APPENDICES

Appendix 1

Accident Data

Corporate Development - Audit & Review
Hutton, Preston, PR4 5SB
Telephone 01772 413626 Fax 01772 412024

Lancashire Constabulary
police and communities together

Our ref: FQ/Vectos
Your ref: VN30277

6 February, 2014

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	MANOUEVRES
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		MANOUEVRES
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	MANOUEVRES
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		MANOUEVRES
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 NEARSIDE LAYBY. PEDESTRIAN 1 STEPS OUT FROM KERB AND WALKS IN FRONT OF BUS PUTTING LEFT FOOT OUT INTO THE ROAD, VEHICLE 1 DRIVES OVER PEDESTRIANS 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 NEARSIDE BONNET OF VEHICLE AND ONTO PAVEMENT

NO OF VEHICLES	VEHICLE NO		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**		**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	MANOUEVRES
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		MANOUEVRES
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**		**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**		**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**		**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 & UPTO 500CC	GOING AHEAD OTHER

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 POSSIBLY 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**		**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**		**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**		**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**		**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 *(04/04/2014 14:45:45)*

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: **3**
Score for distance to defined cycle routes: **1**
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: **2**
Score for bus frequency of principal service (Urban or Rural): **1**
Score for train frequency from nearest station: **1**
Score for Accessibility to other basic services (GP, Post Office, Library, Bank): **3**
Score for distance to nearest play area or park: **1**

Your Score

Your Residential Development Accessibility Score is: 24

L #5347/#Ddqfdvklh#Frxqw|#Frxqflo **Phone:**#3633#456#9:34# **email:**#nqtxlilhvC cdqfdvklhljry}xn

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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 undertaking 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 FLATS & TERRACED BRISTOL CITY
CLARENCE ROAD

BRISTOL
Suburban Area (PPS6 Out of Centre)
Residential Zone
Total Number of dwellings: 102
Survey date: MONDAY 09/11/09 Survey Type: MANUAL

2 CA-03-C-02 BLOCK OF FLATS CAMBRIDGESHIRE
WESTFIELD ROAD
NETHERTON
PETERBOROUGH
Suburban Area (PPS6 Out of Centre)
No Sub Category
Total Number of dwellings: 44
Survey date: TUESDAY 18/10/11 Survey Type: MANUAL

3 CH-03-C-01 BLOCKS OF FLATS CHESHIRE
NEW CRANE STREET

CHESTER
Edge of Town Centre
Residential Zone
Total Number of dwellings: 60
Survey date: FRIDAY 17/10/08 Survey Type: MANUAL

4 DB-03-C-01 FLATS IN HOUSES DENBIGHSHIRE
RHYL ROAD

RHUDDLAN
Neighbourhood Centre (PPS6 Local Centre)
Residential Zone
Total Number of dwellings: 16
Survey date: FRIDAY 07/10/11 Survey Type: MANUAL

5 DC-03-C-01 BLOCKS OF FLATS DORSET
ABBOTSBURY ROAD

WEYMOUTH
Edge of Town Centre
Residential Zone
Total Number of dwellings: 27
Survey date: TUESDAY 08/07/08 Survey Type: MANUAL

6 DS-03-C-01 BLOCK OF FLATS DERBYSHIRE
DRAGE STREET
LITTLE CHESTER
DERBY
Suburban Area (PPS6 Out of Centre)
No Sub Category
Total Number of dwellings: 8
Survey date: THURSDAY 25/06/09 Survey Type: MANUAL

7 FS-03-C-01 BLOCK OF FLATS FLINTSHIRE
WREXHAM STREET

MOLD
Edge of Town Centre
Built-Up Zone
Total Number of dwellings: 30
Survey date: MONDAY 06/07/09 Survey Type: MANUAL

LIST OF SITES relevant to selection parameters (Cont.)

8 GM-03-C-02 BLOCK OF FLATS GREATER MANCHESTER
WHITWORTH STREET W.

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 GREATER MANCHESTER
FAIRFIELD STREET

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 HAMPSHIRE
WORTING ROAD

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 HERTFORDSHIRE
BRIDGE ROAD EAST

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 NORTHAMPTONSHIRE
ROCKINGHAM ROAD

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 OXFORDSHIRE
OXFORD ROAD
COWLEY
OXFORD
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 SURREY
HEATHCOTE ROAD

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

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	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 show. 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

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	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 show. 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

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	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 show. Finally, the number of survey days that have been manually removed from the selected set outside of the standard filtering procedure are displayed.

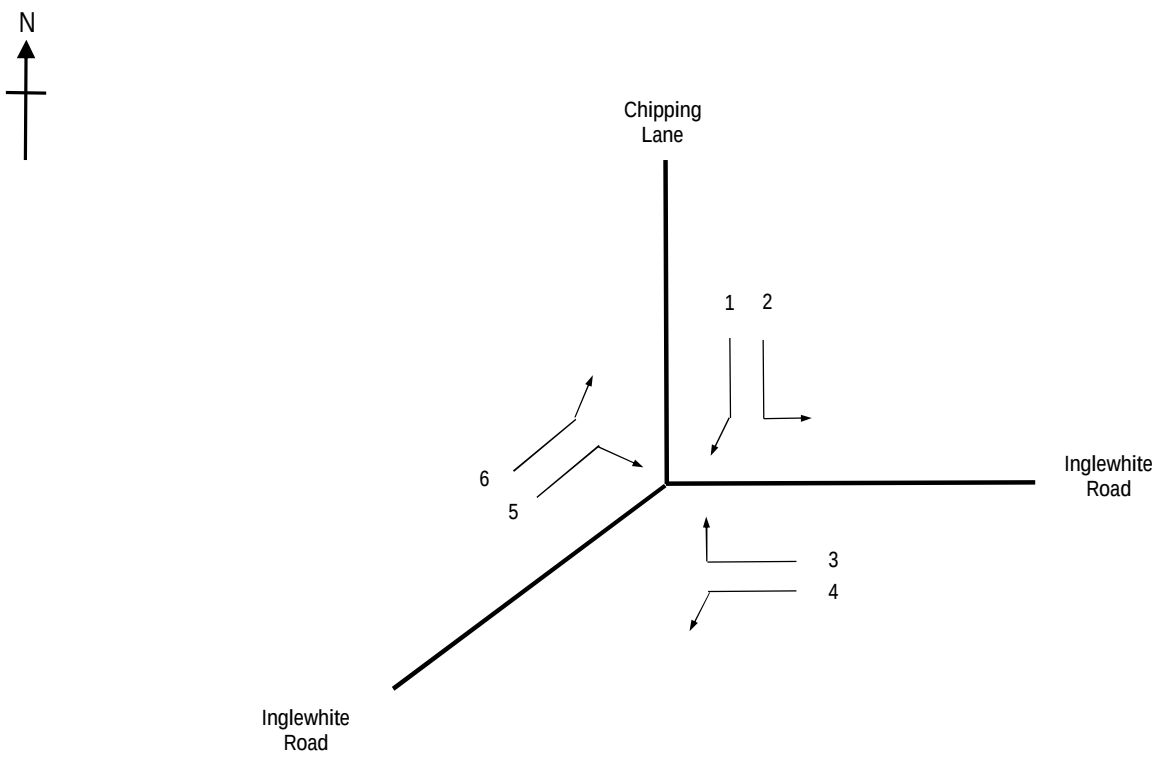
Appendix 4

Traffic Survey Data

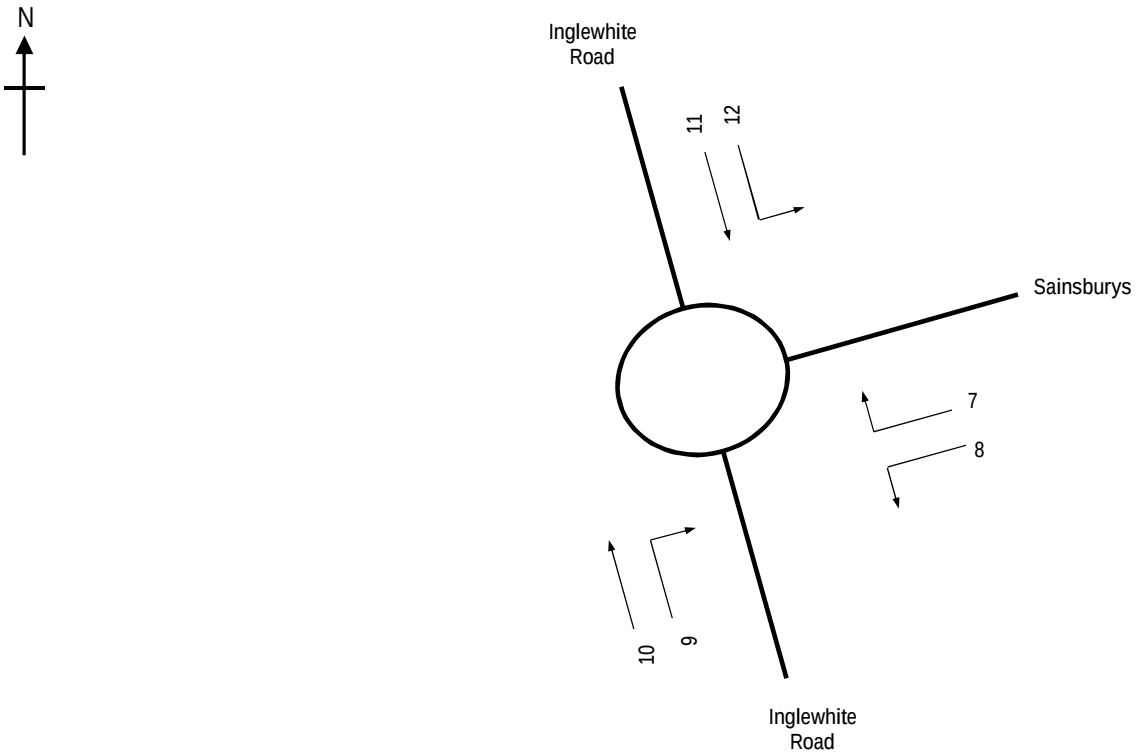
SURVEY CONTROL

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

JUNCTION 1



JUNCTION 2



DRAWING TITLE

TRAFFIC MOVEMENT REFERENCE

JOB TITLE

2014.007 LONGRIDGE

DRAWN BY	DATE	SCALE	REF
RA	DEC 2013	NTS	FIGURE 1

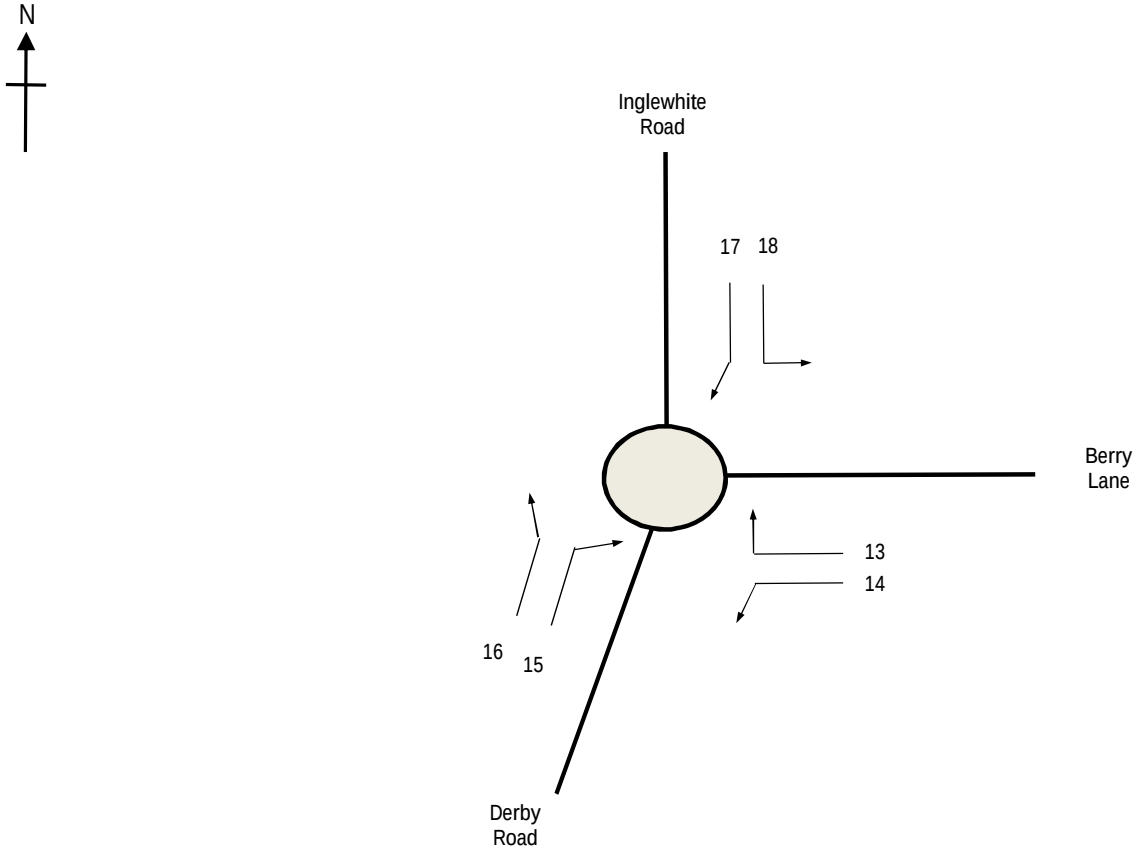
signal surveys

Traffic Counts and Car Park Surveys

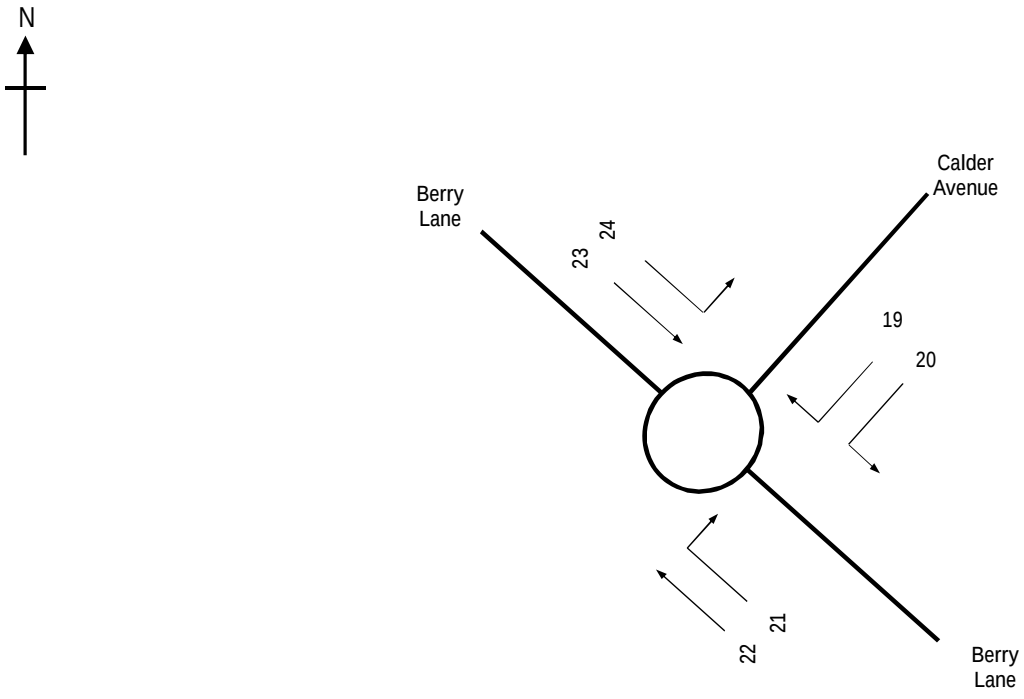
Parkway House, Palatine Road, Northenden, Manchester, M22 4DB

Tel 0161 998 4226 Fax 0161 998 1189

JUNCTION 3



JUNCTION 4



DRAWING TITLE: TRAFFIC MOVEMENT REFERENCE			
JOB TITLE: 2014.007 LONGRIDGE			
DRAWN BY: RA	DATE: DEC 2013	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

Time Beginning	Inglewhite Road/Chipping Lane - Tuesday 3rd December 2013											
	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

Time Beginning	Inglewhite Road/Chipping Lane - Tuesday 3rd December 2013											
	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

Time Beginning	Inglewhite Road/Sainsburys - Tuesday 3rd December 2013											
	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

Time Beginning	Inglewhite Road/Sainsburys - Tuesday 3rd December 2013											
	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

Time Beginning	Inglewhite Road/Berry Lane/Derby Road - Tuesday 3rd December 2013											
	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

Time Beginning	Inglewhite Road/Berry Lane/Derby Road - Tuesday 3rd December 2013											
	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

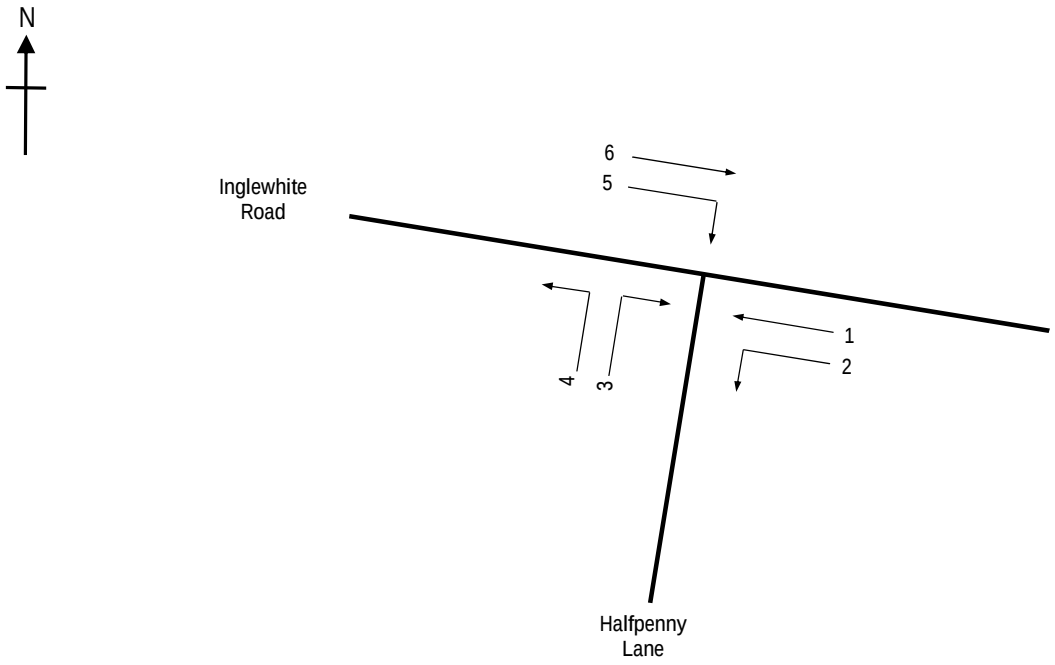
Time Beginning	Calder Avenue/Berry Lane - Tuesday 3rd December 2013											
	19		20		21		22		23		24	
	LV	HV	LV	HV	LV	HV	LV	HV	LV	HV	LV	HV
0730	25	0	4	0	3	1	25	8	22	0	5	0
0745	27	1	6	0	4	0	64	4	42	2	5	0
0800	35	0	12	2	4	0	55	3	38	2	6	0
0815	27	0	11	0	10	1	55	2	33	1	9	0
0830	28	0	10	0	8	0	74	6	29	2	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

Time Beginning	Calder Avenue/Berry Lane - Tuesday 3rd December 2013											
	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

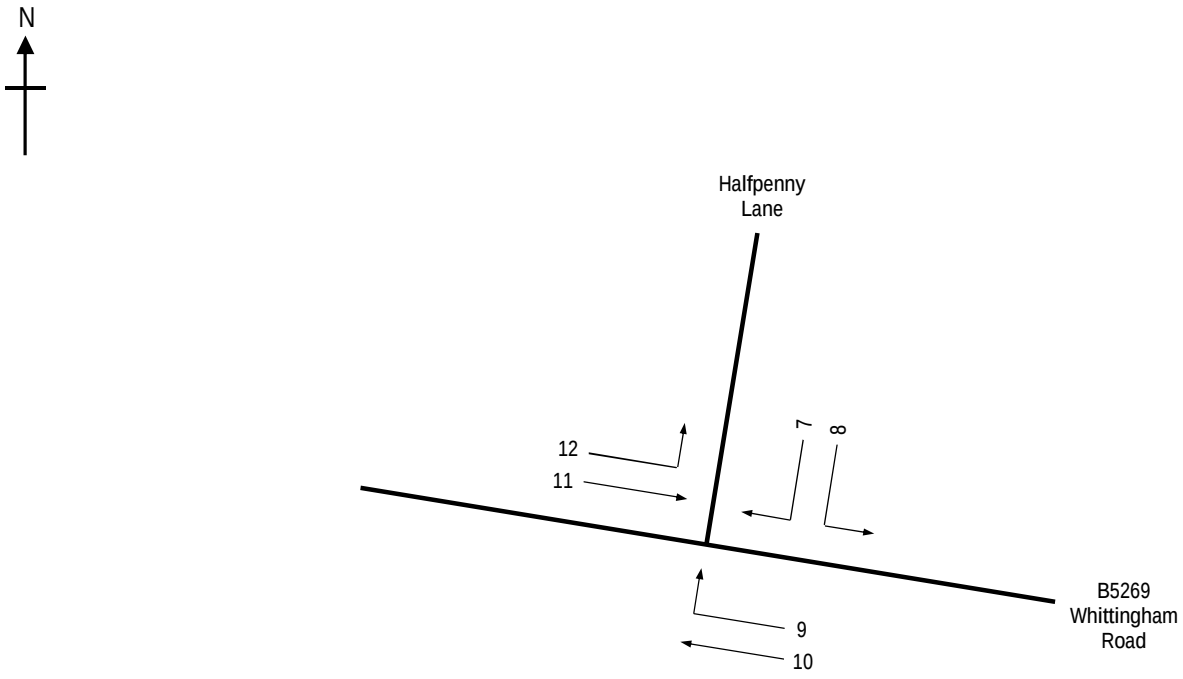
SURVEY CONTROL

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

JUNCTION 1



JUNCTION 2

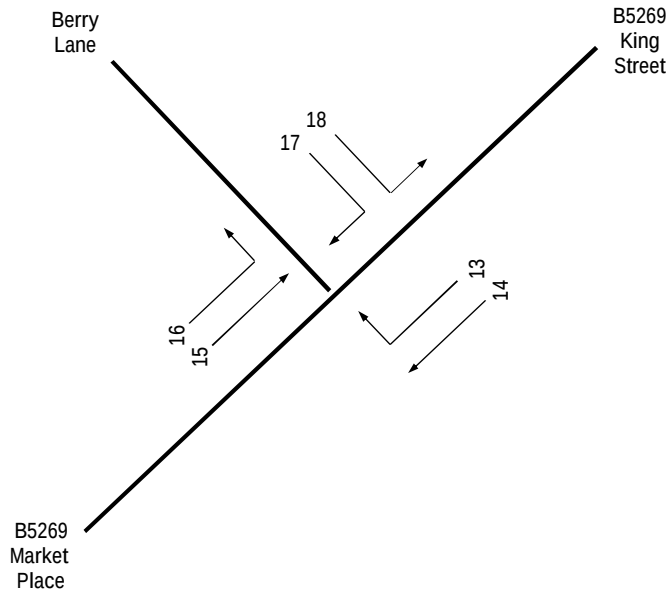


DRAWING TITLE: TRAFFIC MOVEMENT REFERENCE			
JOB TITLE: 2014.020 LONGRIDGE 2			
DRAWN BY: DC	DATE: JAN 2014	SCALE: NTS	REF: FIGURE 1

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

N

JUNCTION 3



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

Time Beginning	Inglewhite Road/Halfpenny Lane - Tuesday 14 January 2014											
	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

Time Beginning	Inglewhite Road/Halfpenny Lane - Tuesday 14 January 2014											
	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

Time Beginning	B5269 Whittingham Road/Halfpenny Lane - Tuesday 14 January 2014											
	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

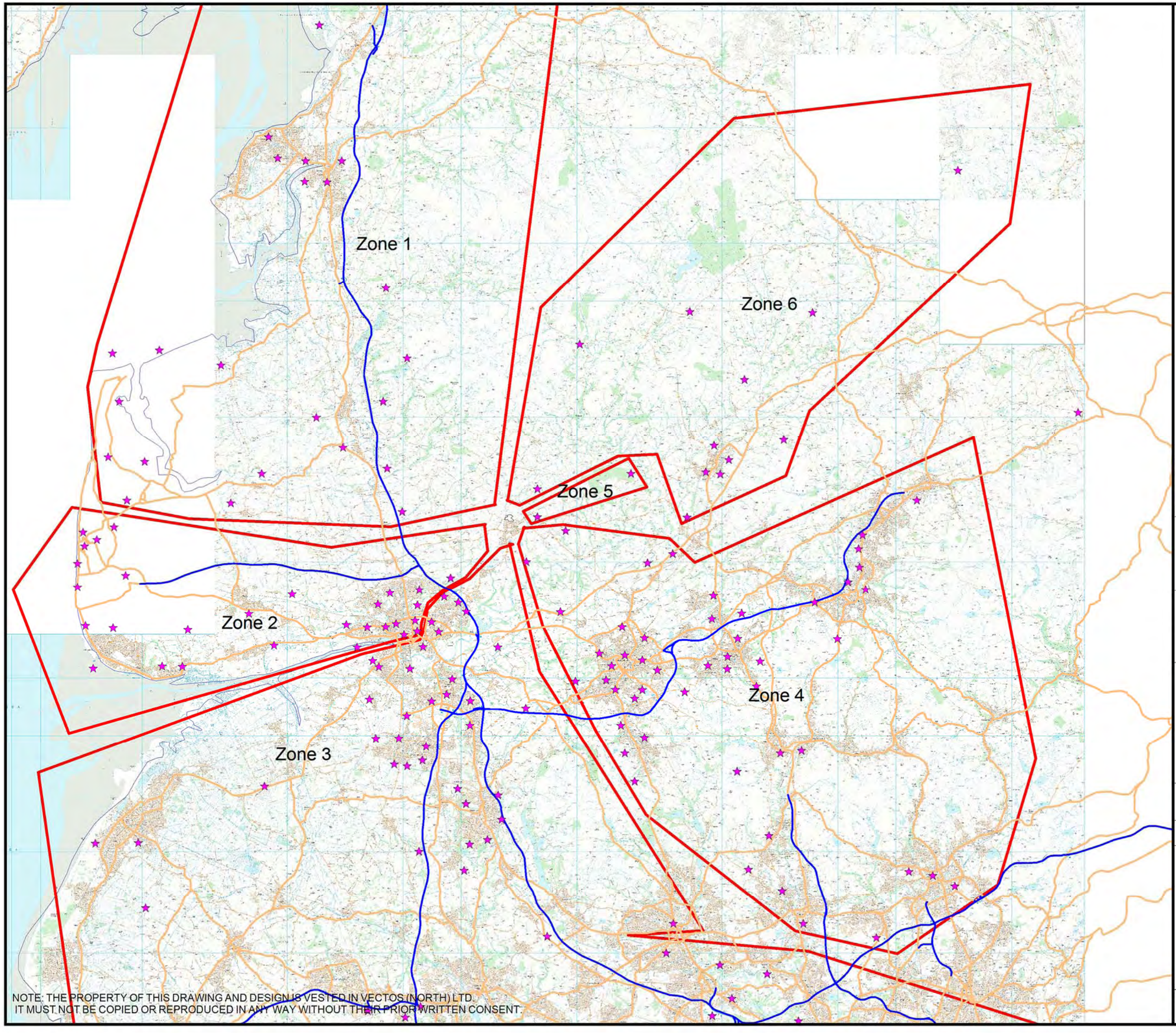
Time Beginning	B5269 Whittingham Road/Halfpenny Lane - Tuesday 14 January 2014											
	7		8		9		10		11		12	
	LV	HV	LV	HV	LV	HV	LV	HV	LV	HV	LV	HV
1630	10	0	3	0	9	0	38	3	59	1	18	0
1645	6	0	10	0	2	0	45	2	61	5	12	0
1700	13	0	7	0	6	0	49	2	46	5	10	0
1715	11	0	0	0	4	0	43	1	57	1	9	0
1730	9	0	2	1	5	0	34	2	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

Time Beginning	B5269 Market Place/B5269 King Street/Berry Lane - Tuesday 14January 2014											
	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

Time Beginning	B5269 Market Place/B5269 King Street/Berry Lane - Tuesday 14January 2014											
	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.

