)I | I (0.0)I | I | I |
| I | | I | I I | I I | I I | I | I |
| I | | I ARM C | I 0.540 I | I 0.460 I | I 0.000 I | I | I |
| I | | I | I 211.0 I | I 180.0 I | I 0.0 I | I | I |
| I | | I | I (0.0)I | I (0.0)I | I (0.0)I | I | I |
| I | | I | I I | I I | I I | I | I |

TURNING PROPORTIONS ARE CALCULATED FROM TURNING COUNT DATA

QUEUE AND DELAY INFORMATION FOR EACH 15 MIN TIME SEGMENT

FOR COMBINED DEMAND SETS
 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) |
|-------------|---------------------|-----------------------|------------------------------|----------------------------------|--------------------------|------------------------|-------------------------------------|---|--|
| 17.00-17.15 | | | | | | | | | |
| B-AC | 1.90 | 8.99 | 0.211 | | 0.00 | 0.26 | 3.8 | | |
| C-A | 3.52 | | | | | | | | |
| C-B | 3.00 | 10.71 | 0.280 | | 0.00 | 0.38 | 5.5 | | |
| A-B | 0.50 | | | | | | | | |
| A-C | 2.77 | | | | | | | | |

| TIME | DEMAND (VEH/MIN) | CAPACITY (VEH/MIN) | DEMAND/ CAPACITY (RFC) | PEDESTRIAN FLOW (PEDS/MIN) | START QUEUE (VEHS) | END QUEUE (VEHS) | DELAY (VEH.MIN/ TIME SEGMENT) | GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT) | AVERAGE DELAY PER ARRIVING VEHICLE (MIN) |
|-------------|---------------------|-----------------------|------------------------------|----------------------------------|--------------------------|------------------------|-------------------------------------|---|--|
| 17.15-17.30 | | | | | | | | | |
| B-AC | 1.90 | 8.98 | 0.211 | | 0.26 | 0.27 | 4.0 | | |
| C-A | 3.52 | | | | | | | | |
| C-B | 3.00 | 10.71 | 0.280 | | 0.38 | 0.39 | 5.8 | | |
| A-B | 0.50 | | | | | | | | |
| A-C | 2.77 | | | | | | | | |

| TIME | DEMAND (VEH/MIN) | CAPACITY (VEH/MIN) | DEMAND/ CAPACITY (RFC) | PEDESTRIAN FLOW (PEDS/MIN) | START QUEUE (VEHS) | END QUEUE (VEHS) | DELAY (VEH.MIN/ TIME SEGMENT) | GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT) | AVERAGE DELAY PER ARRIVING VEHICLE (MIN) |
|-------------|---------------------|-----------------------|------------------------------|----------------------------------|--------------------------|------------------------|-------------------------------------|---|--|
| 17.30-17.45 | | | | | | | | | |
| B-AC | 1.90 | 8.98 | 0.211 | | 0.27 | 0.27 | 4.0 | | |
| C-A | 3.52 | | | | | | | | |
| C-B | 3.00 | 10.71 | 0.280 | | 0.39 | 0.39 | 5.8 | | |
| A-B | 0.50 | | | | | | | | |
| A-C | 2.77 | | | | | | | | |

| TIME | DEMAND (VEH/MIN) | CAPACITY (VEH/MIN) | DEMAND/ CAPACITY (RFC) | PEDESTRIAN FLOW (PEDS/MIN) | START QUEUE (VEHS) | END QUEUE (VEHS) | DELAY (VEH.MIN/ TIME SEGMENT) | GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT) | AVERAGE DELAY PER ARRIVING VEHICLE (MIN) |
|-------------|---------------------|-----------------------|------------------------------|----------------------------------|--------------------------|------------------------|-------------------------------------|---|--|
| 17.45-18.00 | | | | | | | | | |
| B-AC | 1.90 | 8.98 | 0.211 | | 0.27 | 0.27 | 4.0 | | |
| C-A | 3.52 | | | | | | | | |
| C-B | 3.00 | 10.71 | 0.280 | | 0.39 | 0.39 | 5.8 | | |
| A-B | 0.50 | | | | | | | | |
| A-C | 2.77 | | | | | | | | |

QUEUE FOR STREAM B-AC

| TIME SEGMENT | NO. OF VEHICLES IN QUEUE |
|-----------------|--------------------------------|
| 17.15 | 0.3 |
| 17.30 | 0.3 |
| 17.45 | 0.3 |
| 18.00 | 0.3 |

QUEUE FOR STREAM C-B

| TIME SEGMENT | NO. OF VEHICLES IN QUEUE |
|-----------------|--------------------------------|
| 17.15 | 0.4 |
| 17.30 | 0.4 |
| 17.45 | 0.4 |
| 18.00 | 0.4 |

QUEUEING DELAY INFORMATION OVER WHOLE PERIOD

| STREAM | TOTAL DEMAND | * QUEUEING * * DELAY * | * INCLUSIVE QUEUEING * * DELAY * |
|--------|--------------|---------------------------|-------------------------------------|
| (VEH) | (VEH/H) | (MIN) | (MIN) |
| B-AC | 114.0 | 15.8 | 15.8 |
| C-A | 211.1 | | |
| C-B | 180.1 | 23.0 | 23.0 |
| A-B | 30.0 | | |
| A-C | 166.2 | | |
| ALL | 701.4 | 38.8 | 38.8 |

* 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 =====

Appendix 8

PICADY Outputs – Inglewhite Road/Chipping Lane

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

PICADY 5.1 ANALYSIS PROGRAM
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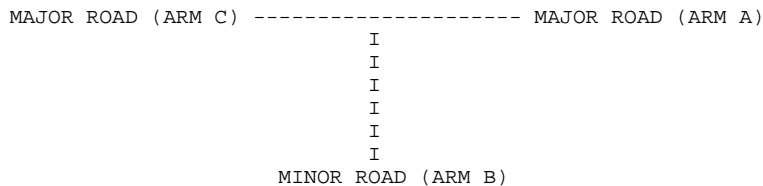
Run with file:-
"N:\Vectos Job Data\2013\VN30277 Longridge\Picady\July 14\Full Application-106 Dwellings\DIRECT\
2016 Baseline Flows\Chipping Lane and Inglewhite Rd 2016 Baseline Flows-AM .vpi"
(drive-on-the-left) at 11:57:24 on Tuesday, 29 July 2014

RUN INFORMATION

RUN TITLE : Inglewhite Road/Chipping Lane 2016 Baseline Flows-AM
LOCATION : Longridge
DATE : 21/01/14
CLIENT : Barratt Homes
ENUMERATOR : Hannah [HANNAH-ZOO]
JOB NUMBER : VN30277
STATUS :
DESCRIPTION :

MAJOR/MINOR JUNCTION CAPACITY AND DELAY

INPUT DATA



ARM A IS Inglewhite Road (WB)
ARM B IS Inglewhite Road (EB)
ARM C IS Chipping Lane

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

| I | DATA ITEM | I | MINOR ROAD B | I |
|---|------------------------------------|---|-------------------|---|
| I | TOTAL MAJOR ROAD CARRIAGEWAY WIDTH | I | (W) 7.25 M. | I |
| I | CENTRAL RESERVE WIDTH | I | (WCR) 0.00 M. | I |
| I | | I | | I |
| I | MAJOR ROAD RIGHT TURN - WIDTH | I | (WC-B) 2.20 M. | I |
| I | - VISIBILITY | I | (VC-B) 32.00 M. | I |
| I | - BLOCKS TRAFFIC (SPACES) | I | NO (0) | I |
| I | | I | | I |
| I | MINOR ROAD - VISIBILITY TO LEFT | I | (VB-C) 82.0 M. | I |
| I | - VISIBILITY TO RIGHT | I | (VB-A) 132.0 M. | I |
| I | - LANE 1 WIDTH | I | (WB-C) - | I |
| I | - LANE 2 WIDTH | I | (WB-A) - | I |
| I | WIDTH AT 0 M FROM JUNCTION | I | 10.00 M. | I |
| I | WIDTH AT 5 M FROM JUNCTION | I | 5.00 M. | I |
| I | WIDTH AT 10 M FROM JUNCTION | I | 2.90 M. | I |
| I | WIDTH AT 15 M FROM JUNCTION | I | 3.00 M. | I |
| I | WIDTH AT 20 M FROM JUNCTION | I | 3.00 M. | I |
| I | - LENGTH OF FLARED SECTION | I | 1 VEHS | I |

 .SLOPES AND INTERCEPT

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

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

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

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

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

| I | Intercept For | Slope For | Opposing | Slope For | Opposing | I |
|---|---------------|-----------|----------|-----------|----------|---|
| I | STREAM C-B | STREAM | A-C | STREAM | A-B | I |
| I | 592.49 | | 0.22 | | 0.22 | I |

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

 TRAFFIC DEMAND DATA

| I | ARM | I | FLOW SCALE(%) | I |
|---|-----|---|---------------|---|
| I | A | I | 100 | I |
| I | B | I | 100 | I |
| I | C | I | 100 | I |

Demand set: Inglewhite Road/Chipping Lane 2016

TIME PERIOD BEGINS 08.00 AND ENDS 09.00

LENGTH OF TIME PERIOD - 60 MIN.

LENGTH OF TIME SEGMENT - 15 MIN.

DEMAND FLOW PROFILES ARE INPUT DIRECTLY

| TIME | DEMAND (VEH/MIN) | CAPACITY (VEH/MIN) | DEMAND/CAPACITY (RFC) | PEDESTRIAN FLOW (PEDS/MIN) | START QUEUE (VEHS) | END QUEUE (VEHS) | DELAY (VEH.MIN/TIME SEGMENT) | GEOMETRIC DELAY (VEH.MIN/TIME SEGMENT) | AVERAGE DELAY PER ARRIVING VEHICLE (MIN) |
|-------------|------------------|--------------------|-----------------------|----------------------------|--------------------|------------------|------------------------------|--|--|
| 08.45-09.00 | | | | | | | | | |
| B-C | 1.05 | 9.69 | 0.108 | | 0.12 | 0.12 | 1.8 | | 0.12 |
| B-A | 3.15 | 8.79 | 0.358 | | 0.56 | 0.56 | 8.3 | | 0.18 |
| C-A | 2.61 | | | | | | | | |
| C-B | 0.60 | 8.72 | 0.069 | | 0.07 | 0.07 | 1.1 | | 0.12 |
| A-B | 3.57 | | | | | | | | |
| A-C | 1.75 | | | | | | | | |

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 |

QUEUE FOR STREAM B-A

| TIME SEGMENT ENDING | NO. OF VEHICLES IN QUEUE | |
|---------------------|--------------------------|---|
| 08.15 | 0.5 | * |
| 08.30 | 0.6 | * |
| 08.45 | 0.6 | * |
| 09.00 | 0.6 | * |

QUEUE FOR STREAM C-B

| TIME SEGMENT ENDING | NO. OF VEHICLES IN QUEUE |
|---------------------|--------------------------|
| 08.15 | 0.1 |
| 08.30 | 0.1 |
| 08.45 | 0.1 |
| 09.00 | 0.1 |

QUEUEING DELAY INFORMATION OVER WHOLE PERIOD

| STREAM | TOTAL DEMAND (VEH) | DEMAND (VEH/H) | * QUEUEING * DELAY (MIN) | * QUEUEING * DELAY (MIN/VEH) | * INCLUSIVE QUEUEING * DELAY (MIN) | * INCLUSIVE QUEUEING * DELAY (MIN/VEH) |
|--------|--------------------|----------------|--------------------------|------------------------------|------------------------------------|--|
| B-C | 63.0 | 63.0 | 7.2 | 0.11 | 7.2 | 0.11 |
| B-A | 189.0 | 189.0 | 32.7 | 0.17 | 32.7 | 0.17 |
| C-A | 156.7 | 156.7 | | | | |
| C-B | 35.9 | 35.9 | 4.4 | 0.12 | 4.4 | 0.12 |
| A-B | 214.1 | 214.1 | | | | |
| A-C | 105.1 | 105.1 | | | | |
| ALL | 763.8 | 763.8 | 44.2 | 0.06 | 44.3 | 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 RUN*****

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

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

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Run with file:-
"N:\Vectos Job Data\2013\VN30277 Longridge\Picady\July 14\Full Application-106 Dwellings\DIRECT\
2016 Baseline Flows\Chipping Lane and Inglewhite Rd 2016 Baseline Flows-PM .vpi"
(drive-on-the-left) at 11:52:13 on Tuesday, 29 July 2014

RUN INFORMATION

RUN TITLE : Inglewhite Road/Chipping Lane 2016 Baseline Flows-PM
LOCATION : Longridge
DATE : 24/03/14
CLIENT : Barratt Homes
ENUMERATOR : Hannah [HANNAH-ZOO]
JOB NUMBER : VN30277
STATUS :
DESCRIPTION :

MAJOR/MINOR JUNCTION CAPACITY AND DELAY

INPUT DATA

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

ARM A IS Inglewhite Road (WB)
ARM B IS Inglewhite Road (EB)
ARM C IS Chipping Lane

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

| I | DATA ITEM | I | MINOR ROAD B | I |
|---|------------------------------------|---|-------------------|---|
| I | TOTAL MAJOR ROAD CARRIAGEWAY WIDTH | I | (W) 7.25 M. | I |
| I | CENTRAL RESERVE WIDTH | I | (WCR) 0.00 M. | I |
| I | | I | | I |
| I | MAJOR ROAD RIGHT TURN - WIDTH | I | (WC-B) 2.20 M. | I |
| I | - VISIBILITY | I | (VC-B) 32.00 M. | I |
| I | - BLOCKS TRAFFIC (SPACES) | I | NO (0) | I |
| I | | I | | I |
| I | MINOR ROAD - VISIBILITY TO LEFT | I | (VB-C) 82.0 M. | I |
| I | - VISIBILITY TO RIGHT | I | (VB-A) 132.0 M. | I |
| I | - LANE 1 WIDTH | I | (WB-C) - | I |
| I | - LANE 2 WIDTH | I | (WB-A) - | I |
| I | WIDTH AT 0 M FROM JUNCTION | I | 10.00 M. | I |
| I | WIDTH AT 5 M FROM JUNCTION | I | 5.00 M. | I |
| I | WIDTH AT 10 M FROM JUNCTION | I | 2.90 M. | I |
| I | WIDTH AT 15 M FROM JUNCTION | I | 3.00 M. | I |
| I | WIDTH AT 20 M FROM JUNCTION | I | 3.00 M. | I |
| I | - LENGTH OF FLARED SECTION | I | 1 VEHS | I |

 .SLOPES AND INTERCEPT

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

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

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

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

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

| I | Intercept For | Slope For | Opposing | Slope For | Opposing | I |
|---|---------------|-----------|----------|-----------|----------|---|
| I | STREAM C-B | STREAM | A-C | STREAM | A-B | I |
| I | 592.49 | | 0.22 | | 0.22 | I |

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

 TRAFFIC DEMAND DATA

| I | ARM | I | FLOW SCALE(%) | I |
|---|-----|---|---------------|---|
| I | A | I | 100 | I |
| I | B | I | 100 | I |
| I | C | I | 100 | I |

Demand set: Inglewhite Road/Chipping Lane 2016

TIME PERIOD BEGINS 17.00 AND ENDS 18.00

LENGTH OF TIME PERIOD - 60 MIN.

LENGTH OF TIME SEGMENT - 15 MIN.

DEMAND FLOW PROFILES ARE INPUT DIRECTLY

| TIME | DEMAND (VEH/MIN) | CAPACITY (VEH/MIN) | DEMAND/CAPACITY (RFC) | PEDESTRIAN FLOW (PEDS/MIN) | START QUEUE (VEHS) | END QUEUE (VEHS) | DELAY (VEH.MIN/TIME SEGMENT) | GEOMETRIC DELAY (VEH.MIN/TIME SEGMENT) | AVERAGE DELAY PER ARRIVING VEHICLE (MIN) |
|-------------|------------------|--------------------|-----------------------|----------------------------|--------------------|------------------|------------------------------|--|--|
| 17.45-18.00 | | | | | | | | | |
| B-C | 0.63 | 9.68 | 0.065 | | 0.07 | 0.07 | 1.0 | | 0.11 |
| B-A | 3.34 | 9.30 | 0.359 | | 0.56 | 0.56 | 8.4 | | 0.17 |
| C-A | 1.76 | | | | | | | | |
| C-B | 0.77 | 9.16 | 0.084 | | 0.09 | 0.09 | 1.4 | | 0.12 |
| A-B | 1.91 | | | | | | | | |
| A-C | 1.37 | | | | | | | | |

QUEUE FOR STREAM B-C

| TIME SEGMENT ENDING | NO. OF VEHICLES IN QUEUE |
|---------------------|--------------------------|
| 17.15 | 0.1 |
| 17.30 | 0.1 |
| 17.45 | 0.1 |
| 18.00 | 0.1 |

QUEUE FOR STREAM B-A

| TIME SEGMENT ENDING | NO. OF VEHICLES IN QUEUE | |
|---------------------|--------------------------|---|
| 17.15 | 0.6 | * |
| 17.30 | 0.6 | * |
| 17.45 | 0.6 | * |
| 18.00 | 0.6 | * |

QUEUE FOR STREAM C-B

| TIME SEGMENT ENDING | NO. OF VEHICLES IN QUEUE |
|---------------------|--------------------------|
| 17.15 | 0.1 |
| 17.30 | 0.1 |
| 17.45 | 0.1 |
| 18.00 | 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 | 38.0 | 38.0 | 4.1 | 0.11 | 4.1 | 0.11 |
| B-A | 200.2 | 200.2 | 32.8 | 0.16 | 32.8 | 0.16 |
| C-A | 105.9 | 105.9 | | | | |
| C-B | 45.9 | 45.9 | 5.4 | 0.12 | 5.4 | 0.12 |
| A-B | 114.4 | 114.4 | | | | |
| A-C | 82.4 | 82.4 | | | | |
| ALL | 586.8 | 586.8 | 42.4 | 0.07 | 42.4 | 0.07 |

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

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

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

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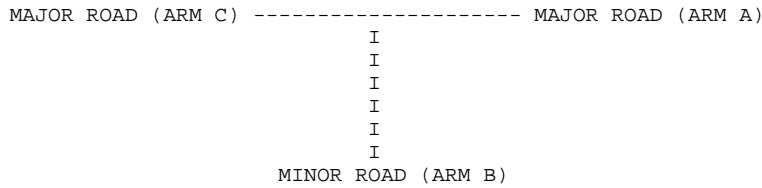
Run with file:-
"N:\Vectos Job Data\2013\VN30277 Longridge\Picady\July 14\Outline Application-520 Dwellings\DIRECT\
2016 Assessment Flows\Chipping Lane and Inglewhite Rd 2016 Assessment Flows-AM .vpi"
(drive-on-the-left) at 10:17:48 on Monday, 4 August 2014

RUN INFORMATION

RUN TITLE : Inglewhite Road/Chipping Lane 2016 Assessment Flows-AM (Outline App)
LOCATION : Longridge
DATE : 24/03/14
CLIENT : Barratt Homes
ENUMERATOR : Hannah [HANNAH-ZOO]
JOB NUMBER : VN30277
STATUS :
DESCRIPTION :

MAJOR/MINOR JUNCTION CAPACITY AND DELAY

INPUT DATA



ARM A IS Inglewhite Road (EB)
ARM B IS Inglewhite Road (WB)
ARM C IS Chipping Lane

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

| I | DATA ITEM | I | MINOR ROAD B | I |
|---|------------------------------------|---|-------------------|---|
| I | TOTAL MAJOR ROAD CARRIAGEWAY WIDTH | I | (W) 7.25 M. | I |
| I | CENTRAL RESERVE WIDTH | I | (WCR) 0.00 M. | I |
| I | | I | | I |
| I | MAJOR ROAD RIGHT TURN - WIDTH | I | (WC-B) 2.20 M. | I |
| I | - VISIBILITY | I | (VC-B) 32.00 M. | I |
| I | - BLOCKS TRAFFIC (SPACES) | I | NO (0) | I |
| I | | I | | I |
| I | MINOR ROAD - VISIBILITY TO LEFT | I | (VB-C) 82.0 M. | I |
| I | - VISIBILITY TO RIGHT | I | (VB-A) 132.0 M. | I |
| I | - LANE 1 WIDTH | I | (WB-C) - | I |
| I | - LANE 2 WIDTH | I | (WB-A) - | I |
| I | WIDTH AT 0 M FROM JUNCTION | I | 10.00 M. | I |
| I | WIDTH AT 5 M FROM JUNCTION | I | 5.00 M. | I |
| I | WIDTH AT 10 M FROM JUNCTION | I | 2.90 M. | I |
| I | WIDTH AT 15 M FROM JUNCTION | I | 3.00 M. | I |
| I | WIDTH AT 20 M FROM JUNCTION | I | 3.00 M. | I |
| I | - LENGTH OF FLARED SECTION | I | 1 VEHS | I |

 .SLOPES AND INTERCEPT

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

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

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

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

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

| I | Intercept For | Slope For | Opposing | Slope For | Opposing | I |
|---|---------------|-----------|----------|-----------|----------|---|
| I | STREAM C-B | STREAM | A-C | STREAM | A-B | I |
| I | 592.49 | | 0.22 | | 0.22 | I |

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

 TRAFFIC DEMAND DATA

| I | ARM | I | FLOW SCALE(%) | I |
|---|-----|---|---------------|---|
| I | A | I | 100 | I |
| I | B | I | 100 | I |
| I | C | I | 100 | I |

Demand set: Inglewhite Road/Chipping Lane 2016

TIME PERIOD BEGINS 08.00 AND ENDS 09.00

LENGTH OF TIME PERIOD - 60 MIN.

LENGTH OF TIME SEGMENT - 15 MIN.

DEMAND FLOW PROFILES ARE INPUT DIRECTLY

| TIME | DEMAND (VEH/MIN) | CAPACITY (VEH/MIN) | DEMAND/ CAPACITY (RFC) | PEDESTRIAN FLOW (PEDS/MIN) | START QUEUE (VEHS) | END QUEUE (VEHS) | DELAY (VEH.MIN/ TIME SEGMENT) | GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT) | AVERAGE DELAY PER ARRIVING VEHICLE (MIN) |
|-------------|---------------------|-----------------------|------------------------------|----------------------------------|--------------------------|------------------------|-------------------------------------|---|--|
| 08.45-09.00 | | | | | | | | | |
| B-C | 1.43 | 9.37 | 0.153 | | 0.18 | 0.18 | 2.7 | | 0.13 |
| B-A | 3.15 | 7.73 | 0.407 | | 0.68 | 0.68 | 10.2 | | 0.22 |
| C-A | 4.61 | | | | | | | | |
| C-B | 1.72 | 8.57 | 0.200 | | 0.25 | 0.25 | 3.7 | | 0.15 |
| A-B | 3.57 | | | | | | | | |
| A-C | 2.43 | | | | | | | | |

QUEUE FOR STREAM B-C

| TIME SEGMENT ENDING | NO. OF VEHICLES IN QUEUE |
|---------------------------|--------------------------------|
| 08.15 | 0.2 |
| 08.30 | 0.2 |
| 08.45 | 0.2 |
| 09.00 | 0.2 |

QUEUE FOR STREAM B-A

| TIME SEGMENT ENDING | NO. OF VEHICLES IN QUEUE | |
|---------------------------|--------------------------------|---|
| 08.15 | 0.7 | * |
| 08.30 | 0.7 | * |
| 08.45 | 0.7 | * |
| 09.00 | 0.7 | * |

QUEUE FOR STREAM C-B

| TIME SEGMENT ENDING | NO. OF VEHICLES IN QUEUE |
|---------------------------|--------------------------------|
| 08.15 | 0.2 |
| 08.30 | 0.2 |
| 08.45 | 0.2 |
| 09.00 | 0.2 |

QUEUEING DELAY INFORMATION OVER WHOLE PERIOD

| STREAM | TOTAL DEMAND (VEH) | TOTAL DEMAND (VEH/H) | * QUEUEING * * DELAY * (MIN) | * QUEUEING * (MIN/VEH) | * INCLUSIVE QUEUEING * * DELAY * (MIN) | * INCLUSIVE QUEUEING * (MIN/VEH) |
|--------|-----------------------|-------------------------|------------------------------------|---------------------------|--|-------------------------------------|
| B-C | 85.9 | 85.9 | 10.6 | 0.12 | 10.6 | 0.12 |
| B-A | 188.9 | 188.9 | 40.0 | 0.21 | 40.0 | 0.21 |
| C-A | 276.9 | 276.9 | | | | |
| C-B | 102.9 | 102.9 | 14.8 | 0.14 | 14.8 | 0.14 |
| A-B | 214.0 | 214.0 | | | | |
| A-C | 146.0 | 146.0 | | | | |
| ALL | 1014.6 | 1014.6 | 65.4 | 0.06 | 65.4 | 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 RUN*****

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

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

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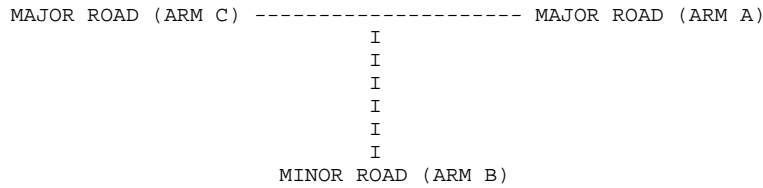
Run with file:-
"N:\Vectos Job Data\2013\VN30277 Longridge\Picady\July 14\Outline Application-520 Dwellings\DIRECT\
2016 Assessment Flows\Chipping Lane and Inglewhite Rd 2016 Assessment Flows-PM .vpi"
(drive-on-the-left) at 10:21:24 on Monday, 4 August 2014

RUN INFORMATION

RUN TITLE : Inglewhite Road/Chipping Lane 2016 Baseline Flows-PM (Outline App)
LOCATION : Longridge
DATE : 24/03/14
CLIENT : Barratt Homes
ENUMERATOR : Hannah [HANNAH-ZOO]
JOB NUMBER : VN30277
STATUS :
DESCRIPTION :

MAJOR/MINOR JUNCTION CAPACITY AND DELAY

INPUT DATA



ARM A IS Inglewhite Road (EB)
ARM B IS Inglewhite Road (WB)
ARM C IS Chipping Lane

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

| I | DATA ITEM | I | MINOR ROAD B | I |
|---|------------------------------------|---|-------------------|---|
| I | TOTAL MAJOR ROAD CARRIAGEWAY WIDTH | I | (W) 7.25 M. | I |
| I | CENTRAL RESERVE WIDTH | I | (WCR) 0.00 M. | I |
| I | | I | | I |
| I | MAJOR ROAD RIGHT TURN - WIDTH | I | (WC-B) 2.20 M. | I |
| I | - VISIBILITY | I | (VC-B) 32.00 M. | I |
| I | - BLOCKS TRAFFIC (SPACES) | I | NO (0) | I |
| I | | I | | I |
| I | MINOR ROAD - VISIBILITY TO LEFT | I | (VB-C) 82.0 M. | I |
| I | - VISIBILITY TO RIGHT | I | (VB-A) 132.0 M. | I |
| I | - LANE 1 WIDTH | I | (WB-C) - | I |
| I | - LANE 2 WIDTH | I | (WB-A) - | I |
| I | WIDTH AT 0 M FROM JUNCTION | I | 10.00 M. | I |
| I | WIDTH AT 5 M FROM JUNCTION | I | 5.00 M. | I |
| I | WIDTH AT 10 M FROM JUNCTION | I | 2.90 M. | I |
| I | WIDTH AT 15 M FROM JUNCTION | I | 3.00 M. | I |
| I | WIDTH AT 20 M FROM JUNCTION | I | 3.00 M. | I |
| I | - LENGTH OF FLARED SECTION | I | 1 VEHS | I |

 .SLOPES AND INTERCEPT

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

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

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

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

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

| I | Intercept For | Slope For | Opposing | Slope For | Opposing | I |
|---|---------------|-----------|----------|-----------|----------|---|
| I | STREAM C-B | STREAM | A-C | STREAM | A-B | I |
| I | 592.49 | | 0.22 | | 0.22 | I |

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

 TRAFFIC DEMAND DATA

| I | ARM | I | FLOW SCALE(%) | I |
|---|-----|---|---------------|---|
| I | A | I | 100 | I |
| I | B | I | 100 | I |
| I | C | I | 100 | I |

Demand set: Inglewhite Road/Chipping Lane 2016

TIME PERIOD BEGINS 17.00 AND ENDS 18.00

LENGTH OF TIME PERIOD - 60 MIN.

LENGTH OF TIME SEGMENT - 15 MIN.

DEMAND FLOW PROFILES ARE INPUT DIRECTLY

| TIME | DEMAND (VEH/MIN) | CAPACITY (VEH/MIN) | DEMAND/ CAPACITY (RFC) | PEDESTRIAN FLOW (PEDS/MIN) | START QUEUE (VEHS) | END QUEUE (VEHS) | DELAY (VEH.MIN/ TIME SEGMENT) | GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT) | AVERAGE DELAY PER ARRIVING VEHICLE (MIN) |
|-------------|---------------------|-----------------------|------------------------------|----------------------------------|--------------------------|------------------------|-------------------------------------|---|--|
| 17.45-18.00 | | | | | | | | | |
| B-C | 1.14 | 9.63 | 0.118 | | 0.13 | 0.13 | 2.0 | | 0.12 |
| B-A | 2.23 | 7.63 | 0.292 | | 0.41 | 0.41 | 6.2 | | 0.19 |
| C-A | 2.82 | | | | | | | | |
| C-B | 1.35 | 8.14 | 0.166 | | 0.20 | 0.20 | 3.0 | | 0.15 |
| A-B | 3.52 | | | | | | | | |
| A-C | 4.46 | | | | | | | | |

QUEUE FOR STREAM B-C

| TIME SEGMENT ENDING | NO. OF VEHICLES IN QUEUE |
|---------------------------|--------------------------------|
| 17.15 | 0.1 |
| 17.30 | 0.1 |
| 17.45 | 0.1 |
| 18.00 | 0.1 |

QUEUE FOR STREAM B-A

| TIME SEGMENT ENDING | NO. OF VEHICLES IN QUEUE |
|---------------------------|--------------------------------|
| 17.15 | 0.4 |
| 17.30 | 0.4 |
| 17.45 | 0.4 |
| 18.00 | 0.4 |

QUEUE FOR STREAM C-B

| TIME SEGMENT ENDING | NO. OF VEHICLES IN QUEUE |
|---------------------------|--------------------------------|
| 17.15 | 0.2 |
| 17.30 | 0.2 |
| 17.45 | 0.2 |
| 18.00 | 0.2 |

QUEUEING DELAY INFORMATION OVER WHOLE PERIOD

| STREAM | TOTAL DEMAND (VEH) | TOTAL DEMAND (VEH/H) | * QUEUEING * * DELAY * (MIN) | * QUEUEING * (MIN/VEH) | * INCLUSIVE QUEUEING * * DELAY * (MIN) | * INCLUSIVE QUEUEING * (MIN/VEH) |
|--------|-----------------------|-------------------------|------------------------------------|---------------------------|--|-------------------------------------|
| B-C | 68.3 | 68.3 | 7.9 | 0.12 | 7.9 | 0.12 |
| B-A | 133.9 | 133.9 | 24.2 | 0.18 | 24.2 | 0.18 |
| C-A | 169.1 | 169.1 | | | | |
| C-B | 81.1 | 81.1 | 11.7 | 0.14 | 11.7 | 0.14 |
| A-B | 210.9 | 210.9 | | | | |
| A-C | 267.9 | 267.9 | | | | |
| ALL | 931.2 | 931.2 | 43.9 | 0.05 | 43.9 | 0.05 |

* DELAY IS THAT OCCURRING ONLY WITHIN THE TIME PERIOD
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 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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CAPACITIES, QUEUES, AND DELAYS AT 3 OR 4-ARM MAJOR/MINOR PRIORITY JUNCTIONS

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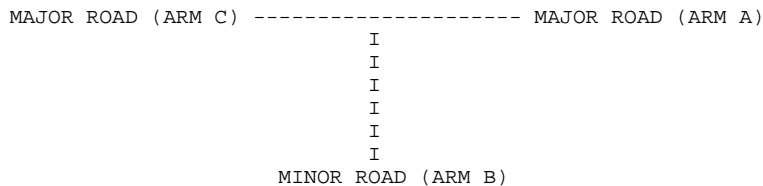
Run with file:-
"N:\Vectos Job Data\2013\VN30277 Longridge\Picady\July 14\Full Application-106 Dwellings\DIRECT\
2025 Baseline Flows\Chipping Lane and Inglewhite Rd 2025 Baseline Flows-AM .vpi"
(drive-on-the-left) at 12:13:27 on Tuesday, 29 July 2014

RUN INFORMATION

RUN TITLE : Inglewhite Road/Chipping Lane 2025 Baseline Flows-AM
LOCATION : Longridge
DATE : 21/01/14
CLIENT : Barratt Homes
ENUMERATOR : Hannah [HANNAH-ZOO]
JOB NUMBER : VN30277
STATUS :
DESCRIPTION :

MAJOR/MINOR JUNCTION CAPACITY AND DELAY

INPUT DATA



ARM A IS Inglewhite Road (EB)
ARM B IS Inglewhite Road (WB)
ARM C IS Chipping Lane

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

| I | DATA ITEM | I | MINOR ROAD B | I |
|---|------------------------------------|---|-------------------|---|
| I | TOTAL MAJOR ROAD CARRIAGEWAY WIDTH | I | (W) 7.25 M. | I |
| I | CENTRAL RESERVE WIDTH | I | (WCR) 0.00 M. | I |
| I | | I | | I |
| I | MAJOR ROAD RIGHT TURN - WIDTH | I | (WC-B) 2.20 M. | I |
| I | - VISIBILITY | I | (VC-B) 32.00 M. | I |
| I | - BLOCKS TRAFFIC (SPACES) | I | NO (0) | I |
| I | | I | | I |
| I | MINOR ROAD - VISIBILITY TO LEFT | I | (VB-C) 82.0 M. | I |
| I | - VISIBILITY TO RIGHT | I | (VB-A) 132.0 M. | I |
| I | - LANE 1 WIDTH | I | (WB-C) - | I |
| I | - LANE 2 WIDTH | I | (WB-A) - | I |
| I | WIDTH AT 0 M FROM JUNCTION | I | 10.00 M. | I |
| I | WIDTH AT 5 M FROM JUNCTION | I | 5.00 M. | I |
| I | WIDTH AT 10 M FROM JUNCTION | I | 2.90 M. | I |
| I | WIDTH AT 15 M FROM JUNCTION | I | 3.00 M. | I |
| I | WIDTH AT 20 M FROM JUNCTION | I | 3.00 M. | I |
| I | - LENGTH OF FLARED SECTION | I | 1 VEHS | I |

 .SLOPES AND INTERCEPT

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

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

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

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

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

| I | Intercept For | Slope For | Opposing | Slope For | Opposing | I |
|---|---------------|-----------|----------|-----------|----------|---|
| I | STREAM C-B | STREAM | A-C | STREAM | A-B | I |
| I | 592.49 | | 0.22 | | 0.22 | I |

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

 TRAFFIC DEMAND DATA

| I | ARM | I | FLOW SCALE(%) | I |
|---|-----|---|---------------|---|
| I | A | I | 100 | I |
| I | B | I | 100 | I |
| I | C | I | 100 | I |

Demand set: Inglewhite Road/Chipping Lane 2025

TIME PERIOD BEGINS 08.00 AND ENDS 09.00

LENGTH OF TIME PERIOD - 60 MIN.

LENGTH OF TIME SEGMENT - 15 MIN.

DEMAND FLOW PROFILES ARE INPUT DIRECTLY

| TIME | DEMAND (VEH/MIN) | CAPACITY (VEH/MIN) | DEMAND/ CAPACITY (RFC) | PEDESTRIAN FLOW (PEDS/MIN) | START QUEUE (VEHS) | END QUEUE (VEHS) | DELAY (VEH.MIN/ TIME SEGMENT) | GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT) | AVERAGE DELAY PER ARRIVING VEHICLE (MIN) |
|-------------|---------------------|-----------------------|------------------------------|----------------------------------|--------------------------|------------------------|-------------------------------------|---|--|
| 08.45-09.00 | | | | | | | | | |
| B-C | 1.12 | 9.82 | 0.114 | | 0.13 | 0.13 | 1.9 | | 0.11 |
| B-A | 3.51 | 9.11 | 0.386 | | 0.62 | 0.62 | 9.4 | | 0.18 |
| C-A | 2.89 | | | | | | | | |
| C-B | 0.67 | 9.24 | 0.072 | | 0.08 | 0.08 | 1.2 | | 0.12 |
| A-B | 1.97 | | | | | | | | |
| A-C | 0.95 | | | | | | | | |

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 |

QUEUE FOR STREAM B-A

| TIME SEGMENT ENDING | NO. OF VEHICLES IN QUEUE | |
|---------------------------|--------------------------------|---|
| 08.15 | 0.6 | * |
| 08.30 | 0.6 | * |
| 08.45 | 0.6 | * |
| 09.00 | 0.6 | * |

QUEUE FOR STREAM C-B

| TIME SEGMENT ENDING | NO. OF VEHICLES IN QUEUE |
|---------------------------|--------------------------------|
| 08.15 | 0.1 |
| 08.30 | 0.1 |
| 08.45 | 0.1 |
| 09.00 | 0.1 |

QUEUEING DELAY INFORMATION OVER WHOLE PERIOD

| STREAM | TOTAL DEMAND (VEH) | TOTAL DEMAND (VEH/H) | * QUEUEING * * DELAY * (MIN) | * QUEUEING * (MIN/VEH) | * INCLUSIVE QUEUEING * * DELAY * (MIN) | * INCLUSIVE QUEUEING * (MIN/VEH) |
|--------|-----------------------|-------------------------|------------------------------------|---------------------------|--|-------------------------------------|
| B-C | 67.0 | 67.0 | 7.6 | 0.11 | 7.6 | 0.11 |
| B-A | 210.8 | 210.8 | 36.7 | 0.17 | 36.7 | 0.17 |
| C-A | 173.7 | 173.7 | | | | |
| C-B | 39.9 | 39.9 | 4.6 | 0.12 | 4.6 | 0.12 |
| A-B | 118.4 | 118.4 | | | | |
| A-C | 56.8 | 56.8 | | | | |
| ALL | 666.6 | 666.6 | 48.9 | 0.07 | 48.9 | 0.07 |

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

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

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

PICADY 5.1 ANALYSIS PROGRAM
RELEASE 5.0 (JUNE 2010)

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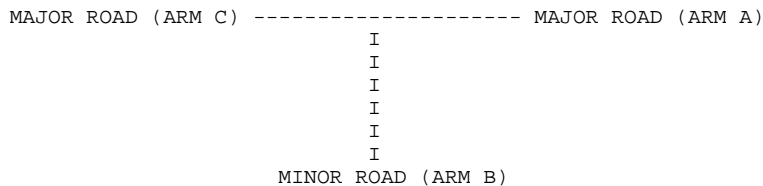
Run with file:-
"N:\Vectos Job Data\2013\VN30277 Longridge\Picady\July 14\Full Application-106 Dwellings\DIRECT\
2025 Baseline Flows\Chipping Lane and Inglewhite Rd 2025 Baseline Flows-PM .vpi"
(drive-on-the-left) at 12:04:10 on Tuesday, 29 July 2014

RUN INFORMATION

RUN TITLE : Inglewhite Road/Chipping Lane 2025 Baseline Flows-PM
LOCATION : Longridge
DATE : 24/03/14
CLIENT : Barratt Homes
ENUMERATOR : Hannah [HANNAH-ZOO]
JOB NUMBER : VN30277
STATUS :
DESCRIPTION :

MAJOR/MINOR JUNCTION CAPACITY AND DELAY

INPUT DATA



ARM A IS Inglewhite Road (WB)
ARM B IS Inglewhite Road (EB)
ARM C IS Chipping Lane

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

| I | DATA ITEM | I | MINOR ROAD B | I |
|---|------------------------------------|---|-------------------|---|
| I | TOTAL MAJOR ROAD CARRIAGEWAY WIDTH | I | (W) 7.25 M. | I |
| I | CENTRAL RESERVE WIDTH | I | (WCR) 0.00 M. | I |
| I | | I | | I |
| I | MAJOR ROAD RIGHT TURN - WIDTH | I | (WC-B) 2.20 M. | I |
| I | - VISIBILITY | I | (VC-B) 32.00 M. | I |
| I | - BLOCKS TRAFFIC (SPACES) | I | NO (0) | I |
| I | | I | | I |
| I | MINOR ROAD - VISIBILITY TO LEFT | I | (VB-C) 82.0 M. | I |
| I | - VISIBILITY TO RIGHT | I | (VB-A) 132.0 M. | I |
| I | - LANE 1 WIDTH | I | (WB-C) - | I |
| I | - LANE 2 WIDTH | I | (WB-A) - | I |
| I | WIDTH AT 0 M FROM JUNCTION | I | 10.00 M. | I |
| I | WIDTH AT 5 M FROM JUNCTION | I | 5.00 M. | I |
| I | WIDTH AT 10 M FROM JUNCTION | I | 2.90 M. | I |
| I | WIDTH AT 15 M FROM JUNCTION | I | 3.00 M. | I |
| I | WIDTH AT 20 M FROM JUNCTION | I | 3.00 M. | I |
| I | - LENGTH OF FLARED SECTION | I | 1 VEHS | I |

 .SLOPES AND INTERCEPT

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

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

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

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

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

| I | Intercept For | Slope For | Opposing | Slope For | Opposing | I |
|---|---------------|-----------|----------|-----------|----------|---|
| I | STREAM C-B | STREAM | A-C | STREAM | A-B | I |
| I | 592.49 | | 0.22 | | 0.22 | I |

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

 TRAFFIC DEMAND DATA

| I | ARM | I | FLOW SCALE(%) | I |
|---|-----|---|---------------|---|
| I | A | I | 100 | I |
| I | B | I | 100 | I |
| I | C | I | 100 | I |

Demand set: Inglewhite Road/Chipping Lane 2025

TIME PERIOD BEGINS 17.00 AND ENDS 18.00

LENGTH OF TIME PERIOD - 60 MIN.

LENGTH OF TIME SEGMENT - 15 MIN.

DEMAND FLOW PROFILES ARE INPUT DIRECTLY

| TIME | DEMAND (VEH/MIN) | CAPACITY (VEH/MIN) | DEMAND/CAPACITY (RFC) | PEDESTRIAN FLOW (PEDS/MIN) | START QUEUE (VEHS) | END QUEUE (VEHS) | DELAY (VEH.MIN/TIME SEGMENT) | GEOMETRIC DELAY (VEH.MIN/TIME SEGMENT) | AVERAGE DELAY PER ARRIVING VEHICLE (MIN) |
|-------------|------------------|--------------------|-----------------------|----------------------------|--------------------|------------------|------------------------------|--|--|
| 17.45-18.00 | | | | | | | | | |
| B-C | 0.68 | 8.78 | 0.078 | | 0.08 | 0.08 | 1.3 | | 0.12 |
| B-A | 3.74 | 8.73 | 0.428 | | 0.74 | 0.74 | 11.1 | | 0.20 |
| C-A | 1.95 | | | | | | | | |
| C-B | 0.80 | 8.41 | 0.095 | | 0.10 | 0.10 | 1.6 | | 0.13 |
| A-B | 4.52 | | | | | | | | |
| A-C | 2.24 | | | | | | | | |

QUEUE FOR STREAM B-C

| TIME SEGMENT ENDING | NO. OF VEHICLES IN QUEUE |
|---------------------|--------------------------|
| 17.15 | 0.1 |
| 17.30 | 0.1 |
| 17.45 | 0.1 |
| 18.00 | 0.1 |

QUEUE FOR STREAM B-A

| TIME SEGMENT ENDING | NO. OF VEHICLES IN QUEUE | |
|---------------------|--------------------------|---|
| 17.15 | 0.7 | * |
| 17.30 | 0.7 | * |
| 17.45 | 0.7 | * |
| 18.00 | 0.7 | * |

QUEUE FOR STREAM C-B

| TIME SEGMENT ENDING | NO. OF VEHICLES IN QUEUE |
|---------------------|--------------------------|
| 17.15 | 0.1 |
| 17.30 | 0.1 |
| 17.45 | 0.1 |
| 18.00 | 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 | 41.0 | 41.0 | 5.0 | 0.12 | 5.0 | 0.12 |
| B-A | 224.2 | 224.2 | 43.6 | 0.19 | 43.6 | 0.19 |
| C-A | 117.0 | 117.0 | | | | |
| C-B | 48.0 | 48.0 | 6.2 | 0.13 | 6.2 | 0.13 |
| A-B | 271.2 | 271.2 | | | | |
| A-C | 134.4 | 134.4 | | | | |
| ALL | 835.8 | 835.8 | 54.8 | 0.07 | 54.8 | 0.07 |

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

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

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

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

PICADY 5.1 ANALYSIS PROGRAM
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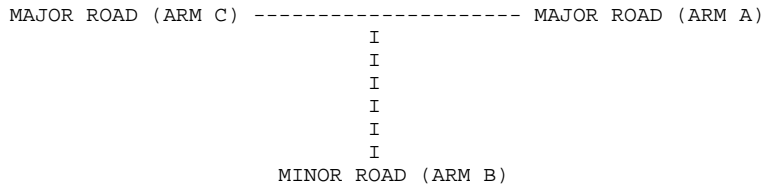
Run with file:-
"N:\Vectos Job Data\2013\VN30277 Longridge\Picady\July 14\Outline Application-520 Dwellings\DIRECT\
2025 Assessment Flows\Chipping Lane and Inglewhite Rd 2025 Assessment Flows-AM .vpi"
(drive-on-the-left) at 10:22:52 on Monday, 4 August 2014

RUN INFORMATION

RUN TITLE : Inglewhite Road/Chipping Lane 2025 Assessment Flows-AM (Outline App)
LOCATION : Longridge
DATE : 24/01/14
CLIENT : Barratt Homes
ENUMERATOR : Hannah [HANNAH-ZOO]
JOB NUMBER : VN30277
STATUS :
DESCRIPTION :

MAJOR/MINOR JUNCTION CAPACITY AND DELAY

INPUT DATA



ARM A IS Inglewhite Road (EB)
ARM B IS Inglewhite Road (WB)
ARM C IS Chipping Lane

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

| I | DATA ITEM | I | MINOR ROAD B | I |
|---|------------------------------------|---|-------------------|---|
| I | TOTAL MAJOR ROAD CARRIAGEWAY WIDTH | I | (W) 7.25 M. | I |
| I | CENTRAL RESERVE WIDTH | I | (WCR) 0.00 M. | I |
| I | | I | | I |
| I | MAJOR ROAD RIGHT TURN - WIDTH | I | (WC-B) 2.20 M. | I |
| I | - VISIBILITY | I | (VC-B) 32.00 M. | I |
| I | - BLOCKS TRAFFIC (SPACES) | I | NO (0) | I |
| I | | I | | I |
| I | MINOR ROAD - VISIBILITY TO LEFT | I | (VB-C) 82.0 M. | I |
| I | - VISIBILITY TO RIGHT | I | (VB-A) 132.0 M. | I |
| I | - LANE 1 WIDTH | I | (WB-C) - | I |
| I | - LANE 2 WIDTH | I | (WB-A) - | I |
| I | WIDTH AT 0 M FROM JUNCTION | I | 10.00 M. | I |
| I | WIDTH AT 5 M FROM JUNCTION | I | 5.00 M. | I |
| I | WIDTH AT 10 M FROM JUNCTION | I | 2.90 M. | I |
| I | WIDTH AT 15 M FROM JUNCTION | I | 3.00 M. | I |
| I | WIDTH AT 20 M FROM JUNCTION | I | 3.00 M. | I |
| I | - LENGTH OF FLARED SECTION | I | 1 VEHS | I |

 .SLOPES AND INTERCEPT

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

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

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

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

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

| I | Intercept For | Slope For | Opposing | Slope For | Opposing | I |
|---|---------------|-----------|----------|-----------|----------|---|
| I | STREAM C-B | STREAM | A-C | STREAM | A-B | I |
| I | 592.49 | | 0.22 | | 0.22 | I |

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

 TRAFFIC DEMAND DATA

| I | ARM | I | FLOW SCALE(%) | I |
|---|-----|---|---------------|---|
| I | A | I | 100 | I |
| I | B | I | 100 | I |
| I | C | I | 100 | I |

Demand set: Inglewhite Road/Chipping Lane 2025

TIME PERIOD BEGINS 08.00 AND ENDS 09.00

LENGTH OF TIME PERIOD - 60 MIN.