CLIENT:

Barratt Homes

PROJECT TITLE:

Longridge

DRAWING TITLE:

Distribution Zone Map

SCALE:
N.T.S

DRAWN:	CHECKED:	DATE:
RM	DL	11.04.14

vectos
transport planning specialists

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

DRAWING NO: VN30277-G200

REVISION:

Zone 1		
Origin	Destination	Car_Drivers
30ULGC	30UHHL	3
30ULGC	30UKGK	42
30ULGC	30UQGG	5
30ULGC	30UQGJ	3
30ULGC	30UQGN	4
30ULGC	30UQGU	3
30ULGC	30UQHA	3
30ULGC	30UQHE	3
30ULGC	30UQHG	3
30ULGJ	30UFGD	3
30ULGJ	30UHGJ	3
30ULGJ	30UHGL	3
30ULGJ	30UHGM	3
30ULGJ	30UHGZ	3
30ULGJ	30UHHE	0
30ULGJ	30UKGK	47
30ULGJ	30UQGG	11
30ULGJ	30UQGJ	3
30ULGJ	30UQGL	3
30ULGJ	30UQGN	5
30ULGJ	30UQGP	3
30ULGJ	30UQGU	0
30ULGJ	30UQGY	3
30ULGJ	30UQGZ	3
30ULGJ	30UQHC	3
30ULGJ	30UQHD	3
30ULGJ	30UQHG	3
30ULGK	16UGJB	3
30ULGK	30UHGM	3
30ULGK	30UHGN	3
30ULGK	30UHHK	3
30ULGK	30UKGK	23
30ULGK	30UQGG	9
30ULGK	30UQGJ	3
30ULGK	30UQGN	3
30ULGK	30UQGP	0
30ULGK	30UQHG	3
Total		224

Zone 2		
Origin	Destination	Car_Drivers
30ULGC	00EYNC	3
30ULGC	00EYNE	3
30ULGC	00EYNR	3
30ULGC	00EYNW	3
30ULGC	30UFGC	3
30ULGC	30UFGL	0
30ULGC	30UFGN	10
30ULGC	30UFGW	30
30ULGC	30UKFW	7
30ULGC	30UKFZ	11
30ULGC	30UKGD	3
30ULGC	30UKGE	6
30ULGC	30UKGF	0
30ULGC	30UKGG	3
30ULGC	30UKGH	10
30ULGC	30UKGJ	15
30ULGC	30UKGM	28
30ULGC	30UKGN	13
30ULGC	30UKGQ	30
30ULGC	30UKGS	6
30ULGC	30UKGT	15
30ULGJ	00EYNR	3
30ULGJ	30UFGC	3
30ULGJ	30UFGN	6
30ULGJ	30UFGS	3
30ULGJ	30UFGW	16
30ULGJ	30UKFW	3
30ULGJ	30UKFZ	12
30ULGJ	30UKGD	3
30ULGJ	30UKGF	3
30ULGJ	30UKGH	9
30ULGJ	30UKGJ	4
30ULGJ	30UKGM	21
30ULGJ	30UKGN	7
30ULGJ	30UKGQ	36
30ULGJ	30UKGS	10
30ULGJ	30UKGT	14
30ULGK	00EYNB	3
30ULGK	00EYND	3
30ULGK	00EYNE	4
30ULGK	00EYNN	6
30ULGK	00EYNR	3
30ULGK	00EYNW	3
30ULGK	30UFGB	3
30ULGK	30UFGC	3
30ULGK	30UFGF	3
30ULGK	30UFGJ	3
30ULGK	30UFGL	3
30ULGK	30UFGN	4
30ULGK	30UFGR	3
30ULGK	30UFGW	25
30ULGK	30UKFW	3
30ULGK	30UKFZ	15
30ULGK	30UKGD	0
30ULGK	30UKGE	3
30ULGK	30UKGF	3
30ULGK	30UKGH	4
30ULGK	30UKGJ	10
30ULGK	30UKGM	30
30ULGK	30UKGN	6
30ULGK	30UKGQ	31
30ULGK	30UKGS	15
30ULGK	30UKGT	18
Total		562

Zone 3		
Origin	Destination	Car_Drivers
30ULGC	00BLFB	3
30ULGC	00BLFK	3
30ULGC	00BLFR	3
30ULGC	00BLFS	3
30ULGC	00BMFK	0
30ULGC	00BNFK	3
30ULGC	00BRFD	3
30ULGC	00BTFJ	3
30ULGC	00BUFG	3
30ULGC	00BWFD	3
30ULGC	00BWFZ	3
30ULGC	13UBGT	3
30ULGC	30UEGA	0
30ULGC	30UEGB	3
30ULGC	30UEGF	7
30ULGC	30UEGG	3
30ULGC	30UEGH	3
30ULGC	30UKFX	19
30ULGC	30UKGA	9
30ULGC	30UKGC	3
30ULGC	30UKGL	34
30ULGC	30UKGP	23
30ULGC	30UKGR	43
30ULGC	30UNFZ	9
30ULGC	30UNGA	6
30ULGC	30UNGB	7
30ULGC	30UNGF	3
30ULGC	30UNGH	3
30ULGC	30UNGK	0
30ULGC	30UNGM	3
30ULGC	30UNGT	3
30ULGC	30UNGU	3
30ULGC	30UNGX	5
30ULGC	30UNGY	3
30ULGC	30UPHD	3
30ULGJ	00BLFB	6
30ULGJ	00BMFN	3
30ULGJ	00BNFA	0
30ULGJ	00BNFK	3
30ULGJ	00BRFL	3
30ULGJ	00BUFG	3
30ULGJ	00BUFL	3
30ULGJ	00BUFT	3
30ULGJ	00CAGK	3
30ULGJ	00CAGL	3
30ULGJ	00ETND	3
30ULGJ	00EUND	3
30ULGJ	30UEGA	6
30ULGJ	30UEGB	3
30ULGJ	30UEGE	3
30ULGJ	30UEGF	5
30ULGJ	30UEGG	6
30ULGJ	30UEGM	3
30ULGJ	30UKFX	24
30ULGJ	30UKGA	5
30ULGJ	30UKGC	5
30ULGJ	30UKGL	25
30ULGJ	30UKGP	19
30ULGJ	30UKGR	49
30ULGJ	30UNFZ	15
30ULGJ	30UNGA	3
30ULGJ	30UNGB	3
30ULGJ	30UNGH	4
30ULGJ	30UNGK	0
30ULGJ	30UNGU	3
30ULGJ	30UNGX	0
30ULGJ	30UNGY	8
30ULGJ	30UNGZ	3
30ULGJ	30UNHC	3
30ULGJ	30UPGN	3
30ULGJ	30UPHC	3
30ULGK	00BLFG	3
30ULGK	00BNFA	3
30ULGK	00BNFK	7
30ULGK	00BNFM	0
30ULGK	00BRFF	3
30ULGK	00BRFR	3
30ULGK	00BWFU	3
30ULGK	00BYFA	3
30ULGK	00BYFG	3
30ULGK	00BYFQ	3
30ULGK	00CAGG	3
30ULGK	00EUNC	0
30ULGK	00EUND	3
30ULGK	13UBGL	3
30ULGK	13UHHT	0
30ULGK	30UEGA	3
30ULGK	30UEGC	3
30ULGK	30UEGD	3
30ULGK	30UEGF	6
30ULGK	30UEGH	3
30ULGK	30UEGK	3
30ULGK	30UKFX	6
30ULGK	30UKGA	7
30ULGK	30UKGC	3
30ULGK	30UKGL	18
30ULGK	30UKGP	11
30ULGK	30UKGR	63
30ULGK	30UNFZ	8
30ULGK	30UNGA	3
30ULGK	30UNGB	3
30ULGK	30UNGF	3
30ULGK	30UNGP	3
30ULGK	30UNGS	3
30ULGK	30UNGW	3
30ULGK	30UNGX	7
30ULGK	30UNGY	8
Total		675

Zone 4		
Origin	Destination	Car_Drivers
30ULGC	00BMFD	3
30ULGC	00BMFL	3
30ULGC	00BMFM	3
30ULGC	00BQFD	3
30ULGC	00EXMZ	6
30ULGC	00EXNB	3
30ULGC	00EXNH	3
30ULGC	00EXNJ	8
30ULGC	00EXNK	3
30ULGC	00EXNR	3
30ULGC	00EXNT	12
30ULGC	00EXNU	3
30ULGC	00EXNW	3
30ULGC	00EXNX	8
30ULGC	30UDGQ	3
30ULGC	30UDGU	3
30ULGC	30UDHB	3
30ULGC	30UGFT	3
30ULGC	30UGFU	6
30ULGC	30UGFW	3
30ULGC	30UGFX	3
30ULGC	30UGFZ	0
30ULGC	30UGGC	3
30ULGC	30UJGQ	3
30ULGC	30ULGC	135
30ULGC	30ULGQ	16
30ULGC	30ULGT	11
30ULGC	30UMFT	3
30ULGC	30UMFY	3
30ULGC	30UMGA	3
30ULGJ	00BMFQ	3
30ULGJ	00BQFG	3
30ULGJ	00BQFR	3
30ULGJ	00EXMZ	8
30ULGJ	00EXNF	3
30ULGJ	00EXNH	3
30ULGJ	00EXNJ	3
30ULGJ	00EXNK	3
30ULGJ	00EXNQ	3
30ULGJ	00EXNS	3
30ULGJ	00EXNT	11
30ULGJ	00EXNW	3
30ULGJ	00EXNX	4
30ULGJ	30UDGW	3
30ULGJ	30UDHC	3
30ULGJ	30UGFT	3
30ULGJ	30UGFZ	3
30ULGJ	30UGGC	3
30ULGJ	30UGGD	3
30ULGJ	30UGGK	3
30ULGJ	30UJGA	3
30ULGJ	30ULGC	82
30ULGJ	30ULGQ	15
30ULGJ	30ULGT	8
30ULGK	00BMFD	3
30ULGK	00BQFU	3
30ULGK	00EXMZ	3
30ULGK	00EXNB	3
30ULGK	00EXND	3
30ULGK	00EXNH	3
30ULGK	00EXNJ	9
30ULGK	00EXNK	3
30ULGK	00EXNN	3
30ULGK	00EXNQ	5
30ULGK	00EXNR	3
30ULGK	00EXNT	5
30ULGK	00EXNX	9
30ULGK	00EXNY	3
30ULGK	30UDHB	3
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30ULGK	30UGFX	3
30ULGK	30UGFZ	3
30ULGK	30UGGH	0
30ULGK	30UGGJ	3
30ULGK	30UJGA	6
30ULGK	30UJGL	3
30ULGK	30UJGQ	3
30ULGK	30ULGC	72
30ULGK	30ULGD	3
30ULGK	30ULGN	3
30ULGK	30ULGQ	13
30ULGK	30ULGT	12
Total		635

Zone 5		
Origin	Destination	Car_Drivers
30ULGC	30ULGB	6
30ULGC	30ULGK	12
30ULGJ	30ULGB	11
30ULGJ	30ULGK	12
30ULGK	30ULGB	9
30ULGK	30ULGK	69
Total		119

Zone 6		
Origin	Destination	Car_Drivers
30ULGC	30ULGG	9
30ULGC	30ULGJ	64
30ULGC	30ULGM	3
30ULGC	30ULGP	3
30ULGC	30ULGR	3
30ULGC	30ULGW	3
30ULGC	30ULGX	3
30ULGC	30ULGZ	7
30ULGJ	30ULGE	6
30ULGJ	30ULGF	3
30ULGJ	30ULGG	13
30ULGJ	30ULGJ	130
30ULGJ	30ULGP	0
30ULGJ	30ULGR	4
30ULGJ	30ULGW	5
30ULGJ	30ULGX	12
30ULGJ	30ULGZ	3
30ULGK	30ULGE	3
30ULGK	30ULGG	3
30ULGK	30ULGJ	55
30ULGK	30ULGP	3
30ULGK	30ULGR	8
30ULGK	30ULGW	9
30ULGK	30ULGX	6
30ULGK	30ULGY	6
30ULGK	30ULGZ	6
30ULGK	36UBGG	3
Total		373

Traffic Distribution

Zone	Route	No. of Car Drivers	%
Zone 1	Inglewhite Road	224	8.7%
Zone 2	Whittingham Road	562	21.7%
Zone 3	Preston Road	675	26.1%
Zone 4	King Street	635	24.5%
Zone 5	Calder Avenue	119	4.6%
Zone 6	Chipping Lane	373	14.4%
Total		2588	100.0%

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		
	BD	BEDFORDSHIRE	1 days
03	SOUTH WEST		
	DC	DORSET	1 days
04	EAST ANGLIA		
	SF	SUFFOLK	1 days
07	YORKSHIRE & NORTH LINCOLNSHIRE		
	NY	NORTH YORKSHIRE	1 days
11	SCOTLAND		
	FI	FIFE	1 days

Filtering Stage 2 selection:

Parameter: Number of dwellings
Range: 51 to 131 (units:)

Public Transport Provision:
Selection by: Include all surveys

Date Range: 01/01/03 to 13/05/11

Selected survey days:

Monday	2 days
Tuesday	1 days
Wednesday	1 days
Thursday	1 days

Selected survey types:

Manual count	5 days
Directional ATC Count	0 days

Selected Locations:

Suburban Area (PPS6 Out of Centre)	4
Edge of Town	1

Selected Location Sub Categories:

Residential Zone	4
Out of Town	1

LIST OF SITES relevant to selection parameters

1 BD-03-A-01 SEMI DETACHED, LUTON BEDFORDSHIRE
NEW BEDFORD ROAD

LUTON
Suburban Area (PPS6 Out of Centre)
Residential Zone
Total Number of dwellings: 131
Survey date: THURSDAY 08/07/04 Survey Type: MANUAL

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

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

3 FI-03-A-02 SEMI DETACHED, GLENROTHES FIFE
WAROUT ROAD

GLENROTHES
Suburban Area (PPS6 Out of Centre)
Residential Zone
Total Number of dwellings: 58
Survey date: MONDAY 16/05/05 Survey Type: MANUAL

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

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

5 SF-03-A-03 MIXED HOUSES, BURY ST EDMDS SUFFOLK
BARTON HILL
FORNHAM ST MARTIN
BURY ST EDMUNDS
Edge of Town
Out of Town
Total Number of dwellings: 101
Survey date: MONDAY 15/05/06 Survey Type: MANUAL

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

VEHICLES

Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00	0	0	0.000	0	0	0.000	0	0	0.000
01:00 - 02:00	0	0	0.000	0	0	0.000	0	0	0.000
02:00 - 03:00	0	0	0.000	0	0	0.000	0	0	0.000
03:00 - 04:00	0	0	0.000	0	0	0.000	0	0	0.000
04:00 - 05:00	0	0	0.000	0	0	0.000	0	0	0.000
05:00 - 06:00	0	0	0.000	0	0	0.000	0	0	0.000
06:00 - 07:00	0	0	0.000	0	0	0.000	0	0	0.000
07:00 - 08:00	5	79	0.076	5	79	0.308	5	79	0.384
08:00 - 09:00	5	79	0.153	5	79	0.438	5	79	0.591
09:00 - 10:00	5	79	0.214	5	79	0.247	5	79	0.461
10:00 - 11:00	5	79	0.173	5	79	0.214	5	79	0.387
11:00 - 12:00	5	79	0.193	5	79	0.163	5	79	0.356
12:00 - 13:00	5	79	0.237	5	79	0.181	5	79	0.418
13:00 - 14:00	5	79	0.224	5	79	0.254	5	79	0.478
14:00 - 15:00	5	79	0.229	5	79	0.234	5	79	0.463
15:00 - 16:00	5	79	0.293	5	79	0.170	5	79	0.463
16:00 - 17:00	5	79	0.377	5	79	0.252	5	79	0.629
17:00 - 18:00	5	79	0.410	5	79	0.226	5	79	0.636
18:00 - 19:00	5	79	0.300	5	79	0.244	5	79	0.544
19:00 - 20:00	0	0	0.000	0	0	0.000	0	0	0.000
20:00 - 21:00	0	0	0.000	0	0	0.000	0	0	0.000
21:00 - 22:00	0	0	0.000	0	0	0.000	0	0	0.000
22:00 - 23:00	0	0	0.000	0	0	0.000	0	0	0.000
23:00 - 24:00	0	0	0.000	0	0	0.000	0	0	0.000
Total Rates:			2.879			2.931			5.810

Parameter summary

Trip rate parameter range selected:	51 - 131 (units:)
Survey date date range:	01/01/03 - 13/05/11
Number of weekdays (Monday-Friday):	5
Number of Saturdays:	0
Number of Sundays:	0
Surveys manually removed from selection:	17

Appendix 7

PICADY Outputs - Chipping Lane Site Access

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

PICADY 5.1 ANALYSIS PROGRAM
RELEASE 5.0 (JUNE 2010)

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

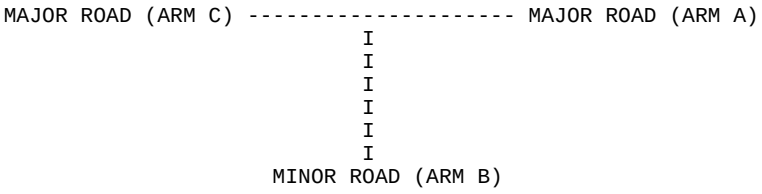
Run with file:-
"V:\2013\VN30277 Longridge\Picady\Full Application-106 Dwellings\DIRECT\2016 Baseline Flows\
Proposed Site Access 2016 Baseline Flows-AM.vpi"
(drive-on-the-left) at 13:58:19 on Thursday, 10 April 2014

RUN INFORMATION

RUN TITLE	: Proposed Site Access off Chipping Lane-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 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

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

.SLOPES AND INTERCEPT

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

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

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

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

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

TRAFFIC DEMAND DATA

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

Demand set: Proposed Site Access off Chipping Lanes 2016

TIME PERIOD BEGINS 07.45 AND ENDS 09.15

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

DEMAND FLOW PROFILES ARE SYNTHESISED FROM TURNING COUNT DATA

ARM	NUMBER OF MINUTES FROM START WHEN FLOW STARTS TO RISE	TOP OF PEAK IS REACHED	FLOW STOPS FALLING	RATE OF FLOW (VEH/MIN) BEFORE PEAK	AT TOP OF PEAK	AFTER PEAK
ARM A	15.00	45.00	75.00	2.41	3.62	2.41
ARM B	15.00	45.00	75.00	0.00	0.00	0.00
ARM C	15.00	45.00	75.00	1.83	2.74	1.83

Demand set: Proposed Site Access off Chipping Lanes 2016

TIME	FROM/TO	ARM A	ARM B	ARM C
07.45 - 09.15	TURNING PROPORTIONS			
	ARM A	0.000	0.000	1.000
	TURNING COUNTS	0.0	0.0	193.0
	(PERCENTAGE OF H.V.S)	(0.0)	(0.0)	(0.0)
	ARM B	0.000	0.000	0.000
	TURNING COUNTS	0.0	0.0	0.0
	(PERCENTAGE OF H.V.S)	(0.0)	(0.0)	(0.0)
	ARM C	1.000	0.000	0.000
	TURNING COUNTS	146.0	0.0	0.0
	(PERCENTAGE OF H.V.S)	(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)
07.45-08.00									
B-AC	0.00	7.69	0.000		0.00	0.00	0.0		0.00
C-A	1.83								
C-B	0.00	9.94	0.000		0.00	0.00	0.0		0.00
A-B	0.00								
A-C	2.42								

TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)
08.00-08.15									
B-AC	0.00	7.56	0.000		0.00	0.00	0.0		0.00
C-A	2.19								
C-B	0.00	9.83	0.000		0.00	0.00	0.0		0.00
A-B	0.00								
A-C	2.89								

TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)
08.15-08.30									
B-AC	0.00	7.39	0.000		0.00	0.00	0.0		0.00
C-A	2.68								
C-B	0.00	9.68	0.000		0.00	0.00	0.0		0.00
A-B	0.00								
A-C	3.54								

TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)
08.30-08.45									
B-AC	0.00	7.39	0.000		0.00	0.00	0.0		0.00
C-A	2.68								
C-B	0.00	9.68	0.000		0.00	0.00	0.0		0.00
A-B	0.00								
A-C	3.54								

TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)
08.45-09.00									
B-AC	0.00	7.56	0.000		0.00	0.00	0.0		0.00
C-A	2.19								
C-B	0.00	9.83	0.000		0.00	0.00	0.0		0.00
A-B	0.00								
A-C	2.89								

TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)
09.00-09.15									
B-AC	0.00	7.69	0.000		0.00	0.00	0.0		0.00
C-A	1.83								
C-B	0.00	9.94	0.000		0.00	0.00	0.0		0.00
A-B	0.00								
A-C	2.42								

QUEUE FOR STREAM B-AC

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

QUEUE FOR STREAM C-B

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

QUEUEING DELAY INFORMATION OVER WHOLE PERIOD

STREAM	TOTAL DEMAND (VEH)	TOTAL DEMAND (VEH/H)	* QUEUEING * DELAY * (MIN)	* QUEUEING * DELAY * (MIN/VEH)	* INCLUSIVE QUEUEING * DELAY * (MIN)	* INCLUSIVE QUEUEING * DELAY * (MIN/VEH)
B-AC	0.0	0.0	0.0	0.00	0.0	0.00
C-A	201.0	134.0				
C-B	0.0	0.0	0.0	0.00	0.0	0.00
A-B	0.0	0.0				
A-C	265.7	177.1				
ALL	466.6	311.1	0.0	0.00	0.0	0.00

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

QUEUE LENGTH PROBABILITY DISTRIBUTIONS

TIME PERIOD ENDING	MEAN QUEUE LENGTH (VEHS)	5 TH % ILE (VEHS)	90 TH % ILE (VEHS)	95 TH % ILE (VEHS)	99 TH % ILE (VEHS)	PROBABILITY OF REACHING Q-MARKER
STREAM B-AC						
08.00	0	0	0	0	0	
08.15	0	0	0	0	0	
08.30	0	0	0	0	0	
08.45	0	0	0	0	0	
09.00	0	0	0	0	0	
09.15	0	0	0	0	0	
STREAM C-B						
08.00	0	0	0	0	0	
08.15	0	0	0	0	0	
08.30	0	0	0	0	0	
08.45	0	0	0	0	0	
09.00	0	0	0	0	0	
09.15	0	0	0	0	0	

NOTES:
1. MAXIMUM VALUE OF QUEUE DISTRIBUTION POINT = 199 (EQUIVALENT TO >= 199)
2. PROBABILITY OF REACHING QUEUE MARKER TAKES ACCOUNT OF MULTI-STREAM QUEUEING AUTOMATICALLY
3. ANY PROBABILITY LESS THAN 0.05 IS INDETERMINABLE
4. ## INDICATES QUEUE TOO SMALL OR TOO BIG TO RELIABLY PREDICT DISTRIBUTION
5. $$ INDICATES VARIANCE VERY SMALL IN RELATION TO MEAN QUEUE :-
FOR SMALL MEAN QUEUES (<20) THIS MEANS THAT ALL POINTS ON THE DISTRIBUTION WILL BE APPROX. EQUAL TO THE MEAN
FOR LARGE MEAN QUEUES (>100) IT MEANS THAT THE VARIANCE HAS EXCEEDED ITS MAXIMUM, AND BEEN TRUNCATED -
IN THIS CASE DISTRIBUTION CANNOT BE PREDICTED RELIABLY

QUEUE FOR STREAM B-AC

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

KEY: * MEAN
- 5TH PERCENTILE
: 90TH PERCENTILE
+ 95TH PERCENTILE
u USER PERCENTILE

QUEUE FOR STREAM C-B

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

KEY: * MEAN
- 5TH PERCENTILE
: 90TH PERCENTILE
+ 95TH PERCENTILE
u USER PERCENTILE

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

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

Printed at 13:59:18 on 10/04/2014]

TRL LIMITED

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

PICADY 5.1 ANALYSIS PROGRAM
RELEASE 5.0 (JUNE 2010)

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

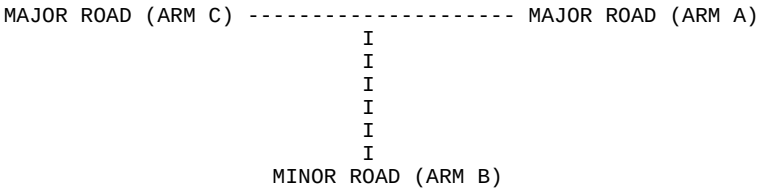
Run with file:-
"V:\2013\VN30277 Longridge\Picady\Full Application-106 Dwellings\DIRECT\2016 Baseline Flows\
Proposed Site Access 2016 Baseline Flows-PM.vpi"
(drive-on-the-left) at 14:03:01 on Thursday, 10 April 2014

RUN INFORMATION

RUN TITLE	: Proposed Site Access off Chipping Lanes-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 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

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

.SLOPES AND INTERCEPT

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

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

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

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

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

TRAFFIC DEMAND DATA

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

Demand set: Proposed Site Access off Chipping Lane 2016

TIME PERIOD BEGINS 16.45 AND ENDS 18.15

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

DEMAND FLOW PROFILES ARE SYNTHESISED FROM TURNING COUNT DATA

ARM	NUMBER OF MINUTES FROM START WHEN FLOW STARTS TO RISE	TOP OF PEAK IS REACHED	FLOW STOPS FALLING	RATE OF FLOW (VEH/MIN) BEFORE PEAK	AT TOP OF PEAK	AFTER PEAK
ARM A	15.00	45.00	75.00	1.65	2.47	1.65
ARM B	15.00	45.00	75.00	0.00	0.00	0.00
ARM C	15.00	45.00	75.00	2.24	3.36	2.24