LENGTH OF TIME SEGMENT - 15 MIN.

DEMAND FLOW PROFILES ARE INPUT DIRECTLY

| TIME | DEMAND (VEH/MIN) | CAPACITY (VEH/MIN) | DEMAND/ CAPACITY (RFC) | PEDESTRIAN FLOW (PEDS/MIN) | START QUEUE (VEHS) | END QUEUE (VEHS) | DELAY (VEH.MIN/ TIME SEGMENT) | GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT) | AVERAGE DELAY PER ARRIVING VEHICLE (MIN) |
|-------------|---------------------|-----------------------|------------------------------|----------------------------------|--------------------------|------------------------|-------------------------------------|---|--|
| 08.45-09.00 | | | | | | | | | |
| B-C | 1.50 | 8.83 | 0.170 | | 0.20 | 0.20 | 3.1 | | 0.14 |
| B-A | 3.52 | 7.56 | 0.466 | | 0.86 | 0.86 | 12.9 | | 0.25 |
| C-A | 4.90 | | | | | | | | |
| C-B | 1.78 | 8.44 | 0.211 | | 0.27 | 0.27 | 4.0 | | 0.15 |
| A-B | 4.00 | | | | | | | | |
| A-C | 2.60 | | | | | | | | |

QUEUE FOR STREAM B-C

| TIME SEGMENT ENDING | NO. OF VEHICLES IN QUEUE |
|---------------------------|--------------------------------|
| 08.15 | 0.2 |
| 08.30 | 0.2 |
| 08.45 | 0.2 |
| 09.00 | 0.2 |

QUEUE FOR STREAM B-A

| TIME SEGMENT ENDING | NO. OF VEHICLES IN QUEUE | |
|---------------------------|--------------------------------|---|
| 08.15 | 0.8 | * |
| 08.30 | 0.9 | * |
| 08.45 | 0.9 | * |
| 09.00 | 0.9 | * |

QUEUE FOR STREAM C-B

| TIME SEGMENT ENDING | NO. OF VEHICLES IN QUEUE |
|---------------------------|--------------------------------|
| 08.15 | 0.3 |
| 08.30 | 0.3 |
| 08.45 | 0.3 |
| 09.00 | 0.3 |

QUEUEING DELAY INFORMATION OVER WHOLE PERIOD

| STREAM | TOTAL DEMAND (VEH) | TOTAL DEMAND (VEH/H) | * QUEUEING * * DELAY * (MIN) | * QUEUEING * (MIN/VEH) | * INCLUSIVE QUEUEING * * DELAY * (MIN) | * INCLUSIVE QUEUEING * (MIN/VEH) |
|--------|-----------------------|-------------------------|------------------------------------|---------------------------|--|-------------------------------------|
| B-C | 90.1 | 90.1 | 12.0 | 0.13 | 12.0 | 0.13 |
| B-A | 211.1 | 211.1 | 50.3 | 0.24 | 50.4 | 0.24 |
| C-A | 293.9 | 293.9 | | | | |
| C-B | 106.9 | 106.9 | 15.8 | 0.15 | 15.8 | 0.15 |
| A-B | 240.0 | 240.0 | | | | |
| A-C | 156.0 | 156.0 | | | | |
| ALL | 1098.0 | 1098.0 | 78.2 | 0.07 | 78.2 | 0.07 |

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

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

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

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

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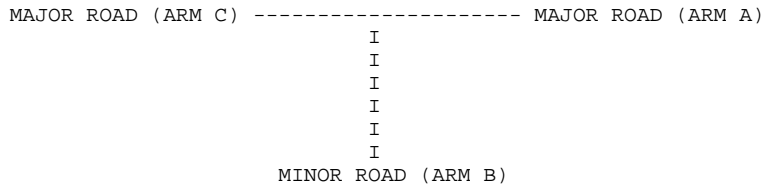
Run with file:-
"N:\Vectos Job Data\2013\VN30277 Longridge\Picady\July 14\Outline Application-520 Dwellings\DIRECT\
2025 Assessment Flows\Chipping Lane and Inglewhite Rd 2025 Assessment Flows-PM .vpi"
(drive-on-the-left) at 10:25:37 on Monday, 4 August 2014

RUN INFORMATION

RUN TITLE : Inglewhite Road/Chipping Lane 2025 Assessment Flows-PM (Outline App)
LOCATION : Longridge
DATE : 24/03/14
CLIENT : Barratt Homes
ENUMERATOR : Hannah [HANNAH-ZOO]
JOB NUMBER : VN30277
STATUS :
DESCRIPTION :

MAJOR/MINOR JUNCTION CAPACITY AND DELAY

INPUT DATA



ARM A IS Arm A
ARM B IS Arm B
ARM C IS Arm C

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

| I | DATA ITEM | I | MINOR ROAD B | I |
|---|------------------------------------|---|-------------------|---|
| I | TOTAL MAJOR ROAD CARRIAGEWAY WIDTH | I | (W) 7.25 M. | I |
| I | CENTRAL RESERVE WIDTH | I | (WCR) 0.00 M. | I |
| I | | I | | I |
| I | MAJOR ROAD RIGHT TURN - WIDTH | I | (WC-B) 2.20 M. | I |
| I | - VISIBILITY | I | (VC-B) 32.00 M. | I |
| I | - BLOCKS TRAFFIC (SPACES) | I | NO (0) | I |
| I | | I | | I |
| I | MINOR ROAD - VISIBILITY TO LEFT | I | (VB-C) 82.0 M. | I |
| I | - VISIBILITY TO RIGHT | I | (VB-A) 132.0 M. | I |
| I | - LANE 1 WIDTH | I | (WB-C) - | I |
| I | - LANE 2 WIDTH | I | (WB-A) - | I |
| I | WIDTH AT 0 M FROM JUNCTION | I | 10.00 M. | I |
| I | WIDTH AT 5 M FROM JUNCTION | I | 5.00 M. | I |
| I | WIDTH AT 10 M FROM JUNCTION | I | 2.90 M. | I |
| I | WIDTH AT 15 M FROM JUNCTION | I | 3.00 M. | I |
| I | WIDTH AT 20 M FROM JUNCTION | I | 3.00 M. | I |
| I | - LENGTH OF FLARED SECTION | I | 1 VEHS | I |

 .SLOPES AND INTERCEPT

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

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

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

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

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

| I | Intercept For | Slope For | Opposing | Slope For | Opposing | I |
|---|---------------|-----------|----------|-----------|----------|---|
| I | STREAM C-B | STREAM | A-C | STREAM | A-B | I |
| I | 592.49 | | 0.22 | | 0.22 | I |

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

 TRAFFIC DEMAND DATA

| I | ARM | I | FLOW SCALE(%) | I |
|---|-----|---|---------------|---|
| I | A | I | 100 | I |
| I | B | I | 100 | I |
| I | C | I | 100 | I |

Demand set: Inglewhite Road/Chipping Lane 2025

TIME PERIOD BEGINS 17.00 AND ENDS 18.00

LENGTH OF TIME PERIOD - 60 MIN.
 LENGTH OF TIME SEGMENT - 15 MIN.
 DEMAND FLOW PROFILES ARE INPUT DIRECTLY

| TIME | DEMAND (VEH/MIN) | CAPACITY (VEH/MIN) | DEMAND/CAPACITY (RFC) | PEDESTRIAN FLOW (PEDS/MIN) | START QUEUE (VEHS) | END QUEUE (VEHS) | DELAY (VEH.MIN/TIME SEGMENT) | GEOMETRIC DELAY (VEH.MIN/TIME SEGMENT) | AVERAGE DELAY PER ARRIVING VEHICLE (MIN) |
|-------------|------------------|--------------------|-----------------------|----------------------------|--------------------|------------------|------------------------------|--|--|
| 17.45-18.00 | | | | | | | | | |
| B-C | 2.44 | 9.30 | 0.263 | | 0.35 | 0.35 | 5.3 | | 0.15 |
| B-A | 3.04 | 7.50 | 0.405 | | 0.68 | 0.68 | 10.1 | | 0.22 |
| C-A | 3.00 | | | | | | | | |
| C-B | 1.38 | 7.99 | 0.173 | | 0.21 | 0.21 | 3.1 | | 0.15 |
| A-B | 4.46 | | | | | | | | |
| A-C | 4.24 | | | | | | | | |

QUEUE FOR STREAM B-C

| TIME SEGMENT ENDING | NO. OF VEHICLES IN QUEUE |
|---------------------|--------------------------|
| 17.15 | 0.3 |
| 17.30 | 0.4 |
| 17.45 | 0.4 |
| 18.00 | 0.4 |

QUEUE FOR STREAM B-A

| TIME SEGMENT ENDING | NO. OF VEHICLES IN QUEUE | |
|---------------------|--------------------------|---|
| 17.15 | 0.7 | * |
| 17.30 | 0.7 | * |
| 17.45 | 0.7 | * |
| 18.00 | 0.7 | * |

QUEUE FOR STREAM C-B

| TIME SEGMENT ENDING | NO. OF VEHICLES IN QUEUE |
|---------------------|--------------------------|
| 17.15 | 0.2 |
| 17.30 | 0.2 |
| 17.45 | 0.2 |
| 18.00 | 0.2 |

QUEUEING DELAY INFORMATION OVER WHOLE PERIOD

| STREAM | TOTAL DEMAND (VEH) | TOTAL DEMAND (VEH/H) | * QUEUEING * DELAY (MIN) | * QUEUEING * DELAY (MIN/VEH) | * INCLUSIVE QUEUEING * DELAY (MIN) | * INCLUSIVE QUEUEING * DELAY (MIN/VEH) |
|--------|--------------------|----------------------|--------------------------|------------------------------|------------------------------------|--|
| B-C | 146.5 | 146.5 | 20.9 | 0.14 | 20.9 | 0.14 |
| B-A | 182.3 | 182.3 | 39.6 | 0.22 | 39.6 | 0.22 |
| C-A | 179.9 | 179.9 | | | | |
| C-B | 82.9 | 82.9 | 12.3 | 0.15 | 12.3 | 0.15 |
| A-B | 267.8 | 267.8 | | | | |
| A-C | 254.2 | 254.2 | | | | |
| ALL | 1113.6 | 1113.6 | 72.9 | 0.07 | 72.9 | 0.07 |

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

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

Appendix 9

ARCADY Outputs – Inglewhite Road/Sainsbury's Access

| |
|---|
| Junctions 8 |
| ARCADY 8 - Roundabout Module |
| Version: 8.0.4.487 [15039,24/03/2014] © Copyright TRL Limited, 2014 |
| For sales and distribution information, program advice and maintenance, contact TRL: Tel: +44 (0)1344 770758 email: software@trl.co.uk Web: http://www.trlsoftware.co.uk |
| The users of this computer program for the solution of an engineering problem are in no way relieved of their responsibility for the correctness of the solution |

Filename: Import of 4. Inglewhite Rd_Sainsburys Access.arc8
Path: N:\Vectos Job Data\2013\VN30277 Longridge\Arcady\520 Dwellings
Report generation date: 29/07/2014 16:53:19

- « Future Years - 2025 Baseline, PM
- » Junction Network
- » Arms
- » Traffic Flows
- » Entry Flows
- » Turning Proportions
- » Vehicle Mix
- » Results

Summary of junction performance

| | AM | | | | PM | | | |
|---------------------------------------|-------------|-------------|------|-----|-------------|-------------|------|-----|
| | Queue (PCU) | Delay (min) | RFC | LOS | Queue (PCU) | Delay (min) | RFC | LOS |
| Future Years - 2016 Assessment | | | | | | | | |
| Inglewhite Rd (SB) | 1.64 | 0.21 | 0.62 | B | 1.19 | 0.19 | 0.55 | B |
| Sainsburys Access | 0.17 | 0.15 | 0.14 | A | 0.68 | 0.19 | 0.40 | B |
| Inglewhite Rd (NB) | 0.95 | 0.15 | 0.49 | A | 2.73 | 0.29 | 0.74 | C |
| Future Years - 2016 Baseline | | | | | | | | |
| Inglewhite Rd (SB) | 0.85 | 0.15 | 0.46 | A | 0.83 | 0.16 | 0.45 | A |
| Sainsburys Access | 0.15 | 0.13 | 0.13 | A | 0.61 | 0.17 | 0.38 | B |
| Inglewhite Rd (NB) | 0.77 | 0.13 | 0.44 | A | 1.40 | 0.19 | 0.59 | B |
| Future Years - 2025 Assessment | | | | | | | | |
| Inglewhite Rd (SB) | 2.10 | 0.25 | 0.68 | C | 1.54 | 0.23 | 0.61 | B |
| Sainsburys Access | 0.21 | 0.16 | 0.17 | A | 0.88 | 0.22 | 0.47 | B |
| Inglewhite Rd (NB) | 1.16 | 0.16 | 0.54 | A | 4.14 | 0.41 | 0.81 | C |
| Future Years - 2025 Baseline | | | | | | | | |
| Inglewhite Rd (SB) | 1.07 | 0.17 | 0.52 | B | 1.05 | 0.18 | 0.51 | B |
| Sainsburys Access | 0.18 | 0.14 | 0.15 | A | 0.79 | 0.19 | 0.44 | B |
| Inglewhite Rd (NB) | 0.95 | 0.15 | 0.49 | A | 1.93 | 0.23 | 0.66 | B |

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

"D1 - 2016 Baseline, AM" model duration: 08:00 - 09:00
 "D2 - 2016 Baseline, PM" model duration: 17:00 - 18:00
 "D3 - 2025 Baseline, AM" model duration: 08:00 - 09:00
 "D4 - 2025 Baseline, PM" model duration: 17:00 - 18:00
 "D5 - 2016 Assessment, AM" model duration: 08:00 - 09:30
 "D6 - 2016 Assessment, PM" model duration: 17:00 - 18:00
 "D7 - 2025 Assessment, AM" model duration: 08:00 - 09:00
 "D8 - 2025 Assessment, PM" model duration: 17:00 - 18:00

Run using Junctions 8.0.4.487 at 29/07/2014 16:53:19

File summary

| | |
|--------------------|-------------------------------------|
| Title | Inglewhite Road / Sainsburys Access |
| Location | Longridge |
| Site Number | |
| Date | 03/02/2014 |
| Version | |
| Status | (new file) |
| Identifier | VN30277 |
| Client | |
| Jobnumber | VN30277 |
| Enumerator | Workstation\Workstation1 |
| Description | |

Analysis Options

| Vehicle Length (m) | Do Queue Variations | Calculate Residual Capacity | Residual Capacity Criteria Type | RFC Threshold | Average Delay Threshold (min) | Queue Threshold (PCU) |
|--------------------|---------------------|-----------------------------|---------------------------------|---------------|-------------------------------|-----------------------|
| 5.75 | | | N/A | 0.85 | 0.60 | 20.00 |

Units

| Distance Units | Speed Units | Traffic Units Input | Traffic Units Results | Flow Units | Average Delay Units | Total Delay Units | Rate Of Delay Units |
|----------------|-------------|---------------------|-----------------------|------------|---------------------|-------------------|---------------------|
| m | kph | PCU | PCU | perHour | min | -Min | perMin |

Future Years - 2025 Baseline, PM

Data Errors and Warnings

No errors or warnings

Analysis Set Details

| Name | Roundabout Capacity Model | Description | Include In Report | Use Specific Demand Set(s) | Specific Demand Set (s) | Locked | Network Flow Scaling Factor (%) | Network Capacity Scaling Factor (%) | Reason For Scaling Factors |
|--------------|---------------------------|-------------|-------------------|----------------------------|-------------------------|--------|---------------------------------|-------------------------------------|----------------------------|
| Future Years | ARCADY | | ✓ | | | | 100.000 | 100.000 | |

Demand Set Details

| Name | Scenario Name | Time Period Name | Description | Traffic Profile Type | Model Start Time (HH:mm) | Model Finish Time (HH:mm) | Model Time Period Length (min) | Time Segment Length (min) | Results For Central Hour Only | Single Time Segment Only | Locked | Run Automatically | Use Relationship | Rela |
|-------------------|---------------|------------------|-------------|----------------------|--------------------------|---------------------------|--------------------------------|---------------------------|-------------------------------|--------------------------|--------|-------------------|------------------|------|
| 2025 Baseline, PM | 2025 Baseline | PM | | FLAT | 17:00 | 18:00 | 60 | 15 | | | | ✓ | | |

Junction Network

Junctions

| Junction | Name | Junction Type | Arm Order | Junction Delay (min) | Junction LOS |
|----------|-----------------------------------|-----------------|-----------|----------------------|--------------|
| 1 | Inglewhite Rd / Sainsburys Access | Mini-roundabout | A,B,C | 0.21 | B |

Junction Network Options

| Driving Side | Lighting | Road Surface | In London |
|--------------|----------------|----------------|-----------|
| Left | Normal/unknown | Normal/unknown | |

Arms

Arms

| Name | Arm | Name | Description |
|--------------------|-----|--------------------|-------------|
| Inglewhite Rd (SB) | A | Inglewhite Rd (SB) | |
| Sainsburys Access | B | Sainsburys Access | |
| Inglewhite Rd (NB) | C | Inglewhite Rd (NB) | |

Capacity Options

| Name | Minimum Capacity (PCU/hr) | Maximum Capacity (PCU/hr) | Assume Flat Start Profile | Initial Queue (PCU) |
|--------------------|---------------------------|---------------------------|---------------------------|---------------------|
| Inglewhite Rd (SB) | 0.00 | 99999.00 | | 0.00 |
| Sainsburys Access | 0.00 | 99999.00 | | 0.00 |
| Inglewhite Rd (NB) | 0.00 | 99999.00 | | 0.00 |

Mini Roundabout Geometry

| Name | Approach road half-width (m) | Minimum approach road half-width (m) | Entry width (m) | Effective flare length (m) | Distance to next arm (m) | Entry corner kerb line distance (m) | Gradient over 50m (%) | Kerbed central island |
|--------------------|------------------------------|--------------------------------------|-----------------|----------------------------|--------------------------|-------------------------------------|-----------------------|-----------------------|
| Inglewhite Rd (SB) | 3.00 | 3.00 | 3.00 | 0.00 | 8.00 | 6.00 | 0.00 | |
| Sainsburys Access | 3.00 | 3.00 | 4.50 | 0.50 | 9.00 | 4.00 | 0.00 | |
| Inglewhite Rd (NB) | 3.00 | 3.00 | 3.00 | 0.00 | 13.50 | 13.50 | 0.00 | |

Slope / Intercept / Capacity

Roundabout Slope and Intercept used in model

| Name | Enter slope and intercept directly | Entered slope | Entered intercept (PCU/hr) | Final Slope | Final Intercept (PCU/hr) |
|--------------------|------------------------------------|---------------|----------------------------|-------------|--------------------------|
| Inglewhite Rd (SB) | | (calculated) | (calculated) | 0.505 | 771.061 |
| Sainsburys Access | | (calculated) | (calculated) | 0.511 | 704.715 |
| Inglewhite Rd (NB) | | (calculated) | (calculated) | 0.526 | 815.646 |

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

Traffic Flows

Demand Set Data Options

| Default Vehicle Mix | Vehicle Mix Varies Over Time | Vehicle Mix Varies Over Turn | Vehicle Mix Varies Over Entry | Vehicle Mix Source | PCU Factor for a HV (PCU) | Default Turning Proportions | Estimate from entry/exit counts | Turning Proportions Vary Over Time | Turning Proportions Vary Over Turn | Turning Proportions Vary Over Entry |
|---------------------|------------------------------|------------------------------|-------------------------------|--------------------|---------------------------|-----------------------------|---------------------------------|------------------------------------|------------------------------------|-------------------------------------|
| | | ✓ | ✓ | HV Percentages | 2.00 | | | | ✓ | ✓ |

Entry Flows

General Flows Data

| Name | Profile Type | Use Turning Counts | Average Demand Flow (PCU/hr) | Flow Scaling Factor (%) |
|--------------------|--------------|--------------------|------------------------------|-------------------------|
| Inglewhite Rd (SB) | FLAT | ✓ | 347.00 | 100.000 |
| Sainsburys Access | FLAT | ✓ | 245.00 | 100.000 |
| Inglewhite Rd (NB) | FLAT | ✓ | 510.00 | 100.000 |

Turning Proportions

Turning Counts / Proportions (PCU/hr) - Inglewhite Rd / Sainsburys Access (for whole period)

| | | To | | |
|------|--------------------|--------------------|-------------------|--------------------|
| | | Inglewhite Rd (SB) | Sainsburys Access | Inglewhite Rd (NB) |
| From | Inglewhite Rd (SB) | 0.000 | 51.000 | 296.000 |
| | Sainsburys Access | 83.000 | 0.000 | 162.000 |
| | Inglewhite Rd (NB) | 318.000 | 192.000 | 0.000 |
| | | | | |

Turning Proportions (PCU) - Inglewhite Rd / Sainsburys Access (for whole period)

| | | To | | |
|------|--------------------|--------------------|-------------------|--------------------|
| | | Inglewhite Rd (SB) | Sainsburys Access | Inglewhite Rd (NB) |
| From | Inglewhite Rd (SB) | 0.00 | 0.15 | 0.85 |
| | Sainsburys Access | 0.34 | 0.00 | 0.66 |
| | Inglewhite Rd (NB) | 0.62 | 0.38 | 0.00 |
| | | | | |

Vehicle Mix

Average PCU Per Vehicle - Inglewhite Rd / Sainsburys Access (for whole period)

| | | To | | |
|------|--------------------|--------------------|-------------------|--------------------|
| | | Inglewhite Rd (SB) | Sainsburys Access | Inglewhite Rd (NB) |
| From | Inglewhite Rd (SB) | 1.000 | 1.000 | 1.000 |
| | Sainsburys Access | 1.000 | 1.000 | 1.000 |
| | Inglewhite Rd (NB) | 1.000 | 1.000 | 1.000 |
| | | | | |

Heavy Vehicle Percentages - Inglewhite Rd / Sainsburys Access (for whole period)

| | | To | | |
|------|--------------------|--------------------|-------------------|--------------------|
| | | Inglewhite Rd (SB) | Sainsburys Access | Inglewhite Rd (NB) |
| From | Inglewhite Rd (SB) | 0.0 | 0.0 | 0.0 |
| | Sainsburys Access | 0.0 | 0.0 | 0.0 |
| | Inglewhite Rd (NB) | 0.0 | 0.0 | 0.0 |
| | | | | |

Results

Results Summary for whole modelled period

| Name | Max RFC | Max Delay (min) | Max Queue (PCU) | Max LOS | Average Demand (PCU/hr) | Total Junction Arrivals (PCU) | Total Queueing Delay (PCU-min) | Average Queueing Delay (min) | Rate Of Queueing Delay (PCU-min/min) | Inclusive Total Queueing Delay (PCU-min) | Inclusive Average Queueing Delay (min) |
|--------------------|---------|-----------------|-----------------|---------|-------------------------|-------------------------------|--------------------------------|------------------------------|--------------------------------------|--|--|
| Inglewhite Rd (SB) | 0.51 | 0.18 | 1.05 | B | 347.00 | 347.00 | 61.60 | 0.18 | 1.03 | 61.65 | 0.18 |
| Sainsburys Access | 0.44 | 0.19 | 0.79 | B | 245.00 | 245.00 | 46.19 | 0.19 | 0.77 | 46.23 | 0.19 |
| Inglewhite Rd (NB) | 0.66 | 0.23 | 1.93 | B | 510.00 | 510.00 | 111.24 | 0.22 | 1.85 | 111.38 | 0.22 |

Main Results for each time segment

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

| Name | Total Demand (PCU/hr) | Junction Arrivals (PCU) | Entry Flow (PCU/hr) | Exit Flow (PCU/hr) | Circulating Flow (PCU/hr) | Pedestrian Demand (Ped/hr) | Capacity (PCU/hr) | Saturation Capacity (PCU/hr) | RFC | Start Queue (PCU) | End Queue (PCU) | Delay (min) | LOS |
|--------------------|-----------------------|-------------------------|---------------------|--------------------|---------------------------|----------------------------|-------------------|------------------------------|-------|-------------------|-----------------|-------------|-----|
| Inglewhite Rd (SB) | 347.00 | 86.75 | 342.88 | 395.31 | 189.20 | 0.00 | 675.61 | 630.69 | 0.514 | 0.00 | 1.03 | 0.178 | B |
| Sainsburys Access | 245.00 | 61.25 | 241.91 | 239.59 | 292.48 | 0.00 | 555.18 | 429.65 | 0.441 | 0.00 | 0.77 | 0.190 | B |
| Inglewhite Rd (NB) | 510.00 | 127.50 | 502.55 | 452.44 | 81.95 | 0.00 | 772.51 | 739.03 | 0.660 | 0.00 | 1.86 | 0.217 | B |

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

| Name | Total Demand (PCU/hr) | Junction Arrivals (PCU) | Entry Flow (PCU/hr) | Exit Flow (PCU/hr) | Circulating Flow (PCU/hr) | Pedestrian Demand (Ped/hr) | Capacity (PCU/hr) | Saturation Capacity (PCU/hr) | RFC | Start Queue (PCU) | End Queue (PCU) | Delay (min) | LOS |
|--------------------|-----------------------|-------------------------|---------------------|--------------------|---------------------------|----------------------------|-------------------|------------------------------|-------|-------------------|-----------------|-------------|-----|
| Inglewhite Rd (SB) | 347.00 | 86.75 | 346.94 | 400.88 | 191.94 | 0.00 | 674.22 | 630.69 | 0.515 | 1.03 | 1.05 | 0.183 | B |
| Sainsburys Access | 245.00 | 61.25 | 244.95 | 242.93 | 295.95 | 0.00 | 553.41 | 429.65 | 0.443 | 0.77 | 0.78 | 0.194 | B |
| Inglewhite Rd (NB) | 510.00 | 127.50 | 509.83 | 457.91 | 82.98 | 0.00 | 771.97 | 739.03 | 0.661 | 1.86 | 1.90 | 0.228 | B |

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

| Name | Total Demand (PCU/hr) | Junction Arrivals (PCU) | Entry Flow (PCU/hr) | Exit Flow (PCU/hr) | Circulating Flow (PCU/hr) | Pedestrian Demand (Ped/hr) | Capacity (PCU/hr) | Saturation Capacity (PCU/hr) | RFC | Start Queue (PCU) | End Queue (PCU) | Delay (min) | LOS |
|--------------------|-----------------------|-------------------------|---------------------|--------------------|---------------------------|----------------------------|-------------------|------------------------------|-------|-------------------|-----------------|-------------|-----|
| Inglewhite Rd (SB) | 347.00 | 86.75 | 346.98 | 400.96 | 191.98 | 0.00 | 674.20 | 630.69 | 0.515 | 1.05 | 1.05 | 0.183 | B |
| Sainsburys Access | 245.00 | 61.25 | 244.99 | 242.98 | 295.98 | 0.00 | 553.39 | 429.65 | 0.443 | 0.78 | 0.79 | 0.195 | B |
| Inglewhite Rd (NB) | 510.00 | 127.50 | 509.94 | 457.97 | 83.00 | 0.00 | 771.96 | 739.03 | 0.661 | 1.90 | 1.92 | 0.229 | B |

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

| Name | Total Demand (PCU/hr) | Junction Arrivals (PCU) | Entry Flow (PCU/hr) | Exit Flow (PCU/hr) | Circulating Flow (PCU/hr) | Pedestrian Demand (Ped/hr) | Capacity (PCU/hr) | Saturation Capacity (PCU/hr) | RFC | Start Queue (PCU) | End Queue (PCU) | Delay (min) | LOS |
|--------------------|-----------------------|-------------------------|---------------------|--------------------|---------------------------|----------------------------|-------------------|------------------------------|-------|-------------------|-----------------|-------------|-----|
| Inglewhite Rd (SB) | 347.00 | 86.75 | 346.99 | 400.98 | 191.99 | 0.00 | 674.20 | 630.69 | 0.515 | 1.05 | 1.05 | 0.183 | B |
| Sainsburys Access | 245.00 | 61.25 | 244.99 | 242.99 | 295.99 | 0.00 | 553.38 | 429.65 | 0.443 | 0.79 | 0.79 | 0.195 | B |
| Inglewhite Rd (NB) | 510.00 | 127.50 | 509.97 | 457.99 | 83.00 | 0.00 | 771.96 | 739.03 | 0.661 | 1.92 | 1.93 | 0.229 | B |

Queueing Delay Results for each time segment
Queueing Delay results: (17:00-17:15)

| Name | Queueing Total Delay (PCU-min) | Queueing Rate Of Delay (PCU-min/min) | Average Delay Per Arriving Vehicle (min) | Unsignalised Level Of Service | Signalised Level Of Service |
|--------------------|--------------------------------|--------------------------------------|--|-------------------------------|-----------------------------|
| Inglewhite Rd (SB) | 14.46 | 0.96 | 0.178 | B | B |
| Sainsburys Access | 10.87 | 0.72 | 0.190 | B | B |
| Inglewhite Rd (NB) | 25.42 | 1.69 | 0.217 | B | B |

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

| Name | Queueing Total Delay (PCU-min) | Queueing Rate Of Delay (PCU-min/min) | Average Delay Per Arriving Vehicle (min) | Unsignalised Level Of Service | Signalised Level Of Service |
|--------------------|--------------------------------|--------------------------------------|--|-------------------------------|-----------------------------|
| Inglewhite Rd (SB) | 15.61 | 1.04 | 0.183 | B | B |
| Sainsburys Access | 11.70 | 0.78 | 0.194 | B | B |
| Inglewhite Rd (NB) | 28.31 | 1.89 | 0.228 | B | B |

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

| Name | Queueing Total Delay (PCU-min) | Queueing Rate Of Delay (PCU-min/min) | Average Delay Per Arriving Vehicle (min) | Unsignalised Level Of Service | Signalised Level Of Service |
|--------------------|--------------------------------|--------------------------------------|--|-------------------------------|-----------------------------|
| Inglewhite Rd (SB) | 15.74 | 1.05 | 0.183 | B | B |
| Sainsburys Access | 11.80 | 0.79 | 0.195 | B | B |
| Inglewhite Rd (NB) | 28.68 | 1.91 | 0.229 | B | B |

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

| Name | Queueing Total Delay (PCU-min) | Queueing Rate Of Delay (PCU-min/min) | Average Delay Per Arriving Vehicle (min) | Unsignalised Level Of Service | Signalised Level Of Service |
|--------------------|--------------------------------|--------------------------------------|--|-------------------------------|-----------------------------|
| Inglewhite Rd (SB) | 15.79 | 1.05 | 0.183 | B | B |
| Sainsburys Access | 11.83 | 0.79 | 0.195 | B | B |
| Inglewhite Rd (NB) | 28.83 | 1.92 | 0.229 | B | B |

Appendix 10

ARCADY Outputs – Inglewhite Road/Berry Lane

| |
|---|
| Junctions 8 |
| ARCADY 8 - Roundabout Module |
| Version: 8.0.4.487 [15039,24/03/2014] © Copyright TRL Limited, 2014 |
| For sales and distribution information, program advice and maintenance, contact TRL: Tel: +44 (0)1344 770758 email: software@trl.co.uk Web: http://www.trlsoftware.co.uk |
| The users of this computer program for the solution of an engineering problem are in no way relieved of their responsibility for the correctness of the solution |

Filename: Import of 3. Inglewhite Rd_Berry Lane.arc8
Path: N:\Vectos Job Data\2013\VN30277 Longridge\Arcady\520 Dwellings
Report generation date: 30/07/2014 10:42:24

- « **Future Years - 2016 Baseline, AM**
- » **Junction Network**
- » **Arms**
- » **Traffic Flows**
- » **Entry Flows**
- » **Turning Proportions**
- » **Vehicle Mix**
- » **Results**

Summary of junction performance

| | AM | | | | PM | | | |
|---------------------------------------|-------------|-------------|------|-----|-------------|-------------|------|-----|
| | Queue (PCU) | Delay (min) | RFC | LOS | Queue (PCU) | Delay (min) | RFC | LOS |
| Future Years - 2016 Assessment | | | | | | | | |
| Inglewhite Rd (SB) | 2.66 | 0.29 | 0.73 | C | 1.74 | 0.23 | 0.64 | B |
| Berry Lane | 42.20 | 5.87 | 1.08 | F | 35.39 | 4.33 | 1.05 | F |
| Inglewhite Rd (NB) | 1.05 | 0.18 | 0.52 | B | 3.36 | 0.40 | 0.78 | C |
| Future Years - 2016 Baseline | | | | | | | | |
| Inglewhite Rd (SB) | 1.33 | 0.18 | 0.57 | B | 1.73 | 0.23 | 0.64 | B |
| Berry Lane | 12.33 | 1.84 | 0.95 | F | 11.43 | 1.59 | 0.94 | F |
| Inglewhite Rd (NB) | 0.91 | 0.16 | 0.48 | A | 2.51 | 0.31 | 0.72 | C |
| Future Years - 2025 Assessment | | | | | | | | |
| Inglewhite Rd (SB) | 4.01 | 0.41 | 0.81 | C | 4.35 | 0.48 | 0.82 | D |
| Berry Lane | 106.99 | 14.69 | 1.27 | F | 105.23 | 12.51 | 1.23 | F |
| Inglewhite Rd (NB) | 1.30 | 0.20 | 0.57 | B | 11.24 | 1.14 | 0.94 | F |
| Future Years - 2025 Baseline | | | | | | | | |
| Inglewhite Rd (SB) | 1.81 | 0.22 | 0.65 | B | 2.63 | 0.32 | 0.73 | C |
| Berry Lane | 57.10 | 7.34 | 1.12 | F | 51.29 | 6.07 | 1.09 | F |
| Inglewhite Rd (NB) | 1.14 | 0.18 | 0.53 | B | 4.26 | 0.48 | 0.82 | D |

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

"D1 - 2016 Baseline, AM" model duration: 08:00 - 09:00
 "D2 - 2016 Baseline, PM" model duration: 17:00 - 18:00
 "D3 - 2025 Baseline, AM" model duration: 08:00 - 09:00
 "D4 - 2025 Baseline, PM" model duration: 17:00 - 18:00
 "D5 - 2016 Assessment, AM" model duration: 08:00 - 09:00
 "D6 - 2016 Assessment, PM" model duration: 17:00 - 18:00
 "D7 - 2025 Assessment, AM" model duration: 08:00 - 09:00
 "D8 - 2025 Assessment, PM" model duration: 17:00 - 18:00

Run using Junctions 8.0.4.487 at 30/07/2014 10:42:24

File summary

| | |
|--------------------|------------------------------|
| Title | Inglewhite Road / Berry Lane |
| Location | Longridge |
| Site Number | |
| Date | 03/02/2014 |
| Version | |
| Status | (new file) |
| Identifier | VN30277 |
| Client | |
| Jobnumber | VN30277 |
| Enumerator | Workstation\Workstation1 |
| Description | |

Analysis Options

| Vehicle Length (m) | Do Queue Variations | Calculate Residual Capacity | Residual Capacity Criteria Type | RFC Threshold | Average Delay Threshold (min) | Queue Threshold (PCU) |
|--------------------|---------------------|-----------------------------|---------------------------------|---------------|-------------------------------|-----------------------|
| 5.75 | | | N/A | 0.85 | 0.60 | 20.00 |

Units

| Distance Units | Speed Units | Traffic Units Input | Traffic Units Results | Flow Units | Average Delay Units | Total Delay Units | Rate Of Delay Units |
|----------------|-------------|---------------------|-----------------------|------------|---------------------|-------------------|---------------------|
| m | kph | PCU | PCU | perHour | min | -Min | perMin |

Future Years - 2016 Baseline, AM

Data Errors and Warnings

No errors or warnings

Analysis Set Details

| Name | Roundabout Capacity Model | Description | Include In Report | Use Specific Demand Set(s) | Specific Demand Set (s) | Locked | Network Flow Scaling Factor (%) | Network Capacity Scaling Factor (%) | Reason For Scaling Factors |
|--------------|---------------------------|-------------|-------------------|----------------------------|-------------------------|--------|---------------------------------|-------------------------------------|----------------------------|
| Future Years | ARCADY | | ✓ | | | | 100.000 | 100.000 | |

Demand Set Details

| Name | Scenario Name | Time Period Name | Description | Traffic Profile Type | Model Start Time (HH:mm) | Model Finish Time (HH:mm) | Model Time Period Length (min) | Time Segment Length (min) | Results For Central Hour Only | Single Time Segment Only | Locked | Run Automatically | Use Relationship | Rela |
|-------------------|---------------|------------------|-------------|----------------------|--------------------------|---------------------------|--------------------------------|---------------------------|-------------------------------|--------------------------|--------|-------------------|------------------|------|
| 2016 Baseline, AM | 2016 Baseline | AM | | FLAT | 08:00 | 09:00 | 60 | 15 | | | | ✓ | | |

Junction Network

Junctions

| Junction | Name | Junction Type | Arm Order | Junction Delay (min) | Junction LOS |
|----------|----------------------------|-----------------|-----------|----------------------|--------------|
| 1 | Inglewhite Rd / Berry Lane | Mini-roundabout | A,B,C | 0.77 | E |

Junction Network Options

| Driving Side | Lighting | Road Surface | In London |
|--------------|----------------|----------------|-----------|
| Left | Normal/unknown | Normal/unknown | |

Arms

Arms

| Name | Arm | Name | Description |
|--------------------|-----|--------------------|-------------|
| Inglewhite Rd (SB) | A | Inglewhite Rd (SB) | |
| Berry Lane | B | Berry Lane | |
| Inglewhite Rd (NB) | C | Inglewhite Rd (NB) | |

Capacity Options

| Name | Minimum Capacity (PCU/hr) | Maximum Capacity (PCU/hr) | Assume Flat Start Profile | Initial Queue (PCU) |
|--------------------|---------------------------|---------------------------|---------------------------|---------------------|
| Inglewhite Rd (SB) | 0.00 | 99999.00 | | 0.00 |
| Berry Lane | 0.00 | 99999.00 | | 0.00 |
| Inglewhite Rd (NB) | 0.00 | 99999.00 | | 0.00 |

Mini Roundabout Geometry

| Name | Approach road half-width (m) | Minimum approach road half-width (m) | Entry width (m) | Effective flare length (m) | Distance to next arm (m) | Entry corner kerb line distance (m) | Gradient over 50m (%) | Kerbed central island |
|--------------------|------------------------------|--------------------------------------|-----------------|----------------------------|--------------------------|-------------------------------------|-----------------------|-----------------------|
| Inglewhite Rd (SB) | 3.50 | 3.50 | 3.50 | 0.00 | 10.00 | 3.50 | 0.00 | |
| Berry Lane | 3.50 | 2.40 | 5.40 | 2.50 | 10.00 | 3.80 | 0.00 | |
| Inglewhite Rd (NB) | 3.20 | 3.20 | 3.20 | 0.00 | 16.00 | 14.50 | 0.00 | |

Slope / Intercept / Capacity

Roundabout Slope and Intercept used in model

| Name | Enter slope and intercept directly | Entered slope | Entered intercept (PCU/hr) | Final Slope | Final Intercept (PCU/hr) |
|--------------------|------------------------------------|---------------|----------------------------|-------------|--------------------------|
| Inglewhite Rd (SB) | | (calculated) | (calculated) | 0.529 | 816.061 |
| Berry Lane | | (calculated) | (calculated) | 0.505 | 586.972 |
| Inglewhite Rd (NB) | | (calculated) | (calculated) | 0.551 | 815.196 |

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

Traffic Flows

Demand Set Data Options

| Default Vehicle Mix | Vehicle Mix Varies Over Time | Vehicle Mix Varies Over Turn | Vehicle Mix Varies Over Entry | Vehicle Mix Source | PCU Factor for a HV (PCU) | Default Turning Proportions | Estimate from entry/exit counts | Turning Proportions Vary Over Time | Turning Proportions Vary Over Turn | Turning Proportions Vary Over Entry |
|---------------------|------------------------------|------------------------------|-------------------------------|--------------------|---------------------------|-----------------------------|---------------------------------|------------------------------------|------------------------------------|-------------------------------------|
| | | ✓ | ✓ | HV Percentages | 2.00 | | | | ✓ | ✓ |

Entry Flows

General Flows Data

| Name | Profile Type | Use Turning Counts | Average Demand Flow (PCU/hr) | Flow Scaling Factor (%) |
|--------------------|--------------|--------------------|------------------------------|-------------------------|
| Inglewhite Rd (SB) | FLAT | ✓ | 437.00 | 100.000 |
| Berry Lane | FLAT | ✓ | 426.00 | 100.000 |
| Inglewhite Rd (NB) | FLAT | ✓ | 334.00 | 100.000 |

Turning Proportions

Turning Counts / Proportions (PCU/hr) - Inglewhite Rd / Berry Lane (for whole period)

| | | To | | |
|------|--------------------|--------------------|------------|--------------------|
| | | Inglewhite Rd (SB) | Berry Lane | Inglewhite Rd (NB) |
| From | Inglewhite Rd (SB) | 0.000 | 160.000 | 277.000 |
| | Berry Lane | 212.000 | 0.000 | 214.000 |
| | Inglewhite Rd (NB) | 233.000 | 101.000 | 0.000 |

Turning Proportions (PCU) - Inglewhite Rd / Berry Lane (for whole period)

| | | To | | |
|------|--------------------|--------------------|------------|--------------------|
| | | Inglewhite Rd (SB) | Berry Lane | Inglewhite Rd (NB) |
| From | Inglewhite Rd (SB) | 0.00 | 0.37 | 0.63 |
| | Berry Lane | 0.50 | 0.00 | 0.50 |
| | Inglewhite Rd (NB) | 0.70 | 0.30 | 0.00 |

Vehicle Mix

Average PCU Per Vehicle - Inglewhite Rd / Berry Lane (for whole period)

| | | To | | |
|------|--------------------|--------------------|------------|--------------------|
| | | Inglewhite Rd (SB) | Berry Lane | Inglewhite Rd (NB) |
| From | Inglewhite Rd (SB) | 1.000 | 1.000 | 1.000 |
| | Berry Lane | 1.000 | 1.000 | 1.000 |
| | Inglewhite Rd (NB) | 1.000 | 1.000 | 1.000 |

Heavy Vehicle Percentages - Inglewhite Rd / Berry Lane (for whole period)

| | | To | | |
|------|--------------------|--------------------|------------|--------------------|
| | | Inglewhite Rd (SB) | Berry Lane | Inglewhite Rd (NB) |
| From | Inglewhite Rd (SB) | 0.0 | 0.0 | 0.0 |
| | Berry Lane | 0.0 | 0.0 | 0.0 |
| | Inglewhite Rd (NB) | 0.0 | 0.0 | 0.0 |

Results

Results Summary for whole modelled period

| Name | Max RFC | Max Delay (min) | Max Queue (PCU) | Max LOS | Average Demand (PCU/hr) | Total Junction Arrivals (PCU) | Total Queueing Delay (PCU-min) | Average Queueing Delay (min) | Rate Of Queueing Delay (PCU-min/min) | Inclusive Total Queueing Delay (PCU-min) | Inclusive Average Queueing Delay (min) |
|--------------------|---------|-----------------|-----------------|---------|-------------------------|-------------------------------|--------------------------------|------------------------------|--------------------------------------|--|--|
| Inglewhite Rd (SB) | 0.57 | 0.18 | 1.33 | B | 437.00 | 437.00 | 77.77 | 0.18 | 1.30 | 77.84 | 0.18 |
| Berry Lane | 0.95 | 1.84 | 12.33 | F | 426.00 | 426.00 | 547.14 | 1.28 | 9.12 | 557.35 | 1.31 |
| Inglewhite Rd (NB) | 0.48 | 0.16 | 0.91 | A | 334.00 | 334.00 | 52.93 | 0.16 | 0.88 | 52.97 | 0.16 |

Main Results for each time segment

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

| Name | Total Demand (PCU/hr) | Junction Arrivals (PCU) | Entry Flow (PCU/hr) | Exit Flow (PCU/hr) | Circulating Flow (PCU/hr) | Pedestrian Demand (Ped/hr) | Capacity (PCU/hr) | Saturation Capacity (PCU/hr) | RFC | Start Queue (PCU) | End Queue (PCU) | Delay (min) | LOS |
|--------------------|-----------------------|-------------------------|---------------------|--------------------|---------------------------|----------------------------|-------------------|------------------------------|-------|-------------------|-----------------|-------------|-----|
| Inglewhite Rd (SB) | 437.00 | 109.25 | 431.79 | 427.60 | 99.94 | 0.00 | 763.18 | 701.51 | 0.573 | 0.00 | 1.30 | 0.178 | B |
| Berry Lane | 426.00 | 106.50 | 395.97 | 258.03 | 273.70 | 0.00 | 448.71 | 362.34 | 0.949 | 0.00 | 7.51 | 0.886 | F |
| Inglewhite Rd (NB) | 334.00 | 83.50 | 330.49 | 472.61 | 197.05 | 0.00 | 706.64 | 715.86 | 0.473 | 0.00 | 0.88 | 0.158 | A |

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

| Name | Total Demand (PCU/hr) | Junction Arrivals (PCU) | Entry Flow (PCU/hr) | Exit Flow (PCU/hr) | Circulating Flow (PCU/hr) | Pedestrian Demand (Ped/hr) | Capacity (PCU/hr) | Saturation Capacity (PCU/hr) | RFC | Start Queue (PCU) | End Queue (PCU) | Delay (min) | LOS |
|--------------------|-----------------------|-------------------------|---------------------|--------------------|---------------------------|----------------------------|-------------------|------------------------------|-------|-------------------|-----------------|-------------|-----|
| Inglewhite Rd (SB) | 437.00 | 109.25 | 436.92 | 440.29 | 100.98 | 0.00 | 762.63 | 701.51 | 0.573 | 1.30 | 1.32 | 0.184 | B |
| Berry Lane | 426.00 | 106.50 | 416.65 | 260.95 | 276.95 | 0.00 | 447.06 | 362.34 | 0.953 | 7.51 | 9.85 | 1.472 | F |
| Inglewhite Rd (NB) | 334.00 | 83.50 | 333.92 | 486.25 | 207.35 | 0.00 | 700.97 | 715.86 | 0.476 | 0.88 | 0.90 | 0.163 | A |

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

| Name | Total Demand (PCU/hr) | Junction Arrivals (PCU) | Entry Flow (PCU/hr) | Exit Flow (PCU/hr) | Circulating Flow (PCU/hr) | Pedestrian Demand (Ped/hr) | Capacity (PCU/hr) | Saturation Capacity (PCU/hr) | RFC | Start Queue (PCU) | End Queue (PCU) | Delay (min) | LOS |
|--------------------|-----------------------|-------------------------|---------------------|--------------------|---------------------------|----------------------------|-------------------|------------------------------|-------|-------------------|-----------------|-------------|-----|
| Inglewhite Rd (SB) | 437.00 | 109.25 | 436.97 | 442.09 | 100.99 | 0.00 | 762.62 | 701.51 | 0.573 | 1.32 | 1.33 | 0.184 | B |
| Berry Lane | 426.00 | 106.50 | 420.19 | 260.98 | 276.98 | 0.00 | 447.05 | 362.34 | 0.953 | 9.85 | 11.30 | 1.696 | F |
| Inglewhite Rd (NB) | 334.00 | 83.50 | 333.98 | 488.07 | 209.11 | 0.00 | 700.00 | 715.86 | 0.477 | 0.90 | 0.90 | 0.164 | A |

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

| Name | Total Demand (PCU/hr) | Junction Arrivals (PCU) | Entry Flow (PCU/hr) | Exit Flow (PCU/hr) | Circulating Flow (PCU/hr) | Pedestrian Demand (Ped/hr) | Capacity (PCU/hr) | Saturation Capacity (PCU/hr) | RFC | Start Queue (PCU) | End Queue (PCU) | Delay (min) | LOS |
|--------------------|-----------------------|-------------------------|---------------------|--------------------|---------------------------|----------------------------|-------------------|------------------------------|-------|-------------------|-----------------|-------------|-----|
| Inglewhite Rd (SB) | 437.00 | 109.25 | 436.99 | 442.93 | 101.00 | 0.00 | 762.62 | 701.51 | 0.573 | 1.33 | 1.33 | 0.184 | B |
| Berry Lane | 426.00 | 106.50 | 421.86 | 260.99 | 276.99 | 0.00 | 447.04 | 362.34 | 0.953 | 11.30 | 12.33 | 1.843 | F |
| Inglewhite Rd (NB) | 334.00 | 83.50 | 333.99 | 488.91 | 209.94 | 0.00 | 699.54 | 715.86 | 0.477 | 0.90 | 0.91 | 0.164 | A |