Demand set: Proposed Site Access off Chipping Lane 2016

TIME	FROM/TO	ARM A	ARM B	ARM C
16.45 - 18.15		TURNING PROPORTIONS / TURNING COUNTS (PERCENTAGE OF H.V.S)		
	ARM A	0.000 0.0 (0.0)	0.000 0.0 (0.0)	1.000 132.0 (0.0)
	ARM B	0.000 0.0 (0.0)	0.000 0.0 (0.0)	0.000 0.0 (0.0)
	ARM C	1.000 179.0 (0.0)	0.000 0.0 (0.0)	0.000 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)
16.45-17.00										
	B-AC	0.00	7.81	0.000		0.00	0.00	0.0		0.00
	C-A	2.25								
	C-B	0.00	10.12	0.000		0.00	0.00	0.0		0.00
	A-B	0.00								
	A-C	1.66								

TIME		DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/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	0.00	7.71	0.000		0.00	0.00	0.0		0.00
	C-A	2.68								
	C-B	0.00	10.05	0.000		0.00	0.00	0.0		0.00
	A-B	0.00								
	A-C	1.98								

TIME		DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/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	0.00	7.57	0.000		0.00	0.00	0.0		0.00
	C-A	3.28								
	C-B	0.00	9.94	0.000		0.00	0.00	0.0		0.00
	A-B	0.00								
	A-C	2.42								

TIME		DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)
17.30-17.45										
	B-AC	0.00	7.57	0.000		0.00	0.00	0.0		0.00
	C-A	3.28								
	C-B	0.00	9.94	0.000		0.00	0.00	0.0		0.00
	A-B	0.00								
	A-C	2.42								

TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)
17.45-18.00									
B-AC	0.00	7.71	0.000		0.00	0.00	0.0		0.00
C-A	2.68								
C-B	0.00	10.05	0.000		0.00	0.00	0.0		0.00
A-B	0.00								
A-C	1.98								

TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)
18.00-18.15									
B-AC	0.00	7.81	0.000		0.00	0.00	0.0		0.00
C-A	2.25								
C-B	0.00	10.12	0.000		0.00	0.00	0.0		0.00
A-B	0.00								
A-C	1.66								

QUEUE FOR STREAM B-AC

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

QUEUE FOR STREAM C-B

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

QUEUEING DELAY INFORMATION OVER WHOLE PERIOD

STREAM	TOTAL DEMAND (VEH)	TOTAL DEMAND (VEH/H)	* QUEUEING * DELAY * (MIN)	* QUEUEING * DELAY * (MIN/VEH)	* INCLUSIVE QUEUEING * DELAY * (MIN)	* INCLUSIVE QUEUEING * DELAY * (MIN/VEH)
B-AC	0.0	0.0	0.0	0.00	0.0	0.00
C-A	246.4	164.3				
C-B	0.0	0.0	0.0	0.00	0.0	0.00
A-B	0.0	0.0				
A-C	181.7	121.1				
ALL	428.1	285.4	0.0	0.00	0.0	0.00

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

QUEUE LENGTH PROBABILITY DISTRIBUTIONS

TIME PERIOD ENDING	MEAN QUEUE LENGTH (VEHS)	5 TH % ILE (VEHS)	90 TH % ILE (VEHS)	95 TH % ILE (VEHS)	99 TH % ILE (VEHS)	PROBABILITY OF REACHING Q-MARKER
STREAM B-AC						
17.00	0	0	0	0	0	
17.15	0	0	0	0	0	
17.30	0	0	0	0	0	
17.45	0	0	0	0	0	
18.00	0	0	0	0	0	
18.15	0	0	0	0	0	
STREAM C-B						
17.00	0	0	0	0	0	
17.15	0	0	0	0	0	
17.30	0	0	0	0	0	
17.45	0	0	0	0	0	
18.00	0	0	0	0	0	
18.15	0	0	0	0	0	

NOTES:
1. MAXIMUM VALUE OF QUEUE DISTRIBUTION POINT = 199 (EQUIVALENT TO >= 199)
2. PROBABILITY OF REACHING QUEUE MARKER TAKES ACCOUNT OF MULTI-STREAM QUEUEING AUTOMATICALLY
3. ANY PROBABILITY LESS THAN 0.05 IS INDETERMINABLE
4. ## INDICATES QUEUE TOO SMALL OR TOO BIG TO RELIABLY PREDICT DISTRIBUTION
5. $$ INDICATES VARIANCE VERY SMALL IN RELATION TO MEAN QUEUE :-
FOR SMALL MEAN QUEUES (<20) THIS MEANS THAT ALL POINTS ON THE DISTRIBUTION WILL BE APPROX. EQUAL TO THE MEAN
FOR LARGE MEAN QUEUES (>100) IT MEANS THAT THE VARIANCE HAS EXCEEDED ITS MAXIMUM, AND BEEN TRUNCATED -
IN THIS CASE DISTRIBUTION CANNOT BE PREDICTED RELIABLY

QUEUE FOR STREAM B-AC

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

KEY: * MEAN
- 5TH PERCENTILE
: 90TH PERCENTILE
+ 95TH PERCENTILE
u USER PERCENTILE

QUEUE FOR STREAM C-B

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

KEY: * MEAN
- 5TH PERCENTILE
: 90TH PERCENTILE
+ 95TH PERCENTILE
u USER PERCENTILE

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

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

Printed at 14:03:23 on 10/04/2014]

TRL LIMITED

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

PICADY 5.1 ANALYSIS PROGRAM
RELEASE 5.0 (JUNE 2010)

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EMAIL: software@trl.co.uk

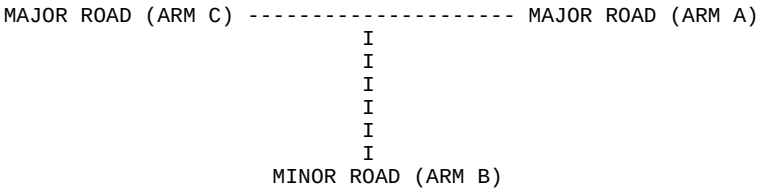
Run with file:-
"V:\2013\VN30277 Longridge\Picady\Full Application-106 Dwellings\DIRECT\2016 Assessment Flows\
Proposed Site Access 2016 Assessment Flows-AM.vpi"
(drive-on-the-left) at 11:46:44 on Thursday, 10 April 2014

RUN INFORMATION

RUN TITLE	: Proposed Site Access off Chipping Lane-2016 Assssement 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 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

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

.SLOPES AND INTERCEPT

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

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

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

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

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

TRAFFIC DEMAND DATA

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

Demand set: 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

Demand set: Proposed Site Access off Chipping Lane 2016

TIME	FROM/TO	ARM A	ARM B	ARM C
08.00 - 09.00				
	ARM A	0.000	0.010	0.990
		0.0	2.0	193.0
		(0.0)	(0.0)	(0.0)
	ARM B	0.152	0.000	0.848
		7.0	0.0	39.0
		(0.0)	(0.0)	(0.0)
	ARM C	0.913	0.087	0.000
		146.0	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	0.76	9.16	0.083		0.00	0.09	1.3		0.12
C-A	2.43								
C-B	0.23	10.72	0.022		0.00	0.02	0.3		0.10
A-B	0.03								
A-C	3.22								

TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)
08.15-08.30									
B-AC	0.76	9.16	0.083		0.09	0.09	1.3		0.12
C-A	2.43								
C-B	0.23	10.72	0.022		0.02	0.02	0.3		0.10
A-B	0.03								
A-C	3.22								

TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)
08.30-08.45									
B-AC	0.76	9.16	0.083		0.09	0.09	1.4		0.12
C-A	2.43								
C-B	0.23	10.72	0.022		0.02	0.02	0.3		0.10
A-B	0.03								
A-C	3.22								

TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)
08.45-09.00									
B-AC	0.76	9.16	0.083		0.09	0.09	1.4		0.12
C-A	2.43								
C-B	0.23	10.72	0.022		0.02	0.02	0.3		0.10
A-B	0.03								
A-C	3.22								

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-B

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

QUEUEING DELAY INFORMATION OVER WHOLE PERIOD

STREAM	TOTAL DEMAND		* QUEUEING * DELAY *		* INCLUSIVE QUEUEING * DELAY *	
	(VEH)	(VEH/H)	(MIN)	(MIN/VEH)	(MIN)	(MIN/VEH)
B-AC	45.6	45.6	5.4	0.12	5.4	0.12
C-A	145.6	145.6				
C-B	14.0	14.0	1.3	0.09	1.3	0.09
A-B	2.0	2.0				
A-C	193.0	193.0				
ALL	400.2	400.2	6.7	0.02	6.7	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.

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

TIME	FROM/TO	TURNING PROPORTIONS / TURNING COUNTS (PERCENTAGE OF H.V.S) ARM A	ARM B	ARM C
08.00 - 09.00	ARM A	0.000	0.010	0.990
		0.0	2.0	193.0
		(0.0)	(0.0)	(0.0)
	ARM B	0.152	0.000	0.848
		7.0	0.0	39.0
		(0.0)	(0.0)	(0.0)
	ARM C	0.913	0.087	0.000
		146.0	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	0.76	9.16	0.083		0.00	0.09	1.3		
C-A	2.43								
C-B	0.23	10.72	0.022		0.00	0.02	0.3		
A-B	0.03								
A-C	3.22								

TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)
08.15-08.30									
B-AC	0.76	9.16	0.083		0.09	0.09	1.3		
C-A	2.43								
C-B	0.23	10.72	0.022		0.02	0.02	0.3		
A-B	0.03								
A-C	3.22								

TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)
08.30-08.45									
B-AC	0.76	9.16	0.083		0.09	0.09	1.4		
C-A	2.43								
C-B	0.23	10.72	0.022		0.02	0.02	0.3		
A-B	0.03								
A-C	3.22								

TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)
08.45-09.00									
B-AC	0.76	9.16	0.083		0.09	0.09	1.4		
C-A	2.43								
C-B	0.23	10.72	0.022		0.02	0.02	0.3		
A-B	0.03								
A-C	3.22								

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-B

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

QUEUEING DELAY INFORMATION OVER WHOLE PERIOD

STREAM	TOTAL DEMAND		* QUEUEING * DELAY *		* INCLUSIVE QUEUEING * DELAY *	
	(VEH)	(VEH/H)	(MIN)	(MIN/VEH)	(MIN)	(MIN/VEH)
B-AC	45.6	45.6	5.4	0.12	5.4	0.12
C-A	145.6	145.6				
C-B	14.0	14.0	1.3	0.09	1.3	0.09
A-B	2.0	2.0				
A-C	193.0	193.0				
ALL	400.2	400.2	6.7	0.02	6.7	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 ==========

Printed at 11:47:38 on 10/04/2014]

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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EMAIL: software@trl.co.uk

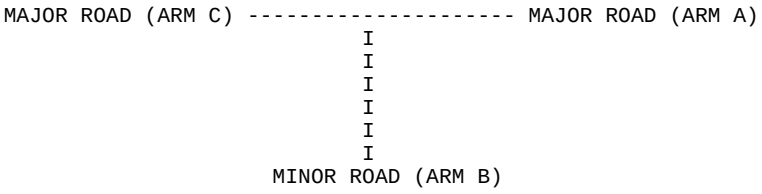
Run with file:-
"V:\2013\VN30277 Longridge\Picady\Full Application-106 Dwellings\DIRECT\2016 Assessment Flows\
Proposed Site Access 2016 Assessment Flows-PM.vpi"
(drive-on-the-left) at 11:55:55 on Thursday, 10 April 2014

RUN INFORMATION

RUN TITLE	: Proposed Site Access off Chipping Lanes-2016 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



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

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

.SLOPES AND INTERCEPT

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

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

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

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

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

TRAFFIC DEMAND DATA

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

Demand set: Proposed Site Access off Chipping Lanes 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: Proposed Site Access off Chipping Lanes 2016

TIME	FROM/TO	ARM A	ARM B	ARM C
17.00 - 18.00				
	ARM A	0.000	0.043	0.957
		0.0	6.0	132.0
		(0.0)	(0.0)	(0.0)
	ARM B	0.125	0.000	0.875
		3.0	0.0	21.0
		(0.0)	(0.0)	(0.0)
	ARM C	0.829	0.171	0.000
		179.0	37.0	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	0.40	9.43	0.042		0.00	0.04	0.6		0.11
C-A	2.98								
C-B	0.62	10.97	0.056		0.00	0.06	0.9		0.10
A-B	0.10								
A-C	2.20								

TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/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	0.40	9.43	0.042		0.04	0.04	0.7		0.11
C-A	2.98								
C-B	0.62	10.97	0.056		0.06	0.06	0.9		0.10
A-B	0.10								
A-C	2.20								

TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/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	0.40	9.43	0.042		0.04	0.04	0.7		0.11
C-A	2.98								
C-B	0.62	10.97	0.056		0.06	0.06	0.9		0.10
A-B	0.10								
A-C	2.20								

TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/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	0.40	9.43	0.042		0.04	0.04	0.7		0.11
C-A	2.98								
C-B	0.62	10.97	0.056		0.06	0.06	0.9		0.10
A-B	0.10								
A-C	2.20								

QUEUE FOR STREAM B-AC

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

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		* QUEUEING * DELAY *		* INCLUSIVE QUEUEING * DELAY *	
	(VEH)	(VEH/H)	(MIN)	(MIN/VEH)	(MIN)	(MIN/VEH)
B-AC	24.0	24.0	2.6	0.11	2.6	0.11
C-A	179.0	179.0				
C-B	37.0	37.0	3.5	0.10	3.5	0.10
A-B	6.0	6.0				
A-C	132.0	132.0				
ALL	378.0	378.0	6.2	0.02	6.2	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.

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 Lanes 2016

TIME	FROM/TO	TURNING PROPORTIONS / TURNING COUNTS (PERCENTAGE OF H.V.S) ARM A	ARM B	ARM C
17.00 - 18.00	ARM A	0.000	0.043	0.957
		0.0	6.0	132.0
		(0.0)	(0.0)	(0.0)
	ARM B	0.125	0.000	0.875
		3.0	0.0	21.0
		(0.0)	(0.0)	(0.0)
	ARM C	0.829	0.171	0.000
		179.0	37.0	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	0.40	9.43	0.042		0.00	0.04	0.6		
C-A	2.98								
C-B	0.62	10.97	0.056		0.00	0.06	0.9		
A-B	0.10								
A-C	2.20								

TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/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	0.40	9.43	0.042		0.04	0.04	0.7		
C-A	2.98								
C-B	0.62	10.97	0.056		0.06	0.06	0.9		
A-B	0.10								
A-C	2.20								

TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/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	0.40	9.43	0.042		0.04	0.04	0.7		
C-A	2.98								
C-B	0.62	10.97	0.056		0.06	0.06	0.9		
A-B	0.10								
A-C	2.20								

TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/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	0.40	9.43	0.042		0.04	0.04	0.7		
C-A	2.98								
C-B	0.62	10.97	0.056		0.06	0.06	0.9		
A-B	0.10								
A-C	2.20								

QUEUE FOR STREAM B-AC

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

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-AC	24.0	24.0	2.6	0.11	2.6	0.11
C-A	179.0	179.0				
C-B	37.0	37.0	3.5	0.10	3.5	0.10
A-B	6.0	6.0				
A-C	132.0	132.0				
ALL	378.0	378.0	6.2	0.02	6.2	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 ==========

Printed at 11:56:06 on 10/04/2014]

TRL LIMITED

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

PICADY 5.1 ANALYSIS PROGRAM
RELEASE 5.0 (JUNE 2010)

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TRL SOFTWARE SALES
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EMAIL: software@trl.co.uk

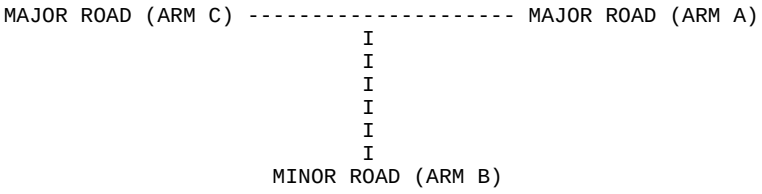
Run with file:-
"V:\2013\VN30277 Longridge\Picady\Full Application-106 Dwellings\DIRECT\2025 Baseline Flows\
Proposed Site Access 2025 Baseline Flows-AM.vpi"
(drive-on-the-left) at 16:24:13 on Thursday, 10 April 2014

RUN INFORMATION

RUN TITLE	: Proposed Site Access off Chipping Lane-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 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

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

.SLOPES AND INTERCEPT

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

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

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

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

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

TRAFFIC DEMAND DATA

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

Demand set: Proposed Site Access off Chipping Lane 2025

TIME PERIOD BEGINS 07.45 AND ENDS 09.15

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

DEMAND FLOW PROFILES ARE SYNTHESISED FROM TURNING COUNT DATA

ARM	NUMBER OF MINUTES FROM START WHEN FLOW STARTS TO RISE	TOP OF PEAK IS REACHED	FLOW STOPS FALLING	RATE OF FLOW (VEH/MIN) BEFORE PEAK	AT TOP OF PEAK	AFTER PEAK
ARM A	15.00	45.00	75.00	2.69	4.03	2.69
ARM B	15.00	45.00	75.00	0.00	0.00	0.00
ARM C	15.00	45.00	75.00	2.00	3.00	2.00

Demand set: Proposed Site Access off Chipping Lane 2025

TIME	FROM/TO	TURNING PROPORTIONS / TURNING COUNTS (PERCENTAGE OF H.V.S) ARM A	ARM B	ARM C
07.45 - 09.15	ARM A	0.000	0.000	1.000
		0.0	0.0	215.0
		(0.0)	(0.0)	(0.0)
	ARM B	0.000	0.000	0.000
		0.0	0.0	0.0
		(0.0)	(0.0)	(0.0)
	ARM C	1.000	0.000	0.000
		160.0	0.0	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)
07.45-08.00										
	B-AC	0.00	7.62	0.000		0.00	0.00	0.0		0.00
	C-A	2.01								
	C-B	0.00	9.88	0.000		0.00	0.00	0.0		0.00
	A-B	0.00								
	A-C	2.70								

TIME		DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)
08.00-08.15										
	B-AC	0.00	7.48	0.000		0.00	0.00	0.0		0.00
	C-A	2.40								
	C-B	0.00	9.75	0.000		0.00	0.00	0.0		0.00
	A-B	0.00								
	A-C	3.22								

TIME		DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)
08.15-08.30										
	B-AC	0.00	7.28	0.000		0.00	0.00	0.0		0.00
	C-A	2.94								
	C-B	0.00	9.58	0.000		0.00	0.00	0.0		0.00
	A-B	0.00								
	A-C	3.95								

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	0.00	7.28	0.000		0.00	0.00	0.0		0.00
	C-A	2.94								
	C-B	0.00	9.58	0.000		0.00	0.00	0.0		0.00
	A-B	0.00								
	A-C	3.95								

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	0.00	7.48	0.000		0.00	0.00	0.0		0.00
C-A	2.40								
C-B	0.00	9.75	0.000		0.00	0.00	0.0		0.00
A-B	0.00								
A-C	3.22								

TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)
09.00-09.15									
B-AC	0.00	7.62	0.000		0.00	0.00	0.0		0.00
C-A	2.01								
C-B	0.00	9.88	0.000		0.00	0.00	0.0		0.00
A-B	0.00								
A-C	2.70								

QUEUE FOR STREAM B-AC

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

QUEUE FOR STREAM C-B

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

QUEUEING DELAY INFORMATION OVER WHOLE PERIOD

STREAM	TOTAL DEMAND (VEH)	TOTAL DEMAND (VEH/H)	* QUEUEING * DELAY * (MIN)	* QUEUEING * DELAY * (MIN/VEH)	* INCLUSIVE QUEUEING * DELAY * (MIN)	* INCLUSIVE QUEUEING * DELAY * (MIN/VEH)
B-AC	0.0	0.0	0.0	0.00	0.0	0.00
C-A	220.2	146.8				
C-B	0.0	0.0	0.0	0.00	0.0	0.00
A-B	0.0	0.0				
A-C	295.9	197.3				
ALL	516.2	344.1	0.0	0.00	0.0	0.00

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

QUEUE LENGTH PROBABILITY DISTRIBUTIONS

TIME PERIOD ENDING	MEAN QUEUE LENGTH (VEHS)	5 TH % ILE (VEHS)	90 TH % ILE (VEHS)	95 TH % ILE (VEHS)	99 TH % ILE (VEHS)	PROBABILITY OF REACHING Q-MARKER
STREAM B-AC						
08.00	0	0	0	0	0	
08.15	0	0	0	0	0	
08.30	0	0	0	0	0	
08.45	0	0	0	0	0	
09.00	0	0	0	0	0	
09.15	0	0	0	0	0	
STREAM C-B						
08.00	0	0	0	0	0	
08.15	0	0	0	0	0	
08.30	0	0	0	0	0	
08.45	0	0	0	0	0	
09.00	0	0	0	0	0	
09.15	0	0	0	0	0	

NOTES:
1. MAXIMUM VALUE OF QUEUE DISTRIBUTION POINT = 199 (EQUIVALENT TO >= 199)
2. PROBABILITY OF REACHING QUEUE MARKER TAKES ACCOUNT OF MULTI-STREAM QUEUEING AUTOMATICALLY
3. ANY PROBABILITY LESS THAN 0.05 IS INDETERMINABLE
4. ## INDICATES QUEUE TOO SMALL OR TOO BIG TO RELIABLY PREDICT DISTRIBUTION
5. $$ INDICATES VARIANCE VERY SMALL IN RELATION TO MEAN QUEUE :-
FOR SMALL MEAN QUEUES (<20) THIS MEANS THAT ALL POINTS ON THE DISTRIBUTION WILL BE APPROX. EQUAL TO THE MEAN
FOR LARGE MEAN QUEUES (>100) IT MEANS THAT THE VARIANCE HAS EXCEEDED ITS MAXIMUM, AND BEEN TRUNCATED -
IN THIS CASE DISTRIBUTION CANNOT BE PREDICTED RELIABLY

QUEUE FOR STREAM B-AC

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

KEY: * MEAN
- 5TH PERCENTILE
: 90TH PERCENTILE
+ 95TH PERCENTILE
u USER PERCENTILE

QUEUE FOR STREAM C-B

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

KEY: * MEAN
- 5TH PERCENTILE
: 90TH PERCENTILE
+ 95TH PERCENTILE
u USER PERCENTILE

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

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

Printed at 16:25:09 on 10/04/2014]

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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EMAIL: software@trl.co.uk

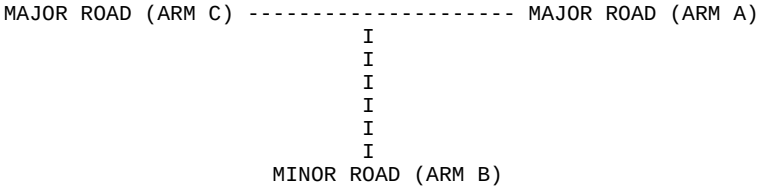
Run with file:-
"V:\2013\VN30277 Longridge\Picady\Full Application-106 Dwellings\DIRECT\2025 Baseline Flows\
Proposed Site Access 2025 Baseline Flows-PM.vpi"
(drive-on-the-left) at 16:26:12 on Thursday, 10 April 2014

RUN INFORMATION

RUN TITLE	: Proposed Site Access off Chipping Lanes-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 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

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

.SLOPES AND INTERCEPT

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

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

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

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

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

TRAFFIC DEMAND DATA

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

Demand set: Proposed Site Access off Chipping Lane 2025

TIME PERIOD BEGINS 16.45 AND ENDS 18.15

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

DEMAND FLOW PROFILES ARE SYNTHESISED FROM TURNING COUNT DATA

ARM	NUMBER OF MINUTES FROM START WHEN FLOW STARTS TO RISE	TOP OF PEAK IS REACHED	FLOW STOPS FALLING	RATE OF FLOW (VEH/MIN) BEFORE PEAK	AT TOP OF PEAK	AFTER PEAK
ARM A	15.00	45.00	75.00	1.81	2.72	1.81
ARM B	15.00	45.00	75.00	0.00	0.00	0.00
ARM C	15.00	45.00	75.00	2.50	3.75	2.50

Demand set: Proposed Site Access off Chipping Lane 2025

TIME	FROM/TO	TURNING PROPORTIONS / TURNING COUNTS (PERCENTAGE OF H.V.S) ARM A	ARM B	ARM C
16.45 - 18.15	ARM A	0.000	0.000	1.000
		0.0	0.0	145.0
		(0.0)	(0.0)	(0.0)
	ARM B	0.000	0.000	0.000
		0.0	0.0	0.0
		(0.0)	(0.0)	(0.0)
	ARM C	1.000	0.000	0.000
		200.0	0.0	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)
16.45-17.00										
	B-AC	0.00	7.76	0.000		0.00	0.00	0.0		0.00
	C-A	2.51								
	C-B	0.00	10.08	0.000		0.00	0.00	0.0		0.00
	A-B	0.00								
	A-C	1.82								

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)
17.00-17.15										
	B-AC	0.00	7.64	0.000		0.00	0.00	0.0		0.00
	C-A	3.00								
	C-B	0.00	10.00	0.000		0.00	0.00	0.0		0.00
	A-B	0.00								
	A-C	2.17								

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	0.00	7.49	0.000		0.00	0.00	0.0		0.00
	C-A	3.67								
	C-B	0.00	9.88	0.000		0.00	0.00	0.0		0.00
	A-B	0.00								
	A-C	2.66								

TIME		DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/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	0.00	7.49	0.000		0.00	0.00	0.0		0.00
	C-A	3.67								
	C-B	0.00	9.88	0.000		0.00	0.00	0.0		0.00
	A-B	0.00								
	A-C	2.66								

TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/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	0.00	7.64	0.000		0.00	0.00	0.0		0.00
C-A	3.00								
C-B	0.00	10.00	0.000		0.00	0.00	0.0		0.00
A-B	0.00								
A-C	2.17								

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)
18.00-18.15									
B-AC	0.00	7.76	0.000		0.00	0.00	0.0		0.00
C-A	2.51								
C-B	0.00	10.08	0.000		0.00	0.00	0.0		0.00
A-B	0.00								
A-C	1.82								

QUEUE FOR STREAM B-AC

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

QUEUE FOR STREAM C-B

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

QUEUEING DELAY INFORMATION OVER WHOLE PERIOD

STREAM	TOTAL DEMAND (VEH)	TOTAL DEMAND (VEH/H)	* QUEUEING * DELAY * (MIN)	* QUEUEING * DELAY * (MIN/VEH)	* INCLUSIVE QUEUEING * DELAY * (MIN)	* INCLUSIVE QUEUEING * DELAY * (MIN/VEH)
B-AC	0.0	0.0	0.0	0.00	0.0	0.00
C-A	275.3	183.5				
C-B	0.0	0.0	0.0	0.00	0.0	0.00
A-B	0.0	0.0				
A-C	199.6	133.1				
ALL	474.9	316.6	0.0	0.00	0.0	0.00