Queueing Delay Results for each time segment

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

| Name | Queueing Total Delay (PCU-min) | Queueing Rate Of Delay (PCU-min/min) | Average Delay Per Arriving Vehicle (min) | Unsignalised Level Of Service | Signalised Level Of Service |
|--------------------|--------------------------------|--------------------------------------|--|-------------------------------|-----------------------------|
| Inglewhite Rd (SB) | 18.19 | 1.21 | 0.178 | B | B |
| Berry Lane | 78.40 | 5.23 | 0.886 | F | D |
| Inglewhite Rd (NB) | 12.44 | 0.83 | 0.158 | A | A |

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

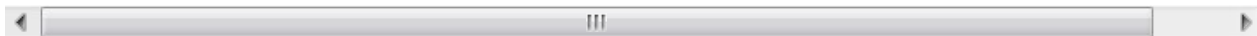
| Name | Queueing Total Delay (PCU-min) | Queueing Rate Of Delay (PCU-min/min) | Average Delay Per Arriving Vehicle (min) | Unsignalised Level Of Service | Signalised Level Of Service |
|--------------------|--------------------------------|--------------------------------------|--|-------------------------------|-----------------------------|
| Inglewhite Rd (SB) | 19.73 | 1.32 | 0.184 | B | B |
| Berry Lane | 131.86 | 8.79 | 1.472 | F | F |
| Inglewhite Rd (NB) | 13.37 | 0.89 | 0.163 | A | A |

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

| Name | Queueing Total Delay (PCU-min) | Queueing Rate Of Delay (PCU-min/min) | Average Delay Per Arriving Vehicle (min) | Unsignalised Level Of Service | Signalised Level Of Service |
|--------------------|--------------------------------|--------------------------------------|--|-------------------------------|-----------------------------|
| Inglewhite Rd (SB) | 19.89 | 1.33 | 0.184 | B | B |
| Berry Lane | 159.27 | 10.62 | 1.696 | F | F |
| Inglewhite Rd (NB) | 13.53 | 0.90 | 0.164 | A | A |

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

| Name | Queueing Total Delay (PCU-min) | Queueing Rate Of Delay (PCU-min/min) | Average Delay Per Arriving Vehicle (min) | Unsignalised Level Of Service | Signalised Level Of Service |
|--------------------|--------------------------------|--------------------------------------|--|-------------------------------|-----------------------------|
| Inglewhite Rd (SB) | 19.96 | 1.33 | 0.184 | B | B |
| Berry Lane | 177.61 | 11.84 | 1.843 | F | F |
| Inglewhite Rd (NB) | 13.59 | 0.91 | 0.164 | A | A |



Appendix 11

ARCADY Outputs – Berry Lane/Calder Avenue

| |
|---|
| Junctions 8 |
| ARCADY 8 - Roundabout Module |
| Version: 8.0.4.487 [15039,24/03/2014] © Copyright TRL Limited, 2014 |
| For sales and distribution information, program advice and maintenance, contact TRL: Tel: +44 (0)1344 770758 email: software@trl.co.uk Web: http://www.trlsoftware.co.uk |
| The users of this computer program for the solution of an engineering problem are in no way relieved of their responsibility for the correctness of the solution |

Filename: Import of 5. Berry Lane_Calder Avenue.arc8
Path: N:\Vectos Job Data\2013\VN30277 Longridge\Arcady\520 Dwellings
Report generation date: 29/07/2014 17:08:46

- « **Future Years - 2025 Assessment, PM**
- » **Junction Network**
- » **Arms**
- » **Traffic Flows**
- » **Entry Flows**
- » **Turning Proportions**
- » **Vehicle Mix**
- » **Results**

Summary of junction performance

| | AM | | | | PM | | | |
|---------------------------------------|-------------|-------------|------|-----|-------------|-------------|------|-----|
| | Queue (PCU) | Delay (min) | RFC | LOS | Queue (PCU) | Delay (min) | RFC | LOS |
| Future Years - 2016 Assessment | | | | | | | | |
| Berry Lane (SB) | 0.46 | 0.11 | 0.32 | A | 1.38 | 0.18 | 0.58 | B |
| Calder Avenue | 0.38 | 0.13 | 0.28 | A | 0.38 | 0.14 | 0.28 | A |
| Berry Lane (NB) | 0.81 | 0.13 | 0.45 | A | 0.98 | 0.14 | 0.50 | A |
| Future Years - 2016 Baseline | | | | | | | | |
| Berry Lane (SB) | 0.36 | 0.10 | 0.27 | A | 1.24 | 0.17 | 0.55 | B |
| Calder Avenue | 0.37 | 0.12 | 0.27 | A | 0.37 | 0.14 | 0.27 | A |
| Berry Lane (NB) | 0.76 | 0.13 | 0.43 | A | 0.82 | 0.13 | 0.45 | A |
| Future Years - 2025 Assessment | | | | | | | | |
| Berry Lane (SB) | 0.53 | 0.12 | 0.35 | A | 1.87 | 0.22 | 0.65 | B |
| Calder Avenue | 0.46 | 0.14 | 0.32 | A | 0.48 | 0.16 | 0.32 | A |
| Berry Lane (NB) | 1.03 | 0.15 | 0.51 | A | 1.26 | 0.16 | 0.56 | A |
| Future Years - 2025 Baseline | | | | | | | | |
| Berry Lane (SB) | 0.42 | 0.11 | 0.30 | A | 1.67 | 0.20 | 0.63 | B |
| Calder Avenue | 0.44 | 0.13 | 0.31 | A | 0.47 | 0.16 | 0.32 | A |
| Berry Lane (NB) | 0.96 | 0.14 | 0.49 | A | 1.05 | 0.15 | 0.51 | A |

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

"D1 - 2016 Baseline, AM" model duration: 08:00 - 09:00
 "D2 - 2016 Baseline, PM" model duration: 17:00 - 18:00
 "D3 - 2025 Baseline, AM" model duration: 08:00 - 09:00
 "D4 - 2025 Baseline, PM" model duration: 17:00 - 18:00
 "D5 - 2016 Assessment, AM" model duration: 08:00 - 09:00
 "D6 - 2016 Assessment, PM" model duration: 17:00 - 18:00
 "D7 - 2025 Assessment, AM" model duration: 08:00 - 09:00
 "D8 - 2025 Assessment, PM" model duration: 17:00 - 18:00

Run using Junctions 8.0.4.487 at 29/07/2014 17:08:46

File summary

| | |
|--------------------|------------------------------|
| Title | Inglewhite Road / Berry Lane |
| Location | Longridge |
| Site Number | |
| Date | 03/02/2014 |
| Version | |
| Status | (new file) |
| Identifier | VN30277 |
| Client | |
| Jobnumber | VN30277 |
| Enumerator | Workstation\Workstation1 |
| Description | |

Analysis Options

| Vehicle Length (m) | Do Queue Variations | Calculate Residual Capacity | Residual Capacity Criteria Type | RFC Threshold | Average Delay Threshold (min) | Queue Threshold (PCU) |
|--------------------|---------------------|-----------------------------|---------------------------------|---------------|-------------------------------|-----------------------|
| 5.75 | | | N/A | 0.85 | 0.60 | 20.00 |

Units

| Distance Units | Speed Units | Traffic Units Input | Traffic Units Results | Flow Units | Average Delay Units | Total Delay Units | Rate Of Delay Units |
|----------------|-------------|---------------------|-----------------------|------------|---------------------|-------------------|---------------------|
| m | kph | PCU | PCU | perHour | min | -Min | perMin |

Future Years - 2025 Assessment, PM

Data Errors and Warnings

No errors or warnings

Analysis Set Details

| Name | Roundabout Capacity Model | Description | Include In Report | Use Specific Demand Set(s) | Specific Demand Set (s) | Locked | Network Flow Scaling Factor (%) | Network Capacity Scaling Factor (%) | Reason For Scaling Factors |
|--------------|---------------------------|-------------|-------------------|----------------------------|-------------------------|--------|---------------------------------|-------------------------------------|----------------------------|
| Future Years | ARCADY | | ✓ | | | | 100.000 | 100.000 | |

Demand Set Details

| Name | Scenario Name | Time Period Name | Description | Traffic Profile Type | Model Start Time (HH:mm) | Model Finish Time (HH:mm) | Model Time Period Length (min) | Time Segment Length (min) | Results For Central Hour Only | Single Time Segment Only | Locked | Run Automatically | Use Relations |
|---------------------|-----------------|------------------|-------------|----------------------|--------------------------|---------------------------|--------------------------------|---------------------------|-------------------------------|--------------------------|--------|-------------------|---------------|
| 2025 Assessment, PM | 2025 Assessment | PM | | FLAT | 17:00 | 18:00 | 60 | 15 | | | | ✓ | |

Junction Network

Junctions

| Junction | Name | Junction Type | Arm Order | Junction Delay (min) | Junction LOS |
|----------|----------------------------|-----------------|-----------|----------------------|--------------|
| 1 | Berry Lane / Calder Avenue | Mini-roundabout | A,B,C | 0.19 | B |

Junction Network Options

| Driving Side | Lighting | Road Surface | In London |
|--------------|----------------|----------------|-----------|
| Left | Normal/unknown | Normal/unknown | |

Arms

Arms

| Name | Arm | Name | Description |
|-----------------|-----|-----------------|-------------|
| Berry Lane (SB) | A | Berry Lane (SB) | |
| Calder Avenue | B | Calder Avenue | |
| Berry Lane (NB) | C | Berry Lane (NB) | |

Capacity Options

| Name | Minimum Capacity (PCU/hr) | Maximum Capacity (PCU/hr) | Assume Flat Start Profile | Initial Queue (PCU) |
|-----------------|---------------------------|---------------------------|---------------------------|---------------------|
| Berry Lane (SB) | 0.00 | 99999.00 | | 0.00 |
| Calder Avenue | 0.00 | 99999.00 | | 0.00 |
| Berry Lane (NB) | 0.00 | 99999.00 | | 0.00 |

Mini Roundabout Geometry

| Name | Approach road half-width (m) | Minimum approach road half-width (m) | Entry width (m) | Effective flare length (m) | Distance to next arm (m) | Entry corner kerb line distance (m) | Gradient over 50m (%) | Kerbed central island |
|-----------------|------------------------------|--------------------------------------|-----------------|----------------------------|--------------------------|-------------------------------------|-----------------------|-----------------------|
| Berry Lane (SB) | 3.00 | 3.00 | 3.00 | 0.00 | 7.00 | 5.50 | 0.00 | |
| Calder Avenue | 3.00 | 3.00 | 3.00 | 0.00 | 7.00 | 6.00 | 0.00 | |
| Berry Lane (NB) | 3.50 | 3.50 | 3.50 | 0.00 | 10.00 | 12.00 | 0.00 | |

Slope / Intercept / Capacity

Roundabout Slope and Intercept used in model

| Name | Enter slope and intercept directly | Entered slope | Entered intercept (PCU/hr) | Final Slope | Final Intercept (PCU/hr) |
|-----------------|------------------------------------|---------------|----------------------------|-------------|--------------------------|
| Berry Lane (SB) | | (calculated) | (calculated) | 0.504 | 813.537 |
| Calder Avenue | | (calculated) | (calculated) | 0.505 | 749.761 |
| Berry Lane (NB) | | (calculated) | (calculated) | 0.540 | 891.064 |

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

Traffic Flows

Demand Set Data Options

| Default Vehicle Mix | Vehicle Mix Varies Over Time | Vehicle Mix Varies Over Turn | Vehicle Mix Varies Over Entry | Vehicle Mix Source | PCU Factor for a HV (PCU) | Default Turning Proportions | Estimate from entry/exit counts | Turning Proportions Vary Over Time | Turning Proportions Vary Over Turn | Turning Proportions Vary Over Entry |
|---------------------|------------------------------|------------------------------|-------------------------------|--------------------|---------------------------|-----------------------------|---------------------------------|------------------------------------|------------------------------------|-------------------------------------|
| | | ✓ | ✓ | HV Percentages | 2.00 | | | | ✓ | ✓ |

Entry Flows

General Flows Data

| Name | Profile Type | Use Turning Counts | Average Demand Flow (PCU/hr) | Flow Scaling Factor (%) |
|-----------------|--------------|--------------------|------------------------------|-------------------------|
| Berry Lane (SB) | FLAT | ✓ | 515.00 | 100.000 |
| Calder Avenue | FLAT | ✓ | 180.00 | 100.000 |
| Berry Lane (NB) | FLAT | ✓ | 462.00 | 100.000 |

Turning Proportions

Turning Counts / Proportions (PCU/hr) - Berry Lane / Calder Avenue (for whole period)

| | | To | | |
|------|-----------------|-----------------|---------------|-----------------|
| | | Berry Lane (SB) | Calder Avenue | Berry Lane (NB) |
| From | Berry Lane (SB) | 0.000 | 128.000 | 387.000 |
| | Calder Avenue | 121.000 | 0.000 | 59.000 |
| | Berry Lane (NB) | 409.000 | 53.000 | 0.000 |

Turning Proportions (PCU) - Berry Lane / Calder Avenue (for whole period)

| | | To | | |
|------|-----------------|-----------------|---------------|-----------------|
| | | Berry Lane (SB) | Calder Avenue | Berry Lane (NB) |
| From | Berry Lane (SB) | 0.00 | 0.25 | 0.75 |
| | Calder Avenue | 0.67 | 0.00 | 0.33 |
| | Berry Lane (NB) | 0.89 | 0.11 | 0.00 |

Vehicle Mix

Average PCU Per Vehicle - Berry Lane / Calder Avenue (for whole period)

| | | To | | |
|------|-----------------|-----------------|---------------|-----------------|
| | | Berry Lane (SB) | Calder Avenue | Berry Lane (NB) |
| From | Berry Lane (SB) | 1.000 | 1.000 | 1.000 |
| | Calder Avenue | 1.000 | 1.000 | 1.000 |
| | Berry Lane (NB) | 1.000 | 1.000 | 1.000 |

Heavy Vehicle Percentages - Berry Lane / Calder Avenue (for whole period)

| | | To | | |
|------|-----------------|-----------------|---------------|-----------------|
| | | Berry Lane (SB) | Calder Avenue | Berry Lane (NB) |
| From | Berry Lane (SB) | 0.0 | 0.0 | 0.0 |
| | Calder Avenue | 0.0 | 0.0 | 0.0 |
| | Berry Lane (NB) | 0.0 | 0.0 | 0.0 |

Results

Results Summary for whole modelled period

| Name | Max RFC | Max Delay (min) | Max Queue (PCU) | Max LOS | Average Demand (PCU/hr) | Total Junction Arrivals (PCU) | Total Queueing Delay (PCU-min) | Average Queueing Delay (min) | Rate Of Queueing Delay (PCU-min/min) | Inclusive Total Queueing Delay (PCU-min) | Inclusive Average Queueing Delay (min) |
|-----------------|---------|-----------------|-----------------|---------|-------------------------|-------------------------------|--------------------------------|------------------------------|--------------------------------------|--|--|
| Berry Lane (SB) | 0.65 | 0.22 | 1.87 | B | 515.00 | 515.00 | 108.52 | 0.21 | 1.81 | 108.65 | 0.21 |
| Calder Avenue | 0.32 | 0.16 | 0.48 | A | 180.00 | 180.00 | 28.14 | 0.16 | 0.47 | 28.16 | 0.16 |
| Berry Lane (NB) | 0.56 | 0.16 | 1.26 | A | 462.00 | 462.00 | 73.86 | 0.16 | 1.23 | 73.92 | 0.16 |

Main Results for each time segment

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

| Name | Total Demand (PCU/hr) | Junction Arrivals (PCU) | Entry Flow (PCU/hr) | Exit Flow (PCU/hr) | Circulating Flow (PCU/hr) | Pedestrian Demand (Ped/hr) | Capacity (PCU/hr) | Saturation Capacity (PCU/hr) | RFC | Start Queue (PCU) | End Queue (PCU) | Delay (min) | LOS |
|-----------------|-----------------------|-------------------------|---------------------|--------------------|---------------------------|----------------------------|-------------------|------------------------------|-------|-------------------|-----------------|-------------|-----|
| Berry Lane (SB) | 515.00 | 128.75 | 507.73 | 524.36 | 52.43 | 0.00 | 787.09 | 771.57 | 0.654 | 0.00 | 1.82 | 0.210 | B |
| Calder Avenue | 180.00 | 45.00 | 178.12 | 178.63 | 381.54 | 0.00 | 557.26 | 457.23 | 0.323 | 0.00 | 0.47 | 0.158 | A |
| Berry Lane (NB) | 462.00 | 115.50 | 457.05 | 439.92 | 119.74 | 0.00 | 826.46 | 725.22 | 0.559 | 0.00 | 1.24 | 0.160 | A |

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

| Name | Total Demand (PCU/hr) | Junction Arrivals (PCU) | Entry Flow (PCU/hr) | Exit Flow (PCU/hr) | Circulating Flow (PCU/hr) | Pedestrian Demand (Ped/hr) | Capacity (PCU/hr) | Saturation Capacity (PCU/hr) | RFC | Start Queue (PCU) | End Queue (PCU) | Delay (min) | LOS |
|-----------------|-----------------------|-------------------------|---------------------|--------------------|---------------------------|----------------------------|-------------------|------------------------------|-------|-------------------|-----------------|-------------|-----|
| Berry Lane (SB) | 515.00 | 128.75 | 514.85 | 529.92 | 52.99 | 0.00 | 786.81 | 771.57 | 0.655 | 1.82 | 1.86 | 0.220 | B |
| Calder Avenue | 180.00 | 45.00 | 179.97 | 180.95 | 386.89 | 0.00 | 554.57 | 457.23 | 0.325 | 0.47 | 0.48 | 0.160 | A |
| Berry Lane (NB) | 462.00 | 115.50 | 461.93 | 445.88 | 120.98 | 0.00 | 825.79 | 725.22 | 0.559 | 1.24 | 1.25 | 0.165 | A |

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

| Name | Total Demand (PCU/hr) | Junction Arrivals (PCU) | Entry Flow (PCU/hr) | Exit Flow (PCU/hr) | Circulating Flow (PCU/hr) | Pedestrian Demand (Ped/hr) | Capacity (PCU/hr) | Saturation Capacity (PCU/hr) | RFC | Start Queue (PCU) | End Queue (PCU) | Delay (min) | LOS |
|-----------------|-----------------------|-------------------------|---------------------|--------------------|---------------------------|----------------------------|-------------------|------------------------------|-------|-------------------|-----------------|-------------|-----|
| Berry Lane (SB) | 515.00 | 128.75 | 514.95 | 529.98 | 53.00 | 0.00 | 786.80 | 771.57 | 0.655 | 1.86 | 1.87 | 0.221 | B |
| Calder Avenue | 180.00 | 45.00 | 179.99 | 180.98 | 386.96 | 0.00 | 554.53 | 457.23 | 0.325 | 0.48 | 0.48 | 0.160 | A |
| Berry Lane (NB) | 462.00 | 115.50 | 461.98 | 445.96 | 121.00 | 0.00 | 825.78 | 725.22 | 0.559 | 1.25 | 1.26 | 0.165 | A |

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

| Name | Total Demand (PCU/hr) | Junction Arrivals (PCU) | Entry Flow (PCU/hr) | Exit Flow (PCU/hr) | Circulating Flow (PCU/hr) | Pedestrian Demand (Ped/hr) | Capacity (PCU/hr) | Saturation Capacity (PCU/hr) | RFC | Start Queue (PCU) | End Queue (PCU) | Delay (min) | LOS |
|-----------------|-----------------------|-------------------------|---------------------|--------------------|---------------------------|----------------------------|-------------------|------------------------------|-------|-------------------|-----------------|-------------|-----|
| Berry Lane (SB) | 515.00 | 128.75 | 514.97 | 529.99 | 53.00 | 0.00 | 786.80 | 771.57 | 0.655 | 1.87 | 1.87 | 0.221 | B |
| Calder Avenue | 180.00 | 45.00 | 180.00 | 180.99 | 386.98 | 0.00 | 554.52 | 457.23 | 0.325 | 0.48 | 0.48 | 0.160 | A |
| Berry Lane (NB) | 462.00 | 115.50 | 461.99 | 445.98 | 121.00 | 0.00 | 825.78 | 725.22 | 0.559 | 1.26 | 1.26 | 0.165 | A |

Queueing Delay Results for each time segment
Queueing Delay results: (17:00-17:15)

| Name | Queueing Total Delay (PCU-min) | Queueing Rate Of Delay (PCU-min/min) | Average Delay Per Arriving Vehicle (min) | Unsignalised Level Of Service | Signalised Level Of Service |
|-----------------|--------------------------------|--------------------------------------|--|-------------------------------|-----------------------------|
| Berry Lane (SB) | 24.89 | 1.66 | 0.210 | B | B |
| Calder Avenue | 6.71 | 0.45 | 0.158 | A | A |
| Berry Lane (NB) | 17.38 | 1.16 | 0.160 | A | A |

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

| Name | Queueing Total Delay (PCU-min) | Queueing Rate Of Delay (PCU-min/min) | Average Delay Per Arriving Vehicle (min) | Unsignalised Level Of Service | Signalised Level Of Service |
|-----------------|--------------------------------|--------------------------------------|--|-------------------------------|-----------------------------|
| Berry Lane (SB) | 27.61 | 1.84 | 0.220 | B | B |
| Calder Avenue | 7.11 | 0.47 | 0.160 | A | A |
| Berry Lane (NB) | 18.71 | 1.25 | 0.165 | A | A |

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

| Name | Queueing Total Delay (PCU-min) | Queueing Rate Of Delay (PCU-min/min) | Average Delay Per Arriving Vehicle (min) | Unsignalised Level Of Service | Signalised Level Of Service |
|-----------------|--------------------------------|--------------------------------------|--|-------------------------------|-----------------------------|
| Berry Lane (SB) | 27.94 | 1.86 | 0.221 | B | B |
| Calder Avenue | 7.16 | 0.48 | 0.160 | A | A |
| Berry Lane (NB) | 18.85 | 1.26 | 0.165 | A | A |

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

| Name | Queueing Total Delay (PCU-min) | Queueing Rate Of Delay (PCU-min/min) | Average Delay Per Arriving Vehicle (min) | Unsignalised Level Of Service | Signalised Level Of Service |
|-----------------|--------------------------------|--------------------------------------|--|-------------------------------|-----------------------------|
| Berry Lane (SB) | 28.08 | 1.87 | 0.221 | B | B |
| Calder Avenue | 7.17 | 0.48 | 0.160 | A | A |
| Berry Lane (NB) | 18.91 | 1.26 | 0.165 | A | A |



Appendix 12

ARCADY Outputs – Derby Road/Whittingham Rd/Kestor Lane

| |
|---|
| Junctions 8 |
| ARCADY 8 - Roundabout Module |
| Version: 8.0.4.487 [15039,24/03/2014] © Copyright TRL Limited, 2014 |
| For sales and distribution information, program advice and maintenance, contact TRL: Tel: +44 (0)1344 770758 email: software@trl.co.uk Web: http://www.trlsoftware.co.uk |
| <small>The users of this computer program for the solution of an engineering problem are in no way relieved of their responsibility for the correctness of the solution</small> |

Filename: Import of 1. Derby Road_Preston Road.arc8

Path: N:\Vectos Job Data\2013\VN30277 Longridge\Arcady\520 Dwellings\Test

Report generation date: 04/08/2014 15:12:18

« **AM and PM - 2016 Baseline, AM**

» **Junction Network**

» **Arms**

» **Traffic Flows**

» **Entry Flows**

» **Turning Proportions**

» **Vehicle Mix**

» **Results**

Summary of junction performance

| | AM | | | | PM | | | |
|------------------------------------|-------------|-------------|------|-----|-------------|-------------|------|-----|
| | Queue (PCU) | Delay (min) | RFC | LOS | Queue (PCU) | Delay (min) | RFC | LOS |
| AM and PM - 2016 Assessment | | | | | | | | |
| Derby Road | 2.44 | 0.25 | 0.71 | C | 1.98 | 0.22 | 0.67 | B |
| Kestor Lane | 1.42 | 0.28 | 0.59 | C | 0.80 | 0.20 | 0.45 | B |
| Preston Road | 2.15 | 0.22 | 0.69 | B | 34.42 | 2.34 | 1.01 | F |
| Whittingham Road | 1.13 | 0.15 | 0.53 | A | 1.65 | 0.21 | 0.63 | B |
| AM and PM - 2016 Baseline | | | | | | | | |
| Derby Road | 1.58 | 0.19 | 0.61 | B | 1.59 | 0.19 | 0.62 | B |
| Kestor Lane | 1.26 | 0.24 | 0.56 | B | 0.76 | 0.19 | 0.43 | B |
| Preston Road | 1.87 | 0.20 | 0.65 | B | 10.25 | 0.80 | 0.92 | E |
| Whittingham Road | 1.10 | 0.15 | 0.52 | A | 1.50 | 0.19 | 0.60 | B |
| AM and PM - 2025 Assessment | | | | | | | | |
| Derby Road | 4.08 | 0.39 | 0.81 | C | 3.07 | 0.31 | 0.76 | C |
| Kestor Lane | 2.17 | 0.38 | 0.69 | C | 1.05 | 0.24 | 0.51 | B |
| Preston Road | 3.05 | 0.29 | 0.76 | C | 120.56 | 7.45 | 1.13 | F |
| Whittingham Road | 1.39 | 0.17 | 0.58 | B | 2.20 | 0.26 | 0.69 | C |
| AM and PM - 2025 Baseline | | | | | | | | |
| Derby Road | 2.39 | 0.26 | 0.71 | C | 2.41 | 0.26 | 0.71 | C |
| Kestor Lane | 1.85 | 0.32 | 0.65 | C | 1.00 | 0.22 | 0.50 | B |
| Preston Road | 2.82 | 0.27 | 0.74 | C | 52.01 | 3.41 | 1.04 | F |
| Whittingham Road | 1.37 | 0.17 | 0.58 | B | 2.10 | 0.25 | 0.68 | B |

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

"D1 - 2016 Baseline, AM" model duration: 08:00 - 09:00

"D2 - 2016 Baseline, PM" model duration: 17:00 - 18:00

"D3 - 2025 Baseline, AM" model duration: 08:00 - 09:00

"D4 - 2025 Baseline, PM" model duration: 17:00 - 18:00

"D5 - 2016 Assessment, AM" model duration: 08:00 - 09:00

"D6 - 2016 Assessment, PM" model duration: 17:00 - 18:00

"D7 - 2025 Assessment, AM" model duration: 08:00 - 09:00

"D8 - 2025 Assessment, PM" model duration: 17:00 - 18:00

Run using Junctions 8.0.4.487 at 04/08/2014 15:12:18

File summary

| | |
|-------------|------------------------------|
| Title | Inglewhite Road / Berry Lane |
| Location | Longridge |
| Site Number | |
| Date | 03/02/2014 |
| Version | |
| Status | (new file) |
| Identifier | VN30277 |
| Client | |
| Jobnumber | VN30277 |
| Enumerator | Workstation\Workstation1 |
| Description | |

Analysis Options

| Vehicle Length (m) | Do Queue Variations | Calculate Residual Capacity | Residual Capacity Criteria Type | RFC Threshold | Average Delay Threshold (min) | Queue Threshold (PCU) |
|--------------------|---------------------|-----------------------------|---------------------------------|---------------|-------------------------------|-----------------------|
| 5.75 | | | N/A | 0.85 | 0.60 | 20.00 |

Units

| Distance Units | Speed Units | Traffic Units Input | Traffic Units Results | Flow Units | Average Delay Units | Total Delay Units | Rate Of Delay Units |
|----------------|-------------|---------------------|-----------------------|------------|---------------------|-------------------|---------------------|
| m | kph | PCU | PCU | perHour | min | -Min | perMin |

AM and PM - 2016 Baseline, AM

Data Errors and Warnings

No errors or warnings

Analysis Set Details

| Name | Roundabout Capacity Model | Description | Include In Report | Use Specific Demand Set(s) | Specific Demand Set (s) | Locked | Network Flow Scaling Factor (%) | Network Capacity Scaling Factor (%) | Reason For Scaling Factors |
|-----------|---------------------------|-------------|-------------------|----------------------------|-------------------------|--------|---------------------------------|-------------------------------------|----------------------------|
| AM and PM | ARCADY | | ✓ | | | | 100.000 | 100.000 | |

Demand Set Details

| Name | Scenario Name | Time Period Name | Description | Traffic Profile Type | Model Start Time (HH:mm) | Model Finish Time (HH:mm) | Model Time Period Length (min) | Time Segment Length (min) | Results For Central Hour Only | Single Time Segment Only | Locked | Run Automatically | Use Relationship | Rela |
|-------------------|---------------|------------------|-------------|----------------------|--------------------------|---------------------------|--------------------------------|---------------------------|-------------------------------|--------------------------|--------|-------------------|------------------|------|
| 2016 Baseline, AM | 2016 Baseline | AM | | FLAT | 08:00 | 09:00 | 60 | 15 | | | | ✓ | | |

Junction Network

Junctions

| Junction | Name | Junction Type | Arm Order | Grade Separated | Large Roundabout | Do Geometric Delay | Junction Delay (min) | Junction LOS |
|----------|---------------------------|---------------|-----------|-----------------|------------------|--------------------|----------------------|--------------|
| 1 | Derby Road / Preston Road | Roundabout | A,B,C,1 | | | | 0.19 | B |

Junction Network Options

| Driving Side | Lighting |
|--------------|----------------|
| Left | Normal/unknown |

Arms

Arms

| Name | Arm | Name | Description |
|------------------|-----|------------------|-------------|
| Derby Road | A | Derby Road | |
| Kestor Lane | B | Kestor Lane | |
| Preston Road | C | Preston Road | |
| Whittingham Road | 1 | Whittingham Road | |

Capacity Options

| Name | Minimum Capacity (PCU/hr) | Maximum Capacity (PCU/hr) | Assume Flat Start Profile | Initial Queue (PCU) |
|------------------|---------------------------|---------------------------|---------------------------|---------------------|
| Derby Road | 0.00 | 99999.00 | | 0.00 |
| Kestor Lane | 0.00 | 99999.00 | | 0.00 |
| Preston Road | 0.00 | 99999.00 | | 0.00 |
| Whittingham Road | 0.00 | 99999.00 | | 0.00 |

Roundabout Geometry

| Name | V - Approach road half-width (m) | E - Entry width (m) | I' - Effective flare length (m) | R - Entry radius (m) | D - Inscribed circle diameter (m) | PHI - Conflict (entry) angle (deg) | Exit Only |
|------------------|----------------------------------|---------------------|---------------------------------|----------------------|-----------------------------------|------------------------------------|-----------|
| Derby Road | 3.40 | 7.00 | 4.00 | 11.00 | 17.00 | 76.00 | |
| Kestor Lane | 3.60 | 5.50 | 4.00 | 3.00 | 17.00 | 64.00 | |
| Preston Road | 3.80 | 4.50 | 4.00 | 8.00 | 17.00 | 68.00 | |
| Whittingham Road | 3.60 | 5.50 | 7.00 | 6.00 | 17.00 | 64.00 | |

Slope / Intercept / Capacity

Roundabout Slope and Intercept used in model

| Name | Enter slope and intercept directly | Entered slope | Entered intercept (PCU/hr) | Final Slope | Final Intercept (PCU/hr) |
|------------------|------------------------------------|---------------|----------------------------|-------------|--------------------------|
| Derby Road | | (calculated) | (calculated) | 0.468 | 1049.554 |
| Kestor Lane | | (calculated) | (calculated) | 0.355 | 798.042 |
| Preston Road | | (calculated) | (calculated) | 0.461 | 1023.182 |
| Whittingham Road | | (calculated) | (calculated) | 0.463 | 1074.240 |

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

Traffic Flows

Demand Set Data Options

| Default Vehicle Mix | Vehicle Mix Varies Over Time | Vehicle Mix Varies Over Turn | Vehicle Mix Varies Over Entry | Vehicle Mix Source | PCU Factor for a HV (PCU) | Default Turning Proportions | Estimate from entry/exit counts | Turning Proportions Vary Over Time | Turning Proportions Vary Over Turn | Turning Proportions Vary Over Entry |
|---------------------|------------------------------|------------------------------|-------------------------------|--------------------|---------------------------|-----------------------------|---------------------------------|------------------------------------|------------------------------------|-------------------------------------|
| | | ✓ | ✓ | HV Percentages | 2.00 | | | | ✓ | ✓ |

Entry Flows

General Flows Data

| Name | Profile Type | Use Turning Counts | Average Demand Flow (PCU/hr) | Flow Scaling Factor (%) |
|------------------|--------------|--------------------|------------------------------|-------------------------|
| Derby Road | FLAT | ✓ | 503.00 | 100.000 |
| Kestor Lane | FLAT | ✓ | 312.00 | 100.000 |
| Preston Road | FLAT | ✓ | 572.00 | 100.000 |
| Whittingham Road | FLAT | ✓ | 453.00 | 100.000 |

Turning Proportions

Turning Counts / Proportions (PCU/hr) - Derby Road / Preston Road (for whole period)

| | | To | | | |
|------|------------------|------------|-------------|--------------|------------------|
| | | Derby Road | Kestor Lane | Preston Road | Whittingham Road |
| From | Derby Road | 0.000 | 47.000 | 336.000 | 120.000 |
| | Kestor Lane | 58.000 | 0.000 | 109.000 | 145.000 |
| | Preston Road | 279.000 | 116.000 | 0.000 | 177.000 |
| | Whittingham Road | 75.000 | 157.000 | 221.000 | 0.000 |

Turning Proportions (PCU) - Derby Road / Preston Road (for whole period)

| | | To | | | |
|------|------------------|------------|-------------|--------------|------------------|
| | | Derby Road | Kestor Lane | Preston Road | Whittingham Road |
| From | Derby Road | 0.00 | 0.09 | 0.67 | 0.24 |
| | Kestor Lane | 0.19 | 0.00 | 0.35 | 0.46 |
| | Preston Road | 0.49 | 0.20 | 0.00 | 0.31 |
| | Whittingham Road | 0.17 | 0.35 | 0.49 | 0.00 |

Vehicle Mix

Average PCU Per Vehicle - Derby Road / Preston Road (for whole period)

| | | To | | | |
|------|------------------|------------|-------------|--------------|------------------|
| | | Derby Road | Kestor Lane | Preston Road | Whittingham Road |
| From | Derby Road | 1.000 | 1.000 | 1.000 | 1.000 |
| | Kestor Lane | 1.000 | 1.000 | 1.000 | 1.000 |
| | Preston Road | 1.000 | 1.000 | 1.000 | 1.000 |
| | Whittingham Road | 1.000 | 1.000 | 1.000 | 1.000 |

Heavy Vehicle Percentages - Derby Road / Preston Road (for whole period)

| | | To | | | |
|------|------------------|------------|-------------|--------------|------------------|
| | | Derby Road | Kestor Lane | Preston Road | Whittingham Road |
| From | Derby Road | 0.0 | 0.0 | 0.0 | 0.0 |
| | Kestor Lane | 0.0 | 0.0 | 0.0 | 0.0 |
| | Preston Road | 0.0 | 0.0 | 0.0 | 0.0 |
| | Whittingham Road | 0.0 | 0.0 | 0.0 | 0.0 |

Results

Results Summary for whole modelled period

| Name | Max RFC | Max Delay (min) | Max Queue (PCU) | Max LOS | Average Demand (PCU/hr) | Total Junction Arrivals (PCU) | Total Queueing Delay (PCU-min) | Average Queueing Delay (min) | Rate Of Queueing Delay (PCU-min/min) | Inclusive Total Queueing Delay (PCU-min) | Inclusive Average Queueing Delay (min) |
|------------------|---------|-----------------|-----------------|---------|-------------------------|-------------------------------|--------------------------------|------------------------------|--------------------------------------|--|--|
| Derby Road | 0.61 | 0.19 | 1.58 | B | 503.00 | 503.00 | 91.92 | 0.18 | 1.53 | 92.01 | 0.18 |
| Kestor Lane | 0.56 | 0.24 | 1.26 | B | 312.00 | 312.00 | 72.76 | 0.23 | 1.21 | 72.84 | 0.23 |
| Preston Road | 0.65 | 0.20 | 1.87 | B | 572.00 | 572.00 | 108.54 | 0.19 | 1.81 | 108.66 | 0.19 |
| Whittingham Road | 0.52 | 0.15 | 1.10 | A | 453.00 | 453.00 | 64.20 | 0.14 | 1.07 | 64.24 | 0.14 |

Main Results for each time segment

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

| Name | Total Demand (PCU/hr) | Junction Arrivals (PCU) | Entry Flow (PCU/hr) | Exit Flow (PCU/hr) | Circulating Flow (PCU/hr) | Pedestrian Demand (Ped/hr) | Capacity (PCU/hr) | Saturation Capacity (PCU/hr) | RFC | Start Queue (PCU) | End Queue (PCU) | Delay (min) | LOS |
|------------------|-----------------------|-------------------------|---------------------|--------------------|---------------------------|----------------------------|-------------------|------------------------------|-------|-------------------|-----------------|-------------|-----|
| Derby Road | 503.00 | 125.75 | 496.86 | 406.85 | 488.95 | 0.00 | 820.61 | 669.38 | 0.613 | 0.00 | 1.53 | 0.182 | B |
| Kestor Lane | 312.00 | 78.00 | 307.15 | 316.47 | 669.34 | 0.00 | 560.50 | 448.51 | 0.557 | 0.00 | 1.21 | 0.233 | B |
| Preston Road | 572.00 | 143.00 | 564.75 | 658.11 | 318.38 | 0.00 | 876.40 | 815.02 | 0.653 | 0.00 | 1.81 | 0.188 | B |
| Whittingham Road | 453.00 | 113.25 | 448.71 | 436.04 | 447.09 | 0.00 | 867.16 | 774.93 | 0.522 | 0.00 | 1.07 | 0.142 | A |

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

| Name | Total Demand (PCU/hr) | Junction Arrivals (PCU) | Entry Flow (PCU/hr) | Exit Flow (PCU/hr) | Circulating Flow (PCU/hr) | Pedestrian Demand (Ped/hr) | Capacity (PCU/hr) | Saturation Capacity (PCU/hr) | RFC | Start Queue (PCU) | End Queue (PCU) | Delay (min) | LOS |
|------------------|-----------------------|-------------------------|---------------------|--------------------|---------------------------|----------------------------|-------------------|------------------------------|-------|-------------------|-----------------|-------------|-----|
| Derby Road | 503.00 | 125.75 | 502.87 | 411.88 | 493.91 | 0.00 | 818.28 | 669.38 | 0.615 | 1.53 | 1.57 | 0.190 | B |
| Kestor Lane | 312.00 | 78.00 | 311.88 | 319.93 | 676.85 | 0.00 | 557.83 | 448.51 | 0.559 | 1.21 | 1.24 | 0.244 | B |
| Preston Road | 572.00 | 143.00 | 571.83 | 665.84 | 322.89 | 0.00 | 874.32 | 815.02 | 0.654 | 1.81 | 1.85 | 0.198 | B |
| Whittingham Road | 453.00 | 113.25 | 452.94 | 441.86 | 452.86 | 0.00 | 864.48 | 774.93 | 0.524 | 1.07 | 1.09 | 0.146 | A |

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

| Name | Total Demand (PCU/hr) | Junction Arrivals (PCU) | Entry Flow (PCU/hr) | Exit Flow (PCU/hr) | Circulating Flow (PCU/hr) | Pedestrian Demand (Ped/hr) | Capacity (PCU/hr) | Saturation Capacity (PCU/hr) | RFC | Start Queue (PCU) | End Queue (PCU) | Delay (min) | LOS |
|------------------|-----------------------|-------------------------|---------------------|--------------------|---------------------------|----------------------------|-------------------|------------------------------|-------|-------------------|-----------------|-------------|-----|
| Derby Road | 503.00 | 125.75 | 502.96 | 411.96 | 493.97 | 0.00 | 818.26 | 669.38 | 0.615 | 1.57 | 1.58 | 0.190 | B |
| Kestor Lane | 312.00 | 78.00 | 311.96 | 319.98 | 676.96 | 0.00 | 557.80 | 448.51 | 0.559 | 1.24 | 1.25 | 0.244 | B |
| Preston Road | 572.00 | 143.00 | 571.95 | 665.95 | 322.97 | 0.00 | 874.28 | 815.02 | 0.654 | 1.85 | 1.87 | 0.198 | B |
| Whittingham Road | 453.00 | 113.25 | 452.98 | 441.96 | 452.96 | 0.00 | 864.44 | 774.93 | 0.524 | 1.09 | 1.09 | 0.146 | A |

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

| Name | Total Demand (PCU/hr) | Junction Arrivals (PCU) | Entry Flow (PCU/hr) | Exit Flow (PCU/hr) | Circulating Flow (PCU/hr) | Pedestrian Demand (Ped/hr) | Capacity (PCU/hr) | Saturation Capacity (PCU/hr) | RFC | Start Queue (PCU) | End Queue (PCU) | Delay (min) | LOS |
|------------------|-----------------------|-------------------------|---------------------|--------------------|---------------------------|----------------------------|-------------------|------------------------------|-------|-------------------|-----------------|-------------|-----|
| Derby Road | 503.00 | 125.75 | 502.98 | 411.98 | 493.99 | 0.00 | 818.25 | 669.38 | 0.615 | 1.58 | 1.58 | 0.190 | B |
| Kestor Lane | 312.00 | 78.00 | 311.98 | 319.99 | 676.98 | 0.00 | 557.79 | 448.51 | 0.559 | 1.25 | 1.26 | 0.244 | B |
| Preston Road | 572.00 | 143.00 | 571.97 | 665.98 | 322.98 | 0.00 | 874.28 | 815.02 | 0.654 | 1.87 | 1.87 | 0.198 | B |
| Whittingham Road | 453.00 | 113.25 | 452.99 | 441.98 | 452.98 | 0.00 | 864.43 | 774.93 | 0.524 | 1.09 | 1.10 | 0.146 | A |

Queueing Delay Results for each time segment

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

| Name | Queueing Total Delay (PCU-min) | Queueing Rate Of Delay (PCU-min/min) | Average Delay Per Arriving Vehicle (min) | Unsignalised Level Of Service | Signalised Level Of Service |
|------------------|--------------------------------|--------------------------------------|--|-------------------------------|-----------------------------|
| Derby Road | 21.31 | 1.42 | 0.182 | B | B |
| Kestor Lane | 16.72 | 1.11 | 0.233 | B | B |
| Preston Road | 24.98 | 1.67 | 0.188 | B | B |
| Whittingham Road | 15.19 | 1.01 | 0.142 | A | A |

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

| Name | Queueing Total Delay (PCU-min) | Queueing Rate Of Delay (PCU-min/min) | Average Delay Per Arriving Vehicle (min) | Unsignalised Level Of Service | Signalised Level Of Service |
|------------------|--------------------------------|--------------------------------------|--|-------------------------------|-----------------------------|
| Derby Road | 23.33 | 1.56 | 0.190 | B | B |
| Kestor Lane | 18.48 | 1.23 | 0.244 | B | B |
| Preston Road | 27.57 | 1.84 | 0.198 | B | B |
| Whittingham Road | 16.24 | 1.08 | 0.146 | A | A |

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

| Name | Queueing Total Delay (PCU-min) | Queueing Rate Of Delay (PCU-min/min) | Average Delay Per Arriving Vehicle (min) | Unsignalised Level Of Service | Signalised Level Of Service |
|------------------|--------------------------------|--------------------------------------|--|-------------------------------|-----------------------------|
| Derby Road | 23.59 | 1.57 | 0.190 | B | B |
| Kestor Lane | 18.73 | 1.25 | 0.244 | B | B |
| Preston Road | 27.92 | 1.86 | 0.198 | B | B |
| Whittingham Road | 16.36 | 1.09 | 0.146 | A | A |

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

| Name | Queueing Total Delay (PCU-min) | Queueing Rate Of Delay (PCU-min/min) | Average Delay Per Arriving Vehicle (min) | Unsignalised Level Of Service | Signalised Level Of Service |
|------------------|--------------------------------|--------------------------------------|--|-------------------------------|-----------------------------|
| Derby Road | 23.70 | 1.58 | 0.190 | B | B |
| Kestor Lane | 18.83 | 1.26 | 0.244 | B | B |
| Preston Road | 28.06 | 1.87 | 0.198 | B | B |
| Whittingham Road | 16.41 | 1.09 | 0.146 | A | A |



Appendix 13

ARCADY Outputs – Preston Road/Chapel Hill

| |
|---|
| Junctions 8 |
| ARCADY 8 - Roundabout Module |
| Version: 8.0.4.487 [15039,24/03/2014] © Copyright TRL Limited, 2014 |
| For sales and distribution information, program advice and maintenance, contact TRL: Tel: +44 (0)1344 770758 email: software@trl.co.uk Web: http://www.trlsoftware.co.uk |
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Filename: Import of 2. Preston Road_Chapel Hill.arc8
Path: N:\Vectos Job Data\2013\VN30277 Longridge\Arcady\520 Dwellings
Report generation date: 30/07/2014 14:35:38

- « Future Years - 2016 Baseline, AM
- » Junction Network
- » Arms
- » Traffic Flows
- » Entry Flows
- » Turning Proportions
- » Vehicle Mix
- » Results

Summary of junction performance

| | AM | | | | PM | | | |
|---------------------------------------|-------------|-------------|------|-----|-------------|-------------|------|-----|
| | Queue (PCU) | Delay (min) | RFC | LOS | Queue (PCU) | Delay (min) | RFC | LOS |
| Future Years - 2016 Assessment | | | | | | | | |
| Preston Rd (SB) | 55.87 | 4.39 | 1.06 | F | 2.80 | 0.33 | 0.74 | C |
| Chapel Hill | 2.93 | 0.44 | 0.75 | D | 0.64 | 0.15 | 0.39 | A |
| Preston Rd (NB) | 4.82 | 0.41 | 0.83 | C | 212.34 | 12.99 | 1.24 | F |
| Future Years - 2016 Baseline | | | | | | | | |
| Preston Rd (SB) | 14.60 | 1.35 | 0.95 | F | 2.24 | 0.28 | 0.69 | C |
| Chapel Hill | 2.53 | 0.37 | 0.72 | C | 0.60 | 0.14 | 0.38 | A |
| Preston Rd (NB) | 4.00 | 0.35 | 0.80 | C | 136.58 | 8.44 | 1.15 | F |
| Future Years - 2025 Assessment | | | | | | | | |
| Preston Rd (SB) | 137.08 | 10.53 | 1.19 | F | 4.51 | 0.48 | 0.83 | D |
| Chapel Hill | 4.52 | 0.61 | 0.83 | E | 0.86 | 0.18 | 0.46 | B |
| Preston Rd (NB) | 10.80 | 0.85 | 0.93 | F | 324.17 | 19.81 | 1.37 | F |
| Future Years - 2025 Baseline | | | | | | | | |
| Preston Rd (SB) | 63.62 | 5.08 | 1.08 | F | 3.42 | 0.39 | 0.78 | C |
| Chapel Hill | 4.26 | 0.57 | 0.82 | D | 0.80 | 0.17 | 0.44 | B |
| Preston Rd (NB) | 7.90 | 0.64 | 0.90 | E | 247.00 | 15.13 | 1.28 | F |

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

"D1 - 2016 Baseline, AM" model duration: 08:00 - 09:30
 "D2 - 2016 Baseline, PM" model duration: 17:00 - 18:00
 "D3 - 2025 Baseline, AM" model duration: 08:00 - 09:00
 "D4 - 2025 Baseline, PM" model duration: 17:00 - 18:00
 "D5 - 2016 Assessment, AM" model duration: 08:00 - 09:00
 "D6 - 2016 Assessment, PM" model duration: 17:00 - 18:00
 "D7 - 2025 Assessment, AM" model duration: 08:00 - 09:00
 "D8 - 2025 Assessment, PM" model duration: 17:00 - 18:00

Run using Junctions 8.0.4.487 at 30/07/2014 14:35:38

File summary

| | |
|--------------------|------------------------------|
| Title | Inglewhite Road / Berry Lane |
| Location | Longridge |
| Site Number | |
| Date | 03/02/2014 |
| Version | |
| Status | (new file) |
| Identifier | VN30277 |
| Client | |
| Jobnumber | VN30277 |
| Enumerator | Workstation\Workstation1 |
| Description | |