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

QUEUE LENGTH PROBABILITY DISTRIBUTIONS

TIME PERIOD ENDING	MEAN QUEUE LENGTH (VEHS)	5 TH % ILE (VEHS)	90 TH % ILE (VEHS)	95 TH % ILE (VEHS)	99 TH % ILE (VEHS)	PROBABILITY OF REACHING Q-MARKER
STREAM B-AC						
17.00	0	0	0	0	0	
17.15	0	0	0	0	0	
17.30	0	0	0	0	0	
17.45	0	0	0	0	0	
18.00	0	0	0	0	0	
18.15	0	0	0	0	0	
STREAM C-B						
17.00	0	0	0	0	0	
17.15	0	0	0	0	0	
17.30	0	0	0	0	0	
17.45	0	0	0	0	0	
18.00	0	0	0	0	0	
18.15	0	0	0	0	0	

NOTES:
1. MAXIMUM VALUE OF QUEUE DISTRIBUTION POINT = 199 (EQUIVALENT TO >= 199)
2. PROBABILITY OF REACHING QUEUE MARKER TAKES ACCOUNT OF MULTI-STREAM QUEUEING AUTOMATICALLY
3. ANY PROBABILITY LESS THAN 0.05 IS INDETERMINABLE
4. ## INDICATES QUEUE TOO SMALL OR TOO BIG TO RELIABLY PREDICT DISTRIBUTION
5. $$ INDICATES VARIANCE VERY SMALL IN RELATION TO MEAN QUEUE :-
FOR SMALL MEAN QUEUES (<20) THIS MEANS THAT ALL POINTS ON THE DISTRIBUTION WILL BE APPROX. EQUAL TO THE MEAN
FOR LARGE MEAN QUEUES (>100) IT MEANS THAT THE VARIANCE HAS EXCEEDED ITS MAXIMUM, AND BEEN TRUNCATED -
IN THIS CASE DISTRIBUTION CANNOT BE PREDICTED RELIABLY

QUEUE FOR STREAM B-AC

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

KEY: * MEAN
- 5TH PERCENTILE
: 90TH PERCENTILE
+ 95TH PERCENTILE
u USER PERCENTILE

QUEUE FOR STREAM C-B

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

KEY: * MEAN
- 5TH PERCENTILE
: 90TH PERCENTILE
+ 95TH PERCENTILE
u USER PERCENTILE

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

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Printed at 16:26:31 on 10/04/2014]

TRL LIMITED

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

PICADY 5.1 ANALYSIS PROGRAM
RELEASE 5.0 (JUNE 2010)

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

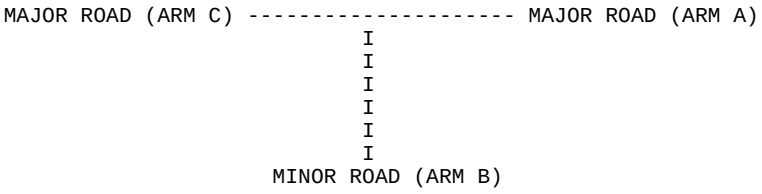
Run with file:-
"V:\2013\VN30277 Longridge\Picady\Full Application-106 Dwellings\DIRECT\2025 Assessment Flows\
Proposed Site Access 2025 Assessment Flows-AM.vpi"
(drive-on-the-left) at 15:57:46 on Thursday, 10 April 2014

RUN INFORMATION

RUN TITLE	: Proposed Site Access off Chipping Lane-2025 Assessment 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 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

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

.SLOPES AND INTERCEPT

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

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

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

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

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

TRAFFIC DEMAND DATA

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

Demand set: Proposed Site Access off Chipping Lanes 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: Proposed Site Access off Chipping Lanes 2025

TIME	FROM/TO	TURNING PROPORTIONS / TURNING COUNTS (PERCENTAGE OF H.V.S) ARM A	ARM B	ARM C
08.00 - 09.00	ARM A	0.000	0.009	0.991
		0.0	2.0	215.0
		(0.0)	(0.0)	(0.0)
	ARM B	0.152	0.000	0.848
		7.0	0.0	39.0
		(0.0)	(0.0)	(0.0)
	ARM C	0.920	0.080	0.000
		160.0	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	0.76	9.03	0.084		0.00	0.09	1.3		0.12
	C-A	3.51								
	C-B	0.31	10.62	0.029		0.00	0.03	0.4		0.10
	A-B	0.03								
	A-C	3.59								
08.15-08.30										
	B-AC	0.76	9.03	0.084		0.09	0.09	1.4		0.12
	C-A	3.51								
	C-B	0.31	10.62	0.029		0.03	0.03	0.4		0.10
	A-B	0.03								
	A-C	3.59								
08.30-08.45										
	B-AC	0.76	9.03	0.084		0.09	0.09	1.4		0.12
	C-A	3.51								
	C-B	0.31	10.62	0.029		0.03	0.03	0.4		0.10
	A-B	0.03								
	A-C	3.59								
08.45-09.00										
	B-AC	0.76	9.03	0.084		0.09	0.09	1.4		0.12
	C-A	3.51								
	C-B	0.31	10.62	0.029		0.03	0.03	0.4		0.10
	A-B	0.03								
	A-C	3.59								

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-B

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

QUEUEING DELAY INFORMATION OVER WHOLE PERIOD

STREAM	TOTAL DEMAND		* QUEUEING * DELAY *		* INCLUSIVE QUEUEING * DELAY *	
	(VEH)	(VEH/H)	(MIN)	(MIN/VEH)	(MIN)	(MIN/VEH)
B-AC	45.6	45.6	5.4	0.12	5.4	0.12
C-A	210.8	210.8				
C-B	18.4	18.4	1.8	0.10	1.8	0.10
A-B	2.0	2.0				
A-C	215.2	215.2				
ALL	492.0	492.0	7.2	0.01	7.2	0.01

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

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 2025

TIME	FROM/TO	TURNING PROPORTIONS / TURNING COUNTS (PERCENTAGE OF H.V.S) ARM A	ARM B	ARM C
08.00 - 09.00	ARM A	0.000	0.009	0.991
		0.0	2.0	215.0
		(0.0)	(0.0)	(0.0)
	ARM B	0.152	0.000	0.848
		7.0	0.0	39.0
		(0.0)	(0.0)	(0.0)
	ARM C	0.920	0.080	0.000
		160.0	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	0.76	9.03	0.084		0.00	0.09	1.3		
C-A	3.51								
C-B	0.31	10.62	0.029		0.00	0.03	0.4		
A-B	0.03								
A-C	3.59								

TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)
08.15-08.30									
B-AC	0.76	9.03	0.084		0.09	0.09	1.4		
C-A	3.51								
C-B	0.31	10.62	0.029		0.03	0.03	0.4		
A-B	0.03								
A-C	3.59								

TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)
08.30-08.45									
B-AC	0.76	9.03	0.084		0.09	0.09	1.4		
C-A	3.51								
C-B	0.31	10.62	0.029		0.03	0.03	0.4		
A-B	0.03								
A-C	3.59								

TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)
08.45-09.00									
B-AC	0.76	9.03	0.084		0.09	0.09	1.4		
C-A	3.51								
C-B	0.31	10.62	0.029		0.03	0.03	0.4		
A-B	0.03								
A-C	3.59								

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-B

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

QUEUEING DELAY INFORMATION OVER WHOLE PERIOD

STREAM	TOTAL DEMAND (VEH)	TOTAL DEMAND (VEH/H)	* QUEUEING * DELAY * (MIN)	* QUEUEING * DELAY * (MIN/VEH)	* INCLUSIVE QUEUEING * DELAY * (MIN)	* INCLUSIVE QUEUEING * DELAY * (MIN/VEH)
B-AC	45.6	45.6	5.4	0.12	5.4	0.12
C-A	210.8	210.8				
C-B	18.4	18.4	1.8	0.10	1.8	0.10
A-B	2.0	2.0				
A-C	215.2	215.2				
ALL	492.0	492.0	7.2	0.01	7.2	0.01

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

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

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

Printed at 15:58:45 on 10/04/2014]

TRL LIMITED

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

PICADY 5.1 ANALYSIS PROGRAM
RELEASE 5.0 (JUNE 2010)

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TRL SOFTWARE SALES
TEL: CROWTHORNE (01344) 770758, FAX: 770356
EMAIL: software@trl.co.uk

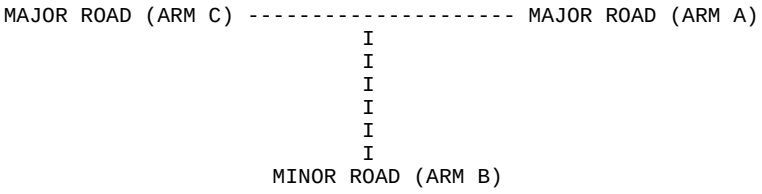
Run with file:-
"V:\2013\VN30277 Longridge\Picady\Full Application-106 Dwellings\DIRECT\2025 Assessment Flows\
Proposed Site Access 2025 Assessment Flows-PM.vpi"
(drive-on-the-left) at 15:59:26 on Thursday, 10 April 2014

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



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

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

.SLOPES AND INTERCEPT

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

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

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

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

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

TRAFFIC DEMAND DATA

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

Demand set: Proposed Site Access off Chipping Lanes-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: Proposed Site Access off Chipping Lanes-2025

TIME	FROM/TO	TURNING PROPORTIONS / TURNING COUNTS (PERCENTAGE OF H.V.S) ARM A	ARM B	ARM C
17.00 - 18.00	ARM A	0.000	0.040	0.960
		0.0	6.0	145.0
		(0.0)	(0.0)	(0.0)
	ARM B	0.125	0.000	0.875
		3.0	0.0	21.0
		(0.0)	(0.0)	(0.0)
	ARM C	0.844	0.156	0.000
		200.0	37.0	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	0.40	9.37	0.043		0.00	0.04	0.6		0.11
	C-A	3.33								
	C-B	0.62	10.91	0.057		0.00	0.06	0.9		0.10
	A-B	0.10								
	A-C	2.42								

TIME		DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)
17.15-17.30										
	B-AC	0.40	9.37	0.043		0.04	0.04	0.7		0.11
	C-A	3.33								
	C-B	0.62	10.91	0.057		0.06	0.06	0.9		0.10
	A-B	0.10								
	A-C	2.42								

TIME		DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)
17.30-17.45										
	B-AC	0.40	9.37	0.043		0.04	0.04	0.7		0.11
	C-A	3.33								
	C-B	0.62	10.91	0.057		0.06	0.06	0.9		0.10
	A-B	0.10								
	A-C	2.42								

TIME		DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)
17.45-18.00										
	B-AC	0.40	9.37	0.043		0.04	0.04	0.7		0.11
	C-A	3.33								
	C-B	0.62	10.91	0.057		0.06	0.06	0.9		0.10
	A-B	0.10								
	A-C	2.42								

QUEUE FOR STREAM B-AC

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

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		* QUEUEING * DELAY *		* INCLUSIVE QUEUEING * DELAY *	
	(VEH)	(VEH/H)	(MIN)	(MIN/VEH)	(MIN)	(MIN/VEH)
B-AC	24.0	24.0	2.6	0.11	2.6	0.11
C-A	200.0	200.0				
C-B	37.0	37.0	3.6	0.10	3.6	0.10
A-B	6.0	6.0				
A-C	145.2	145.2				
ALL	412.2	412.2	6.2	0.02	6.2	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.

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 Lanes-2025

TIME	FROM/TO	TURNING PROPORTIONS / TURNING COUNTS (PERCENTAGE OF H.V.S) ARM A	ARM B	ARM C
17.00 - 18.00	ARM A	0.000	0.040	0.960
		0.0	6.0	145.0
		(0.0)	(0.0)	(0.0)
	ARM B	0.125	0.000	0.875
		3.0	0.0	21.0
		(0.0)	(0.0)	(0.0)
	ARM C	0.844	0.156	0.000
		200.0	37.0	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	0.40	9.37	0.043		0.00	0.04	0.6		
C-A	3.33								
C-B	0.62	10.91	0.057		0.00	0.06	0.9		
A-B	0.10								
A-C	2.42								

TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)
17.15-17.30									
B-AC	0.40	9.37	0.043		0.04	0.04	0.7		
C-A	3.33								
C-B	0.62	10.91	0.057		0.06	0.06	0.9		
A-B	0.10								
A-C	2.42								

TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)
17.30-17.45									
B-AC	0.40	9.37	0.043		0.04	0.04	0.7		
C-A	3.33								
C-B	0.62	10.91	0.057		0.06	0.06	0.9		
A-B	0.10								
A-C	2.42								

TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)
17.45-18.00									
B-AC	0.40	9.37	0.043		0.04	0.04	0.7		
C-A	3.33								
C-B	0.62	10.91	0.057		0.06	0.06	0.9		
A-B	0.10								
A-C	2.42								

QUEUE FOR STREAM B-AC

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

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-AC	24.0	24.0	2.6	0.11	2.6	0.11
C-A	200.0	200.0				
C-B	37.0	37.0	3.6	0.10	3.6	0.10
A-B	6.0	6.0				
A-C	145.2	145.2				
ALL	412.2	412.2	6.2	0.02	6.2	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 ==========

Printed at 16:00:47 on 10/04/2014]

Appendix 8

PICADY Outputs – Inglewhite Road/Chipping Lane

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

PICADY 5.1 ANALYSIS PROGRAM
RELEASE 5.0 (JUNE 2010)

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

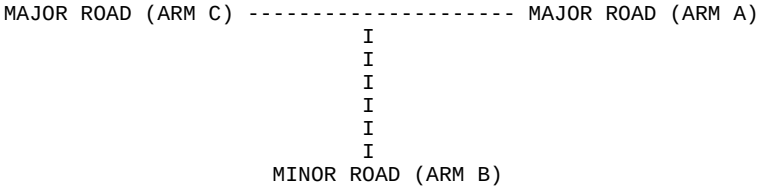
Run with file:-
"V:\2013\VN30277 Longridge\Picady\Full Application-106 Dwellings\DIRECT\2016 Baseline Flows\
Chipping Lane and Inglewhite Rd 2016 Baseline Flows-AM .vpi"
(drive-on-the-left) at 12:16:00 on Thursday, 10 April 2014

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

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

.SLOPES AND INTERCEPT

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

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

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

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

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

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

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

TRAFFIC DEMAND DATA

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

Demand set: 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

Demand set: Inglewhite Road/Chipping Lane 2016

TIME	FROM/TO	ARM A	ARM B	ARM C
08.00 - 09.00				
	ARM A	0.000	0.637	0.363
		0.0	204.0	116.0
		(0.0)	(0.0)	(0.0)
	ARM B	0.844	0.000	0.156
		168.0	0.0	31.0
		(0.0)	(0.0)	(0.0)
	ARM C	0.813	0.187	0.000
		157.0	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-C	0.52	9.69	0.053		0.00	0.06	0.8		0.11
B-A	2.80	8.91	0.314		0.00	0.45	6.4		0.16
C-A	2.62								
C-B	0.60	8.72	0.069		0.00	0.07	1.1		0.12
A-B	3.40								
A-C	1.93								

TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)
08.15-08.30									
B-C	0.50	9.98	0.050		0.06	0.05	0.8		0.11
B-A	2.72	8.80	0.309		0.45	0.45	6.8		0.16
C-A	4.34								
C-B	0.99	9.15	0.109		0.07	0.12	1.8		0.12
A-B	2.11								
A-C	1.20								

TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)
08.30-08.45									
B-C	0.50	9.98	0.050		0.05	0.05	0.8		0.11
B-A	2.72	8.80	0.309		0.45	0.45	6.7		0.16
C-A	4.34								
C-B	0.99	9.15	0.109		0.12	0.12	1.8		0.12
A-B	2.11								
A-C	1.20								

TRL TRL Viewer 3.2 AG V:\.. \2016 Baseline Flows\Chipping Lane and Inglewhite Rd 2016 Baseline Flows-AM .vpo

TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)
08.45-09.00									
B-C	0.50	9.98	0.050		0.05	0.05	0.8		0.11
B-A	2.72	8.80	0.309		0.45	0.45	6.7		0.16
C-A	4.34								
C-B	0.99	9.15	0.109		0.12	0.12	1.8		0.12
A-B	2.11								
A-C	1.20								

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	0.4
08.45	0.4
09.00	0.4

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 * DELAY * (MIN/VEH)	* INCLUSIVE QUEUEING * DELAY * (MIN)	* INCLUSIVE QUEUEING * DELAY * (MIN/VEH)
B-C	30.3	30.3	3.2	0.11	3.2	0.11
B-A	164.2	164.2	26.6	0.16	26.7	0.16
C-A	234.5	234.5				
C-B	53.8	53.8	6.5	0.12	6.5	0.12
A-B	146.1	146.1				
A-C	83.1	83.1				
ALL	712.0	712.0	36.3	0.05	36.3	0.05

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

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

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

Printed at 12:17:24 on 10/04/2014]

TRL LIMITED

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

PICADY 5.1 ANALYSIS PROGRAM
RELEASE 5.0 (JUNE 2010)

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EMAIL: software@trl.co.uk

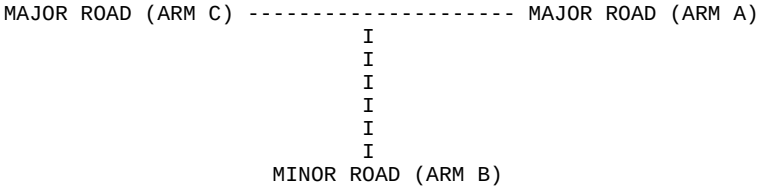
Run with file:-
"V:\2013\VN30277 Longridge\Picady\Full Application-106 Dwellings\DIRECT\2016 Baseline Flows\
Chipping Lane and Inglewhite Rd 2016 Baseline Flows-PM .vpi"
(drive-on-the-left) at 13:17:00 on Thursday, 10 April 2014

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



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

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

.SLOPES AND INTERCEPT

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

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

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

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

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

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

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

TRAFFIC DEMAND DATA

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

Demand set: 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

Demand set: Inglewhite Road/Chipping Lane 2016

TIME	FROM/TO	ARM A	ARM B	ARM C
17.00 - 18.00				
	ARM A	0.000	0.542	0.458
		0.0	192.0	162.0
		(0.0)	(0.0)	(0.0)
	ARM B	0.916	0.000	0.084
		185.0	0.0	17.0
		(0.0)	(0.0)	(0.0)
	ARM C	0.901	0.099	0.000
		118.0	13.0	0.0
		(0.0)	(0.0)	(0.0)

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

TURNING PROPORTIONS ARE CALCULATED FROM TURNING COUNT DATA

QUEUE AND DELAY INFORMATION FOR EACH 15 MIN TIME SEGMENT

FOR 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-C	0.28	9.21	0.031		0.00	0.03	0.5		0.11
B-A	3.08	9.09	0.339		0.00	0.51	7.2		0.16
C-A	1.97								
C-B	0.22	8.59	0.025		0.00	0.03	0.4		0.12
A-B	3.20								
A-C	2.70								

TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)
17.15-17.30									
B-C	0.28	9.19	0.031		0.03	0.03	0.5		0.11
B-A	3.08	9.09	0.339		0.51	0.51	7.6		0.17
C-A	1.97								
C-B	0.22	8.59	0.025		0.03	0.03	0.4		0.12
A-B	3.20								
A-C	2.70								

TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)
17.30-17.45									
B-C	0.28	9.19	0.031		0.03	0.03	0.5		0.11
B-A	3.08	9.09	0.339		0.51	0.51	7.7		0.17
C-A	1.97								
C-B	0.22	8.59	0.025		0.03	0.03	0.4		0.12
A-B	3.20								
A-C	2.70								

TRL TRL Viewer 3.2 AG V:\.. \2016 Baseline Flows\Chipping Lane and Inglewhite Rd 2016 Baseline Flows-PM .vpo

TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/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	0.28	9.19	0.031		0.03	0.03	0.5		0.11
B-A	3.08	9.09	0.339		0.51	0.51	7.7		0.17
C-A	1.97								
C-B	0.22	8.59	0.025		0.03	0.03	0.4		0.12
A-B	3.20								
A-C	2.70								

QUEUE FOR STREAM B-C

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

QUEUE FOR STREAM B-A

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

QUEUE FOR STREAM C-B

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

STREAM	TOTAL DEMAND		* QUEUEING * DELAY *		* INCLUSIVE QUEUEING * DELAY *	
	(VEH)	(VEH/H)	(MIN)	(MIN/VEH)	(MIN)	(MIN/VEH)
B-C	17.0	17.0	1.9	0.11	1.9	0.11
B-A	185.0	185.0	30.1	0.16	30.1	0.16
C-A	118.0	118.0				
C-B	13.0	13.0	1.5	0.12	1.5	0.12
A-B	192.0	192.0				
A-C	162.0	162.0				
ALL	687.0	687.0	33.6	0.05	33.6	0.05

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

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

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

Printed at 13:18:20 on 10/04/2014]

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

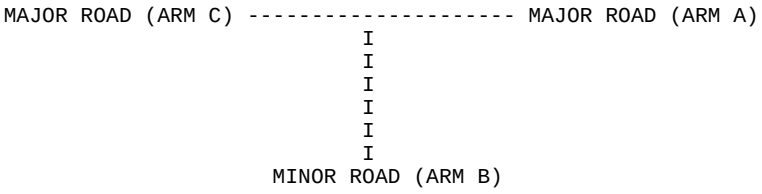
Run with file:-
"V:\2013\VN30277 Longridge\Picady\Full Application-106 Dwellings\DIRECT\2016 Assessment Flows\
Chipping Lane and Inglewhite Rd 2016 Assessment Flows-AM .vpi"
(drive-on-the-left) at 11:28:02 on Thursday, 10 April 2014

RUN INFORMATION

RUN TITLE	: Inglewhite Road/Chipping Lane 2016 Assessment 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 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

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

.SLOPES AND INTERCEPT

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

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

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

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

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

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

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

TRAFFIC DEMAND DATA

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

Demand set: 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

Demand set: Inglewhite Road/Chipping Lane 2016

TIME	FROM/TO	ARM A	ARM B	ARM C
08.00 - 09.00				
	ARM A	0.000	0.618	0.382
		0.0	204.0	126.0
		(0.0)	(0.0)	(0.0)
	ARM B	0.828	0.000	0.172
		168.0	0.0	35.0
		(0.0)	(0.0)	(0.0)
	ARM C	0.784	0.216	0.000
		182.0	50.0	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-C	0.58	9.65	0.060		0.00	0.06	0.9		0.11
B-A	2.80	8.68	0.322		0.00	0.47	6.7		0.17
C-A	3.03								
C-B	0.83	8.68	0.096		0.00	0.11	1.5		0.13
A-B	3.40								
A-C	2.10								

TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)
08.15-08.30									
B-C	0.58	9.63	0.061		0.06	0.06	1.0		0.11
B-A	2.80	8.68	0.322		0.47	0.47	7.1		0.17
C-A	3.03								
C-B	0.83	8.68	0.096		0.11	0.11	1.6		0.13
A-B	3.40								
A-C	2.10								

TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)
08.30-08.45									
B-C	0.58	9.63	0.061		0.06	0.06	1.0		0.11
B-A	2.80	8.68	0.322		0.47	0.47	7.1		0.17
C-A	3.03								
C-B	0.83	8.68	0.096		0.11	0.11	1.6		0.13
A-B	3.40								
A-C	2.10								

TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)
08.45-09.00									
B-C	0.58	9.63	0.061		0.06	0.06	1.0		0.11
B-A	2.80	8.68	0.322		0.47	0.47	7.1		0.17
C-A	3.03								
C-B	0.83	8.68	0.096		0.11	0.11	1.6		0.13
A-B	3.40								
A-C	2.10								

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	0.5
08.45	0.5
09.00	0.5

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 * DELAY * (MIN/VEH)	* INCLUSIVE QUEUEING * DELAY * (MIN)	* INCLUSIVE QUEUEING * DELAY * (MIN/VEH)
B-C	35.0	35.0	3.8	0.11	3.8	0.11
B-A	167.8	167.8	27.9	0.17	27.9	0.17
C-A	181.7	181.7				
C-B	49.9	49.9	6.3	0.13	6.3	0.13
A-B	204.0	204.0				
A-C	126.0	126.0				
ALL	764.4	764.4	38.0	0.05	38.0	0.05

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

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

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

Printed at 11:28:30 on 10/04/2014]

TRL LIMITED

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

PICADY 5.1 ANALYSIS PROGRAM
RELEASE 5.0 (JUNE 2010)

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TRL SOFTWARE SALES
TEL: CROWTHORNE (01344) 770758, FAX: 770356
EMAIL: software@trl.co.uk

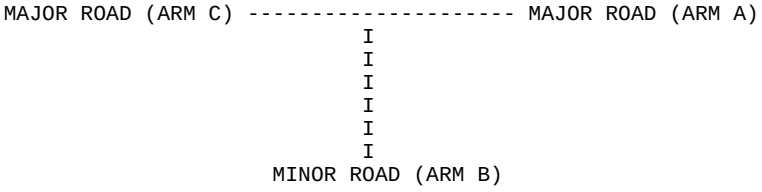
Run with file:-
"V:\2013\VN30277 Longridge\Picady\Full Application-106 Dwellings\DIRECT\2016 Assessment Flows\
Chipping Lane and Inglewhite Rd 2016 Assessment Flows-PM .vpi"
(drive-on-the-left) at 11:29:14 on Thursday, 10 April 2014

RUN INFORMATION

RUN TITLE	: Inglewhite Road/Chipping Lane 2016 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



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

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

.SLOPES AND INTERCEPT

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

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

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

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

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

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

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

TRAFFIC DEMAND DATA

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

Demand set: 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

Demand set: Inglewhite Road/Chipping Lane 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	0.508	0.492
		0.0	192.0	186.0
		(0.0)	(0.0)	(0.0)
	ARM B	0.860	0.000	0.140
		185.0	0.0	30.0
		(0.0)	(0.0)	(0.0)
	ARM C	0.868	0.132	0.000
		132.0	20.0	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-C	0.50	9.21	0.054		0.00	0.06	0.8		0.11
B-A	3.08	8.81	0.350		0.00	0.53	7.5		0.17
C-A	2.20								
C-B	0.33	8.51	0.039		0.00	0.04	0.6		0.12
A-B	3.20								
A-C	3.10								

TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)
17.15-17.30									
B-C	0.50	9.18	0.054		0.06	0.06	0.9		0.12
B-A	3.08	8.81	0.350		0.53	0.53	8.0		0.17
C-A	2.20								
C-B	0.33	8.51	0.039		0.04	0.04	0.6		0.12
A-B	3.20								
A-C	3.10								

TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)
17.30-17.45									
B-C	0.50	9.18	0.054		0.06	0.06	0.9		0.12
B-A	3.08	8.81	0.350		0.53	0.53	8.0		0.17
C-A	2.20								
C-B	0.33	8.51	0.039		0.04	0.04	0.6		0.12
A-B	3.20								
A-C	3.10								

TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)
17.45-18.00									
B-C	0.50	9.18	0.054		0.06	0.06	0.9		0.12
B-A	3.08	8.81	0.350		0.53	0.54	8.0		0.17
C-A	2.20								
C-B	0.33	8.51	0.039		0.04	0.04	0.6		0.12
A-B	3.20								
A-C	3.10								

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	0.5	*
17.30	0.5	*
17.45	0.5	*
18.00	0.5	*

QUEUE FOR STREAM C-B

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

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	30.0	30.0	3.4	0.11	3.4	0.11
B-A	184.8	184.8	31.5	0.17	31.5	0.17
C-A	131.8	131.8				
C-B	20.0	20.0	2.4	0.12	2.4	0.12
A-B	192.0	192.0				
A-C	186.0	186.0				
ALL	744.6	744.6	37.3	0.05	37.3	0.05

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

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

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

Printed at 11:29:30 on 10/04/2014]

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

PICADY 5.1 ANALYSIS PROGRAM
RELEASE 5.0 (JUNE 2010)

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

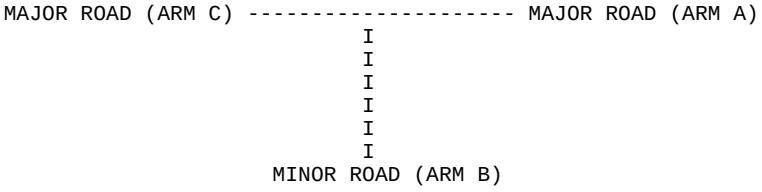
Run with file:-
"V:\2013\VN30277 Longridge\Picady\Full Application-106 Dwellings\DIRECT\2025 Baseline Flows\
Chipping Lane and Inglewhite Rd 2025 Baseline Flows-AM .vpi"
(drive-on-the-left) at 16:11:25 on Thursday, 10 April 2014

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

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

.SLOPES AND INTERCEPT

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

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

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

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

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

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

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

TRAFFIC DEMAND DATA

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

Demand set: 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

Demand set: Inglewhite Road/Chipping Lane 2025

TIME	FROM/TO	ARM A	ARM B	ARM C
08.00 - 09.00				
	ARM A	0.000	0.646	0.354
		0.0	230.0	126.0
		(0.0)	(0.0)	(0.0)
	ARM B	0.844	0.000	0.156
		190.0	0.0	35.0
		(0.0)	(0.0)	(0.0)
	ARM C	0.813	0.187	0.000
		174.0	40.0	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-C	0.58	9.34	0.062		0.00	0.07	1.0		0.11
B-A	3.17	8.74	0.362		0.00	0.56	7.9		0.18
C-A	2.89								
C-B	0.67	8.59	0.077		0.00	0.08	1.2		0.13
A-B	3.83								
A-C	2.10								

TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)
08.15-08.30									
B-C	0.58	9.32	0.063		0.07	0.07	1.0		0.11
B-A	3.17	8.74	0.362		0.56	0.56	8.4		0.18
C-A	2.89								
C-B	0.67	8.59	0.077		0.08	0.08	1.3		0.13
A-B	3.83								
A-C	2.10								

TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)
08.30-08.45									
B-C	0.58	9.32	0.063		0.07	0.07	1.0		0.11
B-A	3.17	8.74	0.362		0.56	0.56	8.5		0.18
C-A	2.89								
C-B	0.67	8.59	0.077		0.08	0.08	1.3		0.13
A-B	3.83								
A-C	2.10								

TRL TRL Viewer 3.2 AG V:\.. \2025 Baseline Flows\Chipping Lane and Inglewhite Rd 2025 Baseline Flows-AM .vpo

TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)
08.45-09.00									
B-C	0.58	9.32	0.063		0.07	0.07	1.0		0.11
B-A	3.17	8.74	0.362		0.56	0.57	8.5		0.18
C-A	2.89								
C-B	0.67	8.59	0.077		0.08	0.08	1.3		0.13
A-B	3.83								
A-C	2.10								

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 * DELAY * (MIN/VEH)	* INCLUSIVE QUEUEING * DELAY * (MIN)	* INCLUSIVE QUEUEING * DELAY * (MIN/VEH)
B-C	35.0	35.0	4.0	0.11	4.0	0.11
B-A	190.0	190.0	33.3	0.18	33.3	0.18
C-A	173.7	173.7				
C-B	39.9	39.9	5.0	0.12	5.0	0.12
A-B	229.9	229.9				
A-C	125.9	125.9				
ALL	794.4	794.4	42.2	0.05	42.2	0.05

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

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

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

Printed at 16:12:08 on 10/04/2014]

TRL LIMITED

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

PICADY 5.1 ANALYSIS PROGRAM
RELEASE 5.0 (JUNE 2010)

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EMAIL: software@trl.co.uk

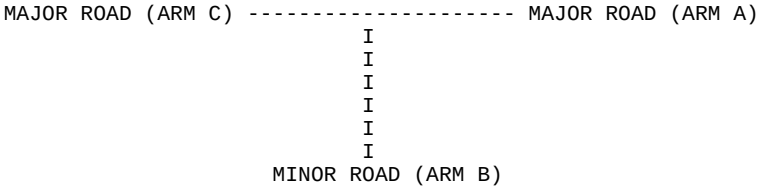
Run with file:-
"V:\2013\VN30277 Longridge\Picady\Full Application-106 Dwellings\DIRECT\2025 Baseline Flows\
Chipping Lane and Inglewhite Rd 2025 Baseline Flows-PM .vpi"
(drive-on-the-left) at 16:12:43 on Thursday, 10 April 2014

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

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

.SLOPES AND INTERCEPT

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

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

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

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

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

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

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

TRAFFIC DEMAND DATA

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

Demand set: 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

Demand set: Inglewhite Road/Chipping Lane 2025

TIME	FROM/TO	ARM A	ARM B	ARM C
17.00 - 18.00				
	ARM A	0.000	0.547	0.453
		0.0	217.0	180.0
		(0.0)	(0.0)	(0.0)
	ARM B	0.913	0.000	0.087
		209.0	0.0	20.0
		(0.0)	(0.0)	(0.0)
	ARM C	0.896	0.104	0.000
		129.0	15.0	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-C	0.33	8.81	0.038		0.00	0.04	0.6		0.12
B-A	3.48	8.91	0.391		0.00	0.63	8.9		0.18
C-A	2.15								
C-B	0.25	8.44	0.030		0.00	0.03	0.4		0.12
A-B	3.62								
A-C	3.00								

TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)
17.15-17.30									
B-C	0.33	8.78	0.038		0.04	0.04	0.6		0.12
B-A	3.48	8.91	0.391		0.63	0.64	9.5		0.18
C-A	2.15								
C-B	0.25	8.44	0.030		0.03	0.03	0.5		0.12
A-B	3.62								
A-C	3.00								

TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)
17.30-17.45									
B-C	0.33	8.78	0.038		0.04	0.04	0.6		0.12
B-A	3.48	8.91	0.391		0.64	0.64	9.6		0.18
C-A	2.15								
C-B	0.25	8.44	0.030		0.03	0.03	0.5		0.12
A-B	3.62								
A-C	3.00								

TRL TRL Viewer 3.2 AG V:\.. \2025 Baseline Flows\Chipping Lane and Inglewhite Rd 2025 Baseline Flows-PM .vpo

TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/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	0.33	8.78	0.038		0.04	0.04	0.6		0.12
B-A	3.48	8.91	0.391		0.64	0.64	9.6		0.18
C-A	2.15								
C-B	0.25	8.44	0.030		0.03	0.03	0.5		0.12
A-B	3.62								
A-C	3.00								

QUEUE FOR STREAM B-C

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

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	0.0
17.30	0.0
17.45	0.0
18.00	0.0

QUEUEING DELAY INFORMATION OVER WHOLE PERIOD

STREAM	TOTAL DEMAND (VEH)	TOTAL DEMAND (VEH/H)	* QUEUEING * DELAY * (MIN)	* QUEUEING * DELAY * (MIN/VEH)	* INCLUSIVE QUEUEING * DELAY * (MIN)	* INCLUSIVE QUEUEING * DELAY * (MIN/VEH)
B-C	20.0	20.0	2.3	0.12	2.3	0.12
B-A	209.0	209.0	37.6	0.18	37.6	0.18
C-A	129.0	129.0				
C-B	15.0	15.0	1.8	0.12	1.8	0.12
A-B	217.0	217.0				
A-C	180.0	180.0				
ALL	770.0	770.0	41.7	0.05	41.7	0.05

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

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

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

Printed at 16:12:58 on 10/04/2014]

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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TEL: CROWTHORNE (01344) 770758, FAX: 770356
EMAIL: software@trl.co.uk

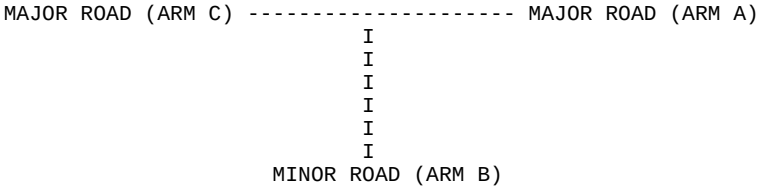
Run with file:-
"V:\2013\VN30277 Longridge\Picady\Full Application-106 Dwellings\DIRECT\2025 Assessment Flows\
Chipping Lane and Inglewhite Rd 2025 Assessment Flows-AM .vpi"
(drive-on-the-left) at 15:47:26 on Thursday, 10 April 2014

RUN INFORMATION

RUN TITLE	: Inglewhite Road/Chipping Lane 2025 Assessment Flows-AM
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

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

.SLOPES AND INTERCEPT

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

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

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

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

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

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

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

TRAFFIC DEMAND DATA

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

Demand set: 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

Demand set: Inglewhite Road/Chipping Lane 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	0.628	0.372
		0.0	230.0	136.0
		(0.0)	(0.0)	(0.0)
	ARM B	0.328	0.000	0.672
		19.0	0.0	39.0
		(0.0)	(0.0)	(0.0)
	ARM C	0.787	0.213	0.000
		199.0	54.0	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-C	2.56	11.10	0.231		0.00	0.30	4.3		0.12
B-A	1.25	7.92	0.158		0.00	0.18	2.7		0.15
C-A	3.32								
C-B	0.90	8.55	0.105		0.00	0.12	1.7		0.13
A-B	3.83								
A-C	2.27								

TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)
08.15-08.30									
B-C	2.56	11.10	0.231		0.30	0.30	4.5		0.12
B-A	1.25	7.91	0.158		0.18	0.19	2.8		0.15
C-A	3.32								
C-B	0.90	8.55	0.105		0.12	0.12	1.8		0.13
A-B	3.83								
A-C	2.27								

TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)
08.30-08.45									
B-C	2.56	11.10	0.231		0.30	0.30	4.5		0.12
B-A	1.25	7.91	0.158		0.19	0.19	2.8		0.15
C-A	3.32								
C-B	0.90	8.55	0.105		0.12	0.12	1.8		0.13
A-B	3.83								
A-C	2.27								

TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)
08.45-09.00									
B-C	2.56	11.10	0.231		0.30	0.30	4.5		0.12
B-A	1.25	7.91	0.158		0.19	0.19	2.8		0.15
C-A	3.32								
C-B	0.90	8.55	0.105		0.12	0.12	1.8		0.13
A-B	3.83								
A-C	2.27								

QUEUE FOR STREAM B-C

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 B-A

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-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 * DELAY * (MIN/VEH)	* INCLUSIVE QUEUEING * DELAY * (MIN)	* INCLUSIVE QUEUEING * DELAY * (MIN/VEH)
B-C	153.7	153.7	17.7	0.12	17.7	0.12
B-A	74.9	74.9	11.0	0.15	11.0	0.15
C-A	199.2	199.2				
C-B	54.0	54.0	7.0	0.13	7.0	0.13
A-B	230.0	230.0				
A-C	136.0	136.0				
ALL	847.8	847.8	35.7	0.04	35.7	0.04

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

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

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

Printed at 15:47:37 on 10/04/2014]

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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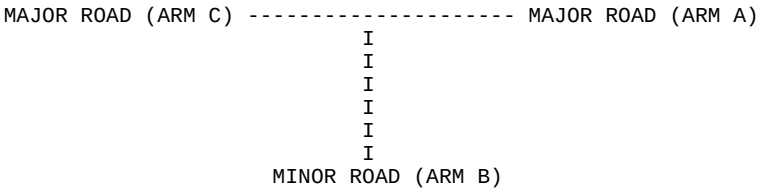
Run with file:-
"V:\2013\VN30277 Longridge\Picady\Full Application-106 Dwellings\DIRECT\2025 Assessment Flows\
Chipping Lane and Inglewhite Rd 2025 Assessment Flows-PM .vpi"
(drive-on-the-left) at 15:48:31 on Thursday, 10 April 2014

RUN INFORMATION

RUN TITLE	: Inglewhite Road/Chipping Lane 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



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

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

.SLOPES AND INTERCEPT

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

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

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

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

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

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

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

TRAFFIC DEMAND DATA

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

Demand set: 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

Demand set: Inglewhite Road/Chipping Lane 2025

TIME	FROM/TO	ARM A	ARM B	ARM C
17.00 - 18.00				
	ARM A	0.000	0.515	0.485
		0.0	217.0	204.0
		(0.0)	(0.0)	(0.0)
	ARM B	0.864	0.000	0.136
		209.0	0.0	33.0
		(0.0)	(0.0)	(0.0)
	ARM C	0.867	0.133	0.000
		143.0	22.0	0.0
		(0.0)	(0.0)	(0.0)

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

TURNING PROPORTIONS ARE CALCULATED FROM TURNING COUNT DATA

QUEUE AND DELAY INFORMATION FOR EACH 15 MIN TIME SEGMENT

FOR 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-C	0.55	8.77	0.063		0.00	0.07	1.0		0.12
B-A	3.48	8.64	0.403		0.00	0.66	9.3		0.19
C-A	2.38								
C-B	0.37	8.35	0.044		0.00	0.05	0.7		0.13
A-B	3.62								
A-C	3.40								

TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)
17.15-17.30									
B-C	0.55	8.74	0.063		0.07	0.07	1.0		0.12
B-A	3.48	8.64	0.403		0.66	0.67	10.0		0.19
C-A	2.38								
C-B	0.37	8.35	0.044		0.05	0.05	0.7		0.13
A-B	3.62								
A-C	3.40								

TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)
17.30-17.45									
B-C	0.55	8.74	0.063		0.07	0.07	1.0		0.12
B-A	3.48	8.64	0.403		0.67	0.67	10.0		0.19
C-A	2.38								
C-B	0.37	8.35	0.044		0.05	0.05	0.7		0.13
A-B	3.62								
A-C	3.40								

TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)
17.45-18.00									
B-C	0.55	8.74	0.063		0.07	0.07	1.0		0.12
B-A	3.48	8.64	0.403		0.67	0.67	10.1		0.19
C-A	2.38								
C-B	0.37	8.35	0.044		0.05	0.05	0.7		0.13
A-B	3.62								
A-C	3.40								

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	0.0
17.30	0.0
17.45	0.0
18.00	0.0

QUEUEING DELAY INFORMATION OVER WHOLE PERIOD

STREAM	TOTAL DEMAND (VEH)	TOTAL DEMAND (VEH/H)	* QUEUEING * DELAY * (MIN)	* QUEUEING * DELAY * (MIN/VEH)	* INCLUSIVE QUEUEING * DELAY * (MIN)	* INCLUSIVE QUEUEING * DELAY * (MIN/VEH)
B-C	33.0	33.0	4.0	0.12	4.0	0.12
B-A	208.8	208.8	39.4	0.19	39.4	0.19
C-A	143.0	143.0				
C-B	22.0	22.0	2.7	0.12	2.7	0.12
A-B	217.1	217.1				
A-C	204.1	204.1				
ALL	828.0	828.0	46.1	0.06	46.1	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 ==========

Printed at 15:48:56 on 10/04/2014]

Appendix 9

ARCADY Outputs – Inglewhite Road/Sainsbury's Access

Junctions 8

ARCADY 8 - Roundabout Module

Version: 8.0.1.305 [25 May 2012]

For sales and distribution information, program advice and maintenance, contact TRL:
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Filename: (new file)
Path:
Report generation date: 09/04/2014 16:08:49

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)	0.91	0.16	0.48	A	0.88	0.17	0.47	A
Sainsburys Access	0.15	0.13	0.13	A	0.62	0.17	0.39	B
Inglewhite Rd (NB)	0.82	0.14	0.45	A	1.52	0.20	0.61	B
	Future Years - 2016 Baseline							
Inglewhite Rd (SB)	0.80	0.15	0.44	A	0.81	0.16	0.45	A
Sainsburys Access	0.14	0.13	0.13	A	0.61	0.17	0.38	B
Inglewhite Rd (NB)	0.78	0.13	0.44	A	1.36	0.18	0.58	B
	Future Years - 2025 Assessment							
Inglewhite Rd (SB)	1.14	0.18	0.54	B	1.12	0.19	0.53	B
Sainsburys Access	0.18	0.14	0.15	A	0.80	0.20	0.45	B
Inglewhite Rd (NB)	1.00	0.15	0.50	A	2.10	0.24	0.68	B
	Future Years - 2025 Baseline							
Inglewhite Rd (SB)	1.00	0.16	0.50	A	1.04	0.18	0.51	B
Sainsburys Access	0.18	0.13	0.15	A	0.79	0.19	0.44	B
Inglewhite Rd (NB)	0.96	0.15	0.49	A	1.83	0.22	0.65	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 8.0.1.305 at 09/04/2014 16:08:49

File summary

File Summary

File Description

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 - 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	Relationship
2016 Baseline, AM	2016 Baseline	AM		FLAT	08:00	09:00	60	15				✓		

Junction Network

Junctions

Name	Junction Type	Arm Order	Junction Delay (min)	Junction LOS
Inglewhite Rd / Sainsburys Access	Mini-roundabout	A,B,C	0.14	A

Junction Network Options

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

Arms

Arms

Name	Name	Description
Inglewhite Rd (SB)	Inglewhite Rd (SB)	
Sainsburys Access	Sainsburys Access	
Inglewhite Rd (NB)	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	

Geometries for Arm C are measured opposite Arm B. Geometries for Arm A (if relevant) are measured opposite Arm D.

Pedestrian Crossings

Name	Crossing Type
Inglewhite Rd (SB)	None
Sainsburys Access	None
Inglewhite Rd (NB)	None

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

Entry Flows

General Flows Data

Name	Profile Type	Use Turning Counts	Average Demand Flow (PCU/hr)	Flow Scaling Factor (%)
Inglewhite Rd (SB)	FLAT	✓	329.00	100.000
Sainsburys Access	FLAT	✓	69.00	100.000
Inglewhite Rd (NB)	FLAT	✓	353.00	100.000

Turning Proportions

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

		To		
		A	B	C
From	A	0.000	19.000	310.000
	B	18.000	0.000	51.000
	C	292.000	61.000	0.000

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

		To		
		A	B	C
From	A	0.00	0.06	0.94
	B	0.26	0.00	0.74
	C	0.83	0.17	0.00

Vehicle Mix

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

		To		
		A	B	C
From	A	1.000	1.000	1.000
	B	1.000	1.000	1.000
	C	1.000	1.000	1.000

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

		To		
		A	B	C
From	A	0.000	0.000	0.000
	B	0.000	0.000	0.000
	C	0.000	0.000	0.000

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)	0.44	0.15	0.80	A	329.00	329.00	46.89	0.14	0.78	46.91	0.14
Sainsburys	0.13	0.13	0.14	A	69.00	69.00	8.54	0.12	0.14	8.54	0.12

Access	0.13	0.13	0.14	A	69.00	69.00	6.54	0.12	0.14	6.54	0.12
Inglewhite Rd (NB)	0.44	0.13	0.78	A	353.00	353.00	45.76	0.13	0.76	45.78	0.13

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)	329.00	82.25	325.86	307.31	60.47	0.00	740.55	704.32	0.444	0.00	0.79	0.144	A
Sainsburys Access	69.00	17.25	68.43	79.29	307.04	0.00	547.74	365.41	0.126	0.00	0.14	0.125	A
Inglewhite Rd (NB)	353.00	88.25	349.93	357.62	17.85	0.00	806.25	765.47	0.438	0.00	0.77	0.131	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)	329.00	82.25	328.97	309.98	61.00	0.00	740.29	704.32	0.444	0.79	0.79	0.146	A
Sainsburys Access	69.00	17.25	69.00	79.99	309.97	0.00	546.23	365.41	0.126	0.14	0.14	0.126	A
Inglewhite Rd (NB)	353.00	88.25	352.98	360.97	18.00	0.00	806.17	765.47	0.438	0.77	0.77	0.132	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)	329.00	82.25	328.99	309.99	61.00	0.00	740.29	704.32	0.444	0.79	0.80	0.146	A
Sainsburys Access	69.00	17.25	69.00	80.00	309.99	0.00	546.23	365.41	0.126	0.14	0.14	0.126	A
Inglewhite Rd (NB)	353.00	88.25	352.99	360.99	18.00	0.00	806.17	765.47	0.438	0.77	0.77	0.132	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)	329.00	82.25	329.00	310.00	61.00	0.00	740.28	704.32	0.444	0.80	0.80	0.146	A
Sainsburys Access	69.00	17.25	69.00	80.00	310.00	0.00	546.22	365.41	0.126	0.14	0.14	0.126	A
Inglewhite Rd (NB)	353.00	88.25	353.00	361.00	18.00	0.00	806.17	765.47	0.438	0.77	0.78	0.132	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)	11.18	0.75	0.144	A	A

Sainsburys Access	2.07	0.14	0.125	A	A
Inglewhite Rd (NB)	10.96	0.73	0.131	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)	11.85	0.79	0.146	A	A
Sainsburys Access	2.15	0.14	0.126	A	A
Inglewhite Rd (NB)	11.56	0.77	0.132	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)	11.91	0.79	0.146	A	A
Sainsburys Access	2.16	0.14	0.126	A	A
Inglewhite Rd (NB)	11.61	0.77	0.132	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)	11.94	0.80	0.146	A	A
Sainsburys Access	2.16	0.14	0.126	A	A
Inglewhite Rd (NB)	11.63	0.78	0.132	A	A

Appendix 10

ARCADY Outputs – Inglewhite Road/Berry Lane

Junctions 8

ARCADY 8 - Roundabout Module

Version: 8.0.1.305 [25 May 2012]

For sales and distribution information, program advice and maintenance, contact TRL:
Tel: +44 (0)1344 770758 E-mail: software@trl.co.uk Web: http://www.trlsoftware.co.uk

Filename: (new file)
Path:
Report generation date: 09/04/2014 16:07:30

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)	1.22	0.18	0.55	B	1.44	0.21	0.59	B
Berry Lane	5.46	0.85	0.86	F	11.65	1.65	0.95	F
Inglewhite Rd (NB)	1.10	0.18	0.53	B	2.16	0.28	0.69	C
	Future Years - 2016 Baseline							
Inglewhite Rd (SB)	1.07	0.17	0.52	A	1.33	0.20	0.57	B
Berry Lane	4.73	0.74	0.84	E	8.42	1.23	0.91	F
Inglewhite Rd (NB)	1.07	0.17	0.52	B	1.96	0.26	0.67	C
	Future Years - 2025 Assessment							
Inglewhite Rd (SB)	1.62	0.21	0.62	B	2.07	0.27	0.68	C
Berry Lane	19.31	2.63	0.99	F	52.55	6.31	1.10	F
Inglewhite Rd (NB)	1.45	0.21	0.59	B	3.31	0.38	0.77	C
	Future Years - 2025 Baseline							
Inglewhite Rd (SB)	1.41	0.20	0.59	B	1.89	0.26	0.66	C
Berry Lane	14.93	2.09	0.97	F	39.08	4.80	1.06	F
Inglewhite Rd (NB)	1.40	0.20	0.59	B	2.98	0.35	0.75	C

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 8.0.1.305 at 09/04/2014 16:07:30

File summary

File Summary

File Description

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	Relationship
2016 Baseline, AM	2016 Baseline	AM		FLAT	08:00	09:00	60	15				✓		

Junction Network

Junctions

Name	Junction Type	Arm Order	Junction Delay (min)	Junction LOS
Inglewhite Rd / Berry Lane	Mini-roundabout	A,B,C	0.37	C

Junction Network Options

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

Arms

Arms

Name	Name	Description
Inglewhite Rd (SB)	Inglewhite Rd (SB)	
Berry Lane	Berry Lane	
Inglewhite Rd (NB)	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	

Geometries for Arm C are measured opposite Arm B. Geometries for Arm A (if relevant) are measured opposite Arm D.