Analysis Options

| Vehicle Length (m) | Do Queue Variations | Calculate Residual Capacity | Residual Capacity Criteria Type | RFC Threshold | Average Delay Threshold (min) | Queue Threshold (PCU) |
|--------------------|---------------------|-----------------------------|---------------------------------|---------------|-------------------------------|-----------------------|
| 5.75 | | | N/A | 0.85 | 0.60 | 20.00 |

Units

| Distance Units | Speed Units | Traffic Units Input | Traffic Units Results | Flow Units | Average Delay Units | Total Delay Units | Rate Of Delay Units |
|----------------|-------------|---------------------|-----------------------|------------|---------------------|-------------------|---------------------|
| m | kph | PCU | PCU | perHour | min | -Min | perMin |

Future Years - 2016 Baseline, AM

Data Errors and Warnings

No errors or warnings

Analysis Set Details

| Name | Roundabout Capacity Model | Description | Include In Report | Use Specific Demand Set(s) | Specific Demand Set (s) | Locked | Network Flow Scaling Factor (%) | Network Capacity Scaling Factor (%) | Reason For Scaling Factors |
|--------------|---------------------------|-------------|-------------------|----------------------------|-------------------------|--------|---------------------------------|-------------------------------------|----------------------------|
| Future Years | ARCADY | | ✓ | | | | 100.000 | 100.000 | |

Demand Set Details

| Name | Scenario Name | Time Period Name | Description | Traffic Profile Type | Model Start Time (HH:mm) | Model Finish Time (HH:mm) | Model Time Period Length (min) | Time Segment Length (min) | Results For Central Hour Only | Single Time Segment Only | Locked | Run Automatically | Use Relationship | Rela |
|-------------------|---------------|------------------|-------------|----------------------|--------------------------|---------------------------|--------------------------------|---------------------------|-------------------------------|--------------------------|--------|-------------------|------------------|------|
| 2016 Baseline, AM | 2016 Baseline | AM | | FLAT | 08:00 | 09:30 | 90 | 15 | | | | ✓ | | |

Junction Network

Junctions

| Junction | Name | Junction Type | Arm Order | Junction Delay (min) | Junction LOS |
|----------|----------------------------|-----------------|-----------|----------------------|--------------|
| 1 | Preston Road / Chapel Hill | Mini-roundabout | A,B,C | 0.73 | E |

Junction Network Options

| Driving Side | Lighting | Road Surface | In London |
|--------------|----------------|----------------|-----------|
| Left | Normal/unknown | Normal/unknown | |

Arms

Arms

| Name | Arm | Name | Description |
|-----------------|-----|-----------------|-------------|
| Preston Rd (SB) | A | Preston Rd (SB) | |
| Chapel Hill | B | Chapel Hill | |
| Preston Rd (NB) | C | Preston Rd (NB) | |

Capacity Options

| Name | Minimum Capacity (PCU/hr) | Maximum Capacity (PCU/hr) | Assume Flat Start Profile | Initial Queue (PCU) |
|-----------------|---------------------------|---------------------------|---------------------------|---------------------|
| Preston Rd (SB) | 0.00 | 99999.00 | | 0.00 |
| Chapel Hill | 0.00 | 99999.00 | | 0.00 |
| Preston Rd (NB) | 0.00 | 99999.00 | | 0.00 |

Mini Roundabout Geometry

| Name | Approach road half-width (m) | Minimum approach road half-width (m) | Entry width (m) | Effective flare length (m) | Distance to next arm (m) | Entry corner kerb line distance (m) | Gradient over 50m (%) | Kerbed central island |
|-----------------|------------------------------|--------------------------------------|-----------------|----------------------------|--------------------------|-------------------------------------|-----------------------|-----------------------|
| Preston Rd (SB) | 4.00 | 4.00 | 6.00 | 2.00 | 9.00 | 4.00 | 0.00 | |
| Chapel Hill | 4.00 | 4.00 | 4.00 | 0.00 | 15.00 | 15.00 | 0.00 | |
| Preston Rd (NB) | 3.50 | 3.50 | 4.50 | 1.00 | 10.00 | 9.00 | 0.00 | |

Slope / Intercept / Capacity

Roundabout Slope and Intercept used in model

| Name | Enter slope and intercept directly | Entered slope | Entered intercept (PCU/hr) | Final Slope | Final Intercept (PCU/hr) |
|-----------------|------------------------------------|---------------|----------------------------|-------------|--------------------------|
| Preston Rd (SB) | | (calculated) | (calculated) | 0.578 | 876.783 |
| Chapel Hill | | (calculated) | (calculated) | 0.601 | 933.082 |
| Preston Rd (NB) | | (calculated) | (calculated) | 0.543 | 889.951 |

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

Traffic Flows

Demand Set Data Options

| Default Vehicle Mix | Vehicle Mix Varies Over Time | Vehicle Mix Varies Over Turn | Vehicle Mix Varies Over Entry | Vehicle Mix Source | PCU Factor for a HV (PCU) | Default Turning Proportions | Estimate from entry/exit counts | Turning Proportions Vary Over Time | Turning Proportions Vary Over Turn | Turning Proportions Vary Over Entry |
|---------------------|------------------------------|------------------------------|-------------------------------|--------------------|---------------------------|-----------------------------|---------------------------------|------------------------------------|------------------------------------|-------------------------------------|
| | | ✓ | ✓ | HV Percentages | 2.00 | | | | ✓ | ✓ |

Entry Flows

General Flows Data

| Name | Profile Type | Use Turning Counts | Average Demand Flow (PCU/hr) | Flow Scaling Factor (%) |
|-----------------|--------------|--------------------|------------------------------|-------------------------|
| Preston Rd (SB) | FLAT | ✓ | 679.00 | 100.000 |
| Chapel Hill | FLAT | ✓ | 413.00 | 100.000 |
| Preston Rd (NB) | FLAT | ✓ | 701.00 | 100.000 |

Turning Proportions

Turning Counts / Proportions (PCU/hr) - Preston Road / Chapel Hill (for whole period)

| | | To | | |
|------|-----------------|-----------------|-------------|-----------------|
| | | Preston Rd (SB) | Chapel Hill | Preston Rd (NB) |
| From | Preston Rd (SB) | 0.000 | 78.000 | 601.000 |
| | Chapel Hill | 31.000 | 0.000 | 382.000 |
| | Preston Rd (NB) | 421.000 | 280.000 | 0.000 |

Turning Proportions (PCU) - Preston Road / Chapel Hill (for whole period)

| | | To | | |
|------|-----------------|-----------------|-------------|-----------------|
| | | Preston Rd (SB) | Chapel Hill | Preston Rd (NB) |
| From | Preston Rd (SB) | 0.00 | 0.11 | 0.89 |
| | Chapel Hill | 0.08 | 0.00 | 0.92 |
| | Preston Rd (NB) | 0.60 | 0.40 | 0.00 |

Vehicle Mix

Average PCU Per Vehicle - Preston Road / Chapel Hill (for whole period)

| | | To | | |
|------|-----------------|-----------------|-------------|-----------------|
| | | Preston Rd (SB) | Chapel Hill | Preston Rd (NB) |
| From | Preston Rd (SB) | 1.000 | 1.000 | 1.000 |
| | Chapel Hill | 1.000 | 1.000 | 1.000 |
| | Preston Rd (NB) | 1.000 | 1.000 | 1.000 |

Heavy Vehicle Percentages - Preston Road / Chapel Hill (for whole period)

| | | To | | |
|------|-----------------|-----------------|-------------|-----------------|
| | | Preston Rd (SB) | Chapel Hill | Preston Rd (NB) |
| From | Preston Rd (SB) | 0.0 | 0.0 | 0.0 |
| | Chapel Hill | 0.0 | 0.0 | 0.0 |
| | Preston Rd (NB) | 0.0 | 0.0 | 0.0 |

Results

Results Summary for whole modelled period

| Name | Max RFC | Max Delay (min) | Max Queue (PCU) | Max LOS | Average Demand (PCU/hr) | Total Junction Arrivals (PCU) | Total Queueing Delay (PCU-min) | Average Queueing Delay (min) | Rate Of Queueing Delay (PCU-min/min) | Inclusive Total Queueing Delay (PCU-min) | Inclusive Average Queueing Delay (min) |
|-----------------|---------|-----------------|-----------------|---------|-------------------------|-------------------------------|--------------------------------|------------------------------|--------------------------------------|--|--|
| Preston Rd (SB) | 0.95 | 1.35 | 14.60 | F | 679.00 | 1018.50 | 1036.92 | 1.02 | 11.52 | 1045.86 | 1.03 |
| Chapel Hill | 0.72 | 0.37 | 2.53 | C | 413.00 | 619.50 | 212.69 | 0.34 | 2.36 | 213.03 | 0.34 |
| Preston Rd (NB) | 0.80 | 0.35 | 4.00 | C | 701.00 | 1051.50 | 340.72 | 0.32 | 3.79 | 341.27 | 0.32 |

Main Results for each time segment

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

| Name | Total Demand (PCU/hr) | Junction Arrivals (PCU) | Entry Flow (PCU/hr) | Exit Flow (PCU/hr) | Circulating Flow (PCU/hr) | Pedestrian Demand (Ped/hr) | Capacity (PCU/hr) | Saturation Capacity (PCU/hr) | RFC | Start Queue (PCU) | End Queue (PCU) | Delay (min) | LOS |
|-----------------|-----------------------|-------------------------|---------------------|--------------------|---------------------------|----------------------------|-------------------|------------------------------|-------|-------------------|-----------------|-------------|-----|
| Preston Rd (SB) | 679.00 | 169.75 | 644.23 | 442.54 | 274.14 | 0.00 | 718.33 | 676.71 | 0.945 | 0.00 | 8.69 | 0.645 | E |
| Chapel Hill | 413.00 | 103.25 | 404.30 | 348.15 | 570.22 | 0.00 | 590.17 | 572.88 | 0.700 | 0.00 | 2.18 | 0.310 | C |
| Preston Rd (NB) | 701.00 | 175.25 | 686.33 | 944.17 | 30.35 | 0.00 | 873.47 | 866.59 | 0.803 | 0.00 | 3.67 | 0.301 | C |

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

| Name | Total Demand (PCU/hr) | Junction Arrivals (PCU) | Entry Flow (PCU/hr) | Exit Flow (PCU/hr) | Circulating Flow (PCU/hr) | Pedestrian Demand (Ped/hr) | Capacity (PCU/hr) | Saturation Capacity (PCU/hr) | RFC | Start Queue (PCU) | End Queue (PCU) | Delay (min) | LOS |
|-----------------|-----------------------|-------------------------|---------------------|--------------------|---------------------------|----------------------------|-------------------|------------------------------|-------|-------------------|-----------------|-------------|-----|
| Preston Rd (SB) | 679.00 | 169.75 | 669.43 | 451.49 | 279.70 | 0.00 | 715.11 | 676.71 | 0.950 | 8.69 | 11.09 | 1.040 | F |
| Chapel Hill | 413.00 | 103.25 | 412.14 | 356.60 | 592.53 | 0.00 | 576.76 | 572.88 | 0.716 | 2.18 | 2.39 | 0.361 | C |
| Preston Rd (NB) | 701.00 | 175.25 | 700.26 | 973.74 | 30.94 | 0.00 | 873.15 | 866.59 | 0.803 | 3.67 | 3.85 | 0.343 | C |

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

| Name | Total Demand (PCU/hr) | Junction Arrivals (PCU) | Entry Flow (PCU/hr) | Exit Flow (PCU/hr) | Circulating Flow (PCU/hr) | Pedestrian Demand (Ped/hr) | Capacity (PCU/hr) | Saturation Capacity (PCU/hr) | RFC | Start Queue (PCU) | End Queue (PCU) | Delay (min) | LOS |
|-----------------|-----------------------|-------------------------|---------------------|--------------------|---------------------------|----------------------------|-------------------|------------------------------|-------|-------------------|-----------------|-------------|-----|
| Preston Rd (SB) | 679.00 | 169.75 | 673.49 | 451.81 | 279.89 | 0.00 | 715.01 | 676.71 | 0.950 | 11.09 | 12.46 | 1.173 | F |
| Chapel Hill | 413.00 | 103.25 | 412.72 | 357.26 | 596.12 | 0.00 | 574.60 | 572.88 | 0.719 | 2.39 | 2.46 | 0.369 | C |
| Preston Rd (NB) | 701.00 | 175.25 | 700.72 | 977.86 | 30.98 | 0.00 | 873.12 | 866.59 | 0.803 | 3.85 | 3.92 | 0.346 | C |

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

| Name | Total Demand (PCU/hr) | Junction Arrivals (PCU) | Entry Flow (PCU/hr) | Exit Flow (PCU/hr) | Circulating Flow (PCU/hr) | Pedestrian Demand (Ped/hr) | Capacity (PCU/hr) | Saturation Capacity (PCU/hr) | RFC | Start Queue (PCU) | End Queue (PCU) | Delay (min) | LOS |
|-----------------|-----------------------|-------------------------|---------------------|--------------------|---------------------------|----------------------------|-------------------|------------------------------|-------|-------------------|-----------------|-------------|-----|
| Preston Rd (SB) | 679.00 | 169.75 | 675.28 | 451.90 | 279.94 | 0.00 | 714.98 | 676.71 | 0.950 | 12.46 | 13.39 | 1.254 | F |
| Chapel Hill | 413.00 | 103.25 | 412.86 | 357.52 | 597.71 | 0.00 | 573.64 | 572.88 | 0.720 | 2.46 | 2.50 | 0.372 | C |
| Preston Rd (NB) | 701.00 | 175.25 | 700.86 | 979.57 | 30.99 | 0.00 | 873.12 | 866.59 | 0.803 | 3.92 | 3.96 | 0.347 | C |

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

| Name | Total Demand (PCU/hr) | Junction Arrivals (PCU) | Entry Flow (PCU/hr) | Exit Flow (PCU/hr) | Circulating Flow (PCU/hr) | Pedestrian Demand (Ped/hr) | Capacity (PCU/hr) | Saturation Capacity (PCU/hr) | RFC | Start Queue (PCU) | End Queue (PCU) | Delay (min) | LOS |
|-----------------|-----------------------|-------------------------|---------------------|--------------------|---------------------------|----------------------------|-------------------|------------------------------|-------|-------------------|-----------------|-------------|-----|
| Preston Rd (SB) | 679.00 | 169.75 | 676.28 | 451.94 | 279.96 | 0.00 | 714.96 | 676.71 | 0.950 | 13.39 | 14.07 | 1.311 | F |
| Chapel Hill | 413.00 | 103.25 | 412.91 | 357.65 | 598.59 | 0.00 | 573.11 | 572.88 | 0.721 | 2.50 | 2.52 | 0.373 | C |
| Preston Rd (NB) | 701.00 | 175.25 | 700.91 | 980.51 | 30.99 | 0.00 | 873.11 | 866.59 | 0.803 | 3.96 | 3.98 | 0.347 | C |

Main results: (09:15-09:30)

| Name | Total Demand (PCU/hr) | Junction Arrivals (PCU) | Entry Flow (PCU/hr) | Exit Flow (PCU/hr) | Circulating Flow (PCU/hr) | Pedestrian Demand (Ped/hr) | Capacity (PCU/hr) | Saturation Capacity (PCU/hr) | RFC | Start Queue (PCU) | End Queue (PCU) | Delay (min) | LOS |
|-----------------|-----------------------|-------------------------|---------------------|--------------------|---------------------------|----------------------------|-------------------|------------------------------|-------|-------------------|-----------------|-------------|-----|
| Preston Rd (SB) | 679.00 | 169.75 | 676.91 | 451.96 | 279.98 | 0.00 | 714.96 | 676.71 | 0.950 | 14.07 | 14.60 | 1.353 | F |
| Chapel Hill | 413.00 | 103.25 | 412.94 | 357.74 | 599.15 | 0.00 | 572.78 | 572.88 | 0.721 | 2.52 | 2.53 | 0.374 | C |
| Preston Rd (NB) | 701.00 | 175.25 | 700.94 | 981.09 | 31.00 | 0.00 | 873.11 | 866.59 | 0.803 | 3.98 | 4.00 | 0.347 | C |

Queueing Delay Results for each time segment
Queueing Delay results: (08:00-08:15)

| Name | Queueing Total Delay (PCU-min) | Queueing Rate Of Delay (PCU-min/min) | Average Delay Per Arriving Vehicle (min) | Unsignalised Level Of Service | Signalised Level Of Service |
|-----------------|--------------------------------|--------------------------------------|--|-------------------------------|-----------------------------|
| Preston Rd (SB) | 93.42 | 6.23 | 0.645 | E | D |
| Chapel Hill | 28.77 | 1.92 | 0.310 | C | B |
| Preston Rd (NB) | 47.16 | 3.14 | 0.301 | C | B |

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

| Name | Queueing Total Delay (PCU-min) | Queueing Rate Of Delay (PCU-min/min) | Average Delay Per Arriving Vehicle (min) | Unsignalised Level Of Service | Signalised Level Of Service |
|-----------------|--------------------------------|--------------------------------------|--|-------------------------------|-----------------------------|
| Preston Rd (SB) | 150.39 | 10.03 | 1.040 | F | E |
| Chapel Hill | 34.73 | 2.32 | 0.361 | C | C |
| Preston Rd (NB) | 56.69 | 3.78 | 0.343 | C | C |

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

| Name | Queueing Total Delay (PCU-min) | Queueing Rate Of Delay (PCU-min/min) | Average Delay Per Arriving Vehicle (min) | Unsignalised Level Of Service | Signalised Level Of Service |
|-----------------|--------------------------------|--------------------------------------|--|-------------------------------|-----------------------------|
| Preston Rd (SB) | 177.39 | 11.83 | 1.173 | F | E |
| Chapel Hill | 36.47 | 2.43 | 0.369 | C | C |
| Preston Rd (NB) | 58.38 | 3.89 | 0.346 | C | C |

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

| Name | Queueing Total Delay (PCU-min) | Queueing Rate Of Delay (PCU-min/min) | Average Delay Per Arriving Vehicle (min) | Unsignalised Level Of Service | Signalised Level Of Service |
|-----------------|--------------------------------|--------------------------------------|--|-------------------------------|-----------------------------|
| Preston Rd (SB) | 194.32 | 12.95 | 1.254 | F | E |
| Chapel Hill | 37.21 | 2.48 | 0.372 | C | C |
| Preston Rd (NB) | 59.13 | 3.94 | 0.347 | C | C |

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

| Name | Queueing Total Delay (PCU-min) | Queueing Rate Of Delay (PCU-min/min) | Average Delay Per Arriving Vehicle (min) | Unsignalised Level Of Service | Signalised Level Of Service |
|-----------------|--------------------------------|--------------------------------------|--|-------------------------------|-----------------------------|
| Preston Rd (SB) | 206.23 | 13.75 | 1.311 | F | E |
| Chapel Hill | 37.63 | 2.51 | 0.373 | C | C |
| Preston Rd (NB) | 59.55 | 3.97 | 0.347 | C | C |

Queueing Delay results: (09:15-09:30)

| Name | Queueing Total Delay (PCU-min) | Queueing Rate Of Delay (PCU-min/min) | Average Delay Per Arriving Vehicle (min) | Unsignalised Level Of Service | Signalised Level Of Service |
|-----------------|--------------------------------|--------------------------------------|--|-------------------------------|-----------------------------|
| Preston Rd (SB) | 215.17 | 14.34 | 1.353 | F | F |
| Chapel Hill | 37.90 | 2.53 | 0.374 | C | C |
| Preston Rd (NB) | 59.82 | 3.99 | 0.347 | C | C |



Appendix 14

PICADY Outputs – Berry Lane/Market Place/King Street

 GEOMETRIC DATA

| I | DATA ITEM | I | MINOR ROAD B | I |
|---|------------------------------------|----------|--------------|---|
| I | TOTAL MAJOR ROAD CARRIAGEWAY WIDTH | I (W) | 7.70 M. | I |
| I | CENTRAL RESERVE WIDTH | I (WCR) | 0.00 M. | I |
| I | | I | | I |
| I | MAJOR ROAD RIGHT TURN - WIDTH | I (WC-B) | 2.20 M. | I |
| I | - VISIBILITY | I (VC-B) | 75.00 M. | I |
| I | - BLOCKS TRAFFIC (SPACES) | I | YES (1) | I |
| I | | I | | I |
| I | MINOR ROAD - VISIBILITY TO LEFT | I (VB-C) | 34.0 M. | I |
| I | - VISIBILITY TO RIGHT | I (VB-A) | 38.0 M. | I |
| I | - LANE 1 WIDTH | I (WB-C) | 3.60 M. | I |
| I | - LANE 2 WIDTH | I (WB-A) | 0.00 M. | I |

.SLOPES AND INTERCEPT

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

| I | Intercept For | Slope For Opposing | Slope For Opposing | I |
|---|---------------|--------------------|--------------------|---|
| I | STREAM B-C | STREAM A-C | STREAM A-B | I |
| I | 686.78 | 0.25 | 0.10 | I |

| I | Intercept For | Slope For Opposing | Slope For Opposing | Slope For Opposing | Slope For Opposing | I |
|---|---------------|--------------------|--------------------|--------------------|--------------------|---|
| I | STREAM B-A | STREAM A-C | STREAM A-B | STREAM C-A | STREAM C-B | I |
| I | 537.77 | 0.23 | 0.09 | 0.14 | 0.33 | I |

| I | Intercept For | Slope For Opposing | Slope For Opposing | I |
|---|---------------|--------------------|--------------------|---|
| I | STREAM C-B | STREAM A-C | STREAM A-B | I |
| I | 617.40 | 0.22 | 0.22 | I |

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

TRAFFIC DEMAND DATA

| I | ARM | I | FLOW SCALE(%) | I |
|---|-----|---|---------------|---|
| I | A | I | 100 | I |
| I | B | I | 100 | I |
| I | C | I | 100 | I |

Demand set: Berry Lane/Market Street/King Street 2016

TIME PERIOD BEGINS 08.00 AND ENDS 09.00

LENGTH OF TIME PERIOD - 60 MIN.

LENGTH OF TIME SEGMENT - 15 MIN.

DEMAND FLOW PROFILES ARE INPUT DIRECTLY

Demand set: Berry Lane/Market Street/King Street 2016

| | | TURNING PROPORTIONS | | | | | |
|---------------|---------|-----------------------|--------|----------|----------|-----|--|
| | | TURNING COUNTS | | | | | |
| | | (PERCENTAGE OF H.V.S) | | | | | |
| TIME | | FROM/TO | I ARM | A I ARM | B I ARM | C I | |
| 08.00 - 09.00 | I ARM A | I | 0.000 | I 0.474 | I 0.526 | I | |
| | | I | 0.0 | I 143.0 | I 159.0 | I | |
| | | I | (0.0) | I (0.0) | I (0.0) | I | |
| | I ARM B | I | 0.320 | I 0.000 | I 0.680 | I | |
| | | I | 71.0 | I 0.0 | I 151.0 | I | |
| | | I | (0.0) | I (0.0) | I (0.0) | I | |
| | I ARM C | I | 0.519 | I 0.481 | I 0.000 | I | |
| | | I | 224.0 | I 208.0 | I 0.0 | I | |
| | | I | (0.0) | I (0.0) | I (0.0) | I | |

TURNING PROPORTIONS ARE CALCULATED FROM TURNING COUNT DATA

QUEUE AND DELAY INFORMATION FOR EACH 15 MIN TIME SEGMENT

FOR COMBINED DEMAND SETS
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 | 3.70 | 8.78 | 0.421 | | 0.00 | 0.71 | 10.0 | | 0.19 |
| C-AB | 3.47 | 9.18 | 0.378 | | 0.00 | 0.68 | 10.0 | | 0.17 |
| A-B | 2.38 | | | | | | | | |
| A-C | 2.65 | | | | | | | | |

| 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 | 3.70 | 8.77 | 0.422 | | 0.71 | 0.72 | 10.8 | | 0.20 |
| C-AB | 3.47 | 9.18 | 0.378 | | 0.68 | 0.69 | 10.5 | | 0.18 |
| A-B | 2.38 | | | | | | | | |
| A-C | 2.65 | | | | | | | | |

| 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 | 3.70 | 8.77 | 0.422 | | 0.72 | 0.72 | 10.8 | | 0.20 |
| C-AB | 3.47 | 9.18 | 0.378 | | 0.69 | 0.69 | 10.5 | | 0.18 |
| A-B | 2.38 | | | | | | | | |
| A-C | 2.65 | | | | | | | | |

| 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 | 3.70 | 8.77 | 0.422 | | 0.72 | 0.73 | 10.9 | | 0.20 |
| C-AB | 3.47 | 9.18 | 0.378 | | 0.69 | 0.70 | 10.5 | | 0.18 |
| A-B | 2.38 | | | | | | | | |
| A-C | 2.65 | | | | | | | | |

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

QUEUE FOR STREAM B-AC

| TIME SEGMENT ENDING | NO. OF VEHICLES IN QUEUE | |
|---------------------|--------------------------|---|
| 08.15 | 0.7 | * |
| 08.30 | 0.7 | * |
| 08.45 | 0.7 | * |
| 09.00 | 0.7 | * |

QUEUE FOR STREAM C-AB

| TIME SEGMENT ENDING | NO. OF VEHICLES IN QUEUE | |
|---------------------|--------------------------|---|
| 08.15 | 0.7 | * |
| 08.30 | 0.7 | * |
| 08.45 | 0.7 | * |
| 09.00 | 0.7 | * |

QUEUEING DELAY INFORMATION OVER WHOLE PERIOD

| I | STREAM | I | TOTAL DEMAND | | I | * QUEUEING * * DELAY * | | I | * INCLUSIVE QUEUEING * * DELAY * | | I |
|---|--------|---|--------------|---------|---|---------------------------|-----------|---|-------------------------------------|-----------|---|
| I | | I | (VEH) | (VEH/H) | I | (MIN) | (MIN/VEH) | I | (MIN) | (MIN/VEH) | I |
| I | B-AC | I | 222.0 | 222.0 | I | 42.5 | 0.19 | I | 42.5 | 0.19 | I |
| I | C-AB | I | 208.0 | 208.0 | I | 41.5 | 0.20 | I | 41.6 | 0.20 | I |
| I | A-B | I | 142.9 | 142.9 | I | | | I | | | I |
| I | A-C | I | 158.9 | 158.9 | I | | | I | | | I |
| I | ALL | I | 955.8 | 955.8 | I | 84.0 | 0.09 | I | 84.1 | 0.09 | I |

* 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 =====

TRL LIMITED

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

PICADY 5.1 ANALYSIS PROGRAM
RELEASE 5.0 (JUNE 2010)

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Run with file:-
"N:\Vectos Job Data\2013\VN30277 Longridge\Picady\July 14\Full Application-106 Dwellings\DIRECT\
2016 Baseline Flows\Berry Lane Market Place King St 2016 Baseline Flows-PM.vpi"
(drive-on-the-left) at 10:31:53 on Tuesday, 29 July 2014

RUN INFORMATION

RUN TITLE : Berry Lane/Market Place 2016 Baseline Flows-PM
LOCATION : Longridge
DATE : 24/03/14
CLIENT : Barratt Homes
ENUMERATOR :
JOB NUMBER : VN30277
STATUS :
DESCRIPTION :

MAJOR/MINOR JUNCTION CAPACITY AND DELAY

INPUT DATA

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

ARM A IS Market Place
ARM B IS Berry Lane
ARM C IS King Street

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

| I | DATA ITEM | I | MINOR ROAD B | I |
|---|------------------------------------|----------|--------------|---|
| I | TOTAL MAJOR ROAD CARRIAGEWAY WIDTH | I (W) | 7.70 M. | I |
| I | CENTRAL RESERVE WIDTH | I (WCR) | 0.00 M. | I |
| I | MAJOR ROAD RIGHT TURN - WIDTH | I (WC-B) | 2.20 M. | I |
| I | - VISIBILITY | I (VC-B) | 75.00 M. | I |
| I | - BLOCKS TRAFFIC (SPACES) | I | YES (1) | I |
| I | MINOR ROAD - VISIBILITY TO LEFT | I (VB-C) | 34.0 M. | I |
| I | - VISIBILITY TO RIGHT | I (VB-A) | 38.0 M. | I |
| I | - LANE 1 WIDTH | I (WB-C) | 3.60 M. | I |
| I | - LANE 2 WIDTH | I (WB-A) | 0.00 M. | I |

 .SLOPES AND INTERCEPT

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

| I | Intercept For | Slope For Opposing | Slope For Opposing | I |
|---|---------------|--------------------|--------------------|---|
| I | STREAM B-C | STREAM A-C | STREAM A-B | I |
| I | 686.78 | 0.25 | 0.10 | I |

| I | Intercept For | Slope For Opposing | Slope For Opposing | Slope For Opposing | Slope For Opposing | I |
|---|---------------|--------------------|--------------------|--------------------|--------------------|---|
| I | STREAM B-A | STREAM A-C | STREAM A-B | STREAM C-A | STREAM C-B | I |
| I | 537.77 | 0.23 | 0.09 | 0.14 | 0.33 | I |

| I | Intercept For | Slope For Opposing | Slope For Opposing | I |
|---|---------------|--------------------|--------------------|---|
| I | STREAM C-B | STREAM A-C | STREAM A-B | I |
| I | 617.40 | 0.22 | 0.22 | I |

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

 TRAFFIC DEMAND DATA

| I | ARM | I | FLOW SCALE(%) | I |
|---|-----|---|---------------|---|
| I | A | I | 100 | I |
| I | B | I | 100 | I |
| I | C | I | 100 | I |

Demand set: Berry Lane/Market Place/King Street 2016

TIME PERIOD BEGINS 17.00 AND ENDS 18.00

LENGTH OF TIME PERIOD - 60 MIN.

LENGTH OF TIME SEGMENT - 15 MIN.

DEMAND FLOW PROFILES ARE INPUT DIRECTLY

Demand set: Berry Lane/Market Place/King Street 2016

| | | TURNING PROPORTIONS | | | | | |
|---------------|---------|-----------------------|--------|-----|--------|-----|--------|
| | | TURNING COUNTS | | | | | |
| | | (PERCENTAGE OF H.V.S) | | | | | |
| TIME | FROM/TO | ARM | A | ARM | B | ARM | C |
| 17.00 - 18.00 | ARM A | | 0.000 | | 0.355 | | 0.645 |
| | | | 0.0 | | 134.0 | | 243.0 |
| | | | (0.0) | | (0.0) | | (0.0) |
| | ARM B | | 0.357 | | 0.000 | | 0.643 |
| | | | 95.0 | | 0.0 | | 171.0 |
| | | | (0.0) | | (0.0) | | (0.0) |
| | ARM C | | 0.475 | | 0.525 | | 0.000 |
| | | | 151.0 | | 167.0 | | 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 COMBINED DEMAND SETS
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) |
|-------------|------------------|--------------------|-----------------------|----------------------------|--------------------|------------------|------------------------------|--|--|
| 17.00-17.15 | | | | | | | | | |
| B-AC | 4.43 | 8.53 | 0.520 | | 0.00 | 1.05 | 14.5 | | 0.24 |
| C-AB | 2.78 | 8.90 | 0.313 | | 0.00 | 0.49 | 7.2 | | 0.16 |
| A-B | 2.23 | | | | | | | | |
| A-C | 4.05 | | | | | | | | |

| TIME | DEMAND (VEH/MIN) | CAPACITY (VEH/MIN) | DEMAND/CAPACITY (RFC) | PEDESTRIAN FLOW (PEDS/MIN) | START QUEUE (VEHS) | END QUEUE (VEHS) | DELAY (VEH.MIN/TIME SEGMENT) | GEOMETRIC DELAY (VEH.MIN/TIME SEGMENT) | AVERAGE DELAY PER ARRIVING VEHICLE (MIN) |
|-------------|------------------|--------------------|-----------------------|----------------------------|--------------------|------------------|------------------------------|--|--|
| 17.15-17.30 | | | | | | | | | |
| B-AC | 4.43 | 8.52 | 0.520 | | 1.05 | 1.07 | 15.9 | | 0.24 |
| C-AB | 2.78 | 8.90 | 0.313 | | 0.49 | 0.49 | 7.4 | | 0.16 |
| A-B | 2.23 | | | | | | | | |
| A-C | 4.05 | | | | | | | | |

| TIME | DEMAND (VEH/MIN) | CAPACITY (VEH/MIN) | DEMAND/CAPACITY (RFC) | PEDESTRIAN FLOW (PEDS/MIN) | START QUEUE (VEHS) | END QUEUE (VEHS) | DELAY (VEH.MIN/TIME SEGMENT) | GEOMETRIC DELAY (VEH.MIN/TIME SEGMENT) | AVERAGE DELAY PER ARRIVING VEHICLE (MIN) |
|-------------|------------------|--------------------|-----------------------|----------------------------|--------------------|------------------|------------------------------|--|--|
| 17.30-17.45 | | | | | | | | | |
| B-AC | 4.43 | 8.52 | 0.520 | | 1.07 | 1.07 | 16.0 | | 0.24 |
| C-AB | 2.78 | 8.90 | 0.313 | | 0.49 | 0.49 | 7.4 | | 0.16 |
| A-B | 2.23 | | | | | | | | |
| A-C | 4.05 | | | | | | | | |

| TIME | DEMAND (VEH/MIN) | CAPACITY (VEH/MIN) | DEMAND/CAPACITY (RFC) | PEDESTRIAN FLOW (PEDS/MIN) | START QUEUE (VEHS) | END QUEUE (VEHS) | DELAY (VEH.MIN/TIME SEGMENT) | GEOMETRIC DELAY (VEH.MIN/TIME SEGMENT) | AVERAGE DELAY PER ARRIVING VEHICLE (MIN) |
|-------------|------------------|--------------------|-----------------------|----------------------------|--------------------|------------------|------------------------------|--|--|
| 17.45-18.00 | | | | | | | | | |
| B-AC | 4.43 | 8.52 | 0.520 | | 1.07 | 1.07 | 16.1 | | 0.24 |
| C-AB | 2.78 | 8.90 | 0.313 | | 0.49 | 0.49 | 7.4 | | 0.16 |
| A-B | 2.23 | | | | | | | | |
| A-C | 4.05 | | | | | | | | |

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

QUEUE FOR STREAM B-AC

| TIME SEGMENT ENDING | NO. OF VEHICLES IN QUEUE | |
|---------------------|--------------------------|---|
| 17.15 | 1.0 | * |
| 17.30 | 1.1 | * |
| 17.45 | 1.1 | * |
| 18.00 | 1.1 | * |

QUEUE FOR STREAM C-AB

| TIME SEGMENT ENDING | NO. OF VEHICLES IN QUEUE |
|---------------------|--------------------------|
| 17.15 | 0.5 |
| 17.30 | 0.5 |
| 17.45 | 0.5 |
| 18.00 | 0.5 |

QUEUEING DELAY INFORMATION OVER WHOLE PERIOD

| I | STREAM | I | TOTAL DEMAND | I | * QUEUEING * | I | * INCLUSIVE QUEUEING * | I |
|---|--------|---|--------------|---|--------------|---|------------------------|---|
| I | | I | | I | * DELAY * | I | * DELAY * | I |
| I | | I | (VEH) | I | (MIN) | I | (MIN) | I |
| I | | I | (VEH/H) | I | (MIN/VEH) | I | (MIN/VEH) | I |
| I | B-AC | I | 265.8 | I | 62.5 | I | 62.5 | I |
| I | C-AB | I | 167.0 | I | 29.4 | I | 29.5 | I |
| I | A-B | I | 133.9 | I | | I | | I |
| I | A-C | I | 242.9 | I | | I | | I |
| I | ALL | I | 960.6 | I | 91.9 | I | 92.0 | I |

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

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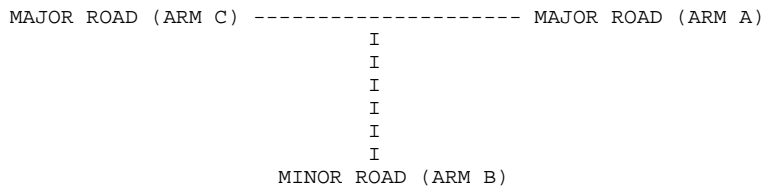
Run with file:-
"N:\Vectos Job Data\2013\VN30277 Longridge\Picady\July 14\Outline Application-520 Dwellings\DIRECT\
2016 Assessment Flows\Berry Lane Market Place King St 2016 Assessment Flows-AM.vpi"
(drive-on-the-left) at 09:40:30 on Thursday, 31 July 2014

RUN INFORMATION

RUN TITLE : Berry Lane/Market Place/King Street 2016 Assessment Flows-AM (Outline App)
LOCATION : Longridge
DATE : 24/03/14
CLIENT : Barratt Homes
ENUMERATOR :
JOB NUMBER : VN30277
STATUS :
DESCRIPTION :

MAJOR/MINOR JUNCTION CAPACITY AND DELAY

INPUT DATA



ARM A IS Market Place
ARM B IS Berry Lane
ARM C IS King Street

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

| I | DATA ITEM | I | MINOR ROAD B | I |
|---|------------------------------------|---|-------------------|---|
| I | TOTAL MAJOR ROAD CARRIAGEWAY WIDTH | I | (W) 7.70 M. | I |
| I | CENTRAL RESERVE WIDTH | I | (WCR) 0.00 M. | I |
| I | | I | | I |
| I | MAJOR ROAD RIGHT TURN - WIDTH | I | (WC-B) 2.20 M. | I |
| I | - VISIBILITY | I | (VC-B) 75.00 M. | I |
| I | - BLOCKS TRAFFIC (SPACES) | I | YES (1) | I |
| I | | I | | I |
| I | MINOR ROAD - VISIBILITY TO LEFT | I | (VB-C) 34.0 M. | I |
| I | - VISIBILITY TO RIGHT | I | (VB-A) 38.0 M. | I |
| I | - LANE 1 WIDTH | I | (WB-C) 3.60 M. | I |
| I | - LANE 2 WIDTH | I | (WB-A) 0.00 M. | I |

 .SLOPES AND INTERCEPT

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

| I | Intercept For | Slope For Opposing | Slope For Opposing | I |
|---|---------------|--------------------|--------------------|---|
| I | STREAM B-C | STREAM A-C | STREAM A-B | I |
| I | 686.78 | 0.25 | 0.10 | I |

| I | Intercept For | Slope For Opposing | Slope For Opposing | Slope For Opposing | Slope For Opposing | I |
|---|---------------|--------------------|--------------------|--------------------|--------------------|---|
| I | STREAM B-A | STREAM A-C | STREAM A-B | STREAM C-A | STREAM C-B | I |
| I | 537.77 | 0.23 | 0.09 | 0.14 | 0.33 | I |

| I | Intercept For | Slope For Opposing | Slope For Opposing | I |
|---|---------------|--------------------|--------------------|---|
| I | STREAM C-B | STREAM A-C | STREAM A-B | I |
| I | 617.40 | 0.22 | 0.22 | I |

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

 TRAFFIC DEMAND DATA

| I | ARM | I | FLOW SCALE (%) | I |
|---|-----|---|----------------|---|
| I | A | I | 100 | I |
| I | B | I | 100 | I |
| I | C | I | 100 | I |

Demand set: Berry Lane/Market Place/King Street 2016

TIME PERIOD BEGINS 08.00 AND ENDS 09.00

LENGTH OF TIME PERIOD - 60 MIN.

LENGTH OF TIME SEGMENT - 15 MIN.

DEMAND FLOW PROFILES ARE INPUT DIRECTLY

Demand set: Berry Lane/Market Place/King Street 2016

| | | TURNING PROPORTIONS | | | | | |
|---------------|---------|-----------------------|--------|-----|--------|-----|--------|
| | | TURNING COUNTS | | | | | |
| | | (PERCENTAGE OF H.V.S) | | | | | |
| TIME | FROM/TO | ARM | A | ARM | B | ARM | C |
| 08.00 - 09.00 | ARM A | | 0.000 | | 0.474 | | 0.526 |
| | | | 0.0 | | 143.0 | | 159.0 |
| | | | (0.0) | | (0.0) | | (0.0) |
| | ARM B | | 0.271 | | 0.000 | | 0.729 |
| | | | 71.0 | | 0.0 | | 191.0 |
| | | | (0.0) | | (0.0) | | (0.0) |
| | ARM C | | 0.502 | | 0.498 | | 0.000 |
| | | | 224.0 | | 222.0 | | 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 COMBINED DEMAND SETS
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 | 4.37 | 8.97 | 0.487 | | 0.00 | 0.92 | 12.9 | | 0.21 |
| C-AB | 3.70 | 9.18 | 0.403 | | 0.00 | 0.76 | 11.2 | | 0.18 |
| A-B | 2.38 | | | | | | | | |
| A-C | 2.65 | | | | | | | | |

| 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 | 4.37 | 8.97 | 0.487 | | 0.92 | 0.94 | 14.0 | | 0.22 |
| C-AB | 3.70 | 9.18 | 0.403 | | 0.76 | 0.78 | 11.8 | | 0.18 |
| A-B | 2.38 | | | | | | | | |
| A-C | 2.65 | | | | | | | | |

| 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 | 4.37 | 8.96 | 0.487 | | 0.94 | 0.94 | 14.1 | | 0.22 |
| C-AB | 3.70 | 9.18 | 0.403 | | 0.78 | 0.78 | 11.8 | | 0.18 |
| A-B | 2.38 | | | | | | | | |
| A-C | 2.65 | | | | | | | | |

| 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 | 4.37 | 8.96 | 0.487 | | 0.94 | 0.94 | 14.1 | | 0.22 |
| C-AB | 3.70 | 9.18 | 0.403 | | 0.78 | 0.78 | 11.8 | | 0.18 |
| A-B | 2.38 | | | | | | | | |
| A-C | 2.65 | | | | | | | | |

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

QUEUE FOR STREAM B-AC

| TIME SEGMENT ENDING | NO. OF VEHICLES IN QUEUE | |
|---------------------|--------------------------|---|
| 08.15 | 0.9 | * |
| 08.30 | 0.9 | * |
| 08.45 | 0.9 | * |
| 09.00 | 0.9 | * |

QUEUE FOR STREAM C-AB

| TIME SEGMENT ENDING | NO. OF VEHICLES IN QUEUE | |
|---------------------|--------------------------|---|
| 08.15 | 0.8 | * |
| 08.30 | 0.8 | * |
| 08.45 | 0.8 | * |
| 09.00 | 0.8 | * |

QUEUEING DELAY INFORMATION OVER WHOLE PERIOD

| I | STREAM | I | TOTAL DEMAND | I | * QUEUEING * | I | * INCLUSIVE QUEUEING * | I |
|---|--------|---|--------------|---|--------------|---|------------------------|---|
| I | | I | | I | * DELAY * | I | * DELAY * | I |
| I | | I | (VEH) | I | (MIN) | I | (MIN) | I |
| I | | I | (VEH/H) | I | (MIN/VEH) | I | (MIN/VEH) | I |
| I | B-AC | I | 262.2 | I | 55.1 | I | 55.2 | I |
| I | C-AB | I | 221.9 | I | 46.6 | I | 46.6 | I |
| I | A-B | I | 142.9 | I | | I | | I |
| I | A-C | I | 158.9 | I | | I | | I |
| I | ALL | I | 1009.8 | I | 101.7 | I | 101.8 | I |

* 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 =====

TRL LIMITED

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

PICADY 5.1 ANALYSIS PROGRAM
RELEASE 5.0 (JUNE 2010)

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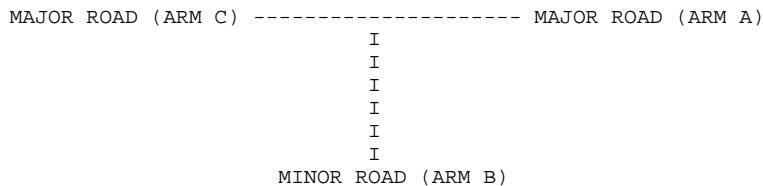
Run with file:-
"N:\Vectos Job Data\2013\VN30277 Longridge\Picady\July 14\Outline Application-520 Dwellings\DIRECT\
2016 Assessment Flows\Berry Lane Market Place King St 2016 Assessment Flows-PM.vpi"
(drive-on-the-left) at 09:44:56 on Thursday, 31 July 2014

RUN INFORMATION

RUN TITLE : Berry Lane/Market Place 2016 Assessment Flows-PM (Outline App)
LOCATION : Longridge
DATE : 24/03/14
CLIENT : Barratt Homes
ENUMERATOR :
JOB NUMBER : VN30277
STATUS :
DESCRIPTION :

MAJOR/MINOR JUNCTION CAPACITY AND DELAY

INPUT DATA



ARM A IS Market Place
ARM B IS Berry Lane
ARM C IS King Street

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

| I | DATA ITEM | I | MINOR ROAD B | I |
|---|------------------------------------|---|-------------------|---|
| I | TOTAL MAJOR ROAD CARRIAGEWAY WIDTH | I | (W) 7.70 M. | I |
| I | CENTRAL RESERVE WIDTH | I | (WCR) 0.00 M. | I |
| I | MAJOR ROAD RIGHT TURN - WIDTH | I | (WC-B) 2.20 M. | I |
| I | - VISIBILITY | I | (VC-B) 75.00 M. | I |
| I | - BLOCKS TRAFFIC (SPACES) | I | YES (1) | I |
| I | MINOR ROAD - VISIBILITY TO LEFT | I | (VB-C) 34.0 M. | I |
| I | - VISIBILITY TO RIGHT | I | (VB-A) 38.0 M. | I |
| I | - LANE 1 WIDTH | I | (WB-C) 3.60 M. | I |
| I | - LANE 2 WIDTH | I | (WB-A) 0.00 M. | I |

 .SLOPES AND INTERCEPT

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

| I | Intercept For | Slope For Opposing | Slope For Opposing | I |
|---|---------------|--------------------|--------------------|---|
| I | STREAM B-C | STREAM A-C | STREAM A-B | I |
| I | 686.78 | 0.25 | 0.10 | I |

| I | Intercept For | Slope For Opposing | Slope For Opposing | Slope For Opposing | Slope For Opposing | I |
|---|---------------|--------------------|--------------------|--------------------|--------------------|---|
| I | STREAM B-A | STREAM A-C | STREAM A-B | STREAM C-A | STREAM C-B | I |
| I | 537.77 | 0.23 | 0.09 | 0.14 | 0.33 | I |

| I | Intercept For | Slope For Opposing | Slope For Opposing | I |
|---|---------------|--------------------|--------------------|---|
| I | STREAM C-B | STREAM A-C | STREAM A-B | I |
| I | 617.40 | 0.22 | 0.22 | I |

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

 TRAFFIC DEMAND DATA

| I | ARM | I | FLOW SCALE(%) | I |
|---|-----|---|---------------|---|
| I | A | I | 100 | I |
| I | B | I | 100 | I |
| I | C | I | 100 | I |

Demand set: Berry Lane/Market Place 2016

TIME PERIOD BEGINS 17.00 AND ENDS 18.00

LENGTH OF TIME PERIOD - 60 MIN.

LENGTH OF TIME SEGMENT - 15 MIN.