Pedestrian Crossings

Name	Crossing Type
Inglewhite Rd (SB)	None
Berry Lane	None
Inglewhite Rd (NB)	None

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	✓	388.00	100.000
Berry Lane	FLAT	✓	401.00	100.000
Inglewhite Rd (NB)	FLAT	✓	375.00	100.000

Turning Proportions

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

		To		
		A	B	C
From	A	0.000	176.000	212.000
	B	165.000	0.000	236.000
	C	248.000	127.000	0.000

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

		To		
		A	B	C
From	A	0.00	0.45	0.55
	B	0.41	0.00	0.59
	C	0.66	0.34	0.00

Vehicle Mix

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

		To		
		A	B	C
From	A	1.000	1.000	1.000
	B	1.000	1.000	1.000
	C	1.000	1.000	1.000

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

		To		
		A	B	C
From	A	0.000	0.000	0.000
	B	0.000	0.000	0.000
	C	0.000	0.000	0.000

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)	0.52	0.17	1.07	A	388.00	388.00	62.64	0.16	1.04	62.69	0.16
Berry Lane	0.84	0.74	4.73	E	401.00	401.00	250.53	0.62	4.18	251.93	0.63
Inglewhite Rd (NB)	0.52	0.17	1.07	B	375.00	375.00	62.28	0.17	1.04	62.32	0.17

Rd (NB)												

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)	388.00	97.00	383.80	403.66	125.59	0.00	749.60	686.12	0.518	0.00	1.05	0.162	A
Berry Lane	401.00	100.25	384.97	299.69	209.71	0.00	481.03	397.59	0.834	0.00	4.01	0.557	D
Inglewhite Rd (NB)	375.00	93.75	370.85	436.27	158.40	0.00	727.93	725.07	0.515	0.00	1.04	0.166	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)	388.00	97.00	387.95	412.22	126.97	0.00	748.87	686.12	0.518	1.05	1.06	0.166	A
Berry Lane	401.00	100.25	399.23	302.95	211.97	0.00	479.89	397.59	0.836	4.01	4.45	0.711	E
Inglewhite Rd (NB)	375.00	93.75	374.92	446.93	164.27	0.00	724.70	725.07	0.517	1.04	1.06	0.171	B

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)	388.00	97.00	387.98	412.68	126.99	0.00	748.86	686.12	0.518	1.06	1.07	0.166	A
Berry Lane	401.00	100.25	400.27	302.98	211.99	0.00	479.88	397.59	0.836	4.45	4.63	0.731	E
Inglewhite Rd (NB)	375.00	93.75	374.98	447.56	164.70	0.00	724.46	725.07	0.518	1.06	1.06	0.172	B

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)	388.00	97.00	387.99	412.83	127.00	0.00	748.86	686.12	0.518	1.07	1.07	0.166	A
Berry Lane	401.00	100.25	400.60	302.99	212.00	0.00	479.88	397.59	0.836	4.63	4.73	0.740	E
Inglewhite Rd (NB)	375.00	93.75	374.99	447.76	164.83	0.00	724.39	725.07	0.518	1.06	1.07	0.172	B

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)	14.78	0.99	0.162	A	A
Berry Lane	47.87	3.19	0.557	D	C
Inglewhite Rd (NB)	14.62	0.97	0.166	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)	15.86	1.06	0.166	A	A
Berry Lane	64.03	4.27	0.711	E	D
Inglewhite Rd (NB)	15.76	1.05	0.171	B	B

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)	15.97	1.06	0.166	A	A
Berry Lane	68.29	4.55	0.731	E	D
Inglewhite Rd (NB)	15.92	1.06	0.172	B	B

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)	16.02	1.07	0.166	A	A
Berry Lane	70.33	4.69	0.740	E	D
Inglewhite Rd (NB)	15.98	1.07	0.172	B	B

Appendix 11

ARCADY Outputs – Berry Lane/Calder Avenue

Junctions 8

ARCADY 8 - Roundabout Module

Version: 8.0.1.305 [25 May 2012]

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Filename: (new file)
Path:
Report generation date: 09/04/2014 16:00:37

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)	0.35	0.10	0.26	A	1.19	0.17	0.55	B
Calder Avenue	0.36	0.12	0.27	A	0.37	0.14	0.27	A
Berry Lane (NB)	0.74	0.13	0.43	A	0.80	0.13	0.44	A
	Future Years - 2016 Baseline							
Berry Lane (SB)	0.32	0.10	0.24	A	1.15	0.16	0.54	A
Calder Avenue	0.36	0.12	0.26	A	0.37	0.14	0.27	A
Berry Lane (NB)	0.72	0.13	0.42	A	0.75	0.13	0.43	A
	Future Years - 2025 Assessment							
Berry Lane (SB)	0.41	0.11	0.29	A	1.61	0.20	0.62	B
Calder Avenue	0.44	0.13	0.30	A	0.46	0.15	0.32	A
Berry Lane (NB)	0.94	0.14	0.49	A	1.02	0.15	0.51	A
	Future Years - 2025 Baseline							
Berry Lane (SB)	0.38	0.10	0.27	A	1.55	0.20	0.61	B
Calder Avenue	0.43	0.13	0.30	A	0.46	0.15	0.31	A
Berry Lane (NB)	0.92	0.14	0.48	A	0.96	0.14	0.49	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 8.0.1.305 at 09/04/2014 16:00:36

File summary

File Summary

File Description

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	Relationship
2016 Baseline, AM	2016 Baseline	AM		FLAT	08:00	09:00	60	15				✓		

Junction Network

Junctions

Name	Junction Type	Arm Order	Junction Delay (min)	Junction LOS
Berry Lane / Calder Avenue	Mini-roundabout	A,B,C	0.12	A

Junction Network Options

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

Arms

Arms

Name	Name	Description
Berry Lane (SB)	Berry Lane (SB)	
Calder Avenue	Calder Avenue	
Berry Lane (NB)	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	

Geometries for Arm C are measured opposite Arm B. Geometries for Arm A (if relevant) are measured opposite Arm D.

Pedestrian Crossings

Name	Crossing Type
Berry Lane (SB)	None
Calder Avenue	None
Berry Lane (NB)	None

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	✓	194.00	100.000
Calder Avenue	FLAT	✓	177.00	100.000
Berry Lane (NB)	FLAT	✓	346.00	100.000

Turning Proportions

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

		To		
		A	B	C
From	A	0.000	36.000	158.000
	B	127.000	0.000	50.000
	C	316.000	30.000	0.000

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

		To		
		A	B	C
From	A	0.00	0.19	0.81
	B	0.72	0.00	0.28
	C	0.91	0.09	0.00

Vehicle Mix

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

		To		
		A	B	C
From	A	1.000	1.000	1.000
	B	1.000	1.000	1.000
	C	1.000	1.000	1.000

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

		To		
		A	B	C
From	A	0.000	0.000	0.000
	B	0.000	0.000	0.000
	C	0.000	0.000	0.000

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)	0.24	0.10	0.32	A	194.00	194.00	19.00	0.10	0.32	19.01	0.10
Calder											

Avenue	0.26	0.12	0.36	A	177.00	177.00	21.19	0.12	0.35	21.19	0.12
Berry Lane (NB)	0.42	0.13	0.72	A	346.00	346.00	42.69	0.12	0.71	42.71	0.12

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
Berry Lane (SB)	194.00	48.50	192.73	439.37	29.75	0.00	798.53	781.82	0.243	0.00	0.32	0.099	A
Calder Avenue	177.00	44.25	175.58	65.52	156.96	0.00	670.57	428.50	0.264	0.00	0.35	0.121	A
Berry Lane (NB)	346.00	86.50	343.14	206.56	125.98	0.00	823.09	725.17	0.420	0.00	0.71	0.124	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
Berry Lane (SB)	194.00	48.50	193.99	442.97	30.00	0.00	798.41	781.82	0.243	0.32	0.32	0.099	A
Calder Avenue	177.00	44.25	176.99	66.00	158.00	0.00	670.05	428.50	0.264	0.35	0.36	0.122	A
Berry Lane (NB)	346.00	86.50	345.98	207.99	126.99	0.00	822.54	725.17	0.421	0.71	0.72	0.126	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
Berry Lane (SB)	194.00	48.50	194.00	442.99	30.00	0.00	798.40	781.82	0.243	0.32	0.32	0.099	A
Calder Avenue	177.00	44.25	177.00	66.00	158.00	0.00	670.05	428.50	0.264	0.36	0.36	0.122	A
Berry Lane (NB)	346.00	86.50	345.99	208.00	127.00	0.00	822.54	725.17	0.421	0.72	0.72	0.126	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
Berry Lane (SB)	194.00	48.50	194.00	443.00	30.00	0.00	798.40	781.82	0.243	0.32	0.32	0.099	A
Calder Avenue	177.00	44.25	177.00	66.00	158.00	0.00	670.05	428.50	0.264	0.36	0.36	0.122	A
Berry Lane (NB)	346.00	86.50	346.00	208.00	127.00	0.00	822.54	725.17	0.421	0.72	0.72	0.126	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
Berry Lane (SB)	4.62	0.31	0.099	A	A
Calder Avenue	5.12	0.34	0.121	A	A
Berry Lane (NB)	10.24	0.68	0.124	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
Berry Lane (SB)	4.79	0.32	0.099	A	A
Calder Avenue	5.34	0.36	0.122	A	A
Berry Lane (NB)	10.78	0.72	0.126	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
Berry Lane (SB)	4.80	0.32	0.099	A	A
Calder Avenue	5.36	0.36	0.122	A	A
Berry Lane (NB)	10.83	0.72	0.126	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
Berry Lane (SB)	4.80	0.32	0.099	A	A
Calder Avenue	5.37	0.36	0.122	A	A
Berry Lane (NB)	10.84	0.72	0.126	A	A

Appendix 12

ARCADY Outputs – Derby Road/Whittingham Rd/Kestor Lane

Junctions 8

ARCADY 8 - Roundabout Module

Version: 8.0.1.305 [25 May 2012]

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Filename: (new file)
Path:
Report generation date: 09/04/2014 16:03:44

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	1.53	0.18	0.61	B	1.57	0.18	0.61	B
Kestor Lane	2.15	0.43	0.69	D	1.21	0.30	0.55	C
Preston Road	1.67	0.18	0.63	B	7.99	0.64	0.90	E
Whittingham Road	3.17	0.45	0.77	D	9.71	1.37	0.93	F
AM and PM - 2016 Baseline								
Derby Road	1.53	0.18	0.61	B	1.52	0.18	0.61	B
Kestor Lane	2.15	0.43	0.69	D	1.14	0.29	0.54	C
Preston Road	1.67	0.18	0.63	B	7.00	0.56	0.88	D
Whittingham Road	3.17	0.45	0.77	D	8.74	1.23	0.92	F
AM and PM - 2025 Assessment								
Derby Road	2.27	0.24	0.70	B	2.26	0.24	0.70	B
Kestor Lane	3.97	0.72	0.81	E	1.69	0.38	0.63	C
Preston Road	2.45	0.24	0.71	B	37.61	2.58	1.02	F
Whittingham Road	5.57	0.75	0.86	E	43.10	5.25	1.08	F
AM and PM - 2025 Baseline								
Derby Road	2.13	0.23	0.68	B	2.19	0.23	0.69	B
Kestor Lane	3.81	0.69	0.80	E	1.59	0.36	0.62	C
Preston Road	2.39	0.24	0.71	B	29.97	2.11	1.00	F
Whittingham Road	5.45	0.73	0.86	E	40.08	4.88	1.07	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 - 09:00
"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 8.0.1.305 at 09/04/2014 16:03:43

File summary

File Description

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	Relationship
2016 Baseline, AM	2016 Baseline	AM		FLAT	08:00	09:00	60	15				✓		

Junction Network

Junctions

Name	Junction Type	Arm Order	Grade Separated	Large Roundabout	Do Geometric Delay	Junction Delay (min)	Junction LOS
Derby Road / Preston Road	Roundabout	A,B,C,1				0.29	C

Junction Network Options

Driving Side	Lighting
Left	Normal/unknown

Arms

Arms

Name	Name	Description
Derby Road	Derby Road	
Kestor Lane	Kestor Lane	
Preston Road	Preston Road	
Whittingham Road	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)	l' - Effective flare length (m)	R - Entry radius (m)	D - Inscribed circle diameter (m)	PHI - Conflict (entry) angle (deg)	Exit Only
Derby Road	3.40	8.00	4.00	11.00	17.00	76.00	
Kestor Lane	3.60	3.60	0.00	3.00	17.00	64.00	
Preston Road	3.80	5.60	2.00	8.00	17.00	68.00	
Whittingham Road	3.20	3.20	0.00	6.00	17.00	64.00	

Geometries for Arm C are measured opposite Arm B. Geometries for Arm A (if relevant) are measured opposite Arm D.

Pedestrian Crossings

Name	Crossing Type
Derby Road	None
Kestor Lane	None
Preston Road	None
Whittingham Road	None

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)	0.471	1062.909
Kestor Lane		(calculated)	(calculated)	0.326	659.847
Preston Road		(calculated)	(calculated)	0.462	1026.842
Whittingham Road		(calculated)	(calculated)	0.395	744.575

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	✓	515.00	100.000
Kestor Lane	FLAT	✓	307.00	100.000
Preston Road	FLAT	✓	552.00	100.000
Whittingham Road	FLAT	✓	434.00	100.000

Turning Proportions

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

		To			
		A	B	C	1
From	A	0.000	47.000	348.000	120.000
	B	58.000	0.000	109.000	140.000
	C	277.000	116.000	0.000	159.000
	1	93.000	155.000	186.000	0.000

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

		To			
		A	B	C	1
From	A	0.00	0.09	0.68	0.23
	B	0.19	0.00	0.36	0.46
	C	0.50	0.21	0.00	0.29
	1	0.21	0.36	0.43	0.00

Vehicle Mix

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

		To			
		A	B	C	1
From	A	1.000	1.000	1.000	1.000
	B	1.000	1.000	1.000	1.000
	C	1.000	1.000	1.000	1.000
	1	1.000	1.000	1.000	1.000

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

		To			
		A	B	C	1
From	A	0.000	0.000	0.000	0.000
	B	0.000	0.000	0.000	0.000
	C	0.000	0.000	0.000	0.000

	1	0.000	0.000	0.000	0.000

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	0.18	1.53	B	515.00	515.00	89.12	0.17	1.49	89.20	0.17
Kestor Lane	0.69	0.43	2.15	D	307.00	307.00	120.56	0.39	2.01	120.87	0.39
Preston Road	0.63	0.18	1.67	B	552.00	552.00	96.91	0.18	1.62	97.00	0.18
Whittingham Road	0.77	0.45	3.17	D	434.00	434.00	175.84	0.41	2.93	176.37	0.41

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	515.00	128.75	509.07	420.78	446.57	0.00	852.57	801.39	0.604	0.00	1.48	0.172	B
Kestor Lane	307.00	76.75	299.07	311.98	643.67	0.00	449.83	354.65	0.682	0.00	1.98	0.381	C
Preston Road	552.00	138.00	545.53	631.23	311.50	0.00	882.99	834.99	0.625	0.00	1.62	0.175	B
Whittingham Road	434.00	108.50	422.46	412.14	444.90	0.00	568.87	483.33	0.763	0.00	2.89	0.385	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
Derby Road	515.00	128.75	514.85	427.68	456.38	0.00	847.95	801.39	0.607	1.48	1.52	0.180	B
Kestor Lane	307.00	76.75	306.55	317.69	653.54	0.00	446.61	354.65	0.687	1.98	2.10	0.425	D
Preston Road	552.00	138.00	551.86	642.42	317.68	0.00	880.14	834.99	0.627	1.62	1.65	0.183	B
Whittingham Road	434.00	108.50	433.25	418.72	450.81	0.00	566.53	483.33	0.766	2.89	3.07	0.444	D

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	515.00	128.75	514.96	427.89	456.78	0.00	847.76	801.39	0.607	1.52	1.53	0.180	B
Kestor Lane	307.00	76.75	306.86	317.89	653.85	0.00	446.51	354.65	0.688	2.10	2.13	0.428	D
Preston Road	552.00	138.00	551.96	642.81	317.90	0.00	880.04	834.99	0.627	1.65	1.66	0.183	B
Whittingham Road	434.00	108.50	433.74	418.91	450.94	0.00	566.48	483.33	0.766	3.07	3.14	0.449	D

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	515.00	128.75	514.98	427.95	456.89	0.00	847.71	801.39	0.608	1.53	1.53	0.180	B
Kestor Lane	307.00	76.75	306.93	317.95	653.92	0.00	446.48	354.65	0.688	2.13	2.15	0.429	D
Preston Road	552.00	138.00	551.98	642.90	317.95	0.00	880.02	834.99	0.627	1.66	1.67	0.183	B
Whittingham Road	434.00	108.50	433.86	418.96	450.97	0.00	566.47	483.33	0.766	3.14	3.17	0.450	D

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	20.66	1.38	0.172	B	B
Kestor Lane	25.92	1.73	0.381	C	C
Preston Road	22.46	1.50	0.175	B	B
Whittingham Road	36.84	2.46	0.385	C	C

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	22.59	1.51	0.180	B	B
Kestor Lane	30.79	2.05	0.425	D	C
Preston Road	24.59	1.64	0.183	B	B
Whittingham Road	44.99	3.00	0.444	D	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
Derby Road	22.88	1.53	0.180	B	B
Kestor Lane	31.74	2.12	0.428	D	C
Preston Road	24.88	1.66	0.183	B	B
Whittingham Road	46.65	3.11	0.449	D	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
Derby Road	22.99	1.53	0.180	B	B
Kestor Lane	32.12	2.14	0.429	D	C
Preston Road	24.99	1.67	0.183	B	B
Whittingham Road	47.36	3.16	0.450	D	C

Appendix 13

ARCADY Outputs – Preston Road/Chapel Hill

Junctions 8

ARCADY 8 - Roundabout Module

Version: 8.0.1.305 [25 May 2012]

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Filename: (new file)
Path:
Report generation date: 09/04/2014 16:05:20

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)	8.27	0.80	0.90	E	1.84	0.25	0.65	B
Chapel Hill	1.90	0.30	0.66	C	0.53	0.13	0.35	A
Preston Rd (NB)	3.20	0.29	0.77	C	83.96	5.31	1.08	F
	Future Years - 2016 Baseline							
Preston Rd (SB)	7.14	0.70	0.89	E	1.78	0.24	0.64	B
Chapel Hill	1.83	0.29	0.65	C	0.52	0.13	0.34	A
Preston Rd (NB)	3.11	0.29	0.76	C	74.28	4.73	1.07	F
	Future Years - 2025 Assessment							
Preston Rd (SB)	36.91	3.09	1.03	F	2.73	0.32	0.74	C
Chapel Hill	3.28	0.47	0.77	D	0.69	0.15	0.41	A
Preston Rd (NB)	5.74	0.48	0.86	D	192.45	11.83	1.22	F
	Future Years - 2025 Baseline							
Preston Rd (SB)	29.51	2.54	1.01	F	2.62	0.32	0.73	C
Chapel Hill	3.20	0.46	0.77	D	0.69	0.15	0.41	A
Preston Rd (NB)	5.50	0.46	0.85	D	181.71	11.18	1.20	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 - 09:00
"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 8.0.1.305 at 09/04/2014 16:05:19

File summary

File Summary

File Description

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	Relationship
2016 Baseline, AM	2016 Baseline	AM		FLAT	08:00	09:00	60	15				✓		

Junction Network

Junctions

Name	Junction Type	Arm Order	Junction Delay (min)	Junction LOS
Preston Road / Chapel Hill	Mini-roundabout	A,B,C	0.44	D

Junction Network Options

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

Arms

Arms

Name	Name	Description
Preston Rd (SB)	Preston Rd (SB)	
Chapel Hill	Chapel Hill	
Preston Rd (NB)	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	

Geometries for Arm C are measured opposite Arm B. Geometries for Arm A (if relevant) are measured opposite Arm D.

Pedestrian Crossings

Name	Crossing Type
Preston Rd (SB)	None
Chapel Hill	None
Preston Rd (NB)	None

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	✓	641.00	100.000
Chapel Hill	FLAT	✓	387.00	100.000
Preston Rd (NB)	FLAT	✓	664.00	100.000

Turning Proportions

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

		To		
		A	B	C
From	A	0.000	77.000	564.000
	B	30.000	0.000	357.000
	C	397.000	267.000	0.000

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

		To		
		A	B	C
From	A	0.00	0.12	0.88
	B	0.08	0.00	0.92
	C	0.60	0.40	0.00

Vehicle Mix

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

		To		
		A	B	C
From	A	1.000	1.000	1.000
	B	1.000	1.000	1.000
	C	1.000	1.000	1.000

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

		To		
		A	B	C
From	A	0.000	0.000	0.000
	B	0.000	0.000	0.000
	C	0.000	0.000	0.000

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)	0.89	0.70	7.14	E	641.00	641.00	368.48	0.57	6.14	370.59	0.58
Chapel Hill	0.65	0.29	1.83	C	387.00	387.00	103.71	0.27	1.73	103.87	0.27

Preston Rd (NB)	0.76	0.29	3.11	C	664.00	664.00	176.45	0.27	2.94	176.78	0.27

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)	641.00	160.25	617.95	419.44	262.27	0.00	725.19	675.57	0.884	0.00	5.76	0.487	D
Chapel Hill	387.00	96.75	380.27	336.50	543.72	0.00	606.11	575.62	0.639	0.00	1.68	0.259	C
Preston Rd (NB)	664.00	166.00	652.23	894.51	29.48	0.00	873.94	865.71	0.760	0.00	2.94	0.259	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)	641.00	160.25	637.73	426.71	266.83	0.00	722.56	675.57	0.887	5.76	6.58	0.659	E
Chapel Hill	387.00	96.75	386.57	343.44	561.12	0.00	595.65	575.62	0.650	1.68	1.79	0.286	C
Preston Rd (NB)	664.00	166.00	663.57	917.73	29.97	0.00	873.67	865.71	0.760	2.94	3.05	0.284	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)	641.00	160.25	639.58	426.90	266.94	0.00	722.49	675.57	0.887	6.58	6.94	0.688	E
Chapel Hill	387.00	96.75	386.88	343.77	562.75	0.00	594.67	575.62	0.651	1.79	1.82	0.288	C
Preston Rd (NB)	664.00	166.00	663.85	919.64	29.99	0.00	873.66	865.71	0.760	3.05	3.09	0.285	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)	641.00	160.25	640.20	426.95	266.97	0.00	722.47	675.57	0.887	6.94	7.14	0.701	E
Chapel Hill	387.00	96.75	386.94	343.87	563.29	0.00	594.34	575.62	0.651	1.82	1.83	0.289	C
Preston Rd (NB)	664.00	166.00	663.92	920.24	30.00	0.00	873.66	865.71	0.760	3.09	3.11	0.285	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)	67.55	4.50	0.487	D	C
Chapel Hill	22.82	1.52	0.259	C	B

Preston Rd (NB)	38.85	2.59	0.259	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)	93.61	6.24	0.659	E	D
Chapel Hill	26.32	1.75	0.286	C	B
Preston Rd (NB)	45.09	3.01	0.284	C	B

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)	101.66	6.78	0.688	E	D
Chapel Hill	27.13	1.81	0.288	C	B
Preston Rd (NB)	46.05	3.07	0.285	C	B

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)	105.66	7.04	0.701	E	D
Chapel Hill	27.43	1.83	0.289	C	B
Preston Rd (NB)	46.46	3.10	0.285	C	B

Appendix 14

PICADY Outputs – Berry Lane/Market Place/King Street

TRL LIMITED

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

PICADY 5.1 ANALYSIS PROGRAM
RELEASE 5.0 (JUNE 2010)

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EMAIL: software@trl.co.uk

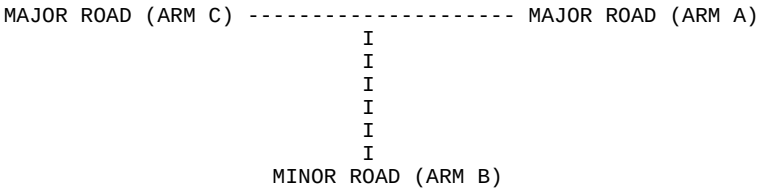
Run with file:-
"V:\2013\VN30277 Longridge\Picady\Full Application-106 Dwellings\DIRECT\2016 Baseline Flows\
Berry Lane Market Place King St 2016 Baseline Flows-AM.vpi"
(drive-on-the-left) at 17:07:26 on Thursday, 10 April 2014

RUN INFORMATION

RUN TITLE	: Berry Lane/Market Place/King Street 2016 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



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

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

.SLOPES AND INTERCEPT

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

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

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

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

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

TRAFFIC DEMAND DATA

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

Demand set: 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

TRL TRL Viewer 3.2 AG V:\.. \2016 Baseline Flows\Berry Lane Market Place King St 2016 Baseline Flows-AM.vpo

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

TIME	FROM/TO	ARM A	ARM B	ARM C
08.00 - 09.00		TURNING PROPORTIONS / TURNING COUNTS / (PERCENTAGE OF H.V.S)		
	ARM A	0.000	0.507	0.493
		0.0	141.0	137.0
		(0.0)	(0.0)	(0.0)
	ARM B	0.680	0.000	0.320
		138.0	0.0	65.0
		(0.0)	(0.0)	(0.0)
	ARM C	0.505	0.495	0.000
		204.0	200.0	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	3.38	7.55	0.448		0.00	0.79	11.0		0.23
C-AB	3.33	9.26	0.360		0.00	0.62	9.1		0.17
A-B	2.35								
A-C	2.28								
08.15-08.30									
B-AC	3.38	7.54	0.449		0.79	0.80	11.9		0.24
C-AB	3.33	9.26	0.360		0.62	0.63	9.5		0.17
A-B	2.35								
A-C	2.28								
08.30-08.45									
B-AC	3.38	7.54	0.449		0.80	0.81	12.1		0.24
C-AB	3.33	9.26	0.360		0.63	0.63	9.5		0.17
A-B	2.35								
A-C	2.28								
08.45-09.00									
B-AC	3.38	7.54	0.449		0.81	0.81	12.1		0.24
C-AB	3.33	9.26	0.360		0.63	0.63	9.5		0.17
A-B	2.35								
A-C	2.28								

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	0.8	*
08.30	0.8	*
08.45	0.8	*
09.00	0.8	*

QUEUE FOR STREAM C-AB

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

QUEUEING DELAY INFORMATION OVER WHOLE PERIOD

STREAM	TOTAL DEMAND		* QUEUEING * DELAY *		* INCLUSIVE QUEUEING * DELAY *	
	(VEH)	(VEH/H)	(MIN)	(MIN/VEH)	(MIN)	(MIN/VEH)
B-AC	203.0	203.0	47.1	0.23	47.1	0.23
C-AB	200.0	200.0	37.8	0.19	37.8	0.19
A-B	141.0	141.0				
A-C	137.0	137.0				
ALL	885.0	885.0	84.8	0.10	84.9	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 ==========

Printed at 17:08:01 on 10/04/2014]

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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EMAIL: software@trl.co.uk

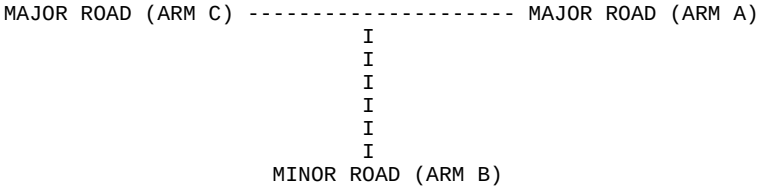
Run with file:-
"V:\2013\VN30277 Longridge\Picady\Full Application-106 Dwellings\DIRECT\2016 Baseline Flows\
Berry Lane Market Place King St 2016 Baseline Flows-PM.vpi"
(drive-on-the-left) at 16:42:41 on Thursday, 10 April 2014

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



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

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

.SLOPES AND INTERCEPT

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

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

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

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

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

TRAFFIC DEMAND DATA

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

Demand set: 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

TIME	FROM/TO	ARM A	ARM B	ARM C
17.00 - 18.00				
	ARM A	0.000	0.367	0.633
		0.0	126.0	217.0
		(0.0)	(0.0)	(0.0)
	ARM B	0.361	0.000	0.639
		91.0	0.0	161.0
		(0.0)	(0.0)	(0.0)
	ARM C	0.451	0.549	0.000
		128.0	156.0	0.0
		(0.0)	(0.0)	(0.0)

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

TURNING PROPORTIONS ARE CALCULATED FROM TURNING COUNT DATA

QUEUE AND DELAY INFORMATION FOR EACH 15 MIN TIME SEGMENT

FOR 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	4.20	8.70	0.483		0.00	0.91	12.7		0.22
C-AB	2.60	9.02	0.288		0.00	0.43	6.3		0.15
A-B	2.10								
A-C	3.62								

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	4.20	8.69	0.483		0.91	0.92	13.7		0.22
C-AB	2.60	9.02	0.288		0.43	0.43	6.5		0.16
A-B	2.10								
A-C	3.62								

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	4.20	8.69	0.483		0.92	0.93	13.9		0.22
C-AB	2.60	9.02	0.288		0.43	0.43	6.5		0.16
A-B	2.10								
A-C	3.62								

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	4.20	8.69	0.483		0.93	0.93	13.9		0.22
C-AB	2.60	9.02	0.288		0.43	0.43	6.5		0.16
A-B	2.10								
A-C	3.62								

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	0.9	*
17.30	0.9	*
17.45	0.9	*
18.00	0.9	*

QUEUE FOR STREAM C-AB

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

STREAM	TOTAL DEMAND (VEH)	TOTAL DEMAND (VEH/H)	* QUEUEING * DELAY * (MIN)	* QUEUEING * DELAY * (MIN/VEH)	* INCLUSIVE QUEUEING * DELAY * (MIN)	* INCLUSIVE QUEUEING * DELAY * (MIN/VEH)
B-AC	252.0	252.0	54.2	0.21	54.2	0.22
C-AB	156.0	156.0	25.7	0.16	25.7	0.16
A-B	126.0	126.0				
A-C	217.0	217.0				
ALL	879.0	879.0	79.9	0.09	79.9	0.09