DEMAND FLOW PROFILES ARE INPUT DIRECTLY

Demand set: Berry Lane/Market Place 2016

| TURNING PROPORTIONS | | | | | | | | | | |
|-----------------------|---------|---|--------|---|--------|-----|--------|---|-----|---|
| TURNING COUNTS | | | | | | | | | | |
| (PERCENTAGE OF H.V.S) | | | | | | | | | | |
| TIME | FROM/TO | I | ARM | A | I | ARM | B | I | ARM | C |
| 17.00 - 18.00 | I | I | I | I | I | I | I | I | I | I |
| | I ARM A | I | 0.000 | I | 0.355 | I | 0.645 | I | I | I |
| | I | I | 0.0 | I | 134.0 | I | 243.0 | I | I | I |
| | I | I | (0.0) | I | (0.0) | I | (0.0) | I | I | I |
| | I | I | I | I | I | I | I | I | I | I |
| | I ARM B | I | 0.331 | I | 0.000 | I | 0.669 | I | I | I |
| | I | I | 95.0 | I | 0.0 | I | 192.0 | I | I | I |
| | I | I | (0.0) | I | (0.0) | I | (0.0) | I | I | I |
| | I | I | I | I | I | I | I | I | I | I |
| | I ARM C | I | 0.424 | I | 0.576 | I | 0.000 | I | I | I |
| | I | I | 151.0 | I | 205.0 | I | 0.0 | I | I | I |
| | I | I | (0.0) | I | (0.0) | I | (0.0) | I | I | I |
| | I | I | I | I | I | I | I | I | I | I |

TURNING PROPORTIONS ARE CALCULATED FROM TURNING COUNT DATA

QUEUE AND DELAY INFORMATION FOR EACH 15 MIN TIME SEGMENT
 FOR COMBINED DEMAND SETS
 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) |
|-------------|------------------|--------------------|-----------------------|----------------------------|--------------------|------------------|------------------------------|--|--|
| 17.00-17.15 | | | | | | | | | |
| B-AC | 4.78 | 8.75 | 0.546 | | 0.00 | 1.16 | 16.0 | | 0.24 |
| C-AB | 2.46 | 8.90 | 0.276 | | 0.00 | 0.40 | 5.9 | | 0.15 |
| A-B | 2.23 | | | | | | | | |
| A-C | 4.05 | | | | | | | | |

| TIME | DEMAND (VEH/MIN) | CAPACITY (VEH/MIN) | DEMAND/CAPACITY (RFC) | PEDESTRIAN FLOW (PEDS/MIN) | START QUEUE (VEHS) | END QUEUE (VEHS) | DELAY (VEH.MIN/TIME SEGMENT) | GEOMETRIC DELAY (VEH.MIN/TIME SEGMENT) | AVERAGE DELAY PER ARRIVING VEHICLE (MIN) |
|-------------|------------------|--------------------|-----------------------|----------------------------|--------------------|------------------|------------------------------|--|--|
| 17.15-17.30 | | | | | | | | | |
| B-AC | 4.78 | 8.74 | 0.547 | | 1.16 | 1.18 | 17.6 | | 0.25 |
| C-AB | 2.46 | 8.90 | 0.276 | | 0.40 | 0.40 | 6.0 | | 0.16 |
| A-B | 2.23 | | | | | | | | |
| A-C | 4.05 | | | | | | | | |

| TIME | DEMAND (VEH/MIN) | CAPACITY (VEH/MIN) | DEMAND/CAPACITY (RFC) | PEDESTRIAN FLOW (PEDS/MIN) | START QUEUE (VEHS) | END QUEUE (VEHS) | DELAY (VEH.MIN/TIME SEGMENT) | GEOMETRIC DELAY (VEH.MIN/TIME SEGMENT) | AVERAGE DELAY PER ARRIVING VEHICLE (MIN) |
|-------------|------------------|--------------------|-----------------------|----------------------------|--------------------|------------------|------------------------------|--|--|
| 17.30-17.45 | | | | | | | | | |
| B-AC | 4.78 | 8.74 | 0.547 | | 1.18 | 1.19 | 17.8 | | 0.25 |
| C-AB | 2.46 | 8.90 | 0.276 | | 0.40 | 0.40 | 6.0 | | 0.16 |
| A-B | 2.23 | | | | | | | | |
| A-C | 4.05 | | | | | | | | |

| TIME | DEMAND (VEH/MIN) | CAPACITY (VEH/MIN) | DEMAND/CAPACITY (RFC) | PEDESTRIAN FLOW (PEDS/MIN) | START QUEUE (VEHS) | END QUEUE (VEHS) | DELAY (VEH.MIN/TIME SEGMENT) | GEOMETRIC DELAY (VEH.MIN/TIME SEGMENT) | AVERAGE DELAY PER ARRIVING VEHICLE (MIN) |
|-------------|------------------|--------------------|-----------------------|----------------------------|--------------------|------------------|------------------------------|--|--|
| 17.45-18.00 | | | | | | | | | |
| B-AC | 4.78 | 8.74 | 0.547 | | 1.19 | 1.19 | 17.9 | | 0.25 |
| C-AB | 2.46 | 8.90 | 0.276 | | 0.40 | 0.40 | 6.0 | | 0.16 |
| A-B | 2.23 | | | | | | | | |
| A-C | 4.05 | | | | | | | | |

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

QUEUE FOR STREAM B-AC

| TIME | NO. OF | |
|---------|----------|---|
| SEGMENT | VEHICLES | |
| ENDING | IN QUEUE | |
| 17.15 | 1.2 | * |
| 17.30 | 1.2 | * |
| 17.45 | 1.2 | * |
| 18.00 | 1.2 | * |

QUEUE FOR STREAM C-AB

| TIME | NO. OF | |
|---------|----------|--|
| SEGMENT | VEHICLES | |
| ENDING | IN QUEUE | |
| 17.15 | 0.4 | |
| 17.30 | 0.4 | |
| 17.45 | 0.4 | |
| 18.00 | 0.4 | |

QUEUEING DELAY INFORMATION OVER WHOLE PERIOD

| I | STREAM | I | TOTAL DEMAND | I | * QUEUEING * | I | * INCLUSIVE QUEUEING * | I | |
|---|--------|-----------|--------------|---|--------------|-----------|------------------------|-----------|------|
| I | I | I | I | I | * DELAY * | I | * DELAY * | I | |
| I | I | I | I | I | I | I | I | I | |
| I | I | (VEH) | (VEH/H) | I | (MIN) | (MIN/VEH) | I | (MIN) | |
| I | I | (MIN/VEH) | I | I | I | I | I | (MIN/VEH) | |
| I | B-AC | I | 286.8 | I | 286.8 | I | 69.4 | I | 0.24 |
| I | C-AB | I | 147.5 | I | 147.5 | I | 24.0 | I | 0.16 |
| I | A-B | I | 133.9 | I | 133.9 | I | I | I | I |
| I | A-C | I | 242.9 | I | 242.9 | I | I | I | I |
| I | ALL | I | 919.8 | I | 919.8 | I | 93.4 | I | 0.10 |

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

PICADY 5.1 ANALYSIS PROGRAM
RELEASE 5.0 (JUNE 2010)

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IN NO WAY RELIEVED OF HIS/HER RESPONSIBILITY FOR THE CORRECTNESS OF THE SOLUTION

Run with file:-
"N:\Vectos Job Data\2013\VN30277 Longridge\Picady\July 14\Full Application-106 Dwellings\DIRECT\
2025 Baseline Flows\Berry Lane Market Place King St 2025 Baseline Flows-AM.vpi"
(drive-on-the-left) at 17:05:24 on Friday, 25 July 2014

RUN INFORMATION

RUN TITLE : Berry Lane/Market Place/King Street 2025 Baseline Flows-AM
LOCATION : Longridge
DATE : 24/03/14
CLIENT : Barratt Homes
ENUMERATOR :
JOB NUMBER : VN30277
STATUS :
DESCRIPTION :

MAJOR/MINOR JUNCTION CAPACITY AND DELAY

INPUT DATA

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

ARM A IS Market Place
ARM B IS Berry Lane
ARM C IS King Street

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

| I | DATA ITEM | I | MINOR ROAD B | I |
|---|------------------------------------|----------|--------------|---|
| I | TOTAL MAJOR ROAD CARRIAGEWAY WIDTH | I (W) | 7.70 M. | I |
| I | CENTRAL RESERVE WIDTH | I (WCR) | 0.00 M. | I |
| I | | I | | I |
| I | MAJOR ROAD RIGHT TURN - WIDTH | I (WC-B) | 2.20 M. | I |
| I | - VISIBILITY | I (VC-B) | 75.00 M. | I |
| I | - BLOCKS TRAFFIC (SPACES) | I | YES (1) | I |
| I | | I | | I |
| I | MINOR ROAD - VISIBILITY TO LEFT | I (VB-C) | 34.0 M. | I |
| I | - VISIBILITY TO RIGHT | I (VB-A) | 38.0 M. | I |
| I | - LANE 1 WIDTH | I (WB-C) | 3.60 M. | I |
| I | - LANE 2 WIDTH | I (WB-A) | 0.00 M. | I |

 .SLOPES AND INTERCEPT

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

| I | Intercept For | Slope For Opposing | Slope For Opposing | I |
|---|---------------|--------------------|--------------------|---|
| I | STREAM B-C | STREAM A-C | STREAM A-B | I |
| I | 686.78 | 0.25 | 0.10 | I |

| I | Intercept For | Slope For Opposing | Slope For Opposing | Slope For Opposing | Slope For Opposing | I |
|---|---------------|--------------------|--------------------|--------------------|--------------------|---|
| I | STREAM B-A | STREAM A-C | STREAM A-B | STREAM C-A | STREAM C-B | I |
| I | 537.77 | 0.23 | 0.09 | 0.14 | 0.33 | I |

| I | Intercept For | Slope For Opposing | Slope For Opposing | I |
|---|---------------|--------------------|--------------------|---|
| I | STREAM C-B | STREAM A-C | STREAM A-B | I |
| I | 617.40 | 0.22 | 0.22 | I |

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

 TRAFFIC DEMAND DATA

| I | ARM | I | FLOW SCALE(%) | I |
|---|-----|---|---------------|---|
| I | A | I | 100 | I |
| I | B | I | 100 | I |
| I | C | I | 100 | I |

Demand set: Berry Lane/Market Place/King Street 2025

TIME PERIOD BEGINS 08.00 AND ENDS 09.00

LENGTH OF TIME PERIOD - 60 MIN.

LENGTH OF TIME SEGMENT - 15 MIN.

DEMAND FLOW PROFILES ARE INPUT DIRECTLY

Demand set: Berry Lane/Market Place/King Street 2025

| | | TURNING PROPORTIONS | | | | | |
|---------------|---------|-----------------------|--------|-----|--------|-----|--------|
| | | TURNING COUNTS | | | | | |
| | | (PERCENTAGE OF H.V.S) | | | | | |
| TIME | FROM/TO | ARM | A | ARM | B | ARM | C |
| 08.00 - 09.00 | ARM A | | 0.000 | | 0.478 | | 0.522 |
| | | | 0.0 | | 162.0 | | 177.0 |
| | | | (0.0) | | (0.0) | | (0.0) |
| | ARM B | | 0.319 | | 0.000 | | 0.681 |
| | | | 79.0 | | 0.0 | | 169.0 |
| | | | (0.0) | | (0.0) | | (0.0) |
| | ARM C | | 0.518 | | 0.482 | | 0.000 |
| | | | 251.0 | | 234.0 | | 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 COMBINED DEMAND SETS
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 | 4.13 | 8.56 | 0.483 | | 0.00 | 0.91 | 12.6 | | 0.22 |
| C-AB | 3.90 | 9.04 | 0.431 | | 0.00 | 0.88 | 12.9 | | 0.19 |
| A-B | 2.70 | | | | | | | | |
| A-C | 2.95 | | | | | | | | |

| TIME | DEMAND (VEH/MIN) | CAPACITY (VEH/MIN) | DEMAND/CAPACITY (RFC) | PEDESTRIAN FLOW (PEDS/MIN) | START QUEUE (VEHS) | END QUEUE (VEHS) | DELAY (VEH.MIN/TIME SEGMENT) | GEOMETRIC DELAY (VEH.MIN/TIME SEGMENT) | AVERAGE DELAY PER ARRIVING VEHICLE (MIN) |
|-------------|------------------|--------------------|-----------------------|----------------------------|--------------------|------------------|------------------------------|--|--|
| 08.15-08.30 | | | | | | | | | |
| B-AC | 4.13 | 8.54 | 0.483 | | 0.91 | 0.92 | 13.7 | | 0.23 |
| C-AB | 3.90 | 9.04 | 0.431 | | 0.88 | 0.90 | 13.6 | | 0.20 |
| A-B | 2.70 | | | | | | | | |
| A-C | 2.95 | | | | | | | | |

| TIME | DEMAND (VEH/MIN) | CAPACITY (VEH/MIN) | DEMAND/CAPACITY (RFC) | PEDESTRIAN FLOW (PEDS/MIN) | START QUEUE (VEHS) | END QUEUE (VEHS) | DELAY (VEH.MIN/TIME SEGMENT) | GEOMETRIC DELAY (VEH.MIN/TIME SEGMENT) | AVERAGE DELAY PER ARRIVING VEHICLE (MIN) |
|-------------|------------------|--------------------|-----------------------|----------------------------|--------------------|------------------|------------------------------|--|--|
| 08.30-08.45 | | | | | | | | | |
| B-AC | 4.13 | 8.54 | 0.483 | | 0.92 | 0.93 | 13.9 | | 0.23 |
| C-AB | 3.90 | 9.04 | 0.431 | | 0.90 | 0.90 | 13.6 | | 0.20 |
| A-B | 2.70 | | | | | | | | |
| A-C | 2.95 | | | | | | | | |

| TIME | DEMAND (VEH/MIN) | CAPACITY (VEH/MIN) | DEMAND/CAPACITY (RFC) | PEDESTRIAN FLOW (PEDS/MIN) | START QUEUE (VEHS) | END QUEUE (VEHS) | DELAY (VEH.MIN/TIME SEGMENT) | GEOMETRIC DELAY (VEH.MIN/TIME SEGMENT) | AVERAGE DELAY PER ARRIVING VEHICLE (MIN) |
|-------------|------------------|--------------------|-----------------------|----------------------------|--------------------|------------------|------------------------------|--|--|
| 08.45-09.00 | | | | | | | | | |
| B-AC | 4.13 | 8.54 | 0.483 | | 0.93 | 0.93 | 13.9 | | 0.23 |
| C-AB | 3.90 | 9.04 | 0.431 | | 0.90 | 0.90 | 13.6 | | 0.20 |
| A-B | 2.70 | | | | | | | | |
| A-C | 2.95 | | | | | | | | |

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

QUEUE FOR STREAM B-AC

| TIME SEGMENT ENDING | NO. OF VEHICLES IN QUEUE | |
|---------------------|--------------------------|---|
| 08.15 | 0.9 | * |
| 08.30 | 0.9 | * |
| 08.45 | 0.9 | * |
| 09.00 | 0.9 | * |

QUEUE FOR STREAM C-AB

| TIME SEGMENT ENDING | NO. OF VEHICLES IN QUEUE | |
|---------------------|--------------------------|---|
| 08.15 | 0.9 | * |
| 08.30 | 0.9 | * |
| 08.45 | 0.9 | * |
| 09.00 | 0.9 | * |

QUEUEING DELAY INFORMATION OVER WHOLE PERIOD

| I | STREAM | I | TOTAL DEMAND | | I | * QUEUEING * * DELAY * | | I | * INCLUSIVE QUEUEING * * DELAY * | | I |
|---|--------|---|--------------|---------|---|---------------------------|-----------|---|-------------------------------------|-----------|---|
| I | I | I | (VEH) | (VEH/H) | I | (MIN) | (MIN/VEH) | I | (MIN) | (MIN/VEH) | I |
| I | B-AC | I | 247.8 | 247.8 | I | 54.2 | 0.22 | I | 54.2 | 0.22 | I |
| I | C-AB | I | 233.9 | 233.9 | I | 53.8 | 0.23 | I | 53.9 | 0.23 | I |
| I | A-B | I | 162.0 | 162.0 | I | | | I | | | I |
| I | A-C | I | 177.0 | 177.0 | I | | | I | | | I |
| I | ALL | I | 1071.6 | 1071.6 | I | 108.0 | 0.10 | I | 108.1 | 0.10 | I |

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

PICADY 5.1 ANALYSIS PROGRAM
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Run with file:-
"N:\Vectos Job Data\2013\VN30277 Longridge\Picady\July 14\Full Application-106 Dwellings\DIRECT\
2025 Baseline Flows\Berry Lane Market Place King St 2025 Baseline Flows-PM.vpi"
(drive-on-the-left) at 17:24:43 on Friday, 25 July 2014

RUN INFORMATION

RUN TITLE : Berry Lane/Market Place 2025 Baseline Flows-PM
LOCATION : Longridge
DATE : 24/03/14
CLIENT : Barratt Homes
ENUMERATOR :
JOB NUMBER : VN30277
STATUS :
DESCRIPTION :

MAJOR/MINOR JUNCTION CAPACITY AND DELAY

INPUT DATA

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

ARM A IS Market Place
ARM B IS Berry Lane
ARM C IS King Street

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

| I | DATA ITEM | I | MINOR ROAD B | I |
|---|------------------------------------|---|-------------------|---|
| I | TOTAL MAJOR ROAD CARRIAGEWAY WIDTH | I | (W) 7.70 M. | I |
| I | CENTRAL RESERVE WIDTH | I | (WCR) 0.00 M. | I |
| I | MAJOR ROAD RIGHT TURN - WIDTH | I | (WC-B) 2.20 M. | I |
| I | - VISIBILITY | I | (VC-B) 75.00 M. | I |
| I | - BLOCKS TRAFFIC (SPACES) | I | YES (1) | I |
| I | MINOR ROAD - VISIBILITY TO LEFT | I | (VB-C) 34.0 M. | I |
| I | - VISIBILITY TO RIGHT | I | (VB-A) 38.0 M. | I |
| I | - LANE 1 WIDTH | I | (WB-C) 3.60 M. | I |
| I | - LANE 2 WIDTH | I | (WB-A) 0.00 M. | I |

 .SLOPES AND INTERCEPT

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

| I | Intercept For | Slope For Opposing | Slope For Opposing | I |
|---|---------------|--------------------|--------------------|---|
| I | STREAM B-C | STREAM A-C | STREAM A-B | I |
| I | 686.78 | 0.25 | 0.10 | I |

| I | Intercept For | Slope For Opposing | Slope For Opposing | Slope For Opposing | Slope For Opposing | I |
|---|---------------|--------------------|--------------------|--------------------|--------------------|---|
| I | STREAM B-A | STREAM A-C | STREAM A-B | STREAM C-A | STREAM C-B | I |
| I | 537.77 | 0.23 | 0.09 | 0.14 | 0.33 | I |

| I | Intercept For | Slope For Opposing | Slope For Opposing | I |
|---|---------------|--------------------|--------------------|---|
| I | STREAM C-B | STREAM A-C | STREAM A-B | I |
| I | 617.40 | 0.22 | 0.22 | I |

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

 TRAFFIC DEMAND DATA

| I | ARM | I | FLOW SCALE (%) | I |
|---|-----|---|----------------|---|
| I | A | I | 100 | I |
| I | B | I | 100 | I |
| I | C | I | 100 | I |

Demand set: Berry Lane/Market Place/King Street 2025

TIME PERIOD BEGINS 17.00 AND ENDS 18.00

LENGTH OF TIME PERIOD - 60 MIN.

LENGTH OF TIME SEGMENT - 15 MIN.

DEMAND FLOW PROFILES ARE INPUT DIRECTLY

Demand set: Berry Lane/Market Place/King Street 2025

| | | TURNING PROPORTIONS | | | | | |
|---------------|---------|-----------------------|--------|-----|--------|-----|--------|
| | | TURNING COUNTS | | | | | |
| | | (PERCENTAGE OF H.V.S) | | | | | |
| TIME | FROM/TO | ARM | A | ARM | B | ARM | C |
| 17.00 - 18.00 | ARM A | | 0.000 | | 0.358 | | 0.642 |
| | | | 0.0 | | 151.0 | | 271.0 |
| | | | (0.0) | | (0.0) | | (0.0) |
| | ARM B | | 0.356 | | 0.000 | | 0.644 |
| | | | 106.0 | | 0.0 | | 192.0 |
| | | | (0.0) | | (0.0) | | (0.0) |
| | ARM C | | 0.472 | | 0.528 | | 0.000 |
| | | | 168.0 | | 188.0 | | 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 COMBINED DEMAND SETS
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) |
|-------------|------------------|--------------------|-----------------------|----------------------------|--------------------|------------------|------------------------------|--|--|
| 17.00-17.15 | | | | | | | | | |
| B-AC | 0.33 | 10.28 | 0.032 | | 0.00 | 0.03 | 0.5 | | 0.10 |
| C-AB | 0.21 | 10.19 | 0.020 | | 0.00 | 0.02 | 0.3 | | 0.10 |
| A-B | 0.17 | | | | | | | | |
| A-C | 0.30 | | | | | | | | |

| TIME | DEMAND (VEH/MIN) | CAPACITY (VEH/MIN) | DEMAND/CAPACITY (RFC) | PEDESTRIAN FLOW (PEDS/MIN) | START QUEUE (VEHS) | END QUEUE (VEHS) | DELAY (VEH.MIN/TIME SEGMENT) | GEOMETRIC DELAY (VEH.MIN/TIME SEGMENT) | AVERAGE DELAY PER ARRIVING VEHICLE (MIN) |
|-------------|------------------|--------------------|-----------------------|----------------------------|--------------------|------------------|------------------------------|--|--|
| 17.15-17.30 | | | | | | | | | |
| B-AC | 4.73 | 8.49 | 0.558 | | 0.03 | 1.21 | 16.7 | | 0.26 |
| C-AB | 2.83 | 8.86 | 0.320 | | 0.02 | 0.50 | 7.4 | | 0.16 |
| A-B | 2.31 | | | | | | | | |
| A-C | 4.15 | | | | | | | | |

| TIME | DEMAND (VEH/MIN) | CAPACITY (VEH/MIN) | DEMAND/CAPACITY (RFC) | PEDESTRIAN FLOW (PEDS/MIN) | START QUEUE (VEHS) | END QUEUE (VEHS) | DELAY (VEH.MIN/TIME SEGMENT) | GEOMETRIC DELAY (VEH.MIN/TIME SEGMENT) | AVERAGE DELAY PER ARRIVING VEHICLE (MIN) |
|-------------|------------------|--------------------|-----------------------|----------------------------|--------------------|------------------|------------------------------|--|--|
| 17.30-17.45 | | | | | | | | | |
| B-AC | 4.73 | 8.48 | 0.558 | | 1.21 | 1.24 | 18.4 | | 0.27 |
| C-AB | 2.83 | 8.86 | 0.320 | | 0.50 | 0.51 | 7.7 | | 0.17 |
| A-B | 2.31 | | | | | | | | |
| A-C | 4.15 | | | | | | | | |

| TIME | DEMAND (VEH/MIN) | CAPACITY (VEH/MIN) | DEMAND/CAPACITY (RFC) | PEDESTRIAN FLOW (PEDS/MIN) | START QUEUE (VEHS) | END QUEUE (VEHS) | DELAY (VEH.MIN/TIME SEGMENT) | GEOMETRIC DELAY (VEH.MIN/TIME SEGMENT) | AVERAGE DELAY PER ARRIVING VEHICLE (MIN) |
|-------------|------------------|--------------------|-----------------------|----------------------------|--------------------|------------------|------------------------------|--|--|
| 17.45-18.00 | | | | | | | | | |
| B-AC | 4.73 | 8.48 | 0.558 | | 1.24 | 1.25 | 18.6 | | 0.27 |
| C-AB | 2.83 | 8.86 | 0.320 | | 0.51 | 0.51 | 7.7 | | 0.17 |
| A-B | 2.31 | | | | | | | | |
| A-C | 4.15 | | | | | | | | |

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

QUEUE FOR STREAM B-AC

| TIME | NO. OF | |
|---------|----------|---|
| SEGMENT | VEHICLES | |
| ENDING | IN QUEUE | |
| 17.15 | 0.0 | |
| 17.30 | 1.2 | * |
| 17.45 | 1.2 | * |
| 18.00 | 1.2 | * |

QUEUE FOR STREAM C-AB

| TIME | NO. OF | |
|---------|----------|---|
| SEGMENT | VEHICLES | |
| ENDING | IN QUEUE | |
| 17.15 | 0.0 | |
| 17.30 | 0.5 | * |
| 17.45 | 0.5 | * |
| 18.00 | 0.5 | * |

QUEUEING DELAY INFORMATION OVER WHOLE PERIOD

| I | STREAM | I | TOTAL DEMAND | I | * QUEUEING * | I | * INCLUSIVE QUEUEING * | I | |
|---|--------|-------|--------------|---|--------------|-----------|------------------------|-----------|------|
| I | I | I | I | I | * DELAY * | I | * DELAY * | I | |
| I | I | I | I | I | I | I | I | I | |
| I | I | (VEH) | (VEH/H) | I | (MIN) | (MIN/VEH) | I | (MIN) | |
| I | I | | | I | | | I | (MIN/VEH) | |
| I | B-AC | I | 218.0 | I | 218.0 | I | 54.2 | I | 0.25 |
| I | C-AB | I | 130.7 | I | 130.7 | I | 23.1 | I | 0.18 |
| I | A-B | I | 106.6 | I | 106.6 | I | | I | |
| I | A-C | I | 191.4 | I | 191.4 | I | | I | |
| I | ALL | I | 763.4 | I | 763.4 | I | 77.3 | I | 0.10 |

* 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 =====

 GEOMETRIC DATA

| I | DATA ITEM | I | MINOR ROAD B | I |
|---|------------------------------------|----------|--------------|---|
| I | TOTAL MAJOR ROAD CARRIAGEWAY WIDTH | I (W) | 7.70 M. | I |
| I | CENTRAL RESERVE WIDTH | I (WCR) | 0.00 M. | I |
| I | | I | | I |
| I | MAJOR ROAD RIGHT TURN - WIDTH | I (WC-B) | 2.20 M. | I |
| I | - VISIBILITY | I (VC-B) | 75.00 M. | I |
| I | - BLOCKS TRAFFIC (SPACES) | I | YES (1) | I |
| I | | I | | I |
| I | MINOR ROAD - VISIBILITY TO LEFT | I (VB-C) | 34.0 M. | I |
| I | - VISIBILITY TO RIGHT | I (VB-A) | 38.0 M. | I |
| I | - LANE 1 WIDTH | I (WB-C) | 3.60 M. | I |
| I | - LANE 2 WIDTH | I (WB-A) | 0.00 M. | I |

 .SLOPES AND INTERCEPT

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

| I | Intercept For | Slope For Opposing | Slope For Opposing | I |
|---|---------------|--------------------|--------------------|---|
| I | STREAM B-C | STREAM A-C | STREAM A-B | I |
| I | 686.78 | 0.25 | 0.10 | I |

| I | Intercept For | Slope For Opposing | Slope For Opposing | Slope For Opposing | Slope For Opposing | I |
|---|---------------|--------------------|--------------------|--------------------|--------------------|---|
| I | STREAM B-A | STREAM A-C | STREAM A-B | STREAM C-A | STREAM C-B | I |
| I | 537.77 | 0.23 | 0.09 | 0.14 | 0.33 | I |

| I | Intercept For | Slope For Opposing | Slope For Opposing | I |
|---|---------------|--------------------|--------------------|---|
| I | STREAM C-B | STREAM A-C | STREAM A-B | I |
| I | 617.40 | 0.22 | 0.22 | I |

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

 TRAFFIC DEMAND DATA

| I | ARM | I | FLOW SCALE(%) | I |
|---|-----|---|---------------|---|
| I | A | I | 100 | I |
| I | B | I | 100 | I |
| I | C | I | 100 | I |

Demand set: Berry Lane/Market Place/King Street 2025

TIME PERIOD BEGINS 08.00 AND ENDS 09.00

LENGTH OF TIME PERIOD - 60 MIN.

LENGTH OF TIME SEGMENT - 15 MIN.

DEMAND FLOW PROFILES ARE INPUT DIRECTLY

Demand set: Berry Lane/Market Place/King Street 2025

| | | TURNING PROPORTIONS | | | | | |
|---------------|---------|-----------------------|--------|-----|--------|-----|--------|
| | | TURNING COUNTS | | | | | |
| | | (PERCENTAGE OF H.V.S) | | | | | |
| TIME | FROM/TO | ARM | A | ARM | B | ARM | C |
| 08.00 - 09.00 | ARM A | | 0.000 | | 0.478 | | 0.522 |
| | | | 0.0 | | 162.0 | | 177.0 |
| | | | (0.0) | | (0.0) | | (0.0) |
| | ARM B | | 0.274 | | 0.000 | | 0.726 |
| | | | 79.0 | | 0.0 | | 209.0 |
| | | | (0.0) | | (0.0) | | (0.0) |
| | ARM C | | 0.503 | | 0.497 | | 0.000 |
| | | | 251.0 | | 248.0 | | 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 COMBINED DEMAND SETS
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 | 4.80 | 8.73 | 0.550 | | 0.00 | 1.18 | 16.2 | | 0.25 |
| C-AB | 4.13 | 9.04 | 0.457 | | 0.00 | 0.99 | 14.5 | | 0.20 |
| A-B | 2.70 | | | | | | | | |
| A-C | 2.95 | | | | | | | | |

| TIME | DEMAND (VEH/MIN) | CAPACITY (VEH/MIN) | DEMAND/CAPACITY (RFC) | PEDESTRIAN FLOW (PEDS/MIN) | START QUEUE (VEHS) | END QUEUE (VEHS) | DELAY (VEH.MIN/TIME SEGMENT) | GEOMETRIC DELAY (VEH.MIN/TIME SEGMENT) | AVERAGE DELAY PER ARRIVING VEHICLE (MIN) |
|-------------|------------------|--------------------|-----------------------|----------------------------|--------------------|------------------|------------------------------|--|--|
| 08.15-08.30 | | | | | | | | | |
| B-AC | 4.80 | 8.72 | 0.550 | | 1.18 | 1.20 | 17.9 | | 0.25 |
| C-AB | 4.13 | 9.04 | 0.457 | | 0.99 | 1.00 | 15.3 | | 0.20 |
| A-B | 2.70 | | | | | | | | |
| A-C | 2.95 | | | | | | | | |

| TIME | DEMAND (VEH/MIN) | CAPACITY (VEH/MIN) | DEMAND/CAPACITY (RFC) | PEDESTRIAN FLOW (PEDS/MIN) | START QUEUE (VEHS) | END QUEUE (VEHS) | DELAY (VEH.MIN/TIME SEGMENT) | GEOMETRIC DELAY (VEH.MIN/TIME SEGMENT) | AVERAGE DELAY PER ARRIVING VEHICLE (MIN) |
|-------------|------------------|--------------------|-----------------------|----------------------------|--------------------|------------------|------------------------------|--|--|
| 08.30-08.45 | | | | | | | | | |
| B-AC | 4.80 | 8.72 | 0.550 | | 1.20 | 1.21 | 18.1 | | 0.25 |
| C-AB | 4.13 | 9.04 | 0.457 | | 1.00 | 1.01 | 15.3 | | 0.20 |
| A-B | 2.70 | | | | | | | | |
| A-C | 2.95 | | | | | | | | |

| TIME | DEMAND (VEH/MIN) | CAPACITY (VEH/MIN) | DEMAND/CAPACITY (RFC) | PEDESTRIAN FLOW (PEDS/MIN) | START QUEUE (VEHS) | END QUEUE (VEHS) | DELAY (VEH.MIN/TIME SEGMENT) | GEOMETRIC DELAY (VEH.MIN/TIME SEGMENT) | AVERAGE DELAY PER ARRIVING VEHICLE (MIN) |
|-------------|------------------|--------------------|-----------------------|----------------------------|--------------------|------------------|------------------------------|--|--|
| 08.45-09.00 | | | | | | | | | |
| B-AC | 4.80 | 8.72 | 0.550 | | 1.21 | 1.21 | 18.2 | | 0.25 |
| C-AB | 4.13 | 9.04 | 0.457 | | 1.01 | 1.01 | 15.3 | | 0.20 |
| A-B | 2.70 | | | | | | | | |
| A-C | 2.95 | | | | | | | | |

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

QUEUE FOR STREAM B-AC

| TIME | NO. OF | |
|---------|----------|---|
| SEGMENT | VEHICLES | |
| ENDING | IN QUEUE | |
| 08.15 | 1.2 | * |
| 08.30 | 1.2 | * |
| 08.45 | 1.2 | * |
| 09.00 | 1.2 | * |

QUEUE FOR STREAM C-AB

| TIME | NO. OF | |
|---------|----------|---|
| SEGMENT | VEHICLES | |
| ENDING | IN QUEUE | |
| 08.15 | 1.0 | * |
| 08.30 | 1.0 | * |
| 08.45 | 1.0 | * |
| 09.00 | 1.0 | * |

QUEUEING DELAY INFORMATION OVER WHOLE PERIOD

| I | STREAM | I | TOTAL DEMAND | I | * QUEUEING * | I | * INCLUSIVE QUEUEING * | I |
|---|--------|---|-----------------|---|-----------------|---|------------------------|---|
| I | | I | | I | * DELAY * | I | * DELAY * | I |
| I | | I | | I | | I | | I |
| I | | I | (VEH) (VEH/H) | I | (MIN) (MIN/VEH) | I | (MIN) (MIN/VEH) | I |
| I | B-AC | I | 288.0 I 288.0 | I | 70.3 I 0.24 | I | 70.4 I 0.24 | I |
| I | C-AB | I | 248.1 I 248.1 | I | 60.4 I 0.24 | I | 60.5 I 0.24 | I |
| I | A-B | I | 162.0 I 162.0 | I | I | I | I | I |
| I | A-C | I | 177.0 I 177.0 | I | I | I | I | I |
| I | ALL | I | 1126.2 I 1126.2 | I | 130.7 I 0.12 | I | 130.8 I 0.12 | I |

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

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RELEASE 5.0 (JUNE 2010)

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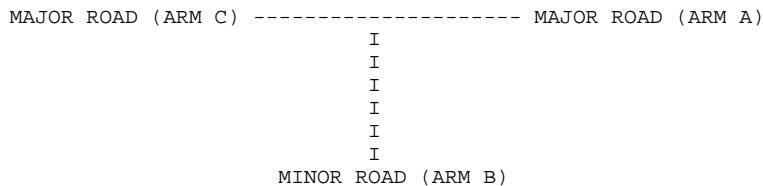
Run with file:-
"N:\Vectos Job Data\2013\VN30277 Longridge\Picady\July 14\Outline Application-520 Dwellings\DIRECT\
2025 Assessment Flows\Berry Lane Market Place King St 2025 Assessment Flows-PM.vpi"
(drive-on-the-left) at 09:57:15 on Thursday, 31 July 2014

RUN INFORMATION

RUN TITLE : Berry Lane/Market Place 2025 Assessment Flows-PM (Outline App)
LOCATION : Longridge
DATE : 24/03/14
CLIENT : Barratt Homes
ENUMERATOR :
JOB NUMBER : VN30277
STATUS :
DESCRIPTION :

MAJOR/MINOR JUNCTION CAPACITY AND DELAY

INPUT DATA



ARM A IS Market Place
ARM B IS Berry Lane
ARM C IS King Street

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

| I | DATA ITEM | I | MINOR ROAD B | I |
|---|------------------------------------|----------|--------------|---|
| I | TOTAL MAJOR ROAD CARRIAGEWAY WIDTH | I (W) | 7.70 M. | I |
| I | CENTRAL RESERVE WIDTH | I (WCR) | 0.00 M. | I |
| I | MAJOR ROAD RIGHT TURN - WIDTH | I (WC-B) | 2.20 M. | I |
| I | - VISIBILITY | I (VC-B) | 75.00 M. | I |
| I | - BLOCKS TRAFFIC (SPACES) | I | YES (1) | I |
| I | MINOR ROAD - VISIBILITY TO LEFT | I (VB-C) | 34.0 M. | I |
| I | - VISIBILITY TO RIGHT | I (VB-A) | 38.0 M. | I |
| I | - LANE 1 WIDTH | I (WB-C) | 3.60 M. | I |
| I | - LANE 2 WIDTH | I (WB-A) | 0.00 M. | I |

 .SLOPES AND INTERCEPT

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

| I | Intercept For | Slope For Opposing | Slope For Opposing | I |
|---|---------------|--------------------|--------------------|---|
| I | STREAM B-C | STREAM A-C | STREAM A-B | I |
| I | 686.78 | 0.25 | 0.10 | I |

| I | Intercept For | Slope For Opposing | Slope For Opposing | Slope For Opposing | Slope For Opposing | I |
|---|---------------|--------------------|--------------------|--------------------|--------------------|---|
| I | STREAM B-A | STREAM A-C | STREAM A-B | STREAM C-A | STREAM C-B | I |
| I | 537.77 | 0.23 | 0.09 | 0.14 | 0.33 | I |

| I | Intercept For | Slope For Opposing | Slope For Opposing | I |
|---|---------------|--------------------|--------------------|---|
| I | STREAM C-B | STREAM A-C | STREAM A-B | I |
| I | 617.40 | 0.22 | 0.22 | I |

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

 TRAFFIC DEMAND DATA

| I | ARM | I | FLOW SCALE(%) | I |
|---|-----|---|---------------|---|
| I | A | I | 100 | I |
| I | B | I | 100 | I |
| I | C | I | 100 | I |

Demand set: Berry Lane/Market Place/King Street 2025

TIME PERIOD BEGINS 17.00 AND ENDS 18.00

LENGTH OF TIME PERIOD - 60 MIN.

LENGTH OF TIME SEGMENT - 15 MIN.

DEMAND FLOW PROFILES ARE INPUT DIRECTLY

Demand set: Berry Lane/Market Place/King Street 2025

| | | TURNING PROPORTIONS | | | | | | TURNING COUNTS | | | | | |
|---------------|---------|-----------------------|--------|-----|--------|-----|--------|----------------|--|--|--|--|--|
| | | (PERCENTAGE OF H.V.S) | | | | | | | | | | | |
| TIME | FROM/TO | ARM | A | ARM | B | ARM | C | | | | | | |
| 17.00 - 18.00 | ARM A | | 0.000 | | 0.358 | | 0.642 | | | | | | |
| | | | 0.0 | | 151.0 | | 271.0 | | | | | | |
| | | | (0.0) | | (0.0) | | (0.0) | | | | | | |
| | ARM B | | 0.332 | | 0.000 | | 0.668 | | | | | | |
| | | | 106.0 | | 0.0 | | 213.0 | | | | | | |
| | | | (0.0) | | (0.0) | | (0.0) | | | | | | |
| | ARM C | | 0.426 | | 0.574 | | 0.000 | | | | | | |
| | | | 168.0 | | 226.0 | | 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 COMBINED DEMAND SETS
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) |
|-------------|------------------|--------------------|-----------------------|----------------------------|--------------------|------------------|------------------------------|--|--|
| 17.00-17.15 | | | | | | | | | |
| B-AC | 5.32 | 8.27 | 0.644 | | 0.00 | 1.70 | 22.7 | | 0.32 |
| C-AB | 3.76 | 8.73 | 0.431 | | 0.00 | 0.84 | 12.3 | | 0.20 |
| A-B | 2.52 | | | | | | | | |
| A-C | 4.51 | | | | | | | | |

| TIME | DEMAND (VEH/MIN) | CAPACITY (VEH/MIN) | DEMAND/CAPACITY (RFC) | PEDESTRIAN FLOW (PEDS/MIN) | START QUEUE (VEHS) | END QUEUE (VEHS) | DELAY (VEH.MIN/TIME SEGMENT) | GEOMETRIC DELAY (VEH.MIN/TIME SEGMENT) | AVERAGE DELAY PER ARRIVING VEHICLE (MIN) |
|-------------|------------------|--------------------|-----------------------|----------------------------|--------------------|------------------|------------------------------|--|--|
| 17.15-17.30 | | | | | | | | | |
| B-AC | 5.32 | 8.25 | 0.645 | | 1.70 | 1.76 | 26.0 | | 0.34 |
| C-AB | 3.76 | 8.73 | 0.431 | | 0.84 | 0.85 | 12.9 | | 0.20 |
| A-B | 2.52 | | | | | | | | |
| A-C | 4.51 | | | | | | | | |

| TIME | DEMAND (VEH/MIN) | CAPACITY (VEH/MIN) | DEMAND/CAPACITY (RFC) | PEDESTRIAN FLOW (PEDS/MIN) | START QUEUE (VEHS) | END QUEUE (VEHS) | DELAY (VEH.MIN/TIME SEGMENT) | GEOMETRIC DELAY (VEH.MIN/TIME SEGMENT) | AVERAGE DELAY PER ARRIVING VEHICLE (MIN) |
|-------------|------------------|--------------------|-----------------------|----------------------------|--------------------|------------------|------------------------------|--|--|
| 17.30-17.45 | | | | | | | | | |
| B-AC | 5.32 | 8.25 | 0.645 | | 1.76 | 1.78 | 26.5 | | 0.34 |
| C-AB | 3.76 | 8.73 | 0.431 | | 0.85 | 0.85 | 12.9 | | 0.20 |
| A-B | 2.52 | | | | | | | | |
| A-C | 4.51 | | | | | | | | |

| TIME | DEMAND (VEH/MIN) | CAPACITY (VEH/MIN) | DEMAND/CAPACITY (RFC) | PEDESTRIAN FLOW (PEDS/MIN) | START QUEUE (VEHS) | END QUEUE (VEHS) | DELAY (VEH.MIN/TIME SEGMENT) | GEOMETRIC DELAY (VEH.MIN/TIME SEGMENT) | AVERAGE DELAY PER ARRIVING VEHICLE (MIN) |
|-------------|------------------|--------------------|-----------------------|----------------------------|--------------------|------------------|------------------------------|--|--|
| 17.45-18.00 | | | | | | | | | |
| B-AC | 5.32 | 8.25 | 0.645 | | 1.78 | 1.78 | 26.7 | | 0.34 |
| C-AB | 3.76 | 8.73 | 0.431 | | 0.85 | 0.86 | 12.9 | | 0.20 |
| A-B | 2.52 | | | | | | | | |
| A-C | 4.51 | | | | | | | | |

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

QUEUE FOR STREAM B-AC

| TIME | NO. OF | |
|---------|----------|----|
| SEGMENT | VEHICLES | |
| ENDING | IN QUEUE | |
| 17.15 | 1.7 | ** |
| 17.30 | 1.8 | ** |
| 17.45 | 1.8 | ** |
| 18.00 | 1.8 | ** |

QUEUE FOR STREAM C-AB

| TIME | NO. OF | |
|---------|----------|---|
| SEGMENT | VEHICLES | |
| ENDING | IN QUEUE | |
| 17.15 | 0.8 | * |
| 17.30 | 0.8 | * |
| 17.45 | 0.9 | * |
| 18.00 | 0.9 | * |

QUEUEING DELAY INFORMATION OVER WHOLE PERIOD

| I | STREAM | I | TOTAL DEMAND | I | * QUEUEING * | I | * INCLUSIVE QUEUEING * | I |
|---|--------|-----------|--------------|---|--------------|-----------|------------------------|-----------|
| I | I | I | I | I | * DELAY * | I | * DELAY * | I |
| I | I | I | I | I | I | I | I | I |
| I | I | (VEH) | (VEH/H) | I | (MIN) | (MIN/VEH) | I | (MIN) |
| I | I | (MIN/VEH) | I | I | I | I | I | (MIN/VEH) |
| I | B-AC | I | 319.2 | I | 102.0 | I | 0.32 | I |
| I | C-AB | I | 225.8 | I | 51.0 | I | 0.23 | I |
| I | A-B | I | 150.9 | I | | I | | I |
| I | A-C | I | 270.9 | I | | I | | I |
| I | ALL | I | 1134.6 | I | 153.0 | I | 0.13 | I |

* 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 =====

Appendix 15

PICADY Outputs – Inglewhite Road/Halfpenny Lane

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

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Run with file:-

"N:\Vectos Job Data\2013\VN30277 Longridge\Picady\July 14\Full Application-106 Dwellings\DIRECT\
2016 Baseline Flows\Halfpenny and Inglewhite Rd 2016 Baseline Flows-AM.vpi"
(drive-on-the-left) at 10:39:24 on Tuesday, 29 July 2014

RUN INFORMATION

RUN TITLE : Halfpenny Lane/Inglewhite Road 2016 Assessment Flows
LOCATION : Longridge
DATE : 24/03/14
CLIENT : Barratt Homes
ENUMERATOR : Hannah [HANNAH-ZOO]
JOB NUMBER : VN30277
STATUS :
DESCRIPTION :

MAJOR/MINOR JUNCTION CAPACITY AND DELAY

INPUT DATA

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

ARM A IS Inglewhite Road (WB)
ARM B IS Halfpenny Lane
ARM C IS Inglewhite Road (EB)

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

| I | DATA ITEM | I | MINOR ROAD B | I |
|---|------------------------------------|---|--------------------|---|
| I | TOTAL MAJOR ROAD CARRIAGEWAY WIDTH | I | (W) 6.00 M. | I |
| I | CENTRAL RESERVE WIDTH | I | (WCR) 0.00 M. | I |
| I | MAJOR ROAD RIGHT TURN - WIDTH | I | (WC-B) 2.20 M. | I |
| I | - VISIBILITY | I | (VC-B) 117.00 M. | I |
| I | - BLOCKS TRAFFIC (SPACES) | I | YES (1) | I |
| I | MINOR ROAD - VISIBILITY TO LEFT | I | (VB-C) 16.0 M. | I |
| I | - VISIBILITY TO RIGHT | I | (VB-A) 15.0 M. | I |
| I | - LANE 1 WIDTH | I | (WB-C) 3.30 M. | I |
| I | - LANE 2 WIDTH | I | (WB-A) 0.00 M. | I |

 .SLOPES AND INTERCEPT

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

| I | Intercept For | Slope For Opposing | Slope For Opposing | I |
|---|---------------|--------------------|--------------------|---|
| I | STREAM B-C | STREAM A-C | STREAM A-B | I |
| I | 652.40 | 0.25 | 0.10 | I |

| I | Intercept For | Slope For Opposing | Slope For Opposing | Slope For Opposing | Slope For Opposing | I |
|---|---------------|--------------------|--------------------|--------------------|--------------------|---|
| I | STREAM B-A | STREAM A-C | STREAM A-B | STREAM C-A | STREAM C-B | I |
| I | 504.92 | 0.23 | 0.09 | 0.15 | 0.33 | I |

| I | Intercept For | Slope For Opposing | Slope For Opposing | I |
|---|---------------|--------------------|--------------------|---|
| I | STREAM C-B | STREAM A-C | STREAM A-B | I |
| I | 641.72 | 0.25 | 0.25 | I |

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

 TRAFFIC DEMAND DATA

| I | ARM | I | FLOW SCALE (%) | I |
|---|-----|---|----------------|---|
| I | A | I | 100 | I |
| I | B | I | 100 | I |
| I | C | I | 100 | I |

Demand set: Halfpenny Lane/Inglewhite Road 2016

TIME PERIOD BEGINS 08.00 AND ENDS 09.00

LENGTH OF TIME PERIOD - 60 MIN.

LENGTH OF TIME SEGMENT - 15 MIN.

DEMAND FLOW PROFILES ARE INPUT DIRECTLY

Demand set: Halfpenny Lane/Inglewhite Road 2016

| I | | TURNING PROPORTIONS | | | | | | | I | | | |
|---|---------------|-----------------------|-------|-----|---|--------|-----|--------|---|--------|---|---|
| I | | TURNING COUNTS | | | | | | | I | | | |
| I | | (PERCENTAGE OF H.V.S) | | | | | | | I | | | |
| I | | ----- | | | | | | | I | | | |
| I | | FROM/TO | I | ARM | A | I | ARM | B | I | ARM | C | I |
| I | | TIME | ----- | | | | | | | | | |
| I | 08.00 - 09.00 | I | I | I | I | I | I | I | I | I | I | I |
| I | | I | ARM | A | I | 0.000 | I | 0.210 | I | 0.790 | I | I |
| I | | I | | | I | 0.0 | I | 47.0 | I | 177.0 | I | I |
| I | | I | | | I | (0.0) | I | (0.0) | I | (0.0) | I | I |
| I | | I | | | I | | I | | I | | I | I |
| I | | I | ARM | B | I | 0.544 | I | 0.000 | I | 0.456 | I | I |
| I | | I | | | I | 31.0 | I | 0.0 | I | 26.0 | I | I |
| I | | I | | | I | (0.0) | I | (0.0) | I | (0.0) | I | I |
| I | | I | | | I | | I | | I | | I | I |
| I | | I | ARM | C | I | 0.914 | I | 0.086 | I | 0.000 | I | I |
| I | | I | | | I | 148.0 | I | 14.0 | I | 0.0 | I | I |
| I | | I | | | I | (0.0) | I | (0.0) | I | (0.0) | I | I |
| I | | I | | | I | | I | | I | | I | I |

TURNING PROPORTIONS ARE CALCULATED FROM TURNING COUNT DATA

QUEUE AND DELAY INFORMATION FOR EACH 15 MIN TIME SEGMENT
 FOR COMBINED DEMAND SETS
 AND FOR TIME PERIOD 1

| I | TIME | DEMAND | CAPACITY | DEMAND/ | PEDESTRIAN | START | END | DELAY | GEOMETRIC DELAY | AVERAGE DELAY | I |
|---|-------------|-----------|-----------|----------|------------|--------|--------|---------------|-----------------|---------------|---|
| I | | (VEH/MIN) | (VEH/MIN) | CAPACITY | FLOW | QUEUE | QUEUE | (VEH.MIN/ | (VEH.MIN/ | PER ARRIVING | I |
| I | | | | (RFC) | (PEDS/MIN) | (VEHS) | (VEHS) | TIME SEGMENT) | TIME SEGMENT) | VEHICLE (MIN) | I |
| I | 08.00-08.15 | | | | | | | | | | I |
| I | B-AC | 0.95 | 8.28 | 0.115 | | 0.00 | 0.13 | 1.9 | | 0.14 | I |
| I | C-AB | 0.23 | 9.77 | 0.024 | | 0.00 | 0.02 | 0.4 | | 0.10 | I |
| I | A-B | 0.78 | | | | | | | | | I |
| I | A-C | 2.95 | | | | | | | | | I |

| I | TIME | DEMAND | CAPACITY | DEMAND/ | PEDESTRIAN | START | END | DELAY | GEOMETRIC DELAY | AVERAGE DELAY | I |
|---|-------------|-----------|-----------|----------|------------|--------|--------|---------------|-----------------|---------------|---|
| I | | (VEH/MIN) | (VEH/MIN) | CAPACITY | FLOW | QUEUE | QUEUE | (VEH.MIN/ | (VEH.MIN/ | PER ARRIVING | I |
| I | | | | (RFC) | (PEDS/MIN) | (VEHS) | (VEHS) | TIME SEGMENT) | TIME SEGMENT) | VEHICLE (MIN) | I |
| I | 08.15-08.30 | | | | | | | | | | I |
| I | B-AC | 0.95 | 8.28 | 0.115 | | 0.13 | 0.13 | 1.9 | | 0.14 | I |
| I | C-AB | 0.23 | 9.77 | 0.024 | | 0.02 | 0.02 | 0.4 | | 0.10 | I |
| I | A-B | 0.78 | | | | | | | | | I |
| I | A-C | 2.95 | | | | | | | | | I |

| I | TIME | DEMAND | CAPACITY | DEMAND/ | PEDESTRIAN | START | END | DELAY | GEOMETRIC DELAY | AVERAGE DELAY | I |
|---|-------------|-----------|-----------|----------|------------|--------|--------|---------------|-----------------|---------------|---|
| I | | (VEH/MIN) | (VEH/MIN) | CAPACITY | FLOW | QUEUE | QUEUE | (VEH.MIN/ | (VEH.MIN/ | PER ARRIVING | I |
| I | | | | (RFC) | (PEDS/MIN) | (VEHS) | (VEHS) | TIME SEGMENT) | TIME SEGMENT) | VEHICLE (MIN) | I |
| I | 08.30-08.45 | | | | | | | | | | I |
| I | B-AC | 0.95 | 8.28 | 0.115 | | 0.13 | 0.13 | 1.9 | | 0.14 | I |
| I | C-AB | 0.23 | 9.77 | 0.024 | | 0.02 | 0.02 | 0.4 | | 0.10 | I |
| I | A-B | 0.78 | | | | | | | | | I |
| I | A-C | 2.95 | | | | | | | | | I |

| I | TIME | DEMAND | CAPACITY | DEMAND/ | PEDESTRIAN | START | END | DELAY | GEOMETRIC DELAY | AVERAGE DELAY | I |
|---|-------------|-----------|-----------|----------|------------|--------|--------|---------------|-----------------|---------------|---|
| I | | (VEH/MIN) | (VEH/MIN) | CAPACITY | FLOW | QUEUE | QUEUE | (VEH.MIN/ | (VEH.MIN/ | PER ARRIVING | I |
| I | | | | (RFC) | (PEDS/MIN) | (VEHS) | (VEHS) | TIME SEGMENT) | TIME SEGMENT) | VEHICLE (MIN) | I |
| I | 08.45-09.00 | | | | | | | | | | I |
| I | B-AC | 0.95 | 8.28 | 0.115 | | 0.13 | 0.13 | 1.9 | | 0.14 | I |
| I | C-AB | 0.23 | 9.77 | 0.024 | | 0.02 | 0.02 | 0.4 | | 0.10 | I |
| I | A-B | 0.78 | | | | | | | | | I |
| I | A-C | 2.95 | | | | | | | | | I |

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

QUEUE FOR STREAM B-AC

| TIME SEGMENT ENDING | NO. OF VEHICLES IN QUEUE |
|---------------------|--------------------------|
| 08.15 | 0.1 |
| 08.30 | 0.1 |
| 08.45 | 0.1 |
| 09.00 | 0.1 |

QUEUE FOR STREAM C-AB

| TIME SEGMENT ENDING | NO. OF VEHICLES IN QUEUE |
|---------------------|--------------------------|
| 08.15 | 0.0 |
| 08.30 | 0.0 |
| 08.45 | 0.0 |
| 09.00 | 0.0 |

QUEUEING DELAY INFORMATION OVER WHOLE PERIOD

| I | STREAM | I | TOTAL DEMAND | | I | * QUEUEING * * DELAY * | | I | * INCLUSIVE QUEUEING * * DELAY * | | I |
|---|--------|---|--------------|---------|---|---------------------------|-----------|---|-------------------------------------|-----------|---|
| I | | I | (VEH) | (VEH/H) | I | (MIN) | (MIN/VEH) | I | (MIN) | (MIN/VEH) | I |
| I | B-AC | I | 57.0 | 57.0 | I | 7.7 | 0.13 | I | 7.7 | 0.13 | I |
| I | C-AB | I | 14.0 | 14.0 | I | 1.5 | 0.11 | I | 1.5 | 0.11 | I |
| I | A-B | I | 47.0 | 47.0 | I | | | I | | | I |
| I | A-C | I | 176.8 | 176.8 | I | | | I | | | I |
| I | ALL | I | 442.8 | 442.8 | I | 9.1 | 0.02 | I | 9.1 | 0.02 | I |

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

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RELEASE 5.0 (JUNE 2010)

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Run with file:-

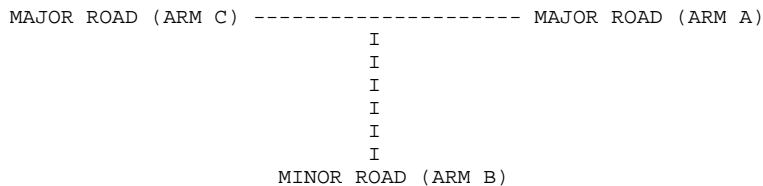
"N:\Vectos Job Data\2013\VN30277 Longridge\Picady\July 14\Full Application-106 Dwellings\DIRECT\
2016 Baseline Flows\Halfpenny and Inglewhite Rd 2016 Baseline Flows-PM.vpi"
(drive-on-the-left) at 10:50:07 on Tuesday, 29 July 2014

RUN INFORMATION

RUN TITLE : Halfpenny Lane/Inglewhite Road 2016 Baseline Flows-PM
LOCATION : Longridge
DATE : 24/03/14
CLIENT : Barratt Homes
ENUMERATOR : Hannah [HANNAH-ZOO]
JOB NUMBER : VN30277
STATUS :
DESCRIPTION :

MAJOR/MINOR JUNCTION CAPACITY AND DELAY

INPUT DATA



ARM A IS Inglewhite Road (EB)
ARM B IS Halfpenny Lane
ARM C IS Inglewhite Road (WB)

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

| I | DATA ITEM | I | MINOR ROAD B | I |
|---|------------------------------------|---|--------------------|---|
| I | TOTAL MAJOR ROAD CARRIAGEWAY WIDTH | I | (W) 6.00 M. | I |
| I | CENTRAL RESERVE WIDTH | I | (WCR) 0.00 M. | I |
| I | MAJOR ROAD RIGHT TURN - WIDTH | I | (WC-B) 2.20 M. | I |
| I | - VISIBILITY | I | (VC-B) 117.00 M. | I |
| I | - BLOCKS TRAFFIC (SPACES) | I | YES (1) | I |
| I | MINOR ROAD - VISIBILITY TO LEFT | I | (VB-C) 16.0 M. | I |
| I | - VISIBILITY TO RIGHT | I | (VB-A) 15.0 M. | I |
| I | - LANE 1 WIDTH | I | (WB-C) 3.30 M. | I |
| I | - LANE 2 WIDTH | I | (WB-A) 0.00 M. | I |

 .SLOPES AND INTERCEPT

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

| I | Intercept For | Slope For Opposing | Slope For Opposing | I |
|---|---------------|--------------------|--------------------|---|
| I | STREAM B-C | STREAM A-C | STREAM A-B | I |
| I | 652.40 | 0.25 | 0.10 | I |

| I | Intercept For | Slope For Opposing | Slope For Opposing | Slope For Opposing | Slope For Opposing | I |
|---|---------------|--------------------|--------------------|--------------------|--------------------|---|
| I | STREAM B-A | STREAM A-C | STREAM A-B | STREAM C-A | STREAM C-B | I |
| I | 504.92 | 0.23 | 0.09 | 0.15 | 0.33 | I |

| I | Intercept For | Slope For Opposing | Slope For Opposing | I |
|---|---------------|--------------------|--------------------|---|
| I | STREAM C-B | STREAM A-C | STREAM A-B | I |
| I | 641.72 | 0.25 | 0.25 | I |

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

 TRAFFIC DEMAND DATA

| I | ARM | I | FLOW SCALE (%) | I |
|---|-----|---|----------------|---|
| I | A | I | 100 | I |
| I | B | I | 100 | I |
| I | C | I | 100 | I |

Demand set: Halfpenny Lane/Inglewhite Road

TIME PERIOD BEGINS 17.00 AND ENDS 18.00

LENGTH OF TIME PERIOD - 60 MIN.

LENGTH OF TIME SEGMENT - 15 MIN.

DEMAND FLOW PROFILES ARE INPUT DIRECTLY

Demand set: Halfpenny Lane/Inglewhite Road

| | | TURNING PROPORTIONS | | | | | | | |
|---------------|---------|-----------------------|---------|-----|---------|-----|---------|--|--|
| | | TURNING COUNTS | | | | | | | |
| | | (PERCENTAGE OF H.V.S) | | | | | | | |
| TIME | FROM/TO | ARM | A | ARM | B | ARM | C | | |
| 17.00 - 18.00 | ARM A | | 0.000 | | 0.210 | | 0.790 | | |
| | | | 0.0 | | 45.0 | | 169.0 | | |
| | | | (0.0) | | (10.0) | | (10.0) | | |
| | ARM B | | 0.862 | | 0.000 | | 0.138 | | |
| | | | 50.0 | | 0.0 | | 8.0 | | |
| | | | (10.0) | | (0.0) | | (10.0) | | |
| | ARM C | | 0.944 | | 0.056 | | 0.000 | | |
| | | | 152.0 | | 9.0 | | 0.0 | | |
| | | | (10.0) | | (10.0) | | (0.0) | | |

TURNING PROPORTIONS ARE CALCULATED FROM TURNING COUNT DATA
 DEFAULT PROPORTIONS OF HEAVY VEHICLES ARE USED

QUEUE AND DELAY INFORMATION FOR EACH 15 MIN TIME SEGMENT

FOR COMBINED DEMAND SETS
 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) |
|-------------|------------------|--------------------|-----------------------|----------------------------|--------------------|------------------|-------------------------------|---|--|
| 17.00-17.15 | | | | | | | | | |
| B-AC | 0.97 | 6.77 | 0.143 | | 0.00 | 0.16 | 2.4 | | 0.17 |
| C-AB | 0.15 | 8.84 | 0.017 | | 0.00 | 0.02 | 0.3 | | 0.12 |
| A-B | 0.75 | | | | | | | | |
| A-C | 2.82 | | | | | | | | |

| TIME | DEMAND (VEH/MIN) | CAPACITY (VEH/MIN) | DEMAND/CAPACITY (RFC) | PEDESTRIAN FLOW (PEDS/MIN) | START QUEUE (VEHS) | END QUEUE (VEHS) | DELAY (VEH.MIN/ TIME SEGMENT) | GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT) | AVERAGE DELAY PER ARRIVING VEHICLE (MIN) |
|-------------|------------------|--------------------|-----------------------|----------------------------|--------------------|------------------|-------------------------------|---|--|
| 17.15-17.30 | | | | | | | | | |
| B-AC | 0.97 | 6.77 | 0.143 | | 0.16 | 0.17 | 2.5 | | 0.17 |
| C-AB | 0.15 | 8.84 | 0.017 | | 0.02 | 0.02 | 0.3 | | 0.12 |
| A-B | 0.75 | | | | | | | | |
| A-C | 2.82 | | | | | | | | |

| TIME | DEMAND (VEH/MIN) | CAPACITY (VEH/MIN) | DEMAND/CAPACITY (RFC) | PEDESTRIAN FLOW (PEDS/MIN) | START QUEUE (VEHS) | END QUEUE (VEHS) | DELAY (VEH.MIN/ TIME SEGMENT) | GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT) | AVERAGE DELAY PER ARRIVING VEHICLE (MIN) |
|-------------|------------------|--------------------|-----------------------|----------------------------|--------------------|------------------|-------------------------------|---|--|
| 17.30-17.45 | | | | | | | | | |
| B-AC | 0.97 | 6.77 | 0.143 | | 0.17 | 0.17 | 2.5 | | 0.17 |
| C-AB | 0.15 | 8.84 | 0.017 | | 0.02 | 0.02 | 0.3 | | 0.12 |
| A-B | 0.75 | | | | | | | | |
| A-C | 2.82 | | | | | | | | |

| TIME | DEMAND (VEH/MIN) | CAPACITY (VEH/MIN) | DEMAND/CAPACITY (RFC) | PEDESTRIAN FLOW (PEDS/MIN) | START QUEUE (VEHS) | END QUEUE (VEHS) | DELAY (VEH.MIN/ TIME SEGMENT) | GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT) | AVERAGE DELAY PER ARRIVING VEHICLE (MIN) |
|-------------|------------------|--------------------|-----------------------|----------------------------|--------------------|------------------|-------------------------------|---|--|
| 17.45-18.00 | | | | | | | | | |
| B-AC | 0.97 | 6.77 | 0.143 | | 0.17 | 0.17 | 2.5 | | 0.17 |
| C-AB | 0.15 | 8.84 | 0.017 | | 0.02 | 0.02 | 0.3 | | 0.12 |
| A-B | 0.75 | | | | | | | | |
| A-C | 2.82 | | | | | | | | |

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

QUEUE FOR STREAM B-AC

| TIME SEGMENT ENDING | NO. OF VEHICLES IN QUEUE |
|---------------------|--------------------------|
| 17.15 | 0.2 |
| 17.30 | 0.2 |
| 17.45 | 0.2 |
| 18.00 | 0.2 |

QUEUE FOR STREAM C-AB

| TIME SEGMENT ENDING | NO. OF VEHICLES IN QUEUE |
|---------------------|--------------------------|
| 17.15 | 0.0 |
| 17.30 | 0.0 |
| 17.45 | 0.0 |
| 18.00 | 0.0 |

QUEUEING DELAY INFORMATION OVER WHOLE PERIOD

| I | STREAM | I | TOTAL DEMAND | I | * QUEUEING * | I | * INCLUSIVE QUEUEING * | I |
|---|--------|---|--------------|---|--------------|---|------------------------|---|
| I | | I | | I | * DELAY * | I | * DELAY * | I |
| I | | I | (VEH) | I | (MIN) | I | (MIN) | I |
| I | | I | (VEH/H) | I | (MIN/VEH) | I | (MIN/VEH) | I |
| I | B-AC | I | 58.2 | I | 9.8 | I | 9.8 | I |
| I | C-AB | I | 9.0 | I | 1.0 | I | 1.0 | I |
| I | A-B | I | 45.0 | I | | I | | I |
| I | A-C | I | 169.2 | I | | I | | I |
| I | ALL | I | 433.2 | I | 10.9 | I | 10.9 | I |

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

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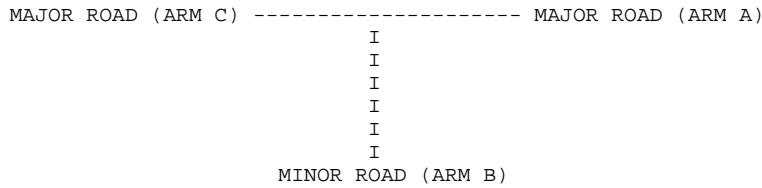
Run with file:-
"N:\Vectos Job Data\2013\VN30277 Longridge\Picady\July 14\Outline Application-520 Dwellings\DIRECT\
2016 Assessment Flows\Halfpenny and Inglewhite Rd 2016 Assessment Flows-AM.vpi"
(drive-on-the-left) at 10:13:57 on Thursday, 31 July 2014

RUN INFORMATION

RUN TITLE : Halfpenny Lane/Inglewhite Road 2016 Assessment Flows (Outline App)
LOCATION : Longridge
DATE : 24/03/14
CLIENT : Barratt Homes
ENUMERATOR : Hannah [HANNAH-ZOO]
JOB NUMBER : VN30277
STATUS :
DESCRIPTION :

MAJOR/MINOR JUNCTION CAPACITY AND DELAY

INPUT DATA



ARM A IS Inglewhite Road (EB)
ARM B IS Halfpenny Lane
ARM C IS Inglewhite Road (WB)

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

| I | DATA ITEM | I | MINOR ROAD B | I |
|---|------------------------------------|---|-------------------|---|
| I | TOTAL MAJOR ROAD CARRIAGEWAY WIDTH | I | (W) 6.00 M. | I |
| I | CENTRAL RESERVE WIDTH | I | (WCR) 0.00 M. | I |
| I | MAJOR ROAD RIGHT TURN - WIDTH | I | (WC-B) 2.20 M. | I |
| I | - VISIBILITY | I | (VC-B) 17.00 M. | I |
| I | - BLOCKS TRAFFIC (SPACES) | I | YES (1) | I |
| I | MINOR ROAD - VISIBILITY TO LEFT | I | (VB-C) 16.0 M. | I |
| I | - VISIBILITY TO RIGHT | I | (VB-A) 15.0 M. | I |
| I | - LANE 1 WIDTH | I | (WB-C) 3.30 M. | I |
| I | - LANE 2 WIDTH | I | (WB-A) 0.00 M. | I |

 .SLOPES AND INTERCEPT

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

| I | Intercept For | Slope For Opposing | Slope For Opposing | I |
|---|---------------|--------------------|--------------------|---|
| I | STREAM B-C | STREAM A-C | STREAM A-B | I |
| I | 652.40 | 0.25 | 0.10 | I |

| I | Intercept For | Slope For Opposing | Slope For Opposing | Slope For Opposing | Slope For Opposing | I |
|---|---------------|--------------------|--------------------|--------------------|--------------------|---|
| I | STREAM B-A | STREAM A-C | STREAM A-B | STREAM C-A | STREAM C-B | I |
| I | 504.92 | 0.23 | 0.09 | 0.15 | 0.33 | I |

| I | Intercept For | Slope For Opposing | Slope For Opposing | I |
|---|---------------|--------------------|--------------------|---|
| I | STREAM C-B | STREAM A-C | STREAM A-B | I |
| I | 641.72 | 0.25 | 0.25 | I |

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

 TRAFFIC DEMAND DATA

| I | ARM | I | FLOW SCALE (%) | I |
|---|-----|---|----------------|---|
| I | A | I | 100 | I |
| I | B | I | 100 | I |
| I | C | I | 100 | I |

Demand set: Halfpenny Lane/Inglewhite Road 2016

TIME PERIOD BEGINS 08.00 AND ENDS 09.00

LENGTH OF TIME PERIOD - 60 MIN.

LENGTH OF TIME SEGMENT - 15 MIN.

DEMAND FLOW PROFILES ARE INPUT DIRECTLY

Demand set: Halfpenny Lane/Inglewhite Road 2016

| TURNING PROPORTIONS | | | | | | | | | |
|-----------------------|---------|-----|--------|-----|--------|-----|--------|--|--|
| TURNING COUNTS | | | | | | | | | |
| (PERCENTAGE OF H.V.S) | | | | | | | | | |
| TIME | FROM/TO | ARM | A | ARM | B | ARM | C | | |
| 08.00 - 09.00 | ARM A | | 0.000 | | 0.364 | | 0.636 | | |
| | | | 0.0 | | 106.0 | | 185.0 | | |
| | | | (0.0) | | (0.0) | | (0.0) | | |
| | ARM B | | 0.662 | | 0.000 | | 0.338 | | |
| | | | 51.0 | | 0.0 | | 26.0 | | |
| | | | (0.0) | | (0.0) | | (0.0) | | |
| | ARM C | | 0.915 | | 0.085 | | 0.000 | | |
| | | | 151.0 | | 14.0 | | 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 COMBINED DEMAND SETS
 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 | 1.28 | 7.85 | 0.163 | | 0.00 | 0.19 | 2.8 | | 0.15 |
| C-AB | 0.23 | 9.49 | 0.025 | | 0.00 | 0.03 | 0.4 | | 0.11 |
| A-B | 1.77 | | | | | | | | |
| A-C | 3.08 | | | | | | | | |

| 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) |
|-------------|------------------|--------------------|-----------------------|----------------------------|--------------------|------------------|------------------------------|--|--|
| 08.15-08.30 | | | | | | | | | |
| B-AC | 1.28 | 7.85 | 0.163 | | 0.19 | 0.19 | 2.9 | | 0.15 |
| C-AB | 0.23 | 9.49 | 0.025 | | 0.03 | 0.03 | 0.4 | | 0.11 |
| A-B | 1.77 | | | | | | | | |
| A-C | 3.08 | | | | | | | | |

| 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) |
|-------------|------------------|--------------------|-----------------------|----------------------------|--------------------|------------------|------------------------------|--|--|
| 08.30-08.45 | | | | | | | | | |
| B-AC | 1.28 | 7.85 | 0.163 | | 0.19 | 0.19 | 2.9 | | 0.15 |
| C-AB | 0.23 | 9.49 | 0.025 | | 0.03 | 0.03 | 0.4 | | 0.11 |
| A-B | 1.77 | | | | | | | | |
| A-C | 3.08 | | | | | | | | |

| 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) |
|-------------|------------------|--------------------|-----------------------|----------------------------|--------------------|------------------|------------------------------|--|--|
| 08.45-09.00 | | | | | | | | | |
| B-AC | 1.28 | 7.85 | 0.163 | | 0.19 | 0.19 | 2.9 | | 0.15 |
| C-AB | 0.23 | 9.49 | 0.025 | | 0.03 | 0.03 | 0.4 | | 0.11 |
| A-B | 1.77 | | | | | | | | |
| A-C | 3.08 | | | | | | | | |

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

QUEUE FOR STREAM B-AC

| TIME | NO. OF |
|---------|----------|
| SEGMENT | VEHICLES |
| ENDING | IN QUEUE |
| 08.15 | 0.2 |
| 08.30 | 0.2 |
| 08.45 | 0.2 |
| 09.00 | 0.2 |

QUEUE FOR STREAM C-AB

| TIME | NO. OF |
|---------|----------|
| SEGMENT | VEHICLES |
| ENDING | IN QUEUE |
| 08.15 | 0.0 |
| 08.30 | 0.0 |
| 08.45 | 0.0 |
| 09.00 | 0.0 |

QUEUEING DELAY INFORMATION OVER WHOLE PERIOD

| I | STREAM | I | TOTAL DEMAND | I | * QUEUEING * | I | * INCLUSIVE QUEUEING * | I | |
|---|--------|-------|--------------|---|--------------|-----------|------------------------|-----------|------|
| I | I | I | I | I | * DELAY * | I | * DELAY * | I | |
| I | I | I | I | I | I | I | I | I | |
| I | I | (VEH) | (VEH/H) | I | (MIN) | (MIN/VEH) | I | (MIN) | |
| I | I | | | I | | | I | (MIN/VEH) | |
| I | B-AC | I | 76.8 | I | 76.8 | I | 11.5 | I | 0.15 |
| I | C-AB | I | 14.0 | I | 14.0 | I | 1.5 | I | 0.11 |
| I | A-B | I | 106.0 | I | 106.0 | I | | I | |
| I | A-C | I | 185.0 | I | 185.0 | I | | I | |
| I | ALL | I | 532.8 | I | 532.8 | I | 13.0 | I | 0.02 |

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

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

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

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

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RELEASE 5.0 (JUNE 2010)

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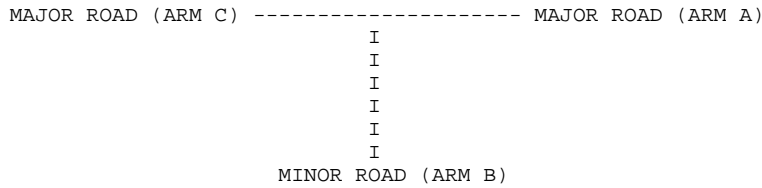
Run with file:-
"N:\Vectos Job Data\2013\VN30277 Longridge\Picady\July 14\Outline Application-520 Dwellings\DIRECT\
2016 Assessment Flows\Halfpenny and Inglewhite Rd 2016 Assessment Flows-PM.vpi"
(drive-on-the-left) at 10:17:20 on Thursday, 31 July 2014

RUN INFORMATION

RUN TITLE : Halfpenny Lane/Inglewhite Road 2016 Assesment Flows-PM (Outline App)
LOCATION : Longridge
DATE : 24/03/14
CLIENT : Barratt Homes
ENUMERATOR : Hannah [HANNAH-ZOO]
JOB NUMBER : VN30277
STATUS :
DESCRIPTION :

MAJOR/MINOR JUNCTION CAPACITY AND DELAY

INPUT DATA



ARM A IS Inglewhite Road (EB)
ARM B IS Halfpenny Lane
ARM C IS Inglewhite Road (WB)

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

| I | DATA ITEM | I | MINOR ROAD B | I |
|---|------------------------------------|---|-------------------|---|
| I | TOTAL MAJOR ROAD CARRIAGEWAY WIDTH | I | (W) 6.00 M. | I |
| I | CENTRAL RESERVE WIDTH | I | (WCR) 0.00 M. | I |
| I | MAJOR ROAD RIGHT TURN - WIDTH | I | (WC-B) 2.20 M. | I |
| I | - VISIBILITY | I | (VC-B) 17.00 M. | I |
| I | - BLOCKS TRAFFIC (SPACES) | I | YES (1) | I |
| I | MINOR ROAD - VISIBILITY TO LEFT | I | (VB-C) 16.0 M. | I |
| I | - VISIBILITY TO RIGHT | I | (VB-A) 15.0 M. | I |
| I | - LANE 1 WIDTH | I | (WB-C) 3.30 M. | I |
| I | - LANE 2 WIDTH | I | (WB-A) 0.00 M. | I |

 .SLOPES AND INTERCEPT

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

| I | Intercept For | Slope For Opposing | Slope For Opposing | I |
|---|---------------|--------------------|--------------------|---|
| I | STREAM B-C | STREAM A-C | STREAM A-B | I |
| I | 652.40 | 0.25 | 0.10 | I |

| I | Intercept For | Slope For Opposing | Slope For Opposing | Slope For Opposing | Slope For Opposing | I |
|---|---------------|--------------------|--------------------|--------------------|--------------------|---|
| I | STREAM B-A | STREAM A-C | STREAM A-B | STREAM C-A | STREAM C-B | I |
| I | 504.92 | 0.23 | 0.09 | 0.15 | 0.33 | I |

| I | Intercept For | Slope For Opposing | Slope For Opposing | I |
|---|---------------|--------------------|--------------------|---|
| I | STREAM C-B | STREAM A-C | STREAM A-B | I |
| I | 641.72 | 0.25 | 0.25 | I |

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

 TRAFFIC DEMAND DATA

| I | ARM | I | FLOW SCALE (%) | I |
|---|-----|---|----------------|---|
| I | A | I | 100 | I |
| I | B | I | 100 | I |
| I | C | I | 100 | I |

Demand set: Halfpenny Lane/Inglewhite Road 2016

TIME PERIOD BEGINS 17.00 AND ENDS 18.00

LENGTH OF TIME PERIOD - 60 MIN.

LENGTH OF TIME SEGMENT - 15 MIN.

DEMAND FLOW PROFILES ARE INPUT DIRECTLY

Demand set: Halfpenny Lane/Inglewhite Road 2016

| TURNING PROPORTIONS | | | | | | | | | |
|-----------------------|---------|-----|--------|-----|--------|-----|--------|--|--|
| TURNING COUNTS | | | | | | | | | |
| (PERCENTAGE OF H.V.S) | | | | | | | | | |
| TIME | FROM/TO | ARM | A | ARM | B | ARM | C | | |
| 17.00 - 18.00 | ARM A | | 0.000 | | 0.305 | | 0.695 | | |
| | | | 0.0 | | 76.0 | | 173.0 | | |
| | | | (0.0) | | (0.0) | | (0.0) | | |
| | ARM B | | 0.929 | | 0.000 | | 0.071 | | |
| | | | 104.0 | | 0.0 | | 8.0 | | |
| | | | (0.0) | | (0.0) | | (0.0) | | |
| | ARM C | | 0.946 | | 0.054 | | 0.000 | | |
| | | | 159.0 | | 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 COMBINED DEMAND SETS
 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) |
|-------------|------------------|--------------------|-----------------------|----------------------------|--------------------|------------------|------------------------------|--|--|
| 17.00-17.15 | | | | | | | | | |
| B-AC | 1.86 | 7.34 | 0.253 | | 0.00 | 0.33 | 4.8 | | 0.18 |
| C-AB | 0.15 | 9.66 | 0.016 | | 0.00 | 0.02 | 0.2 | | 0.11 |
| A-B | 1.27 | | | | | | | | |
| 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) |
|-------------|------------------|--------------------|-----------------------|----------------------------|--------------------|------------------|------------------------------|--|--|
| 17.15-17.30 | | | | | | | | | |
| B-AC | 1.86 | 7.34 | 0.253 | | 0.33 | 0.34 | 5.0 | | 0.18 |
| C-AB | 0.15 | 9.66 | 0.016 | | 0.02 | 0.02 | 0.2 | | 0.11 |
| A-B | 1.27 | | | | | | | | |
| 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) |
|-------------|------------------|--------------------|-----------------------|----------------------------|--------------------|------------------|------------------------------|--|--|
| 17.30-17.45 | | | | | | | | | |
| B-AC | 1.86 | 7.34 | 0.253 | | 0.34 | 0.34 | 5.1 | | 0.18 |
| C-AB | 0.15 | 9.66 | 0.016 | | 0.02 | 0.02 | 0.2 | | 0.11 |
| A-B | 1.27 | | | | | | | | |
| 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) |
|-------------|------------------|--------------------|-----------------------|----------------------------|--------------------|------------------|------------------------------|--|--|
| 17.45-18.00 | | | | | | | | | |
| B-AC | 1.86 | 7.34 | 0.253 | | 0.34 | 0.34 | 5.1 | | 0.18 |
| C-AB | 0.15 | 9.66 | 0.016 | | 0.02 | 0.02 | 0.2 | | 0.11 |
| A-B | 1.27 | | | | | | | | |
| A-C | 2.88 | | | | | | | | |

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

QUEUE FOR STREAM B-AC

| TIME SEGMENT ENDING | NO. OF VEHICLES IN QUEUE |
|---------------------|--------------------------|
| 17.15 | 0.3 |
| 17.30 | 0.3 |
| 17.45 | 0.3 |
| 18.00 | 0.3 |

QUEUE FOR STREAM C-AB

| TIME SEGMENT ENDING | NO. OF VEHICLES IN QUEUE |
|---------------------|--------------------------|
| 17.15 | 0.0 |
| 17.30 | 0.0 |
| 17.45 | 0.0 |
| 18.00 | 0.0 |

QUEUEING DELAY INFORMATION OVER WHOLE PERIOD

| I | STREAM | I | TOTAL DEMAND | | I | * QUEUEING * * DELAY * | | I | * INCLUSIVE QUEUEING * * DELAY * | | I |
|---|--------|---|--------------|---------|---|---------------------------|-----------|---|-------------------------------------|-----------|---|
| I | | I | (VEH) | (VEH/H) | I | (MIN) | (MIN/VEH) | I | (MIN) | (MIN/VEH) | I |
| I | B-AC | I | 111.6 | 111.6 | I | 19.9 | 0.18 | I | 19.9 | 0.18 | I |
| I | C-AB | I | 9.0 | 9.0 | I | 0.9 | 0.11 | I | 0.9 | 0.11 | I |
| I | A-B | I | 76.0 | 76.0 | I | | | I | | | I |
| I | A-C | I | 173.0 | 173.0 | I | | | I | | | I |
| I | ALL | I | 528.6 | 528.6 | I | 20.9 | 0.04 | I | 20.9 | 0.04 | I |

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

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Run with file:-

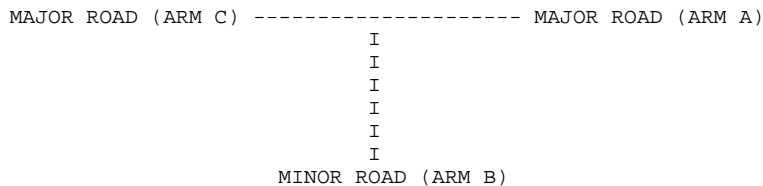
"N:\Vectos Job Data\2013\VN30277 Longridge\Picady\July 14\Full Application-106 Dwellings\DIRECT\
2025 Baseline Flows\Halfpenny and Inglewhite Rd 2025 Baseline Flows-AM.vpi"
(drive-on-the-left) at 17:02:02 on Friday, 25 July 2014

RUN INFORMATION

RUN TITLE : Halfpenny Lane/Inglewhite Road 2025 Baseline Flows-AM
LOCATION : Longridge
DATE : 24/03/14
CLIENT : Barratt Homes
ENUMERATOR : Hannah [HANNAH-ZOO]
JOB NUMBER : VN30277
STATUS :
DESCRIPTION :

MAJOR/MINOR JUNCTION CAPACITY AND DELAY

INPUT DATA



ARM A IS Inglewhite Road (EB)
ARM B IS Halfpenny Lane
ARM C IS Inglewhite Road (WB)

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

| I | DATA ITEM | I | MINOR ROAD B | I |
|---|------------------------------------|---|--------------------|---|
| I | TOTAL MAJOR ROAD CARRIAGEWAY WIDTH | I | (W) 6.00 M. | I |
| I | CENTRAL RESERVE WIDTH | I | (WCR) 0.00 M. | I |
| I | MAJOR ROAD RIGHT TURN - WIDTH | I | (WC-B) 2.20 M. | I |
| I | - VISIBILITY | I | (VC-B) 117.00 M. | I |
| I | - BLOCKS TRAFFIC (SPACES) | I | YES (1) | I |
| I | MINOR ROAD - VISIBILITY TO LEFT | I | (VB-C) 16.0 M. | I |
| I | - VISIBILITY TO RIGHT | I | (VB-A) 15.0 M. | I |
| I | - LANE 1 WIDTH | I | (WB-C) 3.30 M. | I |
| I | - LANE 2 WIDTH | I | (WB-A) 0.00 M. | I |

 .SLOPES AND INTERCEPT

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

| I | Intercept For | Slope For Opposing | Slope For Opposing | I |
|---|---------------|--------------------|--------------------|---|
| I | STREAM B-C | STREAM A-C | STREAM A-B | I |
| I | 652.40 | 0.25 | 0.10 | I |

| I | Intercept For | Slope For Opposing | Slope For Opposing | Slope For Opposing | Slope For Opposing | I |
|---|---------------|--------------------|--------------------|--------------------|--------------------|---|
| I | STREAM B-A | STREAM A-C | STREAM A-B | STREAM C-A | STREAM C-B | I |
| I | 504.92 | 0.23 | 0.09 | 0.15 | 0.33 | I |

| I | Intercept For | Slope For Opposing | Slope For Opposing | I |
|---|---------------|--------------------|--------------------|---|
| I | STREAM C-B | STREAM A-C | STREAM A-B | I |
| I | 641.72 | 0.25 | 0.25 | I |

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

 TRAFFIC DEMAND DATA

| I | ARM | I | FLOW SCALE (%) | I |
|---|-----|---|----------------|---|
| I | A | I | 100 | I |
| I | B | I | 100 | I |
| I | C | I | 100 | I |

Demand set: Halfpenny Lane/Inglewhite Road 2025

TIME PERIOD BEGINS 08.00 AND ENDS 09.00

LENGTH OF TIME PERIOD - 60 MIN.

LENGTH OF TIME SEGMENT - 15 MIN.

DEMAND FLOW PROFILES ARE INPUT DIRECTLY

Demand set: Halfpenny Lane/Inglewhite Road 2025

| | | TURNING PROPORTIONS | | | | | | |
|---------------|---------|-----------------------|--------|-----|--------|-----|--------|--|
| | | TURNING COUNTS | | | | | | |
| | | (PERCENTAGE OF H.V.S) | | | | | | |
| TIME | FROM/TO | ARM | A | ARM | B | ARM | C | |
| 08.00 - 09.00 | ARM A | | 0.000 | | 0.210 | | 0.790 | |
| | | | 0.0 | | 53.0 | | 199.0 | |
| | | | (0.0) | | (0.0) | | (0.0) | |
| | ARM B | | 0.531 | | 0.000 | | 0.469 | |
| | | | 34.0 | | 0.0 | | 30.0 | |
| | | | (0.0) | | (0.0) | | (0.0) | |
| | ARM C | | 0.913 | | 0.087 | | 0.000 | |
| | | | 167.0 | | 16.0 | | 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 COMBINED DEMAND SETS
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 | 1.06 | 8.18 | 0.130 | | 0.00 | 0.15 | 2.1 | | 0.14 |
| C-AB | 0.27 | 9.65 | 0.028 | | 0.00 | 0.03 | 0.4 | | 0.11 |
| A-B | 0.88 | | | | | | | | |
| A-C | 3.32 | | | | | | | | |

| TIME | DEMAND (VEH/MIN) | CAPACITY (VEH/MIN) | DEMAND/CAPACITY (RFC) | PEDESTRIAN FLOW (PEDS/MIN) | START QUEUE (VEHS) | END QUEUE (VEHS) | DELAY (VEH.MIN/TIME SEGMENT) | GEOMETRIC DELAY (VEH.MIN/TIME SEGMENT) | AVERAGE DELAY PER ARRIVING VEHICLE (MIN) |
|-------------|------------------|--------------------|-----------------------|----------------------------|--------------------|------------------|------------------------------|--|--|
| 08.15-08.30 | | | | | | | | | |
| B-AC | 1.06 | 8.18 | 0.130 | | 0.15 | 0.15 | 2.2 | | 0.14 |
| C-AB | 0.27 | 9.65 | 0.028 | | 0.03 | 0.03 | 0.4 | | 0.11 |
| A-B | 0.88 | | | | | | | | |
| A-C | 3.32 | | | | | | | | |

| TIME | DEMAND (VEH/MIN) | CAPACITY (VEH/MIN) | DEMAND/CAPACITY (RFC) | PEDESTRIAN FLOW (PEDS/MIN) | START QUEUE (VEHS) | END QUEUE (VEHS) | DELAY (VEH.MIN/TIME SEGMENT) | GEOMETRIC DELAY (VEH.MIN/TIME SEGMENT) | AVERAGE DELAY PER ARRIVING VEHICLE (MIN) |
|-------------|------------------|--------------------|-----------------------|----------------------------|--------------------|------------------|------------------------------|--|--|
| 08.30-08.45 | | | | | | | | | |
| B-AC | 1.06 | 8.18 | 0.130 | | 0.15 | 0.15 | 2.2 | | 0.14 |
| C-AB | 0.27 | 9.65 | 0.028 | | 0.03 | 0.03 | 0.4 | | 0.11 |
| A-B | 0.88 | | | | | | | | |
| A-C | 3.32 | | | | | | | | |

| TIME | DEMAND (VEH/MIN) | CAPACITY (VEH/MIN) | DEMAND/CAPACITY (RFC) | PEDESTRIAN FLOW (PEDS/MIN) | START QUEUE (VEHS) | END QUEUE (VEHS) | DELAY (VEH.MIN/TIME SEGMENT) | GEOMETRIC DELAY (VEH.MIN/TIME SEGMENT) | AVERAGE DELAY PER ARRIVING VEHICLE (MIN) |
|-------------|------------------|--------------------|-----------------------|----------------------------|--------------------|------------------|------------------------------|--|--|
| 08.45-09.00 | | | | | | | | | |
| B-AC | 1.06 | 8.18 | 0.130 | | 0.15 | 0.15 | 2.2 | | 0.14 |
| C-AB | 0.27 | 9.65 | 0.028 | | 0.03 | 0.03 | 0.4 | | 0.11 |
| A-B | 0.88 | | | | | | | | |
| A-C | 3.32 | | | | | | | | |

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

QUEUE FOR STREAM B-AC

| TIME SEGMENT ENDING | NO. OF VEHICLES IN QUEUE |
|---------------------|--------------------------|
| 08.15 | 0.1 |
| 08.30 | 0.1 |
| 08.45 | 0.1 |
| 09.00 | 0.1 |

QUEUE FOR STREAM C-AB

| TIME SEGMENT ENDING | NO. OF VEHICLES IN QUEUE |
|---------------------|--------------------------|
| 08.15 | 0.0 |
| 08.30 | 0.0 |
| 08.45 | 0.0 |
| 09.00 | 0.0 |

QUEUEING DELAY INFORMATION OVER WHOLE PERIOD

| I | STREAM | I | TOTAL DEMAND | | I | * QUEUEING * * DELAY * | | I | * INCLUSIVE QUEUEING * * DELAY * | | I |
|---|--------|---|--------------|---------|---|---------------------------|-----------|---|-------------------------------------|-----------|---|
| I | I | I | (VEH) | (VEH/H) | I | (MIN) | (MIN/VEH) | I | (MIN) | (MIN/VEH) | I |
| I | B-AC | I | 63.6 | 63.6 | I | 8.8 | 0.14 | I | 8.8 | 0.14 | I |
| I | C-AB | I | 16.0 | 16.0 | I | 1.7 | 0.11 | I | 1.7 | 0.11 | I |
| I | A-B | I | 53.0 | 53.0 | I | | | I | | | I |
| I | A-C | I | 199.0 | 199.0 | I | | | I | | | I |
| I | ALL | I | 498.6 | 498.6 | I | 10.5 | 0.02 | I | 10.5 | 0.02 | I |

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

PICADY 5.1 ANALYSIS PROGRAM
RELEASE 5.0 (JUNE 2010)

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Run with file:-

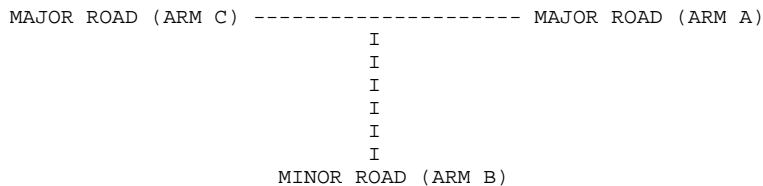
"N:\Vectos Job Data\2013\VN30277 Longridge\Picady\July 14\Full Application-106 Dwellings\DIRECT\
2025 Baseline Flows\Halfpenny and Inglewhite Rd 2025 Baseline Flows-PM.vpi"
(drive-on-the-left) at 08:55:35 on Thursday, 31 July 2014

RUN INFORMATION

RUN TITLE : Halfpenny Lane/Inglewhite Road 2025 Baseline Flows-PM
LOCATION : Longridge
DATE : 24/03/14
CLIENT : Barratt Homes
ENUMERATOR : Hannah [HANNAH-ZOO]
JOB NUMBER : VN30277
STATUS :
DESCRIPTION :

MAJOR/MINOR JUNCTION CAPACITY AND DELAY

INPUT DATA



ARM A IS Inglewhite Road (EB)
ARM B IS Halfpenny Lane
ARM C IS Inglewhite Road (WB)

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

| I | DATA ITEM | I | MINOR ROAD B | I |
|---|------------------------------------|---|--------------------|---|
| I | TOTAL MAJOR ROAD CARRIAGEWAY WIDTH | I | (W) 6.00 M. | I |
| I | CENTRAL RESERVE WIDTH | I | (WCR) 0.00 M. | I |
| I | MAJOR ROAD RIGHT TURN - WIDTH | I | (WC-B) 2.20 M. | I |
| I | - VISIBILITY | I | (VC-B) 117.00 M. | I |
| I | - BLOCKS TRAFFIC (SPACES) | I | YES (1) | I |
| I | MINOR ROAD - VISIBILITY TO LEFT | I | (VB-C) 16.0 M. | I |
| I | - VISIBILITY TO RIGHT | I | (VB-A) 15.0 M. | I |
| I | - LANE 1 WIDTH | I | (WB-C) 3.30 M. | I |
| I | - LANE 2 WIDTH | I | (WB-A) 0.00 M. | I |

 .SLOPES AND INTERCEPT

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

| I | Intercept For | Slope For Opposing | Slope For Opposing | I |
|---|---------------|--------------------|--------------------|---|
| I | STREAM B-C | STREAM A-C | STREAM A-B | I |
| I | 652.40 | 0.25 | 0.10 | I |

| I | Intercept For | Slope For Opposing | Slope For Opposing | Slope For Opposing | Slope For Opposing | I |
|---|---------------|--------------------|--------------------|--------------------|--------------------|---|
| I | STREAM B-A | STREAM A-C | STREAM A-B | STREAM C-A | STREAM C-B | I |
| I | 504.92 | 0.23 | 0.09 | 0.15 | 0.33 | I |

| I | Intercept For | Slope For Opposing | Slope For Opposing | I |
|---|---------------|--------------------|--------------------|---|
| I | STREAM C-B | STREAM A-C | STREAM A-B | I |
| I | 641.72 | 0.25 | 0.25 | I |

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

 TRAFFIC DEMAND DATA

| I | ARM | I | FLOW SCALE (%) | I |
|---|-----|---|----------------|---|
| I | A | I | 100 | I |
| I | B | I | 100 | I |
| I | C | I | 100 | I |

Demand set: Halfpenny Lane/Inglewhite Road 2025

TIME PERIOD BEGINS 17.00 AND ENDS 18.00

LENGTH OF TIME PERIOD - 60 MIN.

LENGTH OF TIME SEGMENT - 15 MIN.