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

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

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

Printed at 16:42:55 on 10/04/2014]

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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EMAIL: software@trl.co.uk

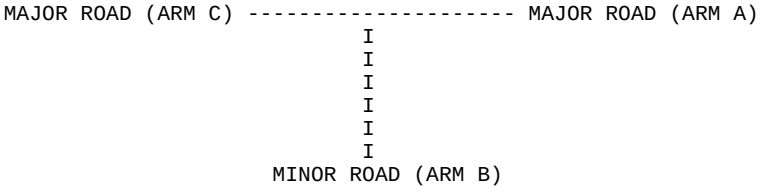
Run with file:-
"V:\2013\VN30277 Longridge\Picady\Full Application-106 Dwellings\DIRECT\2016 Assessment Flows\
Berry Lane Market Place King St 2016 Assessment Flows-AM.vpi"
(drive-on-the-left) at 16:52:05 on Thursday, 10 April 2014

RUN INFORMATION

RUN TITLE	: Berry Lane/Market Place/King Street 2016 Assessment 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



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

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

.SLOPES AND INTERCEPT

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

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

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

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

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

TRAFFIC DEMAND DATA

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

Demand set: 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

TIME	FROM/TO	ARM A	ARM B	ARM C
08.00 - 09.00	TURNING PROPORTIONS			
	ARM A	0.000	0.507	0.493
		0.0	141.0	137.0
		(0.0)	(0.0)	(0.0)
	ARM B	0.301	0.000	0.699
		65.0	0.0	151.0
		(0.0)	(0.0)	(0.0)
	ARM C	0.499	0.501	0.000
		204.0	205.0	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	3.60	9.00	0.400		0.00	0.65	9.2		0.18
C-AB	3.42	9.26	0.369		0.00	0.65	9.5		0.17
A-B	2.35								
A-C	2.28								
08.15-08.30									
B-AC	3.60	8.99	0.400		0.65	0.66	9.9		0.19
C-AB	3.42	9.26	0.369		0.65	0.66	9.9		0.17
A-B	2.35								
A-C	2.28								
08.30-08.45									
B-AC	3.60	8.99	0.400		0.66	0.66	9.9		0.19
C-AB	3.42	9.26	0.369		0.66	0.66	10.0		0.17
A-B	2.35								
A-C	2.28								
08.45-09.00									
B-AC	3.60	8.99	0.400		0.66	0.66	10.0		0.19
C-AB	3.42	9.26	0.369		0.66	0.66	10.0		0.17
A-B	2.35								
A-C	2.28								

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	0.6	*
08.30	0.7	*
08.45	0.7	*
09.00	0.7	*

QUEUEING DELAY INFORMATION OVER WHOLE PERIOD

STREAM	TOTAL DEMAND (VEH)	TOTAL DEMAND (VEH/H)	* QUEUEING * DELAY * (MIN)	* QUEUEING * DELAY * (MIN/VEH)	* INCLUSIVE QUEUEING * DELAY * (MIN)	* INCLUSIVE QUEUEING * DELAY * (MIN/VEH)
B-AC	216.0	216.0	39.0	0.18	39.0	0.18
C-AB	205.1	205.1	39.4	0.19	39.4	0.19
A-B	140.9	140.9				
A-C	136.9	136.9				
ALL	903.0	903.0	78.4	0.09	78.4	0.09

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

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

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

Printed at 16:52:28 on 10/04/2014]

TRL LIMITED

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

PICADY 5.1 ANALYSIS PROGRAM
RELEASE 5.0 (JUNE 2010)

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EMAIL: software@trl.co.uk

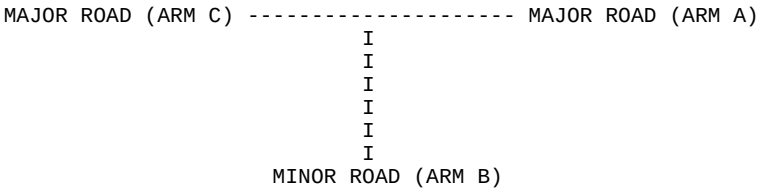
Run with file:-
"V:\2013\VN30277 Longridge\Picady\Full Application-106 Dwellings\DIRECT\2016 Assessment Flows\
Berry Lane Market Place King St 2016 Assessment Flows-PM.vpi"
(drive-on-the-left) at 16:54:50 on Thursday, 10 April 2014

RUN INFORMATION

RUN TITLE	: Berry Lane/Market Place 2016 Assessment 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



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

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

.SLOPES AND INTERCEPT

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

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

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

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

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

TRAFFIC DEMAND DATA

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

Demand set: Berry Lane/Market Street/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

TRL TRL Viewer 3.2 AG V:\.. \2016 Assessment Flows\Berry Lane Market Place King St 2016 Assessment Flows-PM.

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

TIME	FROM/TO	ARM A	ARM B	ARM C
17.00 - 18.00				
	ARM A	0.000	0.367	0.633
		0.0	126.0	217.0
		(0.0)	(0.0)	(0.0)
	ARM B	0.351	0.000	0.649
		91.0	0.0	168.0
		(0.0)	(0.0)	(0.0)
	ARM C	0.431	0.569	0.000
		128.0	169.0	0.0
		(0.0)	(0.0)	(0.0)

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

TURNING PROPORTIONS ARE CALCULATED FROM TURNING COUNT DATA

QUEUE AND DELAY INFORMATION FOR EACH 15 MIN TIME SEGMENT

FOR 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	4.32	8.69	0.497		0.00	0.96	13.3		0.22
C-AB	2.82	9.02	0.312		0.00	0.48	7.1		0.16
A-B	2.10								
A-C	3.62								

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	4.32	8.69	0.497		0.96	0.97	14.5		0.23
C-AB	2.82	9.02	0.312		0.48	0.48	7.3		0.16
A-B	2.10								
A-C	3.62								

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	4.32	8.69	0.497		0.97	0.98	14.7		0.23
C-AB	2.82	9.02	0.312		0.48	0.48	7.3		0.16
A-B	2.10								
A-C	3.62								

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	4.32	8.69	0.497		0.98	0.98	14.7		0.23
C-AB	2.82	9.02	0.312		0.48	0.49	7.3		0.16
A-B	2.10								
A-C	3.62								

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	1.0	*
17.45	1.0	*
18.00	1.0	*

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

STREAM	TOTAL DEMAND (VEH)	TOTAL DEMAND (VEH/H)	* QUEUEING * DELAY * (MIN)	* QUEUEING * DELAY * (MIN/VEH)	* INCLUSIVE QUEUEING * DELAY * (MIN)	* INCLUSIVE QUEUEING * DELAY * (MIN/VEH)
B-AC	259.2	259.2	57.2	0.22	57.3	0.22
C-AB	169.0	169.0	29.0	0.17	29.0	0.17
A-B	126.1	126.1				
A-C	217.1	217.1				
ALL	899.4	899.4	86.2	0.10	86.3	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 ==========

Printed at 16:57:38 on 10/04/2014]

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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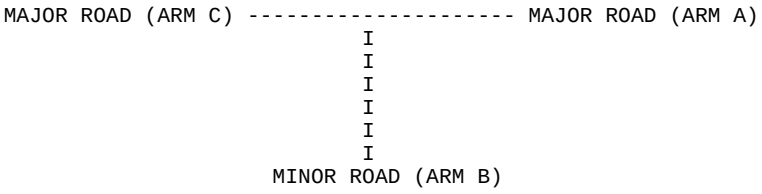
Run with file:-
"V:\2013\VN30277 Longridge\Picady\Full Application-106 Dwellings\DIRECT\2025 Baseline Flows\
Berry Lane Market Place King St 2025 Baseline Flows-AM.vpi"
(drive-on-the-left) at 16:31:16 on Thursday, 10 April 2014

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



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

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

.SLOPES AND INTERCEPT

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

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

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

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

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

TRAFFIC DEMAND DATA

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

Demand set: 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

TRL TRL Viewer 3.2 AG V:\.. \2025 Baseline Flows\Berry Lane Market Place King St 2025 Baseline Flows-AM.vpo

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

TIME	FROM/TO	ARM A	ARM B	ARM C
08.00 - 09.00				
	ARM A	0.000	0.508	0.492
		0.0	160.0	155.0
		(0.0)	(0.0)	(0.0)
	ARM B	0.319	0.000	0.681
		73.0	0.0	156.0
		(0.0)	(0.0)	(0.0)
	ARM C	0.500	0.500	0.000
		231.0	231.0	0.0
		(0.0)	(0.0)	(0.0)

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

TURNING PROPORTIONS ARE CALCULATED FROM TURNING COUNT DATA

QUEUE AND DELAY INFORMATION FOR EACH 15 MIN TIME SEGMENT

FOR 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	5.48	8.70	0.630		0.00	1.61	21.7		0.29
C-AB	3.81	9.13	0.417		0.00	0.82	12.0		0.18
A-B	2.67								
A-C	2.58								

TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)
08.15-08.30									
B-AC	5.48	8.69	0.631		1.61	1.66	24.6		0.31
C-AB	3.81	9.13	0.417		0.82	0.83	12.6		0.19
A-B	2.67								
A-C	2.58								

TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)
08.30-08.45									
B-AC	5.48	8.69	0.631		1.66	1.68	25.0		0.31
C-AB	3.81	9.13	0.417		0.83	0.83	12.6		0.19
A-B	2.67								
A-C	2.58								

TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)
08.45-09.00									
B-AC	5.48	8.69	0.631		1.68	1.68	25.2		0.31
C-AB	3.81	9.13	0.417		0.83	0.84	12.6		0.19
A-B	2.67								
A-C	2.58								

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	1.6	**
08.30	1.7	**
08.45	1.7	**
09.00	1.7	**

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

STREAM	TOTAL DEMAND		* QUEUEING * DELAY *		* INCLUSIVE QUEUEING * DELAY *	
	(VEH)	(VEH/H)	(MIN)	(MIN/VEH)	(MIN)	(MIN/VEH)
B-AC	328.8	328.8	96.6	0.29	96.7	0.29
C-AB	228.6	228.6	49.8	0.22	49.9	0.22
A-B	160.0	160.0				
A-C	155.0	155.0				
ALL	1101.0	1101.0	146.4	0.13	146.6	0.13

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

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

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

Printed at 16:33:34 on 10/04/2014]

TRL LIMITED

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

PICADY 5.1 ANALYSIS PROGRAM
RELEASE 5.0 (JUNE 2010)

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EMAIL: software@trl.co.uk

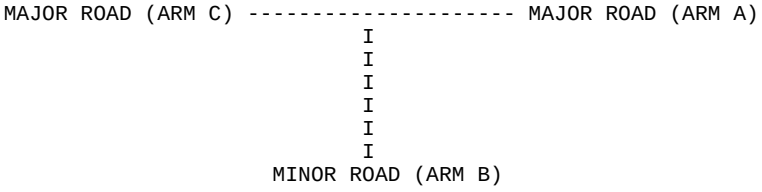
Run with file:-
"V:\2013\VN30277 Longridge\Picady\Full Application-106 Dwellings\DIRECT\2025 Baseline Flows\
Berry Lane Market Place King St 2025 Baseline Flows-PM.vpi"
(drive-on-the-left) at 17:16:13 on Thursday, 10 April 2014

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



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

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

.SLOPES AND INTERCEPT

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

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

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

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

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

TRAFFIC DEMAND DATA

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

Demand set: 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

TRL TRL Viewer 3.2 AG V:\.. \2025 Baseline Flows\Berry Lane Market Place King St 2025 Baseline Flows-PM.vpo

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

TIME	FROM/TO	ARM A	ARM B	ARM C
17.00 - 18.00				
	ARM A	0.000	0.369	0.631
		0.0	143.0	245.0
		(0.0)	(0.0)	(0.0)
	ARM B	0.359	0.000	0.641
		102.0	0.0	182.0
		(0.0)	(0.0)	(0.0)
	ARM C	0.450	0.550	0.000
		145.0	177.0	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	4.73	8.47	0.559		0.00	1.22	16.7		0.26
C-AB	2.95	8.86	0.333		0.00	0.53	7.9		0.17
A-B	2.38								
A-C	4.08								

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)
17.15-17.30									
B-AC	4.73	8.46	0.559		1.22	1.24	18.5		0.27
C-AB	2.95	8.86	0.333		0.53	0.54	8.2		0.17
A-B	2.38								
A-C	4.08								

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)
17.30-17.45									
B-AC	4.73	8.46	0.559		1.24	1.25	18.7		0.27
C-AB	2.95	8.86	0.333		0.54	0.54	8.2		0.17
A-B	2.38								
A-C	4.08								

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)
17.45-18.00									
B-AC	4.73	8.46	0.559		1.25	1.26	18.8		0.27
C-AB	2.95	8.86	0.333		0.54	0.54	8.2		0.17
A-B	2.38								
A-C	4.08								

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	1.2	*
17.30	1.2	*
17.45	1.3	*
18.00	1.3	*

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

STREAM	TOTAL DEMAND		* QUEUEING * DELAY *		* INCLUSIVE QUEUEING * DELAY *	
	(VEH)	(VEH/H)	(MIN)	(MIN/VEH)	(MIN)	(MIN/VEH)
B-AC	284.0	284.0	72.8	0.26	72.9	0.26
C-AB	177.0	177.0	32.4	0.18	32.4	0.18
A-B	143.0	143.0				
A-C	245.0	245.0				
ALL	994.0	994.0	105.1	0.11	105.2	0.11

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

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

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

Printed at 17:16:32 on 10/04/2014]

TRL LIMITED

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

PICADY 5.1 ANALYSIS PROGRAM
RELEASE 5.0 (JUNE 2010)

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EMAIL: software@trl.co.uk

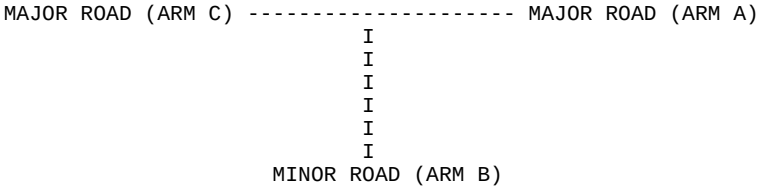
Run with file:-
"V:\2013\VN30277 Longridge\Picady\Full Application-106 Dwellings\DIRECT\2025 Assessment Flows\
Berry Lane Market Place King St 2025 Assessment Flows-AM.vpi"
(drive-on-the-left) at 16:37:20 on Thursday, 10 April 2014

RUN INFORMATION

RUN TITLE	: Berry Lane/Market Street/King Street 2025 Assessment 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



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

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

.SLOPES AND INTERCEPT

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

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

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

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

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

TRAFFIC DEMAND DATA

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

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

TIME	FROM/TO	ARM A	ARM B	ARM C
08.00 - 09.00		TURNING PROPORTIONS / TURNING COUNTS (PERCENTAGE OF H.V.S)		
	ARM A	0.000	0.508	0.492
		0.0	160.0	155.0
		(0.0)	(0.0)	(0.0)
	ARM B	0.302	0.000	0.698
		73.0	0.0	169.0
		(0.0)	(0.0)	(0.0)
	ARM C	0.500	0.500	0.000
		231.0	231.0	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	4.03	8.77	0.459		0.00	0.83	11.6		0.21
C-AB	3.85	9.13	0.422		0.00	0.83	12.2		0.19
A-B	2.67								
A-C	2.58								
08.15-08.30									
B-AC	4.03	8.76	0.460		0.83	0.84	12.5		0.21
C-AB	3.85	9.13	0.422		0.83	0.85	12.9		0.19
A-B	2.67								
A-C	2.58								
08.30-08.45									
B-AC	4.03	8.76	0.460		0.84	0.84	12.6		0.21
C-AB	3.85	9.13	0.422		0.85	0.85	12.9		0.19
A-B	2.67								
A-C	2.58								
08.45-09.00									
B-AC	4.03	8.76	0.460		0.84	0.85	12.7		0.21
C-AB	3.85	9.13	0.422		0.85	0.85	12.9		0.19
A-B	2.67								
A-C	2.58								

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	0.8	*
08.30	0.8	*
08.45	0.8	*
09.00	0.8	*

QUEUE FOR STREAM C-AB

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

QUEUEING DELAY INFORMATION OVER WHOLE PERIOD

STREAM	TOTAL DEMAND (VEH)	TOTAL DEMAND (VEH/H)	* QUEUEING * DELAY * (MIN)	* QUEUEING * DELAY * (MIN/VEH)	* INCLUSIVE QUEUEING * DELAY * (MIN)	* INCLUSIVE QUEUEING * DELAY * (MIN/VEH)
B-AC	241.8	241.8	49.4	0.20	49.5	0.20
C-AB	231.0	231.0	50.9	0.22	50.9	0.22
A-B	160.0	160.0				
A-C	155.0	155.0				
ALL	1018.8	1018.8	100.3	0.10	100.4	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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TRL LIMITED

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

PICADY 5.1 ANALYSIS PROGRAM
RELEASE 5.0 (JUNE 2010)

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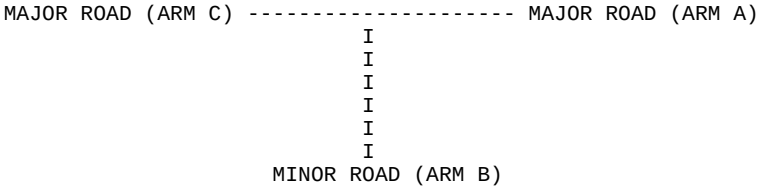
Run with file:-
"V:\2013\VN30277 Longridge\Picady\Full Application-106 Dwellings\DIRECT\2025 Assessment Flows\
Berry Lane Market Place King St 2025 Assessment Flows-PM.vpi"
(drive-on-the-left) at 16:37:52 on Thursday, 10 April 2014

RUN INFORMATION

RUN TITLE	: Berry Lane/Market Street 2025 Assessment 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



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

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

.SLOPES AND INTERCEPT

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

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

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

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

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

TRAFFIC DEMAND DATA

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

Demand set: 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

TIME	FROM/TO	ARM A	ARM B	ARM C
17.00 - 18.00		TURNING PROPORTIONS TURNING COUNTS (PERCENTAGE OF H.V.S)		
	ARM A	0.000 0.0 (0.0)	0.369 143.0 (0.0)	0.631 245.0 (0.0)
	ARM B	0.351 102.0 (0.0)	0.000 0.0 (0.0)	0.649 189.0 (0.0)
	ARM C	0.433 145.0 (0.0)	0.567 190.0 (0.0)	0.000 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	4.85	8.46	0.573		0.00	1.29	17.6		0.26
C-AB	3.16	8.86	0.357		0.00	0.60	8.8		0.17
A-B	2.38								
A-C	4.09								

TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)
17.15-17.30									
B-AC	4.85	8.45	0.574		1.29	1.32	19.6		0.28
C-AB	3.16	8.86	0.357		0.60	0.60	9.1		0.18
A-B	2.38								
A-C	4.09								

TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)
17.30-17.45									
B-AC	4.85	8.45	0.574		1.32	1.33	19.8		0.28
C-AB	3.16	8.86	0.357		0.60	0.61	9.2		0.18
A-B	2.38								
A-C	4.09								

TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)
17.45-18.00									
B-AC	4.85	8.45	0.574		1.33	1.33	19.9		0.28
C-AB	3.16	8.86	0.357		0.61	0.61	9.2		0.18
A-B	2.38								
A-C	4.09								

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	1.3	*
17.30	1.3	*
17.45	1.3	*
18.00	1.3	*

QUEUE FOR STREAM C-AB

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

QUEUEING DELAY INFORMATION OVER WHOLE PERIOD

STREAM	TOTAL DEMAND		* QUEUEING * DELAY *		* INCLUSIVE QUEUEING * DELAY *	
	(VEH)	(VEH/H)	(MIN)	(MIN/VEH)	(MIN)	(MIN/VEH)
B-AC	291.0	291.0	77.0	0.26	77.1	0.26
C-AB	189.9	189.9	36.2	0.19	36.2	0.19
A-B	143.1	143.1				
A-C	245.1	245.1				
ALL	1014.0	1014.0	113.2	0.11	113.3	0.11

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

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

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

Printed at 16:38:02 on 10/04/2014]

Appendix 15

PICADY Outputs – Inglewhite Road/Halfpenny Lane

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

PICADY 5.1 ANALYSIS PROGRAM
RELEASE 5.0 (JUNE 2010)

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

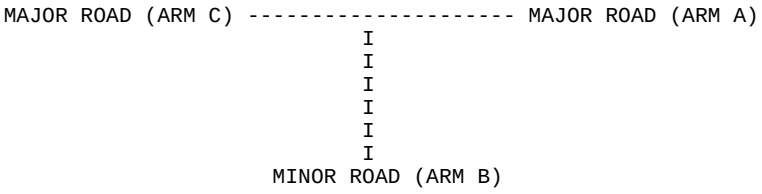
Run with file:-
"V:\2013\VN30277 Longridge\Picady\Full Application-106 Dwellings\DIRECT\2016 Baseline Flows\
Halfpenny and Inglewhite Rd 2016 Baseline Flows-AM.vpi"
(drive-on-the-left) at 13:25:14 on Thursday, 10 April 2014

RUN INFORMATION

RUN TITLE	: Halfpenny Lane/Inglewhite Road 2016 Baseline 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



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

DATA ITEM	MINOR ROAD B
TOTAL MAJOR ROAD CARRIAGEWAY WIDTH	(W) 6.00 M.
CENTRAL RESERVE WIDTH	(WCR) 0.00 M.
MAJOR ROAD RIGHT TURN - WIDTH	(WC-B) 2.20 M.
- VISIBILITY	(VC-B)117.00 M.
- BLOCKS TRAFFIC (SPACES)	YES (1)
MINOR ROAD - VISIBILITY TO LEFT	(VB-C) 16.0 M.
- VISIBILITY TO RIGHT	(VB-A) 15.0 M.
- LANE 1 WIDTH	(WB-C) 3.30 M.
- LANE 2 WIDTH	(WB-A) 0.00 M.

.SLOPES AND INTERCEPT

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

Intercept For STREAM B-C	Slope For Opposing STREAM A-C	Slope For Opposing STREAM A-B
652.40	0.25	0.10

Intercept For STREAM B-A	Slope For Opposing STREAM A-C	Slope For Opposing STREAM A-B	Slope For Opposing STREAM C-A	Slope For Opposing STREAM C-B
504.92	0.23	0.09	0.15	0.33

Intercept For STREAM C-B	Slope For Opposing STREAM A-C	Slope For Opposing STREAM A-B
641.72	0.25	0.25

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

TRAFFIC DEMAND DATA

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

Demand set: 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

TIME	FROM/TO	ARM A	ARM B	ARM C
08.00 - 09.00		TURNING PROPORTIONS		
		TURNING COUNTS		
		(PERCENTAGE OF H.V.S)		
	ARM A	0.000	0.214	0.786
		0.0	47.0	173.0
		(0.0)	(0.0)	(0.0)
	ARM B	0.544	0.000	0.456
		31.0	0.0	26.0
		(0.0)	(0.0)	(0.0)
	ARM C	0.912	0.088	0.000
		145.0	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	0.95	8.30	0.114		0.00	0.13	1.8		0.14
C-AB	0.23	9.78	0.024		0.00	0.02	0.4		0.10
A-B	0.78								
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)
08.15-08.30									
B-AC	0.95	8.30	0.114		0.13	0.13	1.9		0.14
C-AB	0.23	9.78	0.024		0.02	0.02	0.4		0.10
A-B	0.78								
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)
08.30-08.45									
B-AC	0.95	8.30	0.114		0.13	0.13	1.9		0.14
C-AB	0.23	9.78	0.024		0.02	0.02	0.4		0.10
A-B	0.78								
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)
08.45-09.00									
B-AC	0.95	8.30	0.114		0.13	0.13	1.9		0.14
C-AB	0.23	9.78	0.024		0.02	0.02	0.4		0.10
A-B	0.78								
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
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

STREAM	TOTAL DEMAND		* QUEUEING * DELAY *		* INCLUSIVE QUEUEING * DELAY *	
	(VEH)	(VEH/H)	(MIN)	(MIN/VEH)	(MIN)	(MIN/VEH)
B-AC	57.0	57.0	7.6	0.13	7.6	0.13
C-AB	14.0	14.0	1.5	0.11	1.5	0.11
A-B	47.0	47.0				
A-C	173.0	173.0				
ALL	436.0	436.0	9.1	0.02	9.1	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 ==========

Printed at 13:25:46 on 10/04/2014]

TRL LIMITED

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

PICADY 5.1 ANALYSIS PROGRAM
RELEASE 5.0 (JUNE 2010)

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EMAIL: software@trl.co.uk

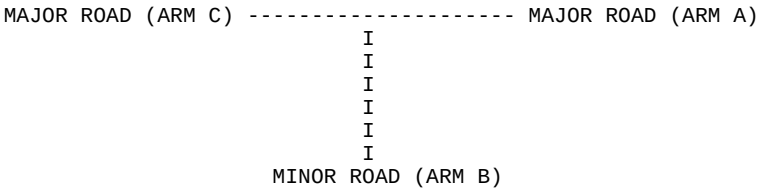
Run with file:-
"V:\2013\VN30277 Longridge\Picady\Full Application-106 Dwellings\DIRECT\2016 Baseline Flows\
Halfpenny and Inglewhite Rd 2016 Baseline Flows-PM.vpi"
(drive-on-the-left) at 13:26:43 on Thursday, 10 April 2014

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

DATA ITEM	MINOR ROAD B
TOTAL MAJOR ROAD CARRIAGEWAY WIDTH	(W) 6.00 M.
CENTRAL RESERVE WIDTH	(WCR) 0.00 M.
MAJOR ROAD RIGHT TURN - WIDTH	(WC-B) 2.20 M.
- VISIBILITY	(VC-B)117.00 M.
- BLOCKS TRAFFIC (SPACES)	YES (1)
MINOR ROAD - VISIBILITY TO LEFT	(VB-C) 16.0 M.
- VISIBILITY TO RIGHT	(VB-A) 15.0 M.
- LANE 1 WIDTH	(WB-C) 3.30 M.
- LANE 2 WIDTH	(WB-A) 0.00 M.