DEMAND FLOW PROFILES ARE INPUT DIRECTLY

Demand set: Halfpenny Lane/Inglewhite Road 2025

| I | I | TURNING PROPORTIONS | | | | | | I |
|---------------|---------|-----------------------|---------|-----|---------|-----|---------|---|
| | | TURNING COUNTS | | | | | | |
| | | (PERCENTAGE OF H.V.S) | | | | | | |
| I | | I | | | | | | I |
| I | | I | | | | | | I |
| TIME | FROM/TO | ARM | A | ARM | B | ARM | C | |
| 17.00 - 18.00 | | | | | | | | |
| | ARM A | | 0.000 | | 0.211 | | 0.789 | |
| | | | 0.0 | | 51.0 | | 191.0 | |
| | | | (0.0) | | (10.0) | | (10.0) | |
| | ARM B | | 0.862 | | 0.000 | | 0.138 | |
| | | | 56.0 | | 0.0 | | 9.0 | |
| | | | (10.0) | | (0.0) | | (10.0) | |
| | ARM C | | 0.945 | | 0.055 | | 0.000 | |
| | | | 171.0 | | 10.0 | | 0.0 | |
| | | | (10.0) | | (10.0) | | (0.0) | |

TURNING PROPORTIONS ARE CALCULATED FROM TURNING COUNT DATA
 DEFAULT PROPORTIONS OF HEAVY VEHICLES ARE USED

QUEUE AND DELAY INFORMATION FOR EACH 15 MIN TIME SEGMENT

FOR COMBINED DEMAND SETS
 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) |
|-------------|------------------|--------------------|-----------------------|----------------------------|--------------------|------------------|-------------------------------|---|--|
| 17.00-17.15 | | | | | | | | | |
| B-AC | 1.08 | 6.63 | 0.163 | | 0.00 | 0.19 | 2.7 | | 0.18 |
| C-AB | 0.17 | 8.72 | 0.019 | | 0.00 | 0.02 | 0.3 | | 0.12 |
| A-B | 0.85 | | | | | | | | |
| A-C | 3.18 | | | | | | | | |

| TIME | DEMAND (VEH/MIN) | CAPACITY (VEH/MIN) | DEMAND/CAPACITY (RFC) | PEDESTRIAN FLOW (PEDS/MIN) | START QUEUE (VEHS) | END QUEUE (VEHS) | DELAY (VEH.MIN/ TIME SEGMENT) | GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT) | AVERAGE DELAY PER ARRIVING VEHICLE (MIN) |
|-------------|------------------|--------------------|-----------------------|----------------------------|--------------------|------------------|-------------------------------|---|--|
| 17.15-17.30 | | | | | | | | | |
| B-AC | 1.08 | 6.63 | 0.163 | | 0.19 | 0.19 | 2.9 | | 0.18 |
| C-AB | 0.17 | 8.72 | 0.019 | | 0.02 | 0.02 | 0.3 | | 0.12 |
| A-B | 0.85 | | | | | | | | |
| A-C | 3.18 | | | | | | | | |

| TIME | DEMAND (VEH/MIN) | CAPACITY (VEH/MIN) | DEMAND/CAPACITY (RFC) | PEDESTRIAN FLOW (PEDS/MIN) | START QUEUE (VEHS) | END QUEUE (VEHS) | DELAY (VEH.MIN/ TIME SEGMENT) | GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT) | AVERAGE DELAY PER ARRIVING VEHICLE (MIN) |
|-------------|------------------|--------------------|-----------------------|----------------------------|--------------------|------------------|-------------------------------|---|--|
| 17.30-17.45 | | | | | | | | | |
| B-AC | 1.08 | 6.63 | 0.163 | | 0.19 | 0.19 | 2.9 | | 0.18 |
| C-AB | 0.17 | 8.72 | 0.019 | | 0.02 | 0.02 | 0.3 | | 0.12 |
| A-B | 0.85 | | | | | | | | |
| A-C | 3.18 | | | | | | | | |

| TIME | DEMAND (VEH/MIN) | CAPACITY (VEH/MIN) | DEMAND/CAPACITY (RFC) | PEDESTRIAN FLOW (PEDS/MIN) | START QUEUE (VEHS) | END QUEUE (VEHS) | DELAY (VEH.MIN/ TIME SEGMENT) | GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT) | AVERAGE DELAY PER ARRIVING VEHICLE (MIN) |
|-------------|------------------|--------------------|-----------------------|----------------------------|--------------------|------------------|-------------------------------|---|--|
| 17.45-18.00 | | | | | | | | | |
| B-AC | 1.08 | 6.63 | 0.163 | | 0.19 | 0.19 | 2.9 | | 0.18 |
| C-AB | 0.17 | 8.72 | 0.019 | | 0.02 | 0.02 | 0.3 | | 0.12 |
| A-B | 0.85 | | | | | | | | |
| A-C | 3.18 | | | | | | | | |

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

QUEUE FOR STREAM B-AC

| TIME | NO. OF |
|---------|----------|
| SEGMENT | VEHICLES |
| ENDING | IN QUEUE |
| 17.15 | 0.2 |
| 17.30 | 0.2 |
| 17.45 | 0.2 |
| 18.00 | 0.2 |

QUEUE FOR STREAM C-AB

| TIME | NO. OF |
|---------|----------|
| SEGMENT | VEHICLES |
| ENDING | IN QUEUE |
| 17.15 | 0.0 |
| 17.30 | 0.0 |
| 17.45 | 0.0 |
| 18.00 | 0.0 |

QUEUEING DELAY INFORMATION OVER WHOLE PERIOD

| I | STREAM | I | TOTAL DEMAND | | I | * QUEUEING * | | I | * INCLUSIVE QUEUEING * | | I |
|---|--------|---|--------------|---------|---|--------------|-----------|---|------------------------|-----------|---|
| I | | I | (VEH) | (VEH/H) | I | (MIN) | (MIN/VEH) | I | (MIN) | (MIN/VEH) | I |
| I | | I | | | I | | | I | | | I |
| I | B-AC | I | 64.8 | 64.8 | I | 11.4 | 0.18 | I | 11.4 | 0.18 | I |
| I | C-AB | I | 10.0 | 10.0 | I | 1.2 | 0.12 | I | 1.2 | 0.12 | I |
| I | A-B | I | 51.0 | 51.0 | I | | | I | | | I |
| I | A-C | I | 190.8 | 190.8 | I | | | I | | | I |
| I | ALL | I | 487.8 | 487.8 | I | 12.6 | 0.03 | I | 12.6 | 0.03 | I |

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

PICADY 5.1 ANALYSIS PROGRAM
RELEASE 5.0 (JUNE 2010)

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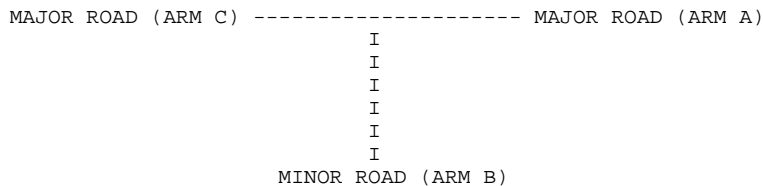
Run with file:-
"N:\Vectos Job Data\2013\VN30277 Longridge\Picady\July 14\Outline Application-520 Dwellings\DIRECT\
2025 Assessment Flows\Halfpenny Lane and Inglewhite Rd 2025 Assessment Flows-AM.vpi"
(drive-on-the-left) at 10:20:23 on Thursday, 31 July 2014

RUN INFORMATION

RUN TITLE : Halfpenny Lane/Inglewhite Road 2025 Assessment Flows-AM (Outline App)
LOCATION : Longridge
DATE : 24/03/14
CLIENT : Barratt Homes
ENUMERATOR : Hannah [HANNAH-ZOO]
JOB NUMBER : VN30277
STATUS :
DESCRIPTION :

MAJOR/MINOR JUNCTION CAPACITY AND DELAY

INPUT DATA



ARM A IS Arm A
ARM B IS Arm B
ARM C IS Arm C

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

| I | DATA ITEM | I | MINOR ROAD B | I |
|---|------------------------------------|---|-------------------|---|
| I | TOTAL MAJOR ROAD CARRIAGEWAY WIDTH | I | (W) 6.00 M. | I |
| I | CENTRAL RESERVE WIDTH | I | (WCR) 0.00 M. | I |
| I | MAJOR ROAD RIGHT TURN - WIDTH | I | (WC-B) 2.20 M. | I |
| I | - VISIBILITY | I | (VC-B) 17.00 M. | I |
| I | - BLOCKS TRAFFIC (SPACES) | I | YES (1) | I |
| I | MINOR ROAD - VISIBILITY TO LEFT | I | (VB-C) 16.0 M. | I |
| I | - VISIBILITY TO RIGHT | I | (VB-A) 15.0 M. | I |
| I | - LANE 1 WIDTH | I | (WB-C) 3.30 M. | I |
| I | - LANE 2 WIDTH | I | (WB-A) 0.00 M. | I |

 .SLOPES AND INTERCEPT

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

| I | Intercept For | Slope For Opposing | Slope For Opposing | I |
|---|---------------|--------------------|--------------------|---|
| I | STREAM B-C | STREAM A-C | STREAM A-B | I |
| I | 652.40 | 0.25 | 0.10 | I |

| I | Intercept For | Slope For Opposing | Slope For Opposing | Slope For Opposing | Slope For Opposing | I |
|---|---------------|--------------------|--------------------|--------------------|--------------------|---|
| I | STREAM B-A | STREAM A-C | STREAM A-B | STREAM C-A | STREAM C-B | I |
| I | 504.92 | 0.23 | 0.09 | 0.15 | 0.33 | I |

| I | Intercept For | Slope For Opposing | Slope For Opposing | I |
|---|---------------|--------------------|--------------------|---|
| I | STREAM C-B | STREAM A-C | STREAM A-B | I |
| I | 641.72 | 0.25 | 0.25 | I |

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

 TRAFFIC DEMAND DATA

| I | ARM | I | FLOW SCALE (%) | I |
|---|-----|---|----------------|---|
| I | A | I | 100 | I |
| I | B | I | 100 | I |
| I | C | I | 100 | I |

Demand set: Halfpenny Lane/Inglewhite Road 2025

TIME PERIOD BEGINS 08.00 AND ENDS 09.00

LENGTH OF TIME PERIOD - 60 MIN.

LENGTH OF TIME SEGMENT - 15 MIN.

DEMAND FLOW PROFILES ARE INPUT DIRECTLY

Demand set: Halfpenny Lane/Inglewhite Road 2025

| TURNING PROPORTIONS | | | | | | | | | |
|-----------------------|---------|-----|--------|-----|--------|-----|--------|--|--|
| TURNING COUNTS | | | | | | | | | |
| (PERCENTAGE OF H.V.S) | | | | | | | | | |
| TIME | FROM/TO | ARM | A | ARM | B | ARM | C | | |
| 08.00 - 09.00 | ARM A | | 0.000 | | 0.351 | | 0.649 | | |
| | | | 0.0 | | 112.0 | | 207.0 | | |
| | | | (0.0) | | (0.0) | | (0.0) | | |
| | ARM B | | 0.643 | | 0.000 | | 0.357 | | |
| | | | 54.0 | | 0.0 | | 30.0 | | |
| | | | (0.0) | | (0.0) | | (0.0) | | |
| | ARM C | | 0.914 | | 0.086 | | 0.000 | | |
| | | | 170.0 | | 16.0 | | 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 COMBINED DEMAND SETS
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 | 1.40 | 7.75 | 0.181 | | 0.00 | 0.22 | 3.1 | | 0.16 |
| C-AB | 0.27 | 9.37 | 0.028 | | 0.00 | 0.03 | 0.4 | | 0.11 |
| A-B | 1.87 | | | | | | | | |
| A-C | 3.45 | | | | | | | | |

| TIME | DEMAND (VEH/MIN) | CAPACITY (VEH/MIN) | DEMAND/CAPACITY (RFC) | PEDESTRIAN FLOW (PEDS/MIN) | START QUEUE (VEHS) | END QUEUE (VEHS) | DELAY (VEH.MIN/TIME SEGMENT) | GEOMETRIC DELAY (VEH.MIN/TIME SEGMENT) | AVERAGE DELAY PER ARRIVING VEHICLE (MIN) |
|-------------|------------------|--------------------|-----------------------|----------------------------|--------------------|------------------|------------------------------|--|--|
| 08.15-08.30 | | | | | | | | | |
| B-AC | 1.40 | 7.75 | 0.181 | | 0.22 | 0.22 | 3.3 | | 0.16 |
| C-AB | 0.27 | 9.37 | 0.028 | | 0.03 | 0.03 | 0.4 | | 0.11 |
| A-B | 1.87 | | | | | | | | |
| A-C | 3.45 | | | | | | | | |

| TIME | DEMAND (VEH/MIN) | CAPACITY (VEH/MIN) | DEMAND/CAPACITY (RFC) | PEDESTRIAN FLOW (PEDS/MIN) | START QUEUE (VEHS) | END QUEUE (VEHS) | DELAY (VEH.MIN/TIME SEGMENT) | GEOMETRIC DELAY (VEH.MIN/TIME SEGMENT) | AVERAGE DELAY PER ARRIVING VEHICLE (MIN) |
|-------------|------------------|--------------------|-----------------------|----------------------------|--------------------|------------------|------------------------------|--|--|
| 08.30-08.45 | | | | | | | | | |
| B-AC | 1.40 | 7.75 | 0.181 | | 0.22 | 0.22 | 3.3 | | 0.16 |
| C-AB | 0.27 | 9.37 | 0.028 | | 0.03 | 0.03 | 0.4 | | 0.11 |
| A-B | 1.87 | | | | | | | | |
| A-C | 3.45 | | | | | | | | |

| TIME | DEMAND (VEH/MIN) | CAPACITY (VEH/MIN) | DEMAND/CAPACITY (RFC) | PEDESTRIAN FLOW (PEDS/MIN) | START QUEUE (VEHS) | END QUEUE (VEHS) | DELAY (VEH.MIN/TIME SEGMENT) | GEOMETRIC DELAY (VEH.MIN/TIME SEGMENT) | AVERAGE DELAY PER ARRIVING VEHICLE (MIN) |
|-------------|------------------|--------------------|-----------------------|----------------------------|--------------------|------------------|------------------------------|--|--|
| 08.45-09.00 | | | | | | | | | |
| B-AC | 1.40 | 7.75 | 0.181 | | 0.22 | 0.22 | 3.3 | | 0.16 |
| C-AB | 0.27 | 9.37 | 0.028 | | 0.03 | 0.03 | 0.4 | | 0.11 |
| A-B | 1.87 | | | | | | | | |
| A-C | 3.45 | | | | | | | | |

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

 QUEUE FOR STREAM B-AC

| TIME SEGMENT ENDING | NO. OF VEHICLES IN QUEUE |
|---------------------------|--------------------------------|
| 08.15 | 0.2 |
| 08.30 | 0.2 |
| 08.45 | 0.2 |
| 09.00 | 0.2 |

QUEUE FOR STREAM C-AB

| TIME SEGMENT ENDING | NO. OF VEHICLES IN QUEUE |
|---------------------------|--------------------------------|
| 08.15 | 0.0 |
| 08.30 | 0.0 |
| 08.45 | 0.0 |
| 09.00 | 0.0 |

 QUEUEING DELAY INFORMATION OVER WHOLE PERIOD

| I | STREAM | I | TOTAL DEMAND | | I | * QUEUEING * | | I | * INCLUSIVE QUEUEING * | | I |
|---|--------|---|--------------|---------|---|--------------|-----------|---|------------------------|-----------|---|
| I | | I | | I | I | * DELAY * | | I | * DELAY * | | I |
| I | | I | | I | I | | | I | | | I |
| I | | I | (VEH) | (VEH/H) | I | (MIN) | (MIN/VEH) | I | (MIN) | (MIN/VEH) | I |
| I | B-AC | I | 84.0 | I 84.0 | I | 13.0 | I 0.15 | I | 13.0 | I 0.15 | I |
| I | C-AB | I | 16.0 | I 16.0 | I | 1.8 | I 0.11 | I | 1.8 | I 0.11 | I |
| I | A-B | I | 112.1 | I 112.1 | I | | I | I | | I | I |
| I | A-C | I | 207.1 | I 207.1 | I | | I | I | | I | I |
| I | ALL | I | 589.2 | I 589.2 | I | 14.8 | I 0.03 | I | 14.8 | I 0.03 | I |

 * 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 =====

 GEOMETRIC DATA

| I | DATA ITEM | I | MINOR ROAD B | I |
|---|------------------------------------|----------|--------------|---|
| I | TOTAL MAJOR ROAD CARRIAGEWAY WIDTH | I (W) | 6.00 M. | I |
| I | CENTRAL RESERVE WIDTH | I (WCR) | 0.00 M. | I |
| I | MAJOR ROAD RIGHT TURN - WIDTH | I (WC-B) | 2.20 M. | I |
| I | - VISIBILITY | I (VC-B) | 17.00 M. | I |
| I | - BLOCKS TRAFFIC (SPACES) | I | YES (1) | I |
| I | MINOR ROAD - VISIBILITY TO LEFT | I (VB-C) | 16.0 M. | I |
| I | - VISIBILITY TO RIGHT | I (VB-A) | 15.0 M. | I |
| I | - LANE 1 WIDTH | I (WB-C) | 3.30 M. | I |
| I | - LANE 2 WIDTH | I (WB-A) | 0.00 M. | I |

 .SLOPES AND INTERCEPT

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

| I | Intercept For | Slope For Opposing | Slope For Opposing | I |
|---|---------------|--------------------|--------------------|---|
| I | STREAM B-C | STREAM A-C | STREAM A-B | I |
| I | 652.40 | 0.25 | 0.10 | I |

| I | Intercept For | Slope For Opposing | Slope For Opposing | Slope For Opposing | Slope For Opposing | I |
|---|---------------|--------------------|--------------------|--------------------|--------------------|---|
| I | STREAM B-A | STREAM A-C | STREAM A-B | STREAM C-A | STREAM C-B | I |
| I | 504.92 | 0.23 | 0.09 | 0.15 | 0.33 | I |

| I | Intercept For | Slope For Opposing | Slope For Opposing | I |
|---|---------------|--------------------|--------------------|---|
| I | STREAM C-B | STREAM A-C | STREAM A-B | I |
| I | 641.72 | 0.25 | 0.25 | I |

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

 TRAFFIC DEMAND DATA

| I | ARM | I | FLOW SCALE(%) | I |
|---|-----|---|---------------|---|
| I | A | I | 100 | I |
| I | B | I | 100 | I |
| I | C | I | 100 | I |

Demand set: Halfpenny Lane/Inglewhite Road 2025

TIME PERIOD BEGINS 17.00 AND ENDS 18.00

LENGTH OF TIME PERIOD - 60 MIN.

LENGTH OF TIME SEGMENT - 15 MIN.

DEMAND FLOW PROFILES ARE INPUT DIRECTLY

Demand set: Halfpenny Lane/Inglewhite Road 2025

| | | TURNING PROPORTIONS | | | | | | |
|---------------|---------|-----------------------|---------|-----|---------|-----|---------|--|
| | | TURNING COUNTS | | | | | | |
| | | (PERCENTAGE OF H.V.S) | | | | | | |
| TIME | FROM/TO | ARM | A | ARM | B | ARM | C | |
| 17.00 - 18.00 | ARM A | | 0.000 | | 0.292 | | 0.708 | |
| | | | 0.0 | | 82.0 | | 199.0 | |
| | | | (0.0) | | (10.0) | | (10.0) | |
| | ARM B | | 0.382 | | 0.000 | | 0.618 | |
| | | | 110.0 | | 0.0 | | 178.0 | |
| | | | (10.0) | | (0.0) | | (10.0) | |
| | ARM C | | 0.948 | | 0.052 | | 0.000 | |
| | | | 184.0 | | 10.0 | | 0.0 | |
| | | | (10.0) | | (10.0) | | (0.0) | |

TURNING PROPORTIONS ARE CALCULATED FROM TURNING COUNT DATA
 DEFAULT PROPORTIONS OF HEAVY VEHICLES ARE USED

QUEUE AND DELAY INFORMATION FOR EACH 15 MIN TIME SEGMENT

FOR COMBINED DEMAND SETS
 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) |
|-------------|------------------|--------------------|-----------------------|----------------------------|--------------------|------------------|-------------------------------|---|--|
| 17.00-17.15 | | | | | | | | | |
| B-AC | 1.98 | 7.69 | 0.258 | | 0.00 | 0.34 | 4.9 | | 0.17 |
| C-AB | 0.16 | 8.57 | 0.019 | | 0.00 | 0.02 | 0.3 | | 0.12 |
| A-B | 1.35 | | | | | | | | |
| A-C | 3.27 | | | | | | | | |

| 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) |
|-------------|------------------|--------------------|-----------------------|----------------------------|--------------------|------------------|-------------------------------|---|--|
| 17.15-17.30 | | | | | | | | | |
| B-AC | 1.98 | 7.69 | 0.258 | | 0.34 | 0.34 | 5.1 | | 0.18 |
| C-AB | 0.16 | 8.57 | 0.019 | | 0.02 | 0.02 | 0.3 | | 0.12 |
| A-B | 1.35 | | | | | | | | |
| A-C | 3.27 | | | | | | | | |

| 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) |
|-------------|------------------|--------------------|-----------------------|----------------------------|--------------------|------------------|-------------------------------|---|--|
| 17.30-17.45 | | | | | | | | | |
| B-AC | 1.98 | 7.69 | 0.258 | | 0.34 | 0.35 | 5.2 | | 0.18 |
| C-AB | 0.16 | 8.57 | 0.019 | | 0.02 | 0.02 | 0.3 | | 0.12 |
| A-B | 1.35 | | | | | | | | |
| A-C | 3.27 | | | | | | | | |

| 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) |
|-------------|------------------|--------------------|-----------------------|----------------------------|--------------------|------------------|-------------------------------|---|--|
| 17.45-18.00 | | | | | | | | | |
| B-AC | 1.98 | 7.69 | 0.258 | | 0.35 | 0.35 | 5.2 | | 0.18 |
| C-AB | 0.16 | 8.57 | 0.019 | | 0.02 | 0.02 | 0.3 | | 0.12 |
| A-B | 1.35 | | | | | | | | |
| A-C | 3.27 | | | | | | | | |

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

 QUEUE FOR STREAM B-AC

| TIME SEGMENT ENDING | NO. OF VEHICLES IN QUEUE |
|---------------------|--------------------------|
| 17.15 | 0.3 |
| 17.30 | 0.3 |
| 17.45 | 0.3 |
| 18.00 | 0.3 |

QUEUE FOR STREAM C-AB

| TIME SEGMENT ENDING | NO. OF VEHICLES IN QUEUE |
|---------------------|--------------------------|
| 17.15 | 0.0 |
| 17.30 | 0.0 |
| 17.45 | 0.0 |
| 18.00 | 0.0 |

 QUEUEING DELAY INFORMATION OVER WHOLE PERIOD

| I | STREAM | I | TOTAL DEMAND | I | * QUEUEING * * DELAY * | I | * INCLUSIVE QUEUEING * * DELAY * | I |
|---|--------|---|--------------|---------|---------------------------|-----------|-------------------------------------|-----------|
| I | I | I | I | I | I | I | I | I |
| I | I | I | (VEH) | (VEH/H) | (MIN) | (MIN/VEH) | (MIN) | (MIN/VEH) |
| I | B-AC | I | 118.8 | I 118.8 | I 20.4 | I 0.17 | I 20.4 | I 0.17 |
| I | C-AB | I | 9.7 | I 9.7 | I 1.2 | I 0.12 | I 1.2 | I 0.12 |
| I | A-B | I | 80.9 | I 80.9 | I | I | I | I |
| I | A-C | I | 196.3 | I 196.3 | I | I | I | I |
| I | ALL | I | 583.8 | I 583.8 | I 21.5 | I 0.04 | I 21.5 | I 0.04 |

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

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

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

Appendix 16

PICADY Outputs – Whittingham Road/Halfpenny Lane

TRL LIMITED

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

PICADY 5.1 ANALYSIS PROGRAM
RELEASE 5.0 (JUNE 2010)

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IN NO WAY RELIEVED OF HIS/HER RESPONSIBILITY FOR THE CORRECTNESS OF THE SOLUTION

Run with file:-

"N:\Vectos Job Data\2013\VN30277 Longridge\Picady\July 14\Full Application-106 Dwellings\DIRECT\
2016 Baseline Flows\Halfpenny and Whittingham Rd 2016 Baseline Flows-AM.vpi"
(drive-on-the-left) at 11:22:09 on Tuesday, 29 July 2014

RUN INFORMATION

RUN TITLE : Halfpenny Lane/Whittingham Road 2016 Baseline Flows-AM
LOCATION : Longridge
DATE : 24/03/14
CLIENT : Barratt Homes
ENUMERATOR : Hannah [HANNAH-ZOO]
JOB NUMBER : VN30277
STATUS :
DESCRIPTION :

MAJOR/MINOR JUNCTION CAPACITY AND DELAY

INPUT DATA

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

ARM A IS Arm A
ARM B IS Arm B
ARM C IS Arm C

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

| I | DATA ITEM | I | MINOR ROAD B | I |
|---|------------------------------------|---|-------------------|---|
| I | TOTAL MAJOR ROAD CARRIAGEWAY WIDTH | I | (W) 6.15 M. | I |
| I | CENTRAL RESERVE WIDTH | I | (WCR) 0.00 M. | I |
| I | MAJOR ROAD RIGHT TURN - WIDTH | I | (WC-B) 2.20 M. | I |
| I | - VISIBILITY | I | (VC-B) 90.00 M. | I |
| I | - BLOCKS TRAFFIC (SPACES) | I | YES (1) | I |
| I | MINOR ROAD - VISIBILITY TO LEFT | I | (VB-C) 16.0 M. | I |
| I | - VISIBILITY TO RIGHT | I | (VB-A) 16.0 M. | I |
| I | - LANE 1 WIDTH | I | (WB-C) 2.20 M. | I |
| I | - LANE 2 WIDTH | I | (WB-A) 0.00 M. | I |

 .SLOPES AND INTERCEPT

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

| I | Intercept For | Slope For Opposing | Slope For Opposing | I |
|---|---------------|--------------------|--------------------|---|
| I | STREAM B-C | STREAM A-C | STREAM A-B | I |
| I | 583.23 | 0.22 | 0.09 | I |

| I | Intercept For | Slope For Opposing | Slope For Opposing | Slope For Opposing | Slope For Opposing | I |
|---|---------------|--------------------|--------------------|--------------------|--------------------|---|
| I | STREAM B-A | STREAM A-C | STREAM A-B | STREAM C-A | STREAM C-B | I |
| I | 451.39 | 0.21 | 0.08 | 0.13 | 0.29 | I |

| I | Intercept For | Slope For Opposing | Slope For Opposing | I |
|---|---------------|--------------------|--------------------|---|
| I | STREAM C-B | STREAM A-C | STREAM A-B | I |
| I | 626.08 | 0.24 | 0.24 | I |

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

 TRAFFIC DEMAND DATA

| I | ARM | I | FLOW SCALE(%) | I |
|---|-----|---|---------------|---|
| I | A | I | 100 | I |
| I | B | I | 100 | I |
| I | C | I | 100 | I |

Demand set: Halfpenny Lane/Whittingham Road

TIME PERIOD BEGINS 07.00 AND ENDS 08.00

LENGTH OF TIME PERIOD - 60 MIN.

LENGTH OF TIME SEGMENT - 15 MIN.

DEMAND FLOW PROFILES ARE INPUT DIRECTLY

Demand set: Halfpenny Lane/Whittingham Road

| TURNING PROPORTIONS | | | | | | | | | |
|-----------------------|---------|-----|--------|-----|--------|-----|--------|--|--|
| TURNING COUNTS | | | | | | | | | |
| (PERCENTAGE OF H.V.S) | | | | | | | | | |
| TIME | FROM/TO | ARM | A | ARM | B | ARM | C | | |
| 07.00 - 08.00 | ARM A | | 0.000 | | 0.074 | | 0.926 | | |
| | | | 0.0 | | 22.0 | | 274.0 | | |
| | | | (0.0) | | (0.0) | | (0.0) | | |
| | ARM B | | 0.806 | | 0.000 | | 0.194 | | |
| | | | 58.0 | | 0.0 | | 14.0 | | |
| | | | (0.0) | | (0.0) | | (0.0) | | |
| | ARM C | | 0.912 | | 0.088 | | 0.000 | | |
| | | | 330.0 | | 32.0 | | 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 COMBINED DEMAND SETS
 AND FOR TIME PERIOD 1

| TIME | DEMAND (VEH/MIN) | CAPACITY (VEH/MIN) | DEMAND/CAPACITY (RFC) | PEDESTRIAN FLOW (PEDS/MIN) | START QUEUE (VEHS) | END QUEUE (VEHS) | DELAY (VEH.MIN/TIME SEGMENT) | GEOMETRIC DELAY (VEH.MIN/TIME SEGMENT) | AVERAGE DELAY PER ARRIVING VEHICLE (MIN) |
|-------------|------------------|--------------------|-----------------------|----------------------------|--------------------|------------------|------------------------------|--|--|
| 07.00-07.15 | | | | | | | | | |
| B-AC | 1.20 | 6.09 | 0.197 | | 0.00 | 0.24 | 3.4 | | 0.20 |
| C-AB | 0.53 | 9.25 | 0.058 | | 0.00 | 0.06 | 0.9 | | 0.11 |
| A-B | 0.37 | | | | | | | | |
| A-C | 4.56 | | | | | | | | |

| TIME | DEMAND (VEH/MIN) | CAPACITY (VEH/MIN) | DEMAND/CAPACITY (RFC) | PEDESTRIAN FLOW (PEDS/MIN) | START QUEUE (VEHS) | END QUEUE (VEHS) | DELAY (VEH.MIN/TIME SEGMENT) | GEOMETRIC DELAY (VEH.MIN/TIME SEGMENT) | AVERAGE DELAY PER ARRIVING VEHICLE (MIN) |
|-------------|------------------|--------------------|-----------------------|----------------------------|--------------------|------------------|------------------------------|--|--|
| 07.15-07.30 | | | | | | | | | |
| B-AC | 1.20 | 6.09 | 0.197 | | 0.24 | 0.24 | 3.6 | | 0.20 |
| C-AB | 0.53 | 9.25 | 0.058 | | 0.06 | 0.06 | 0.9 | | 0.11 |
| A-B | 0.37 | | | | | | | | |
| A-C | 4.56 | | | | | | | | |

| TIME | DEMAND (VEH/MIN) | CAPACITY (VEH/MIN) | DEMAND/CAPACITY (RFC) | PEDESTRIAN FLOW (PEDS/MIN) | START QUEUE (VEHS) | END QUEUE (VEHS) | DELAY (VEH.MIN/TIME SEGMENT) | GEOMETRIC DELAY (VEH.MIN/TIME SEGMENT) | AVERAGE DELAY PER ARRIVING VEHICLE (MIN) |
|-------------|------------------|--------------------|-----------------------|----------------------------|--------------------|------------------|------------------------------|--|--|
| 07.30-07.45 | | | | | | | | | |
| B-AC | 1.20 | 6.09 | 0.197 | | 0.24 | 0.24 | 3.7 | | 0.20 |
| C-AB | 0.53 | 9.25 | 0.058 | | 0.06 | 0.06 | 1.0 | | 0.11 |
| A-B | 0.37 | | | | | | | | |
| A-C | 4.56 | | | | | | | | |

| TIME | DEMAND (VEH/MIN) | CAPACITY (VEH/MIN) | DEMAND/CAPACITY (RFC) | PEDESTRIAN FLOW (PEDS/MIN) | START QUEUE (VEHS) | END QUEUE (VEHS) | DELAY (VEH.MIN/TIME SEGMENT) | GEOMETRIC DELAY (VEH.MIN/TIME SEGMENT) | AVERAGE DELAY PER ARRIVING VEHICLE (MIN) |
|-------------|------------------|--------------------|-----------------------|----------------------------|--------------------|------------------|------------------------------|--|--|
| 07.45-08.00 | | | | | | | | | |
| B-AC | 1.20 | 6.09 | 0.197 | | 0.24 | 0.24 | 3.7 | | 0.20 |
| C-AB | 0.53 | 9.25 | 0.058 | | 0.06 | 0.06 | 1.0 | | 0.11 |
| A-B | 0.37 | | | | | | | | |
| A-C | 4.56 | | | | | | | | |

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

QUEUE FOR STREAM B-AC

| TIME | NO. OF |
|---------|----------|
| SEGMENT | VEHICLES |
| ENDING | IN QUEUE |
| 07.15 | 0.2 |
| 07.30 | 0.2 |
| 07.45 | 0.2 |
| 08.00 | 0.2 |

QUEUE FOR STREAM C-AB

| TIME | NO. OF |
|---------|----------|
| SEGMENT | VEHICLES |
| ENDING | IN QUEUE |
| 07.15 | 0.1 |
| 07.30 | 0.1 |
| 07.45 | 0.1 |
| 08.00 | 0.1 |

QUEUEING DELAY INFORMATION OVER WHOLE PERIOD

| I | STREAM | I | TOTAL DEMAND | I | * QUEUEING * | I | * INCLUSIVE QUEUEING * | I | |
|---|--------|-----------|--------------|---|--------------|-----------|------------------------|-----------|------|
| I | I | I | I | I | * DELAY * | I | * DELAY * | I | |
| I | I | I | I | I | I | I | I | I | |
| I | I | (VEH) | (VEH/H) | I | (MIN) | (MIN/VEH) | I | (MIN) | |
| I | I | (MIN/VEH) | I | I | I | I | I | (MIN/VEH) | |
| I | B-AC | I | 72.0 | I | 72.0 | I | 14.4 | I | 0.20 |
| I | C-AB | I | 32.0 | I | 32.0 | I | 3.8 | I | 0.12 |
| I | A-B | I | 22.0 | I | 22.0 | I | I | I | I |
| I | A-C | I | 273.8 | I | 273.8 | I | I | I | I |
| I | ALL | I | 729.6 | I | 729.6 | I | 18.2 | I | 0.02 |

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

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

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

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

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Run with file:-

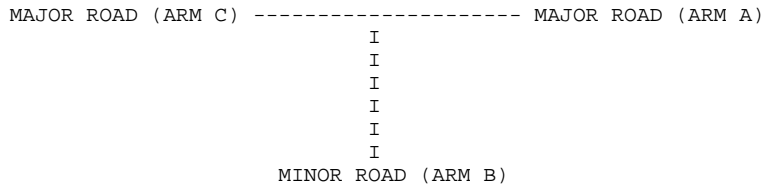
"N:\Vectos Job Data\2013\VN30277 Longridge\Picady\July 14\Full Application-106 Dwellings\DIRECT\
2016 Baseline Flows\Halfpenny and Whittingham Rd 2016 Baseline Flows-PM.vpi"
(drive-on-the-left) at 11:25:33 on Tuesday, 29 July 2014

RUN INFORMATION

RUN TITLE : Halfpenny Lane/Whittingham Road 2016 Basleine Flows-PM
LOCATION : Longridge
DATE : 24/03/14
CLIENT : Barratt Homes
ENUMERATOR : Hannah [HANNAH-ZOO]
JOB NUMBER : VN30277
STATUS :
DESCRIPTION :

MAJOR/MINOR JUNCTION CAPACITY AND DELAY

INPUT DATA



ARM A IS Whittingham Road (EB)
ARM B IS Halfpenny Lane
ARM C IS Whittingham Road (WB)

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

| I | DATA ITEM | I | MINOR ROAD B | I |
|---|------------------------------------|---|-------------------|---|
| I | TOTAL MAJOR ROAD CARRIAGEWAY WIDTH | I | (W) 6.15 M. | I |
| I | CENTRAL RESERVE WIDTH | I | (WCR) 0.00 M. | I |
| I | MAJOR ROAD RIGHT TURN - WIDTH | I | (WC-B) 2.20 M. | I |
| I | - VISIBILITY | I | (VC-B) 90.00 M. | I |
| I | - BLOCKS TRAFFIC (SPACES) | I | YES (1) | I |
| I | MINOR ROAD - VISIBILITY TO LEFT | I | (VB-C) 16.0 M. | I |
| I | - VISIBILITY TO RIGHT | I | (VB-A) 16.0 M. | I |
| I | - LANE 1 WIDTH | I | (WB-C) 2.20 M. | I |
| I | - LANE 2 WIDTH | I | (WB-A) 0.00 M. | I |

 .SLOPES AND INTERCEPT

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

| I | Intercept For | Slope For Opposing | Slope For Opposing | I |
|---|---------------|--------------------|--------------------|---|
| I | STREAM B-C | STREAM A-C | STREAM A-B | I |
| I | 583.23 | 0.22 | 0.09 | I |

| I | Intercept For | Slope For Opposing | Slope For Opposing | Slope For Opposing | Slope For Opposing | I |
|---|---------------|--------------------|--------------------|--------------------|--------------------|---|
| I | STREAM B-A | STREAM A-C | STREAM A-B | STREAM C-A | STREAM C-B | I |
| I | 451.39 | 0.21 | 0.08 | 0.13 | 0.29 | I |

| I | Intercept For | Slope For Opposing | Slope For Opposing | I |
|---|---------------|--------------------|--------------------|---|
| I | STREAM C-B | STREAM A-C | STREAM A-B | I |
| I | 626.08 | 0.24 | 0.24 | I |

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

 TRAFFIC DEMAND DATA

| I | ARM | I | FLOW SCALE(%) | I |
|---|-----|---|---------------|---|
| I | A | I | 100 | I |
| I | B | I | 100 | I |
| I | C | I | 100 | I |

Demand set: Halfpenny Lane/Whittingham Road 2016

TIME PERIOD BEGINS 17.00 AND ENDS 18.00

LENGTH OF TIME PERIOD - 60 MIN.

LENGTH OF TIME SEGMENT - 15 MIN.

DEMAND FLOW PROFILES ARE INPUT DIRECTLY

Demand set: Halfpenny Lane/Whittingham Road 2016

| I | I | TURNING PROPORTIONS | | | I | | |
|---------------|---------|-----------------------|--------|-----|--------|-----|--------|
| | | TURNING COUNTS | | | | | |
| | | (PERCENTAGE OF H.V.S) | | | I | | |
| I | | I | | | I | | |
| I | | I | | | I | | |
| TIME | FROM/TO | ARM | A | ARM | B | ARM | C |
| 17.00 - 18.00 | | | | | | | |
| | ARM A | | 0.000 | | 0.139 | | 0.861 |
| | | | 0.0 | | 50.0 | | 310.0 |
| | | | (0.0) | | (0.0) | | (0.0) |
| | ARM B | | 0.763 | | 0.000 | | 0.237 |
| | | | 45.0 | | 0.0 | | 14.0 |
| | | | (0.0) | | (0.0) | | (0.0) |
| | ARM C | | 0.917 | | 0.083 | | 0.000 |
| | | | 255.0 | | 23.0 | | 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 COMBINED DEMAND SETS
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) |
|-------------|------------------|--------------------|-----------------------|----------------------------|--------------------|------------------|------------------------------|--|--|
| 17.00-17.15 | | | | | | | | | |
| B-AC | 0.98 | 6.20 | 0.158 | | 0.00 | 0.18 | 2.6 | | 0.19 |
| C-AB | 0.38 | 8.99 | 0.043 | | 0.00 | 0.05 | 0.7 | | 0.12 |
| A-B | 0.83 | | | | | | | | |
| A-C | 5.17 | | | | | | | | |

| TIME | DEMAND (VEH/MIN) | CAPACITY (VEH/MIN) | DEMAND/CAPACITY (RFC) | PEDESTRIAN FLOW (PEDS/MIN) | START QUEUE (VEHS) | END QUEUE (VEHS) | DELAY (VEH.MIN/TIME SEGMENT) | GEOMETRIC DELAY (VEH.MIN/TIME SEGMENT) | AVERAGE DELAY PER ARRIVING VEHICLE (MIN) |
|-------------|------------------|--------------------|-----------------------|----------------------------|--------------------|------------------|------------------------------|--|--|
| 17.15-17.30 | | | | | | | | | |
| B-AC | 0.98 | 6.20 | 0.158 | | 0.18 | 0.19 | 2.8 | | 0.19 |
| C-AB | 0.38 | 8.99 | 0.043 | | 0.05 | 0.05 | 0.7 | | 0.12 |
| A-B | 0.83 | | | | | | | | |
| A-C | 5.17 | | | | | | | | |

| TIME | DEMAND (VEH/MIN) | CAPACITY (VEH/MIN) | DEMAND/CAPACITY (RFC) | PEDESTRIAN FLOW (PEDS/MIN) | START QUEUE (VEHS) | END QUEUE (VEHS) | DELAY (VEH.MIN/TIME SEGMENT) | GEOMETRIC DELAY (VEH.MIN/TIME SEGMENT) | AVERAGE DELAY PER ARRIVING VEHICLE (MIN) |
|-------------|------------------|--------------------|-----------------------|----------------------------|--------------------|------------------|------------------------------|--|--|
| 17.30-17.45 | | | | | | | | | |
| B-AC | 0.98 | 6.20 | 0.158 | | 0.19 | 0.19 | 2.8 | | 0.19 |
| C-AB | 0.38 | 8.99 | 0.043 | | 0.05 | 0.05 | 0.7 | | 0.12 |
| A-B | 0.83 | | | | | | | | |
| A-C | 5.17 | | | | | | | | |

| TIME | DEMAND (VEH/MIN) | CAPACITY (VEH/MIN) | DEMAND/CAPACITY (RFC) | PEDESTRIAN FLOW (PEDS/MIN) | START QUEUE (VEHS) | END QUEUE (VEHS) | DELAY (VEH.MIN/TIME SEGMENT) | GEOMETRIC DELAY (VEH.MIN/TIME SEGMENT) | AVERAGE DELAY PER ARRIVING VEHICLE (MIN) |
|-------------|------------------|--------------------|-----------------------|----------------------------|--------------------|------------------|------------------------------|--|--|
| 17.45-18.00 | | | | | | | | | |
| B-AC | 0.98 | 6.20 | 0.158 | | 0.19 | 0.19 | 2.8 | | 0.19 |
| C-AB | 0.38 | 8.99 | 0.043 | | 0.05 | 0.05 | 0.7 | | 0.12 |
| A-B | 0.83 | | | | | | | | |
| A-C | 5.17 | | | | | | | | |

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

QUEUE FOR STREAM B-AC

| TIME | NO. OF |
|---------|----------|
| SEGMENT | VEHICLES |
| ENDING | IN QUEUE |
| 17.15 | 0.2 |
| 17.30 | 0.2 |
| 17.45 | 0.2 |
| 18.00 | 0.2 |

QUEUE FOR STREAM C-AB

| TIME | NO. OF |
|---------|----------|
| SEGMENT | VEHICLES |
| ENDING | IN QUEUE |
| 17.15 | 0.0 |
| 17.30 | 0.0 |
| 17.45 | 0.0 |
| 18.00 | 0.0 |

QUEUEING DELAY INFORMATION OVER WHOLE PERIOD

| I | STREAM | I | TOTAL DEMAND | | I | * QUEUEING * | | I | * INCLUSIVE QUEUEING * | | I |
|---|--------|---|--------------|---------|---|--------------|-----------|---|------------------------|-----------|---|
| I | | I | | I | I | * DELAY * | | I | * DELAY * | | I |
| I | | I | (VEH) | (VEH/H) | I | (MIN) | (MIN/VEH) | I | (MIN) | (MIN/VEH) | I |
| I | B-AC | I | 58.8 | 58.8 | I | 11.0 | 0.19 | I | 11.0 | 0.19 | I |
| I | C-AB | I | 23.0 | 23.0 | I | 2.7 | 0.12 | I | 2.7 | 0.12 | I |
| I | A-B | I | 50.0 | 50.0 | I | | | I | | | I |
| I | A-C | I | 310.0 | 310.0 | I | | | I | | | I |
| I | ALL | I | 696.6 | 696.6 | I | 13.7 | 0.02 | I | 13.7 | 0.02 | I |

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

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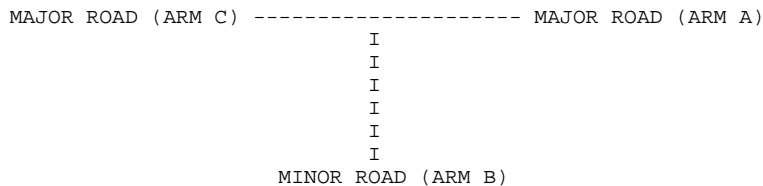
Run with file:-
"N:\Vectos Job Data\2013\VN30277 Longridge\Picady\July 14\Outline Application-520 Dwellings\DIRECT\
2016 Assessment Flows\Halfpenny and Whittingham Rd 2016 Assessment Flows-AM.vpi"
(drive-on-the-left) at 10:30:24 on Thursday, 31 July 2014

RUN INFORMATION

RUN TITLE : Halfpenny Lane/Whittingham Road2016 Assessment Flows-AM (Outline App)
LOCATION : Longridge
DATE : 24/03/14
CLIENT : Barratt Homes
ENUMERATOR : Hannah [HANNAH-ZOO]
JOB NUMBER : VN30277
STATUS :
DESCRIPTION :

MAJOR/MINOR JUNCTION CAPACITY AND DELAY

INPUT DATA



ARM A IS Whittingham Road (EB)
ARM B IS Halfpenny Lane
ARM C IS Whittingham Road (WB)

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

| I | DATA ITEM | I | MINOR ROAD B | I |
|---|------------------------------------|---|-------------------|---|
| I | TOTAL MAJOR ROAD CARRIAGEWAY WIDTH | I | (W) 6.15 M. | I |
| I | CENTRAL RESERVE WIDTH | I | (WCR) 0.00 M. | I |
| I | MAJOR ROAD RIGHT TURN - WIDTH | I | (WC-B) 2.20 M. | I |
| I | - VISIBILITY | I | (VC-B) 90.00 M. | I |
| I | - BLOCKS TRAFFIC (SPACES) | I | YES (1) | I |
| I | MINOR ROAD - VISIBILITY TO LEFT | I | (VB-C) 16.0 M. | I |
| I | - VISIBILITY TO RIGHT | I | (VB-A) 16.0 M. | I |
| I | - LANE 1 WIDTH | I | (WB-C) 2.20 M. | I |
| I | - LANE 2 WIDTH | I | (WB-A) 0.00 M. | I |

 .SLOPES AND INTERCEPT

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

| I | Intercept For | Slope For Opposing | Slope For Opposing | I |
|---|---------------|--------------------|--------------------|---|
| I | STREAM B-C | STREAM A-C | STREAM A-B | I |
| I | 583.23 | 0.22 | 0.09 | I |

| I | Intercept For | Slope For Opposing | Slope For Opposing | Slope For Opposing | Slope For Opposing | I |
|---|---------------|--------------------|--------------------|--------------------|--------------------|---|
| I | STREAM B-A | STREAM A-C | STREAM A-B | STREAM C-A | STREAM C-B | I |
| I | 451.39 | 0.21 | 0.08 | 0.13 | 0.29 | I |

| I | Intercept For | Slope For Opposing | Slope For Opposing | I |
|---|---------------|--------------------|--------------------|---|
| I | STREAM C-B | STREAM A-C | STREAM A-B | I |
| I | 626.08 | 0.24 | 0.24 | I |

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

 TRAFFIC DEMAND DATA

| I | ARM | I | FLOW SCALE(%) | I |
|---|-----|---|---------------|---|
| I | A | I | 100 | I |
| I | B | I | 100 | I |
| I | C | I | 100 | I |

Demand set: Halfpenny Lane/Whittingham Road 2016

TIME PERIOD BEGINS 08.00 AND ENDS 09.00

LENGTH OF TIME PERIOD - 60 MIN.

LENGTH OF TIME SEGMENT - 15 MIN.

DEMAND FLOW PROFILES ARE INPUT DIRECTLY

Demand set: Halfpenny Lane/Whittingham Road 2016

| | | TURNING PROPORTIONS | | | | | |
|---------------|---------|-----------------------|--------|-----|--------|-----|--------|
| | | TURNING COUNTS | | | | | |
| | | (PERCENTAGE OF H.V.S) | | | | | |
| TIME | FROM/TO | ARM | A | ARM | B | ARM | C |
| 08.00 - 09.00 | ARM A | | 0.000 | | 0.133 | | 0.867 |
| | | | 0.0 | | 42.0 | | 274.0 |
| | | | (0.0) | | (0.0) | | (0.0) |
| | ARM B | | 0.893 | | 0.000 | | 0.107 |
| | | | 117.0 | | 0.0 | | 14.0 |
| | | | (0.0) | | (0.0) | | (0.0) |
| | ARM C | | 0.912 | | 0.088 | | 0.000 |
| | | | 330.0 | | 32.0 | | 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 COMBINED DEMAND SETS
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 | 1.18 | 5.87 | 0.201 | | 0.00 | 0.25 | 3.5 | | 0.21 |
| C-AB | 0.53 | 9.16 | 0.058 | | 0.00 | 0.06 | 0.9 | | 0.12 |
| A-B | 0.70 | | | | | | | | |
| A-C | 4.57 | | | | | | | | |

| TIME | DEMAND (VEH/MIN) | CAPACITY (VEH/MIN) | DEMAND/CAPACITY (RFC) | PEDESTRIAN FLOW (PEDS/MIN) | START QUEUE (VEHS) | END QUEUE (VEHS) | DELAY (VEH.MIN/TIME SEGMENT) | GEOMETRIC DELAY (VEH.MIN/TIME SEGMENT) | AVERAGE DELAY PER ARRIVING VEHICLE (MIN) |
|-------------|------------------|--------------------|-----------------------|----------------------------|--------------------|------------------|------------------------------|--|--|
| 08.15-08.30 | | | | | | | | | |
| B-AC | 1.18 | 5.87 | 0.201 | | 0.25 | 0.25 | 3.7 | | 0.21 |
| C-AB | 0.53 | 9.16 | 0.058 | | 0.06 | 0.06 | 1.0 | | 0.12 |
| A-B | 0.70 | | | | | | | | |
| A-C | 4.57 | | | | | | | | |

| TIME | DEMAND (VEH/MIN) | CAPACITY (VEH/MIN) | DEMAND/CAPACITY (RFC) | PEDESTRIAN FLOW (PEDS/MIN) | START QUEUE (VEHS) | END QUEUE (VEHS) | DELAY (VEH.MIN/TIME SEGMENT) | GEOMETRIC DELAY (VEH.MIN/TIME SEGMENT) | AVERAGE DELAY PER ARRIVING VEHICLE (MIN) |
|-------------|------------------|--------------------|-----------------------|----------------------------|--------------------|------------------|------------------------------|--|--|
| 08.30-08.45 | | | | | | | | | |
| B-AC | 1.18 | 5.87 | 0.201 | | 0.25 | 0.25 | 3.7 | | 0.21 |
| C-AB | 0.53 | 9.16 | 0.058 | | 0.06 | 0.06 | 1.0 | | 0.12 |
| A-B | 0.70 | | | | | | | | |
| A-C | 4.57 | | | | | | | | |

| TIME | DEMAND (VEH/MIN) | CAPACITY (VEH/MIN) | DEMAND/CAPACITY (RFC) | PEDESTRIAN FLOW (PEDS/MIN) | START QUEUE (VEHS) | END QUEUE (VEHS) | DELAY (VEH.MIN/TIME SEGMENT) | GEOMETRIC DELAY (VEH.MIN/TIME SEGMENT) | AVERAGE DELAY PER ARRIVING VEHICLE (MIN) |
|-------------|------------------|--------------------|-----------------------|----------------------------|--------------------|------------------|------------------------------|--|--|
| 08.45-09.00 | | | | | | | | | |
| B-AC | 1.18 | 5.87 | 0.201 | | 0.25 | 0.25 | 3.8 | | 0.21 |
| C-AB | 0.53 | 9.16 | 0.058 | | 0.06 | 0.06 | 1.0 | | 0.12 |
| A-B | 0.70 | | | | | | | | |
| A-C | 4.57 | | | | | | | | |

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

QUEUE FOR STREAM B-AC

| TIME SEGMENT ENDING | NO. OF VEHICLES IN QUEUE |
|---------------------|--------------------------|
| 08.15 | 0.2 |
| 08.30 | 0.2 |
| 08.45 | 0.3 |
| 09.00 | 0.3 |

QUEUE FOR STREAM C-AB

| TIME SEGMENT ENDING | NO. OF VEHICLES IN QUEUE |
|---------------------|--------------------------|
| 08.15 | 0.1 |
| 08.30 | 0.1 |
| 08.45 | 0.1 |
| 09.00 | 0.1 |

QUEUEING DELAY INFORMATION OVER WHOLE PERIOD

| I | STREAM | I | TOTAL DEMAND | | I | * QUEUEING * * DELAY * | | I | * INCLUSIVE QUEUEING * * DELAY * | | I |
|---|--------|---|--------------|---------|---|---------------------------|-----------|---|-------------------------------------|-----------|---|
| I | | I | (VEH) | (VEH/H) | I | (MIN) | (MIN/VEH) | I | (MIN) | (MIN/VEH) | I |
| I | B-AC | I | 70.8 | 70.8 | I | 14.7 | 0.21 | I | 14.8 | 0.21 | I |
| I | C-AB | I | 32.0 | 32.0 | I | 3.8 | 0.12 | I | 3.8 | 0.12 | I |
| I | A-B | I | 42.0 | 42.0 | I | | | I | | | I |
| I | A-C | I | 274.2 | 274.2 | I | | | I | | | I |
| I | ALL | I | 748.8 | 748.8 | I | 18.6 | 0.02 | I | 18.6 | 0.02 | I |

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

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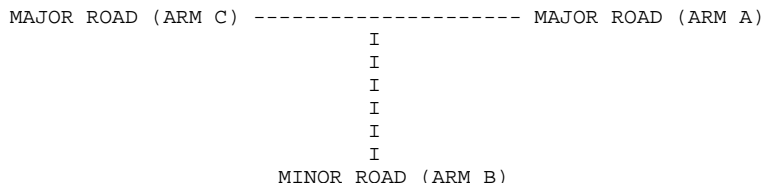
Run with file:-
"N:\Vectos Job Data\2013\VN30277 Longridge\Picady\July 14\Outline Application-520 Dwellings\DIRECT\
2016 Assessment Flows\Halfpenny and Whittingham Rd 2016 Assessment Flows-PM.vpi"
(drive-on-the-left) at 10:33:54 on Thursday, 31 July 2014

RUN INFORMATION

RUN TITLE : Halfpenny Lane/Whittingham Road 2016 Assessment Flows-PM (Outline App)
LOCATION : Longridge
DATE : 24/03/14
CLIENT : Barratt Homes
ENUMERATOR : Hannah [HANNAH-ZOO]
JOB NUMBER : VN30277
STATUS :
DESCRIPTION :

MAJOR/MINOR JUNCTION CAPACITY AND DELAY

INPUT DATA



ARM A IS Whittingham Road (WB)
ARM B IS Halfpenny Lane
ARM C IS Whittingham Road (EB)

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

| I | DATA ITEM | I | MINOR ROAD B | I |
|---|------------------------------------|---|-------------------|---|
| I | TOTAL MAJOR ROAD CARRIAGEWAY WIDTH | I | (W) 6.15 M. | I |
| I | CENTRAL RESERVE WIDTH | I | (WCR) 0.00 M. | I |
| I | MAJOR ROAD RIGHT TURN - WIDTH | I | (WC-B) 2.20 M. | I |
| I | - VISIBILITY | I | (VC-B) 90.00 M. | I |
| I | - BLOCKS TRAFFIC (SPACES) | I | YES (1) | I |
| I | MINOR ROAD - VISIBILITY TO LEFT | I | (VB-C) 16.0 M. | I |
| I | - VISIBILITY TO RIGHT | I | (VB-A) 16.0 M. | I |
| I | - LANE 1 WIDTH | I | (WB-C) 2.20 M. | I |
| I | - LANE 2 WIDTH | I | (WB-A) 0.00 M. | I |

 .SLOPES AND INTERCEPT

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

| I | Intercept For | Slope For Opposing | Slope For Opposing | I |
|---|---------------|--------------------|--------------------|---|
| I | STREAM B-C | STREAM A-C | STREAM A-B | I |
| I | 583.23 | 0.22 | 0.09 | I |

| I | Intercept For | Slope For Opposing | Slope For Opposing | Slope For Opposing | Slope For Opposing | I |
|---|---------------|--------------------|--------------------|--------------------|--------------------|---|
| I | STREAM B-A | STREAM A-C | STREAM A-B | STREAM C-A | STREAM C-B | I |
| I | 451.39 | 0.21 | 0.08 | 0.13 | 0.29 | I |

| I | Intercept For | Slope For Opposing | Slope For Opposing | I |
|---|---------------|--------------------|--------------------|---|
| I | STREAM C-B | STREAM A-C | STREAM A-B | I |
| I | 626.08 | 0.24 | 0.24 | I |

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

 TRAFFIC DEMAND DATA

| I | ARM | I | FLOW SCALE (%) | I |
|---|-----|---|----------------|---|
| I | A | I | 100 | I |
| I | B | I | 100 | I |
| I | C | I | 100 | I |

Demand set: Halfpenny Lane/Whittingham Road 2016

TIME PERIOD BEGINS 17.00 AND ENDS 18.00

LENGTH OF TIME PERIOD - 60 MIN.

LENGTH OF TIME SEGMENT - 15 MIN.

DEMAND FLOW PROFILES ARE INPUT DIRECTLY

Demand set: Halfpenny Lane/Whittingham Road 2016

| | | TURNING PROPORTIONS | | | | | | |
|---------------|---------|-----------------------|--------|-----|--------|-----|--------|--|
| | | TURNING COUNTS | | | | | | |
| | | (PERCENTAGE OF H.V.S) | | | | | | |
| TIME | FROM/TO | ARM | A | ARM | B | ARM | C | |
| 17.00 - 18.00 | ARM A | | 0.000 | | 0.257 | | 0.743 | |
| | | | 0.0 | | 107.0 | | 310.0 | |
| | | | (0.0) | | (0.0) | | (0.0) | |
| | ARM B | | 0.844 | | 0.000 | | 0.156 | |
| | | | 76.0 | | 0.0 | | 14.0 | |
| | | | (0.0) | | (0.0) | | (0.0) | |
| | ARM C | | 0.917 | | 0.083 | | 0.000 | |
| | | | 255.0 | | 23.0 | | 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 COMBINED DEMAND SETS
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) |
|-------------|------------------|--------------------|-----------------------|----------------------------|--------------------|------------------|------------------------------|--|--|
| 17.00-17.15 | | | | | | | | | |
| B-AC | 1.50 | 5.95 | 0.252 | | 0.00 | 0.33 | 4.7 | | 0.22 |
| C-AB | 0.38 | 8.76 | 0.044 | | 0.00 | 0.05 | 0.7 | | 0.12 |
| A-B | 1.78 | | | | | | | | |
| A-C | 5.17 | | | | | | | | |

| TIME | DEMAND (VEH/MIN) | CAPACITY (VEH/MIN) | DEMAND/CAPACITY (RFC) | PEDESTRIAN FLOW (PEDS/MIN) | START QUEUE (VEHS) | END QUEUE (VEHS) | DELAY (VEH.MIN/TIME SEGMENT) | GEOMETRIC DELAY (VEH.MIN/TIME SEGMENT) | AVERAGE DELAY PER ARRIVING VEHICLE (MIN) |
|-------------|------------------|--------------------|-----------------------|----------------------------|--------------------|------------------|------------------------------|--|--|
| 17.15-17.30 | | | | | | | | | |
| B-AC | 1.50 | 5.95 | 0.252 | | 0.33 | 0.33 | 5.0 | | 0.22 |
| C-AB | 0.38 | 8.76 | 0.044 | | 0.05 | 0.05 | 0.7 | | 0.12 |
| A-B | 1.78 | | | | | | | | |
| A-C | 5.17 | | | | | | | | |

| TIME | DEMAND (VEH/MIN) | CAPACITY (VEH/MIN) | DEMAND/CAPACITY (RFC) | PEDESTRIAN FLOW (PEDS/MIN) | START QUEUE (VEHS) | END QUEUE (VEHS) | DELAY (VEH.MIN/TIME SEGMENT) | GEOMETRIC DELAY (VEH.MIN/TIME SEGMENT) | AVERAGE DELAY PER ARRIVING VEHICLE (MIN) |
|-------------|------------------|--------------------|-----------------------|----------------------------|--------------------|------------------|------------------------------|--|--|
| 17.30-17.45 | | | | | | | | | |
| B-AC | 1.50 | 5.95 | 0.252 | | 0.33 | 0.33 | 5.0 | | 0.22 |
| C-AB | 0.38 | 8.76 | 0.044 | | 0.05 | 0.05 | 0.7 | | 0.12 |
| A-B | 1.78 | | | | | | | | |
| A-C | 5.17 | | | | | | | | |

| TIME | DEMAND (VEH/MIN) | CAPACITY (VEH/MIN) | DEMAND/CAPACITY (RFC) | PEDESTRIAN FLOW (PEDS/MIN) | START QUEUE (VEHS) | END QUEUE (VEHS) | DELAY (VEH.MIN/TIME SEGMENT) | GEOMETRIC DELAY (VEH.MIN/TIME SEGMENT) | AVERAGE DELAY PER ARRIVING VEHICLE (MIN) |
|-------------|------------------|--------------------|-----------------------|----------------------------|--------------------|------------------|------------------------------|--|--|
| 17.45-18.00 | | | | | | | | | |
| B-AC | 1.50 | 5.95 | 0.252 | | 0.33 | 0.34 | 5.0 | | 0.22 |
| C-AB | 0.38 | 8.76 | 0.044 | | 0.05 | 0.05 | 0.7 | | 0.12 |
| A-B | 1.78 | | | | | | | | |
| A-C | 5.17 | | | | | | | | |

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

QUEUE FOR STREAM B-AC

| TIME SEGMENT ENDING | NO. OF VEHICLES IN QUEUE |
|---------------------|--------------------------|
| 17.15 | 0.3 |
| 17.30 | 0.3 |
| 17.45 | 0.3 |
| 18.00 | 0.3 |

QUEUE FOR STREAM C-AB

| TIME SEGMENT ENDING | NO. OF VEHICLES IN QUEUE |
|---------------------|--------------------------|
| 17.15 | 0.0 |
| 17.30 | 0.0 |
| 17.45 | 0.0 |
| 18.00 | 0.0 |

QUEUEING DELAY INFORMATION OVER WHOLE PERIOD

| I | STREAM | I | TOTAL DEMAND | I | * QUEUEING * | I | * INCLUSIVE QUEUEING * | I |
|---|--------|---|--------------|---|--------------|---|------------------------|---|
| I | | I | | I | * DELAY * | I | * DELAY * | I |
| I | | I | (VEH) | I | (MIN) | I | (MIN) | I |
| I | | I | (VEH/H) | I | (MIN/VEH) | I | (MIN/VEH) | I |
| I | B-AC | I | 90.0 | I | 19.7 | I | 19.7 | I |
| I | C-AB | I | 23.0 | I | 2.8 | I | 2.8 | I |
| I | A-B | I | 107.0 | I | | I | | I |
| I | A-C | I | 310.0 | I | | I | | I |
| I | ALL | I | 784.8 | I | 22.5 | I | 22.5 | I |

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

PICADY 5.1 ANALYSIS PROGRAM
RELEASE 5.0 (JUNE 2010)

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Run with file:-

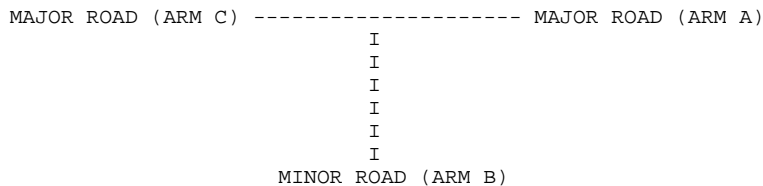
"N:\Vectos Job Data\2013\VN30277 Longridge\Picady\July 14\Full Application-106 Dwellings\DIRECT\
2025 Baseline Flows\Halfpenny and Whittingham Rd 2025 Baseline Flows-AM.vpi"
(drive-on-the-left) at 17:04:03 on Friday, 25 July 2014

RUN INFORMATION

RUN TITLE : Halfpenny Lane/Whittingham Road 2025 Baseline Flows-AM
LOCATION : Longridge
DATE : 24/03/14
CLIENT : Barratt Homes
ENUMERATOR : Hannah [HANNAH-ZOO]
JOB NUMBER : VN30277
STATUS :
DESCRIPTION :

MAJOR/MINOR JUNCTION CAPACITY AND DELAY

INPUT DATA



ARM A IS Whittingham Road (WB)
ARM B IS Halfpenny Lane
ARM C IS Whittingham Road (EB)

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

| I | DATA ITEM | I | MINOR ROAD B | I |
|---|------------------------------------|---|-------------------|---|
| I | TOTAL MAJOR ROAD CARRIAGEWAY WIDTH | I | (W) 6.15 M. | I |
| I | CENTRAL RESERVE WIDTH | I | (WCR) 0.00 M. | I |
| I | MAJOR ROAD RIGHT TURN - WIDTH | I | (WC-B) 2.20 M. | I |
| I | - VISIBILITY | I | (VC-B) 90.00 M. | I |
| I | - BLOCKS TRAFFIC (SPACES) | I | YES (1) | I |
| I | MINOR ROAD - VISIBILITY TO LEFT | I | (VB-C) 16.0 M. | I |
| I | - VISIBILITY TO RIGHT | I | (VB-A) 16.0 M. | I |
| I | - LANE 1 WIDTH | I | (WB-C) 2.20 M. | I |
| I | - LANE 2 WIDTH | I | (WB-A) 0.00 M. | I |

 .SLOPES AND INTERCEPT

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

| I | Intercept For | Slope For Opposing | Slope For Opposing | I |
|---|---------------|--------------------|--------------------|---|
| I | STREAM B-C | STREAM A-C | STREAM A-B | I |
| I | 583.23 | 0.22 | 0.09 | I |

| I | Intercept For | Slope For Opposing | Slope For Opposing | Slope For Opposing | Slope For Opposing | I |
|---|---------------|--------------------|--------------------|--------------------|--------------------|---|
| I | STREAM B-A | STREAM A-C | STREAM A-B | STREAM C-A | STREAM C-B | I |
| I | 451.39 | 0.21 | 0.08 | 0.13 | 0.29 | I |

| I | Intercept For | Slope For Opposing | Slope For Opposing | I |
|---|---------------|--------------------|--------------------|---|
| I | STREAM C-B | STREAM A-C | STREAM A-B | I |
| I | 626.08 | 0.24 | 0.24 | I |

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

 TRAFFIC DEMAND DATA

| I | ARM | I | FLOW SCALE(%) | I |
|---|-----|---|---------------|---|
| I | A | I | 100 | I |
| I | B | I | 100 | I |
| I | C | I | 100 | I |

Demand set: Halfpenny Lane/Whittingham Road 2025

TIME PERIOD BEGINS 08.00 AND ENDS 09.00

LENGTH OF TIME PERIOD - 60 MIN.

LENGTH OF TIME SEGMENT - 15 MIN.

DEMAND FLOW PROFILES ARE INPUT DIRECTLY

Demand set: Halfpenny Lane/Whittingham Road 2025

| | | TURNING PROPORTIONS | | | | | | |
|---------------|---------|-----------------------|--------|-----|--------|-----|--------|--|
| | | TURNING COUNTS | | | | | | |
| | | (PERCENTAGE OF H.V.S) | | | | | | |
| TIME | FROM/TO | ARM | A | ARM | B | ARM | C | |
| 08.00 - 09.00 | ARM A | | 0.000 | | 0.078 | | 0.922 | |
| | | | 0.0 | | 25.0 | | 297.0 | |
| | | | (0.0) | | (0.0) | | (0.0) | |
| | ARM B | | 0.802 | | 0.000 | | 0.198 | |
| | | | 65.0 | | 0.0 | | 16.0 | |
| | | | (0.0) | | (0.0) | | (0.0) | |
| | ARM C | | 0.909 | | 0.091 | | 0.000 | |
| | | | 360.0 | | 36.0 | | 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 COMBINED DEMAND SETS
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 | 1.35 | 5.93 | 0.228 | | 0.00 | 0.29 | 4.1 | | 0.22 |
| C-AB | 0.60 | 9.14 | 0.066 | | 0.00 | 0.07 | 1.1 | | 0.12 |
| A-B | 0.42 | | | | | | | | |
| A-C | 4.95 | | | | | | | | |

| TIME | DEMAND (VEH/MIN) | CAPACITY (VEH/MIN) | DEMAND/CAPACITY (RFC) | PEDESTRIAN FLOW (PEDS/MIN) | START QUEUE (VEHS) | END QUEUE (VEHS) | DELAY (VEH.MIN/TIME SEGMENT) | GEOMETRIC DELAY (VEH.MIN/TIME SEGMENT) | AVERAGE DELAY PER ARRIVING VEHICLE (MIN) |
|-------------|------------------|--------------------|-----------------------|----------------------------|--------------------|------------------|------------------------------|--|--|
| 08.15-08.30 | | | | | | | | | |
| B-AC | 1.35 | 5.93 | 0.228 | | 0.29 | 0.29 | 4.4 | | 0.22 |
| C-AB | 0.60 | 9.14 | 0.066 | | 0.07 | 0.07 | 1.1 | | 0.12 |
| A-B | 0.42 | | | | | | | | |
| A-C | 4.95 | | | | | | | | |

| TIME | DEMAND (VEH/MIN) | CAPACITY (VEH/MIN) | DEMAND/CAPACITY (RFC) | PEDESTRIAN FLOW (PEDS/MIN) | START QUEUE (VEHS) | END QUEUE (VEHS) | DELAY (VEH.MIN/TIME SEGMENT) | GEOMETRIC DELAY (VEH.MIN/TIME SEGMENT) | AVERAGE DELAY PER ARRIVING VEHICLE (MIN) |
|-------------|------------------|--------------------|-----------------------|----------------------------|--------------------|------------------|------------------------------|--|--|
| 08.30-08.45 | | | | | | | | | |
| B-AC | 1.35 | 5.93 | 0.228 | | 0.29 | 0.29 | 4.4 | | 0.22 |
| C-AB | 0.60 | 9.14 | 0.066 | | 0.07 | 0.07 | 1.1 | | 0.12 |
| A-B | 0.42 | | | | | | | | |
| A-C | 4.95 | | | | | | | | |

| TIME | DEMAND (VEH/MIN) | CAPACITY (VEH/MIN) | DEMAND/CAPACITY (RFC) | PEDESTRIAN FLOW (PEDS/MIN) | START QUEUE (VEHS) | END QUEUE (VEHS) | DELAY (VEH.MIN/TIME SEGMENT) | GEOMETRIC DELAY (VEH.MIN/TIME SEGMENT) | AVERAGE DELAY PER ARRIVING VEHICLE (MIN) |
|-------------|------------------|--------------------|-----------------------|----------------------------|--------------------|------------------|------------------------------|--|--|
| 08.45-09.00 | | | | | | | | | |
| B-AC | 1.35 | 5.93 | 0.228 | | 0.29 | 0.29 | 4.4 | | 0.22 |
| C-AB | 0.60 | 9.14 | 0.066 | | 0.07 | 0.07 | 1.1 | | 0.12 |
| A-B | 0.42 | | | | | | | | |
| A-C | 4.95 | | | | | | | | |

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

QUEUE FOR STREAM B-AC

| TIME SEGMENT ENDING | NO. OF VEHICLES IN QUEUE |
|---------------------|--------------------------|
| 08.15 | 0.3 |
| 08.30 | 0.3 |
| 08.45 | 0.3 |
| 09.00 | 0.3 |

QUEUE FOR STREAM C-AB

| TIME SEGMENT ENDING | NO. OF VEHICLES IN QUEUE |
|---------------------|--------------------------|
| 08.15 | 0.1 |
| 08.30 | 0.1 |
| 08.45 | 0.1 |
| 09.00 | 0.1 |

QUEUEING DELAY INFORMATION OVER WHOLE PERIOD

| I | STREAM | I | TOTAL DEMAND | I | * QUEUEING * | I | * INCLUSIVE QUEUEING * | I |
|---|--------|---|--------------|---|--------------|---|------------------------|---|
| I | | I | | I | * DELAY * | I | * DELAY * | I |
| I | | I | (VEH) | I | (MIN) | I | (MIN) | I |
| I | | I | (VEH/H) | I | (MIN/VEH) | I | (MIN/VEH) | I |
| I | B-AC | I | 81.0 | I | 17.3 | I | 17.3 | I |
| I | C-AB | I | 36.0 | I | 4.4 | I | 4.4 | I |
| I | A-B | I | 25.0 | I | | I | | I |
| I | A-C | I | 297.2 | I | | I | | I |
| I | ALL | I | 799.2 | I | 21.6 | I | 21.6 | I |

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

PICADY 5.1 ANALYSIS PROGRAM
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Run with file:-

"N:\Vectos Job Data\2013\VN30277 Longridge\Picady\July 14\Full Application-106 Dwellings\DIRECT\
2025 Baseline Flows\Halfpenny and Whittingham Rd 2025 Baseline Flows-PM.vpi"
(drive-on-the-left) at 11:31:50 on Tuesday, 29 July 2014

RUN INFORMATION

RUN TITLE : Halfpenny Lane/Whittingham Road 2025 Baseline Flows-PM
LOCATION : Longridge
DATE : 24/03/14
CLIENT : Barratt Homes
ENUMERATOR : Hannah [HANNAH-ZOO]
JOB NUMBER : VN30277
STATUS :
DESCRIPTION :

MAJOR/MINOR JUNCTION CAPACITY AND DELAY

INPUT DATA

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

ARM A IS Whittingham Road (WB)
ARM B IS Halfpenny Lane
ARM C IS Whittingham Road (EB)

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

| I | DATA ITEM | I | MINOR ROAD B | I |
|---|------------------------------------|----------|--------------|---|
| I | TOTAL MAJOR ROAD CARRIAGEWAY WIDTH | I (W) | 6.15 M. | I |
| I | CENTRAL RESERVE WIDTH | I (WCR) | 0.00 M. | I |
| I | MAJOR ROAD RIGHT TURN - WIDTH | I (WC-B) | 2.20 M. | I |
| I | - VISIBILITY | I (VC-B) | 90.00 M. | I |
| I | - BLOCKS TRAFFIC (SPACES) | I | YES (1) | I |
| I | MINOR ROAD - VISIBILITY TO LEFT | I (VB-C) | 16.0 M. | I |
| I | - VISIBILITY TO RIGHT | I (VB-A) | 16.0 M. | I |
| I | - LANE 1 WIDTH | I (WB-C) | 2.20 M. | I |
| I | - LANE 2 WIDTH | I (WB-A) | 0.00 M. | I |

 .SLOPES AND INTERCEPT

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

| I | Intercept For | Slope For Opposing | Slope For Opposing | I |
|---|---------------|--------------------|--------------------|---|
| I | STREAM B-C | STREAM A-C | STREAM A-B | I |
| I | 583.23 | 0.22 | 0.09 | I |

| I | Intercept For | Slope For Opposing | Slope For Opposing | Slope For Opposing | Slope For Opposing | I |
|---|---------------|--------------------|--------------------|--------------------|--------------------|---|
| I | STREAM B-A | STREAM A-C | STREAM A-B | STREAM C-A | STREAM C-B | I |
| I | 451.39 | 0.21 | 0.08 | 0.13 | 0.29 | I |

| I | Intercept For | Slope For Opposing | Slope For Opposing | I |
|---|---------------|--------------------|--------------------|---|
| I | STREAM C-B | STREAM A-C | STREAM A-B | I |
| I | 626.08 | 0.24 | 0.24 | I |

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

 TRAFFIC DEMAND DATA

| I | ARM | I | FLOW SCALE(%) | I |
|---|-----|---|---------------|---|
| I | A | I | 100 | I |
| I | B | I | 100 | I |
| I | C | I | 100 | I |

Demand set: Halfpenny Lane/Whittingham Road 2025

TIME PERIOD BEGINS 17.00 AND ENDS 18.00

LENGTH OF TIME PERIOD - 60 MIN.

LENGTH OF TIME SEGMENT - 15 MIN.

DEMAND FLOW PROFILES ARE INPUT DIRECTLY

Demand set: Halfpenny Lane/Whittingham Road 2025

| | | TURNING PROPORTIONS | | | | | | |
|---------------|---------|-----------------------|--------|-----|--------|-----|--------|--|
| | | TURNING COUNTS | | | | | | |
| | | (PERCENTAGE OF H.V.S) | | | | | | |
| TIME | FROM/TO | ARM | A | ARM | B | ARM | C | |
| 17.00 - 18.00 | ARM A | | 0.000 | | 0.142 | | 0.858 | |
| | | | 0.0 | | 56.0 | | 337.0 | |
| | | | (0.0) | | (0.0) | | (0.0) | |
| | ARM B | | 0.761 | | 0.000 | | 0.239 | |
| | | | 51.0 | | 0.0 | | 16.0 | |
| | | | (0.0) | | (0.0) | | (0.0) | |
| | ARM C | | 0.914 | | 0.086 | | 0.000 | |
| | | | 278.0 | | 26.0 | | 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 COMBINED DEMAND SETS
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) |
|-------------|------------------|--------------------|-----------------------|----------------------------|--------------------|------------------|-------------------------------|---|--|
| 17.00-17.15 | | | | | | | | | |
| B-AC | 1.12 | 6.04 | 0.185 | | 0.00 | 0.22 | 3.2 | | 0.20 |
| C-AB | 0.43 | 8.86 | 0.049 | | 0.00 | 0.05 | 0.8 | | 0.12 |
| A-B | 0.93 | | | | | | | | |
| 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) |
|-------------|------------------|--------------------|-----------------------|----------------------------|--------------------|------------------|-------------------------------|---|--|
| 17.15-17.30 | | | | | | | | | |
| B-AC | 1.12 | 6.04 | 0.185 | | 0.22 | 0.23 | 3.4 | | 0.20 |
| C-AB | 0.43 | 8.86 | 0.049 | | 0.05 | 0.05 | 0.8 | | 0.12 |
| A-B | 0.93 | | | | | | | | |
| 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) |
|-------------|------------------|--------------------|-----------------------|----------------------------|--------------------|------------------|-------------------------------|---|--|
| 17.30-17.45 | | | | | | | | | |
| B-AC | 1.12 | 6.04 | 0.185 | | 0.23 | 0.23 | 3.4 | | 0.20 |
| C-AB | 0.43 | 8.86 | 0.049 | | 0.05 | 0.05 | 0.8 | | 0.12 |
| A-B | 0.93 | | | | | | | | |
| 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) |
|-------------|------------------|--------------------|-----------------------|----------------------------|--------------------|------------------|-------------------------------|---|--|
| 17.45-18.00 | | | | | | | | | |
| B-AC | 1.12 | 6.04 | 0.185 | | 0.23 | 0.23 | 3.4 | | 0.20 |
| C-AB | 0.43 | 8.86 | 0.049 | | 0.05 | 0.05 | 0.8 | | 0.12 |
| A-B | 0.93 | | | | | | | | |
| A-C | 5.62 | | | | | | | | |

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

QUEUE FOR STREAM B-AC

| TIME | NO. OF |
|---------|----------|
| SEGMENT | VEHICLES |
| ENDING | IN QUEUE |
| 17.15 | 0.2 |
| 17.30 | 0.2 |
| 17.45 | 0.2 |
| 18.00 | 0.2 |

QUEUE FOR STREAM C-AB

| TIME | NO. OF |
|---------|----------|
| SEGMENT | VEHICLES |
| ENDING | IN QUEUE |
| 17.15 | 0.1 |
| 17.30 | 0.1 |
| 17.45 | 0.1 |
| 18.00 | 0.1 |

QUEUEING DELAY INFORMATION OVER WHOLE PERIOD

| I | STREAM | I | TOTAL DEMAND | I | * QUEUEING * | I | * INCLUSIVE QUEUEING * | I | |
|---|--------|-----------|--------------|---|--------------|-----------|------------------------|-----------|------|
| I | I | I | I | I | * DELAY * | I | * DELAY * | I | |
| I | I | I | I | I | I | I | I | I | |
| I | I | (VEH) | (VEH/H) | I | (MIN) | (MIN/VEH) | I | (MIN) | |
| I | I | (MIN/VEH) | I | I | I | I | I | (MIN/VEH) | |
| I | B-AC | I | 67.2 | I | 67.2 | I | 13.3 | I | 0.20 |
| I | C-AB | I | 26.0 | I | 26.0 | I | 3.2 | I | 0.12 |
| I | A-B | I | 56.0 | I | 56.0 | I | I | I | I |
| I | A-C | I | 337.0 | I | 337.0 | I | I | I | I |
| I | ALL | I | 764.4 | I | 764.4 | I | 16.5 | I | 0.02 |

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

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

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

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

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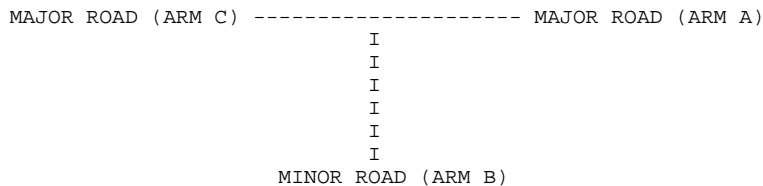
Run with file:-
"N:\Vectos Job Data\2013\VN30277 Longridge\Picady\July 14\Outline Application-520 Dwellings\DIRECT\
2025 Assessment Flows\Halfpenny Lane and Whittingham Rd 2025 Assessment Flows-AM.vpi"
(drive-on-the-left) at 10:38:29 on Thursday, 31 July 2014

RUN INFORMATION

RUN TITLE : Halfpenny Lane/Whittingham Road 2025 Assessment Flows-AM (Outline App)
LOCATION : Longridge
DATE : 24/03/14
CLIENT : Barratt Homes
ENUMERATOR : Hannah [HANNAH-ZOO]
JOB NUMBER : VN30277
STATUS :
DESCRIPTION :

MAJOR/MINOR JUNCTION CAPACITY AND DELAY

INPUT DATA



ARM A IS Whittingham Road (WB)
ARM B IS Halfpenny Lane
ARM C IS Whittingham Road (EB)

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

| I | DATA ITEM | I | MINOR ROAD B | I |
|---|------------------------------------|----------|--------------|---|
| I | TOTAL MAJOR ROAD CARRIAGEWAY WIDTH | I (W) | 6.15 M. | I |
| I | CENTRAL RESERVE WIDTH | I (WCR) | 0.00 M. | I |
| I | | I | | I |
| I | MAJOR ROAD RIGHT TURN - WIDTH | I (WC-B) | 2.20 M. | I |
| I | - VISIBILITY | I (VC-B) | 90.00 M. | I |
| I | - BLOCKS TRAFFIC (SPACES) | I | YES (1) | I |
| I | | I | | I |
| I | MINOR ROAD - VISIBILITY TO LEFT | I (VB-C) | 16.0 M. | I |
| I | - VISIBILITY TO RIGHT | I (VB-A) | 16.0 M. | I |
| I | - LANE 1 WIDTH | I (WB-C) | 2.20 M. | I |
| I | - LANE 2 WIDTH | I (WB-A) | 0.00 M. | I |

 .SLOPES AND INTERCEPT

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

| I | Intercept For | Slope For Opposing | Slope For Opposing | I |
|---|---------------|--------------------|--------------------|---|
| I | STREAM B-C | STREAM A-C | STREAM A-B | I |
| I | 583.23 | 0.22 | 0.09 | I |

| I | Intercept For | Slope For Opposing | Slope For Opposing | Slope For Opposing | Slope For Opposing | I |
|---|---------------|--------------------|--------------------|--------------------|--------------------|---|
| I | STREAM B-A | STREAM A-C | STREAM A-B | STREAM C-A | STREAM C-B | I |
| I | 451.39 | 0.21 | 0.08 | 0.13 | 0.29 | I |

| I | Intercept For | Slope For Opposing | Slope For Opposing | I |
|---|---------------|--------------------|--------------------|---|
| I | STREAM C-B | STREAM A-C | STREAM A-B | I |
| I | 626.08 | 0.24 | 0.24 | I |

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

 TRAFFIC DEMAND DATA

| I | ARM | I | FLOW SCALE(%) | I |
|---|-----|---|---------------|---|
| I | A | I | 100 | I |
| I | B | I | 100 | I |
| I | C | I | 100 | I |

Demand set: Halfpenny Lane/Whittingham Road 2025

TIME PERIOD BEGINS 08.00 AND ENDS 09.00

LENGTH OF TIME PERIOD - 60 MIN.

LENGTH OF TIME SEGMENT - 15 MIN.

DEMAND FLOW PROFILES ARE INPUT DIRECTLY

Demand set: Halfpenny Lane/Whittingham Road 2025

| | | TURNING PROPORTIONS | | | | | |
|---------------|---------|-----------------------|--------|-----|--------|-----|--------|
| | | TURNING COUNTS | | | | | |
| | | (PERCENTAGE OF H.V.S) | | | | | |
| TIME | FROM/TO | ARM | A | ARM | B | ARM | C |
| 08.00 - 09.00 | ARM A | | 0.000 | | 0.132 | | 0.868 |
| | | | 0.0 | | 45.0 | | 297.0 |
| | | | (0.0) | | (0.0) | | (0.0) |
| | ARM B | | 0.886 | | 0.000 | | 0.114 |
| | | | 124.0 | | 0.0 | | 16.0 |
| | | | (0.0) | | (0.0) | | (0.0) |
| | ARM C | | 0.909 | | 0.091 | | 0.000 |
| | | | 360.0 | | 36.0 | | 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 COMBINED DEMAND SETS
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 | 2.33 | 5.72 | 0.408 | | 0.00 | 0.67 | 9.2 | | 0.29 |
| C-AB | 0.60 | 9.06 | 0.066 | | 0.00 | 0.07 | 1.1 | | 0.12 |
| A-B | 0.75 | | | | | | | | |
| A-C | 4.95 | | | | | | | | |

| TIME | DEMAND (VEH/MIN) | CAPACITY (VEH/MIN) | DEMAND/CAPACITY (RFC) | PEDESTRIAN FLOW (PEDS/MIN) | START QUEUE (VEHS) | END QUEUE (VEHS) | DELAY (VEH.MIN/TIME SEGMENT) | GEOMETRIC DELAY (VEH.MIN/TIME SEGMENT) | AVERAGE DELAY PER ARRIVING VEHICLE (MIN) |
|-------------|------------------|--------------------|-----------------------|----------------------------|--------------------|------------------|------------------------------|--|--|
| 08.15-08.30 | | | | | | | | | |
| B-AC | 2.33 | 5.72 | 0.408 | | 0.67 | 0.68 | 10.1 | | 0.30 |
| C-AB | 0.60 | 9.06 | 0.066 | | 0.07 | 0.07 | 1.1 | | 0.12 |
| A-B | 0.75 | | | | | | | | |
| A-C | 4.95 | | | | | | | | |

| TIME | DEMAND (VEH/MIN) | CAPACITY (VEH/MIN) | DEMAND/CAPACITY (RFC) | PEDESTRIAN FLOW (PEDS/MIN) | START QUEUE (VEHS) | END QUEUE (VEHS) | DELAY (VEH.MIN/TIME SEGMENT) | GEOMETRIC DELAY (VEH.MIN/TIME SEGMENT) | AVERAGE DELAY PER ARRIVING VEHICLE (MIN) |
|-------------|------------------|--------------------|-----------------------|----------------------------|--------------------|------------------|------------------------------|--|--|
| 08.30-08.45 | | | | | | | | | |
| B-AC | 2.33 | 5.72 | 0.408 | | 0.68 | 0.68 | 10.2 | | 0.30 |
| C-AB | 0.60 | 9.06 | 0.066 | | 0.07 | 0.07 | 1.1 | | 0.12 |
| A-B | 0.75 | | | | | | | | |
| A-C | 4.95 | | | | | | | | |

| TIME | DEMAND (VEH/MIN) | CAPACITY (VEH/MIN) | DEMAND/CAPACITY (RFC) | PEDESTRIAN FLOW (PEDS/MIN) | START QUEUE (VEHS) | END QUEUE (VEHS) | DELAY (VEH.MIN/TIME SEGMENT) | GEOMETRIC DELAY (VEH.MIN/TIME SEGMENT) | AVERAGE DELAY PER ARRIVING VEHICLE (MIN) |
|-------------|------------------|--------------------|-----------------------|----------------------------|--------------------|------------------|------------------------------|--|--|
| 08.45-09.00 | | | | | | | | | |
| B-AC | 2.33 | 5.72 | 0.408 | | 0.68 | 0.68 | 10.2 | | 0.30 |
| C-AB | 0.60 | 9.06 | 0.066 | | 0.07 | 0.07 | 1.1 | | 0.12 |
| A-B | 0.75 | | | | | | | | |
| A-C | 4.95 | | | | | | | | |

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

QUEUE FOR STREAM B-AC

| TIME SEGMENT ENDING | NO. OF VEHICLES IN QUEUE | |
|---------------------|--------------------------|---|
| 08.15 | 0.7 | * |
| 08.30 | 0.7 | * |
| 08.45 | 0.7 | * |
| 09.00 | 0.7 | * |

QUEUE FOR STREAM C-AB

| TIME SEGMENT ENDING | NO. OF VEHICLES IN QUEUE |
|---------------------|--------------------------|
| 08.15 | 0.1 |
| 08.30 | 0.1 |
| 08.45 | 0.1 |
| 09.00 | 0.1 |

QUEUEING DELAY INFORMATION OVER WHOLE PERIOD

| I | STREAM | I | TOTAL DEMAND | | I | * QUEUEING * * DELAY * | | I | * INCLUSIVE QUEUEING * * DELAY * | | I |
|---|--------|---|--------------|---------|---|---------------------------|-----------|---|-------------------------------------|-----------|---|
| I | I | I | (VEH) | (VEH/H) | I | (MIN) | (MIN/VEH) | I | (MIN) | (MIN/VEH) | I |
| I | B-AC | I | 139.8 | 139.8 | I | 39.7 | 0.28 | I | 39.7 | 0.28 | I |
| I | C-AB | I | 36.0 | 36.0 | I | 4.4 | 0.12 | I | 4.4 | 0.12 | I |
| I | A-B | I | 45.0 | 45.0 | I | | | I | | | I |
| I | A-C | I | 297.0 | 297.0 | I | | | I | | | I |
| I | ALL | I | 877.8 | 877.8 | I | 44.1 | 0.05 | I | 44.2 | 0.05 | I |

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

PICADY 5.1 ANALYSIS PROGRAM
RELEASE 5.0 (JUNE 2010)

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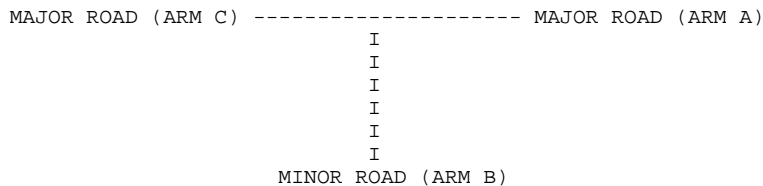
Run with file:-
"N:\Vectos Job Data\2013\VN30277 Longridge\Picady\July 14\Outline Application-520 Dwellings\DIRECT\
2025 Assessment Flows\Halfpenny Lane and Whittingham Rd 2025 Assessment Flows-PM.vpi"
(drive-on-the-left) at 10:47:19 on Monday, 4 August 2014

RUN INFORMATION

RUN TITLE : Halfpenny Lane/Whittingham Road 2025 Assessment Flows-PM (Outline App)
LOCATION : Longridge
DATE : 24/03/14
CLIENT : Barratt Homes
ENUMERATOR : Hannah [HANNAH-ZOO]
JOB NUMBER : VN30277
STATUS :
DESCRIPTION :

MAJOR/MINOR JUNCTION CAPACITY AND DELAY

INPUT DATA



ARM A IS Arm A
ARM B IS Arm B
ARM C IS Arm C

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

| I | DATA ITEM | I | MINOR ROAD B | I |
|---|------------------------------------|---|-------------------|---|
| I | TOTAL MAJOR ROAD CARRIAGEWAY WIDTH | I | (W) 6.15 M. | I |
| I | CENTRAL RESERVE WIDTH | I | (WCR) 0.00 M. | I |
| I | | I | | I |
| I | MAJOR ROAD RIGHT TURN - WIDTH | I | (WC-B) 2.20 M. | I |
| I | - VISIBILITY | I | (VC-B) 90.00 M. | I |
| I | - BLOCKS TRAFFIC (SPACES) | I | YES (1) | I |
| I | | I | | I |
| I | MINOR ROAD - VISIBILITY TO LEFT | I | (VB-C) 16.0 M. | I |
| I | - VISIBILITY TO RIGHT | I | (VB-A) 16.0 M. | I |
| I | - LANE 1 WIDTH | I | (WB-C) 2.20 M. | I |
| I | - LANE 2 WIDTH | I | (WB-A) 0.00 M. | I |

 .SLOPES AND INTERCEPT

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

| I | Intercept For | Slope For Opposing | Slope For Opposing | I |
|---|---------------|--------------------|--------------------|---|
| I | STREAM B-C | STREAM A-C | STREAM A-B | I |
| I | 583.23 | 0.22 | 0.09 | I |

| I | Intercept For | Slope For Opposing | Slope For Opposing | Slope For Opposing | Slope For Opposing | I |
|---|---------------|--------------------|--------------------|--------------------|--------------------|---|
| I | STREAM B-A | STREAM A-C | STREAM A-B | STREAM C-A | STREAM C-B | I |
| I | 451.39 | 0.21 | 0.08 | 0.13 | 0.29 | I |

| I | Intercept For | Slope For Opposing | Slope For Opposing | I |
|---|---------------|--------------------|--------------------|---|
| I | STREAM C-B | STREAM A-C | STREAM A-B | I |
| I | 626.08 | 0.24 | 0.24 | I |

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

 TRAFFIC DEMAND DATA

| I | ARM | I | FLOW SCALE (%) | I |
|---|-----|---|----------------|---|
| I | A | I | 100 | I |
| I | B | I | 100 | I |
| I | C | I | 100 | I |

Demand set: Halfpenny Lane/Whittingham Road 2025

TIME PERIOD BEGINS 17.00 AND ENDS 18.00

LENGTH OF TIME PERIOD - 60 MIN.

LENGTH OF TIME SEGMENT - 15 MIN.

DEMAND FLOW PROFILES ARE INPUT DIRECTLY

Demand set: Halfpenny Lane/Whittingham Road 2025

| | | TURNING PROPORTIONS | | | | | |
|---------------|---------|-----------------------|--------|-----|--------|-----|--------|
| | | TURNING COUNTS | | | | | |
| | | (PERCENTAGE OF H.V.S) | | | | | |
| TIME | FROM/TO | ARM | A | ARM | B | ARM | C |
| 17.00 - 18.00 | ARM A | | 0.000 | | 0.251 | | 0.749 |
| | | | 0.0 | | 113.0 | | 337.0 |
| | | | (0.0) | | (0.0) | | (0.0) |
| | ARM B | | 0.837 | | 0.000 | | 0.163 |
| | | | 82.0 | | 0.0 | | 16.0 |
| | | | (0.0) | | (0.0) | | (0.0) |
| | ARM C | | 0.914 | | 0.086 | | 0.000 |
| | | | 278.0 | | 26.0 | | 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 COMBINED DEMAND SETS
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) |
|-------------|------------------|--------------------|-----------------------|----------------------------|--------------------|------------------|-------------------------------|---|--|
| 17.00-17.15 | | | | | | | | | |
| B-AC | 1.63 | 5.80 | 0.281 | | 0.00 | 0.38 | 5.4 | | 0.24 |
| C-AB | 0.43 | 8.63 | 0.050 | | 0.00 | 0.05 | 0.8 | | 0.12 |
| A-B | 1.88 | | | | | | | | |
| 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) |
|-------------|------------------|--------------------|-----------------------|----------------------------|--------------------|------------------|-------------------------------|---|--|
| 17.15-17.30 | | | | | | | | | |
| B-AC | 1.63 | 5.80 | 0.281 | | 0.38 | 0.39 | 5.8 | | 0.24 |
| C-AB | 0.43 | 8.63 | 0.050 | | 0.05 | 0.05 | 0.8 | | 0.12 |
| A-B | 1.88 | | | | | | | | |
| 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) |
|-------------|------------------|--------------------|-----------------------|----------------------------|--------------------|------------------|-------------------------------|---|--|
| 17.30-17.45 | | | | | | | | | |
| B-AC | 1.63 | 5.80 | 0.281 | | 0.39 | 0.39 | 5.8 | | 0.24 |
| C-AB | 0.43 | 8.63 | 0.050 | | 0.05 | 0.05 | 0.8 | | 0.12 |
| A-B | 1.88 | | | | | | | | |
| 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) |
|-------------|------------------|--------------------|-----------------------|----------------------------|--------------------|------------------|-------------------------------|---|--|
| 17.45-18.00 | | | | | | | | | |
| B-AC | 1.63 | 5.80 | 0.281 | | 0.39 | 0.39 | 5.8 | | 0.24 |
| C-AB | 0.43 | 8.63 | 0.050 | | 0.05 | 0.05 | 0.8 | | 0.12 |
| A-B | 1.88 | | | | | | | | |
| A-C | 5.62 | | | | | | | | |

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

QUEUE FOR STREAM B-AC

| TIME | NO. OF |
|---------|----------|
| SEGMENT | VEHICLES |
| ENDING | IN QUEUE |
| 17.15 | 0.4 |
| 17.30 | 0.4 |
| 17.45 | 0.4 |
| 18.00 | 0.4 |

QUEUE FOR STREAM C-AB

| TIME | NO. OF |
|---------|----------|
| SEGMENT | VEHICLES |
| ENDING | IN QUEUE |
| 17.15 | 0.1 |
| 17.30 | 0.1 |
| 17.45 | 0.1 |
| 18.00 | 0.1 |

QUEUEING DELAY INFORMATION OVER WHOLE PERIOD

| I | STREAM | I | TOTAL DEMAND | I | * QUEUEING * | I | * INCLUSIVE QUEUEING * | I | |
|---|--------|-----------|--------------|---|--------------|-----------|------------------------|-----------|------|
| I | I | I | I | I | * DELAY * | I | * DELAY * | I | |
| I | I | I | I | I | I | I | I | I | |
| I | I | (VEH) | (VEH/H) | I | (MIN) | (MIN/VEH) | I | (MIN) | |
| I | I | (MIN/VEH) | I | I | I | I | I | (MIN/VEH) | |
| I | B-AC | I | 97.8 | I | 97.8 | I | 22.8 | I | 0.23 |
| I | C-AB | I | 26.0 | I | 26.0 | I | 3.2 | I | 0.12 |
| I | A-B | I | 113.0 | I | 113.0 | I | I | I | I |
| I | A-C | I | 337.0 | I | 337.0 | I | I | I | I |
| I | ALL | I | 851.4 | I | 851.4 | I | 26.0 | I | 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 =====