.SLOPES AND INTERCEPT

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

Intercept For STREAM B-C	Slope For Opposing STREAM A-C	Slope For Opposing STREAM A-B
652.40	0.25	0.10

Intercept For STREAM B-A	Slope For Opposing STREAM A-C	Slope For Opposing STREAM A-B	Slope For Opposing STREAM C-A	Slope For Opposing STREAM C-B
504.92	0.23	0.09	0.15	0.33

Intercept For STREAM C-B	Slope For Opposing STREAM A-C	Slope For Opposing STREAM A-B
641.72	0.25	0.25

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

TRAFFIC DEMAND DATA

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

Demand set: 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

TIME	FROM/TO	TURNING PROPORTIONS (PERCENTAGE OF H.V.S) ARM A	ARM B	ARM C
17.00 - 18.00	ARM A	0.000	0.212	0.788
		0.0	45.0	167.0
		(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	0.942	0.058	0.000
		147.0	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	6.79	0.142		0.00	0.16	2.3		0.17
C-AB	0.15	8.84	0.017		0.00	0.02	0.3		0.12
A-B	0.75								
A-C	2.78								
17.15-17.30									
B-AC	0.97	6.79	0.142		0.16	0.16	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	2.78								
17.30-17.45									
B-AC	0.97	6.79	0.142		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	2.78								
17.45-18.00									
B-AC	0.97	6.79	0.142		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	2.78								

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

STREAM	TOTAL DEMAND		* QUEUEING * DELAY *		* INCLUSIVE QUEUEING * DELAY *	
	(VEH)	(VEH/H)	(MIN)	(MIN/VEH)	(MIN)	(MIN/VEH)
B-AC	58.0	58.0	9.8	0.17	9.8	0.17
C-AB	9.0	9.0	1.0	0.12	1.0	0.12
A-B	45.0	45.0				
A-C	167.0	167.0				
ALL	426.0	426.0	10.8	0.03	10.8	0.03

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

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

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

Printed at 13:27:07 on 10/04/2014]

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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EMAIL: software@trl.co.uk

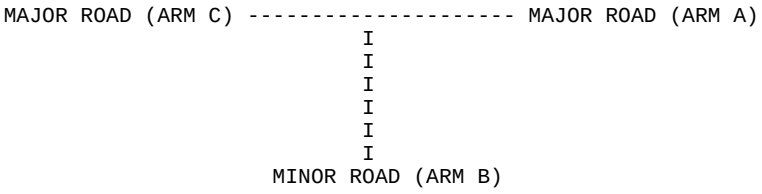
Run with file:-
"V:\2013\VN30277 Longridge\Picady\Full Application-106 Dwellings\DIRECT\2016 Assessment Flows\
Halfpenny and Inglewhite Rd 2016 Assessment Flows-AM.vpi"
(drive-on-the-left) at 11:33:00 on Thursday, 10 April 2014

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



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

DATA ITEM	MINOR ROAD B
TOTAL MAJOR ROAD CARRIAGEWAY WIDTH	(W) 6.00 M.
CENTRAL RESERVE WIDTH	(WCR) 0.00 M.
MAJOR ROAD RIGHT TURN - WIDTH	(WC-B) 2.20 M.
- VISIBILITY	(VC-B)117.00 M.
- BLOCKS TRAFFIC (SPACES)	YES (1)
MINOR ROAD - VISIBILITY TO LEFT	(VB-C) 16.0 M.
- VISIBILITY TO RIGHT	(VB-A) 15.0 M.
- LANE 1 WIDTH	(WB-C) 3.30 M.
- LANE 2 WIDTH	(WB-A) 0.00 M.

.SLOPES AND INTERCEPT

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

Intercept For STREAM B-C	Slope For Opposing STREAM A-C	Slope For Opposing STREAM A-B
652.40	0.25	0.10

Intercept For STREAM B-A	Slope For Opposing STREAM A-C	Slope For Opposing STREAM A-B	Slope For Opposing STREAM C-A	Slope For Opposing STREAM C-B
504.92	0.23	0.09	0.15	0.33

Intercept For STREAM C-B	Slope For Opposing STREAM A-C	Slope For Opposing STREAM A-B
641.72	0.25	0.25

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

TRAFFIC DEMAND DATA

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

Demand set: 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

TIME	FROM/TO	ARM A	ARM B	ARM C
08.00 - 09.00				
	ARM A	0.000	0.244	0.756
		0.0	57.0	177.0
		(0.0)	(0.0)	(0.0)
	ARM B	0.567	0.000	0.433
		34.0	0.0	26.0
		(0.0)	(0.0)	(0.0)
	ARM C	0.913	0.087	0.000
		146.0	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	1.00	8.21	0.122		0.00	0.14	2.0		0.14
C-AB	0.23	9.73	0.024		0.00	0.02	0.4		0.11
A-B	0.95								
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	1.00	8.21	0.122		0.14	0.14	2.1		0.14
C-AB	0.23	9.73	0.024		0.02	0.02	0.4		0.11
A-B	0.95								
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	1.00	8.21	0.122		0.14	0.14	2.1		0.14
C-AB	0.23	9.73	0.024		0.02	0.02	0.4		0.11
A-B	0.95								
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	1.00	8.21	0.122		0.14	0.14	2.1		0.14
C-AB	0.23	9.73	0.024		0.02	0.02	0.4		0.11
A-B	0.95								
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	0.1
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

STREAM	TOTAL DEMAND		* QUEUEING * DELAY *		* INCLUSIVE QUEUEING * DELAY *	
	(VEH)	(VEH/H)	(MIN)	(MIN/VEH)	(MIN)	(MIN/VEH)
B-AC	60.0	60.0	8.2	0.14	8.2	0.14
C-AB	14.0	14.0	1.5	0.11	1.5	0.11
A-B	57.0	57.0				
A-C	177.0	177.0				
ALL	453.6	453.6	9.7	0.02	9.7	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 ==========

Printed at 11:33:42 on 10/04/2014]

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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EMAIL: software@trl.co.uk

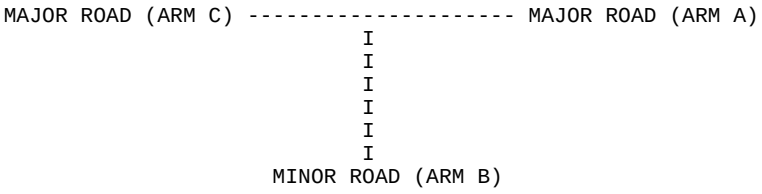
Run with file:-
"V:\2013\VN30277 Longridge\Picady\Full Application-106 Dwellings\DIRECT\2016 Assessment Flows\
Halfpenny and Inglewhite Rd 2016 Assessment Flows-PM.vpi"
(drive-on-the-left) at 11:41:45 on Thursday, 10 April 2014

RUN INFORMATION

RUN TITLE	: Halfpenny Lane/Inglewhite Road 2016 Assesment 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

DATA ITEM	MINOR ROAD B
TOTAL MAJOR ROAD CARRIAGEWAY WIDTH	(W) 6.00 M.
CENTRAL RESERVE WIDTH	(WCR) 0.00 M.
MAJOR ROAD RIGHT TURN - WIDTH	(WC-B) 2.20 M.
- VISIBILITY	(VC-B)117.00 M.
- BLOCKS TRAFFIC (SPACES)	YES (1)
MINOR ROAD - VISIBILITY TO LEFT	(VB-C) 16.0 M.
- VISIBILITY TO RIGHT	(VB-A) 15.0 M.
- LANE 1 WIDTH	(WB-C) 3.30 M.
- LANE 2 WIDTH	(WB-A) 0.00 M.

.SLOPES AND INTERCEPT

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

Intercept For STREAM B-C	Slope For Opposing STREAM A-C	Slope For Opposing STREAM A-B
652.40	0.25	0.10

Intercept For STREAM B-A	Slope For Opposing STREAM A-C	Slope For Opposing STREAM A-B	Slope For Opposing STREAM C-A	Slope For Opposing STREAM C-B
504.92	0.23	0.09	0.15	0.33

Intercept For STREAM C-B	Slope For Opposing STREAM A-C	Slope For Opposing STREAM A-B
641.72	0.25	0.25

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

TRAFFIC DEMAND DATA

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

Demand set: 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

TRL TRL Viewer 3.2 AG V:\.. \2016 Assessment Flows\Halfpenny and Inglewhite Rd 2016 Assessment Flows-PM.vpo

Demand set: Halfpenny Lane/Inglewhite Road 2016

TIME	FROM/TO	TURNING PROPORTIONS / TURNING COUNTS (PERCENTAGE OF H.V.S) ARM A	ARM B	ARM C
17.00 - 18.00	ARM A	0.000 0.0 (0.0)	0.228 50.0 (10.0)	0.772 169.0 (10.0)
	ARM B	0.881 59.0 (10.0)	0.000 0.0 (0.0)	0.119 8.0 (10.0)
	ARM C	0.944 151.0 (10.0)	0.056 9.0 (10.0)	0.000 0.0 (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	1.12	6.73	0.166		0.00	0.20	2.8		0.18
C-AB	0.15	8.82	0.017		0.00	0.02	0.3		0.12
A-B	0.83								
A-C	2.82								
17.15-17.30									
B-AC	1.12	6.73	0.166		0.20	0.20	3.0		0.18
C-AB	0.15	8.82	0.017		0.02	0.02	0.3		0.12
A-B	0.83								
A-C	2.82								
17.30-17.45									
B-AC	1.12	6.73	0.166		0.20	0.20	3.0		0.18
C-AB	0.15	8.82	0.017		0.02	0.02	0.3		0.12
A-B	0.83								
A-C	2.82								
17.45-18.00									
B-AC	1.12	6.73	0.166		0.20	0.20	3.0		0.18
C-AB	0.15	8.82	0.017		0.02	0.02	0.3		0.12
A-B	0.83								
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

STREAM	TOTAL DEMAND (VEH)	TOTAL DEMAND (VEH/H)	* QUEUEING * DELAY * (MIN)	* QUEUEING * DELAY * (MIN/VEH)	* INCLUSIVE QUEUEING * DELAY * (MIN)	* INCLUSIVE QUEUEING * DELAY * (MIN/VEH)
B-AC	67.2	67.2	11.7	0.17	11.7	0.17
C-AB	9.0	9.0	1.0	0.12	1.0	0.12
A-B	50.0	50.0				
A-C	169.0	169.0				
ALL	445.8	445.8	12.8	0.03	12.8	0.03

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

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

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

Printed at 11:43:01 on 10/04/2014]

TRL LIMITED

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

PICADY 5.1 ANALYSIS PROGRAM
RELEASE 5.0 (JUNE 2010)

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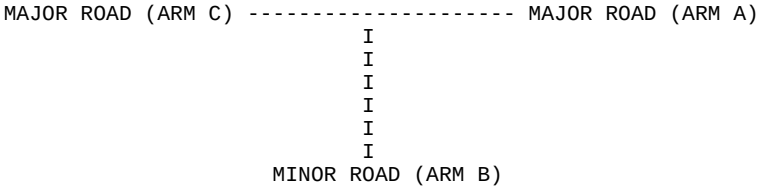
Run with file:-
"V:\2013\VN30277 Longridge\Picady\Full Application-106 Dwellings\DIRECT\2025 Baseline Flows\
Halfpenny and Inglewhite Rd 2025 Baseline Flows-AM.vpi"
(drive-on-the-left) at 16:13:33 on Thursday, 10 April 2014

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

DATA ITEM	MINOR ROAD B
TOTAL MAJOR ROAD CARRIAGEWAY WIDTH	(W) 6.00 M.
CENTRAL RESERVE WIDTH	(WCR) 0.00 M.
MAJOR ROAD RIGHT TURN - WIDTH	(WC-B) 2.20 M.
- VISIBILITY	(VC-B)117.00 M.
- BLOCKS TRAFFIC (SPACES)	YES (1)
MINOR ROAD - VISIBILITY TO LEFT	(VB-C) 16.0 M.
- VISIBILITY TO RIGHT	(VB-A) 15.0 M.
- LANE 1 WIDTH	(WB-C) 3.30 M.
- LANE 2 WIDTH	(WB-A) 0.00 M.

.SLOPES AND INTERCEPT

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

Intercept For STREAM B-C	Slope For Opposing STREAM A-C	Slope For Opposing STREAM A-B
652.40	0.25	0.10

Intercept For STREAM B-A	Slope For Opposing STREAM A-C	Slope For Opposing STREAM A-B	Slope For Opposing STREAM C-A	Slope For Opposing STREAM C-B
504.92	0.23	0.09	0.15	0.33

Intercept For STREAM C-B	Slope For Opposing STREAM A-C	Slope For Opposing STREAM A-B
641.72	0.25	0.25

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

TRAFFIC DEMAND DATA

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

Demand set: 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

TIME	FROM/TO	ARM A	ARM B	ARM C
08.00 - 09.00	TURNING PROPORTIONS			
	ARM A	0.000	0.214	0.786
		0.0	53.0	195.0
		(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	0.911	0.089	0.000
		164.0	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	8.20	0.129		0.00	0.15	2.1		0.14
C-AB	0.27	9.67	0.028		0.00	0.03	0.4		0.11
A-B	0.88								
A-C	3.25								
08.15-08.30									
B-AC	1.06	8.20	0.129		0.15	0.15	2.2		0.14
C-AB	0.27	9.67	0.028		0.03	0.03	0.4		0.11
A-B	0.88								
A-C	3.25								
08.30-08.45									
B-AC	1.06	8.20	0.129		0.15	0.15	2.2		0.14
C-AB	0.27	9.67	0.028		0.03	0.03	0.4		0.11
A-B	0.88								
A-C	3.25								
08.45-09.00									
B-AC	1.06	8.20	0.129		0.15	0.15	2.2		0.14
C-AB	0.27	9.67	0.028		0.03	0.03	0.4		0.11
A-B	0.88								
A-C	3.25								

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

STREAM	TOTAL DEMAND		* QUEUEING * DELAY *		* INCLUSIVE QUEUEING * DELAY *	
	(VEH)	(VEH/H)	(MIN)	(MIN/VEH)	(MIN)	(MIN/VEH)
B-AC	63.6	63.6	8.8	0.14	8.8	0.14
C-AB	16.0	16.0	1.7	0.11	1.7	0.11
A-B	53.0	53.0				
A-C	194.8	194.8				
ALL	491.4	491.4	10.5	0.02	10.5	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 ==========

Printed at 16:14:02 on 10/04/2014]

TRL LIMITED

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

PICADY 5.1 ANALYSIS PROGRAM
RELEASE 5.0 (JUNE 2010)

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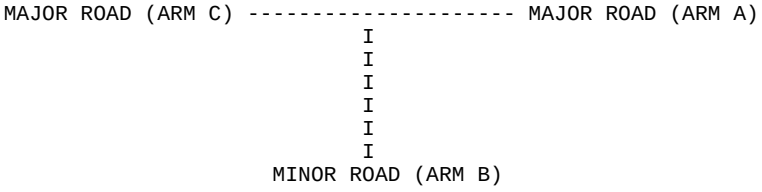
Run with file:-
"V:\2013\VN30277 Longridge\Picady\Full Application-106 Dwellings\DIRECT\2025 Baseline Flows\
Halfpenny and Inglewhite Rd 2025 Baseline Flows-PM.vpi"
(drive-on-the-left) at 16:14:51 on Thursday, 10 April 2014

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

DATA ITEM	MINOR ROAD B
TOTAL MAJOR ROAD CARRIAGEWAY WIDTH	(W) 6.00 M.
CENTRAL RESERVE WIDTH	(WCR) 0.00 M.
MAJOR ROAD RIGHT TURN - WIDTH	(WC-B) 2.20 M.
- VISIBILITY	(VC-B)117.00 M.
- BLOCKS TRAFFIC (SPACES)	YES (1)
MINOR ROAD - VISIBILITY TO LEFT	(VB-C) 16.0 M.
- VISIBILITY TO RIGHT	(VB-A) 15.0 M.
- LANE 1 WIDTH	(WB-C) 3.30 M.
- LANE 2 WIDTH	(WB-A) 0.00 M.

.SLOPES AND INTERCEPT

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

Intercept For STREAM B-C	Slope For Opposing STREAM A-C	Slope For Opposing STREAM A-B
652.40	0.25	0.10

Intercept For STREAM B-A	Slope For Opposing STREAM A-C	Slope For Opposing STREAM A-B	Slope For Opposing STREAM C-A	Slope For Opposing STREAM C-B
504.92	0.23	0.09	0.15	0.33

Intercept For STREAM C-B	Slope For Opposing STREAM A-C	Slope For Opposing STREAM A-B
641.72	0.25	0.25

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

TRAFFIC DEMAND DATA

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

Demand set: 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

TIME	FROM/TO	TURNING PROPORTIONS / TURNING COUNTS / (PERCENTAGE OF H.V.S) ARM A	ARM B	ARM C
17.00 - 18.00	ARM A	0.000 0.0 (0.0)	0.213 51.0 (10.0)	0.788 189.0 (10.0)
	ARM B	0.862 56.0 (10.0)	0.000 0.0 (0.0)	0.138 9.0 (10.0)
	ARM C	0.943 166.0 (10.0)	0.057 10.0 (10.0)	0.000 0.0 (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	6.65	0.163		0.00	0.19	2.7		0.18
C-AB	0.17	8.73	0.019		0.00	0.02	0.3		0.12
A-B	0.85								
A-C	3.15								

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)
17.15-17.30									
B-AC	1.08	6.65	0.163		0.19	0.19	2.9		0.18
C-AB	0.17	8.73	0.019		0.02	0.02	0.3		0.12
A-B	0.85								
A-C	3.15								

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	1.08	6.65	0.163		0.19	0.19	2.9		0.18
C-AB	0.17	8.73	0.019		0.02	0.02	0.3		0.12
A-B	0.85								
A-C	3.15								

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	1.08	6.65	0.163		0.19	0.19	2.9		0.18
C-AB	0.17	8.73	0.019		0.02	0.02	0.3		0.12
A-B	0.85								
A-C	3.15								

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

STREAM	TOTAL DEMAND (VEH)	TOTAL DEMAND (VEH/H)	* QUEUEING * DELAY * (MIN)	* QUEUEING * DELAY * (MIN/VEH)	* INCLUSIVE QUEUEING * DELAY * (MIN)	* INCLUSIVE QUEUEING * DELAY * (MIN/VEH)
B-AC	65.0	65.0	11.4	0.18	11.5	0.18
C-AB	10.0	10.0	1.2	0.12	1.2	0.12
A-B	51.0	51.0				
A-C	189.0	189.0				
ALL	481.0	481.0	12.6	0.03	12.6	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 ==========

Printed at 16:15:04 on 10/04/2014]

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

PICADY 5.1 ANALYSIS PROGRAM
RELEASE 5.0 (JUNE 2010)

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

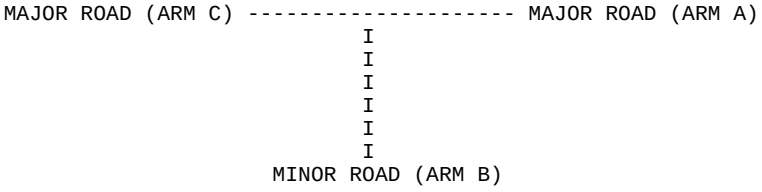
Run with file:-
"V:\2013\VN30277 Longridge\Picady\Full Application-106 Dwellings\DIRECT\2025 Assessment Flows\
Halfpenny and Inglewhite Rd 2025 Assessment Flows-AM.vpi"
(drive-on-the-left) at 15:49:59 on Thursday, 10 April 2014

RUN INFORMATION

RUN TITLE	: Halfpenny Lane/Inglewhite Road 2025 Assessment 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

DATA ITEM	MINOR ROAD B
TOTAL MAJOR ROAD CARRIAGEWAY WIDTH	(W) 6.00 M.
CENTRAL RESERVE WIDTH	(WCR) 0.00 M.
MAJOR ROAD RIGHT TURN - WIDTH	(WC-B) 2.20 M.
- VISIBILITY	(VC-B)117.00 M.
- BLOCKS TRAFFIC (SPACES)	YES (1)
MINOR ROAD - VISIBILITY TO LEFT	(VB-C) 16.0 M.
- VISIBILITY TO RIGHT	(VB-A) 15.0 M.
- LANE 1 WIDTH	(WB-C) 3.30 M.
- LANE 2 WIDTH	(WB-A) 0.00 M.

.SLOPES AND INTERCEPT

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

Intercept For STREAM B-C	Slope For Opposing STREAM A-C	Slope For Opposing STREAM A-B
652.40	0.25	0.10

Intercept For STREAM B-A	Slope For Opposing STREAM A-C	Slope For Opposing STREAM A-B	Slope For Opposing STREAM C-A	Slope For Opposing STREAM C-B
504.92	0.23	0.09	0.15	0.33

Intercept For STREAM C-B	Slope For Opposing STREAM A-C	Slope For Opposing STREAM A-B
641.72	0.25	0.25

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

TRAFFIC DEMAND DATA

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

Demand set: 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

TIME	FROM/TO	ARM A	ARM B	ARM C
08.00 - 09.00				
	ARM A	0.000	0.240	0.760
		0.0	63.0	199.0
		(0.0)	(0.0)	(0.0)
	ARM B	0.552	0.000	0.448
		37.0	0.0	30.0
		(0.0)	(0.0)	(0.0)
	ARM C	0.912	0.088	0.000
		165.0	16.0	0.0
		(0.0)	(0.0)	(0.0)

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

TURNING PROPORTIONS ARE CALCULATED FROM TURNING COUNT DATA

QUEUE AND DELAY INFORMATION FOR EACH 15 MIN TIME SEGMENT

FOR 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	1.12	8.11	0.138		0.00	0.16	2.3		0.14
C-AB	0.27	9.61	0.028		0.00	0.03	0.4		0.11
A-B	1.05								
A-C	3.31								
08.15-08.30									
B-AC	1.12	8.11	0.138		0.16	0.16	2.4		0.14
C-AB	0.27	9.61	0.028		0.03	0.03	0.4		0.11
A-B	1.05								
A-C	3.31								
08.30-08.45									
B-AC	1.12	8.11	0.138		0.16	0.16	2.4		0.14
C-AB	0.27	9.61	0.028		0.03	0.03	0.4		0.11
A-B	1.05								
A-C	3.31								
08.45-09.00									
B-AC	1.12	8.11	0.138		0.16	0.16	2.4		0.14
C-AB	0.27	9.61	0.028		0.03	0.03	0.4		0.11
A-B	1.05								
A-C	3.31								

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

STREAM	TOTAL DEMAND		* QUEUEING * DELAY *		* INCLUSIVE QUEUEING * DELAY *	
	(VEH)	(VEH/H)	(MIN)	(MIN/VEH)	(MIN)	(MIN/VEH)
B-AC	67.2	67.2	9.5	0.14	9.5	0.14
C-AB	16.0	16.0	1.7	0.11	1.7	0.11
A-B	62.9	62.9				
A-C	198.7	198.7				
ALL	510.0	510.0	11.2	0.02	11.2	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 ==========

Printed at 15:50:11 on 10/04/2014]

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

PICADY 5.1 ANALYSIS PROGRAM
RELEASE 5.0 (JUNE 2010)

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

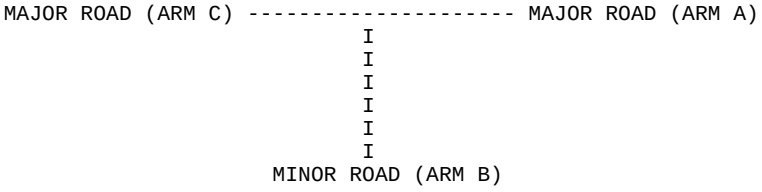
Run with file:-
"V:\2013\VN30277 Longridge\Picady\Full Application-106 Dwellings\DIRECT\2025 Assessment Flows\
Halfpenny and Inglewhite Rd 2025 Assessment Flows-PM.vpi"
(drive-on-the-left) at 15:50:40 on Thursday, 10 April 2014

RUN INFORMATION

RUN TITLE	: Halfpenny Lane/Inglewhite Road 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



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

DATA ITEM	MINOR ROAD B
TOTAL MAJOR ROAD CARRIAGEWAY WIDTH	(W) 6.00 M.
CENTRAL RESERVE WIDTH	(WCR) 0.00 M.
MAJOR ROAD RIGHT TURN - WIDTH	(WC-B) 2.20 M.
- VISIBILITY	(VC-B)117.00 M.
- BLOCKS TRAFFIC (SPACES)	YES (1)
MINOR ROAD - VISIBILITY TO LEFT	(VB-C) 16.0 M.
- VISIBILITY TO RIGHT	(VB-A) 15.0 M.
- LANE 1 WIDTH	(WB-C) 3.30 M.
- LANE 2 WIDTH	(WB-A) 0.00 M.

.SLOPES AND INTERCEPT

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

Intercept For STREAM B-C	Slope For Opposing STREAM A-C	Slope For Opposing STREAM A-B
652.40	0.25	0.10

Intercept For STREAM B-A	Slope For Opposing STREAM A-C	Slope For Opposing STREAM A-B	Slope For Opposing STREAM C-A	Slope For Opposing STREAM C-B
504.92	0.23	0.09	0.15	0.33

Intercept For STREAM C-B	Slope For Opposing STREAM A-C	Slope For Opposing STREAM A-B
641.72	0.25	0.25

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

TRAFFIC DEMAND DATA

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

Demand set: 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

TRL TRL Viewer 3.2 AG V:\.. \2025 Assessment Flows\Halfpenny and Inglewhite Rd 2025 Assessment Flows-PM.vpo

Demand set: Halfpenny Lane/Inglewhite Road 2025

TIME	FROM/TO	ARM A	ARM B	ARM C
17.00 - 18.00				
	ARM A	0.000	0.227	0.773
		0.0	56.0	191.0
		(0.0)	(10.0)	(10.0)
	ARM B	0.878	0.000	0.122
		65.0	0.0	9.0
		(10.0)	(0.0)	(10.0)
	ARM C	0.944	0.056	0.000
		170.0	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	1.23	6.59	0.187		0.00	0.23	3.2		0.19
C-AB	0.17	8.70	0.019		0.00	0.02	0.3		0.12
A-B	0.93								
A-C	3.19								

TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)
17.15-17.30									
B-AC	1.23	6.59	0.187		0.23	0.23	3.4		0.19
C-AB	0.17	8.70	0.019		0.02	0.02	0.3		0.12
A-B	0.93								
A-C	3.19								

TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)
17.30-17.45									
B-AC	1.23	6.59	0.187		0.23	0.23	3.4		0.19
C-AB	0.17	8.70	0.019		0.02	0.02	0.3		0.12
A-B	0.93								
A-C	3.19								

TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)
17.45-18.00									
B-AC	1.23	6.59	0.187		0.23	0.23	3.4		0.19
C-AB	0.17	8.70	0.019		0.02	0.02	0.3		0.12
A-B	0.93								
A-C	3.19								

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

STREAM	TOTAL DEMAND		* QUEUEING * DELAY *		* INCLUSIVE QUEUEING * DELAY *	
	(VEH)	(VEH/H)	(MIN)	(MIN/VEH)	(MIN)	(MIN/VEH)
B-AC	73.8	73.8	13.5	0.18	13.5	0.18
C-AB	10.0	10.0	1.2	0.12	1.2	0.12
A-B	56.0	56.0				
A-C	191.2	191.2				
ALL	501.0	501.0	14.7	0.03	14.7	0.03

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

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

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

Printed at 15:50:56 on 10/04/2014]

Appendix 16

PICADY Outputs – Whittingham Road/Halfpenny Lane

TRL LIMITED

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

PICADY 5.1 ANALYSIS PROGRAM
RELEASE 5.0 (JUNE 2010)

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TRL SOFTWARE SALES
TEL: CROWTHORNE (01344) 770758, FAX: 770356
EMAIL: software@trl.co.uk

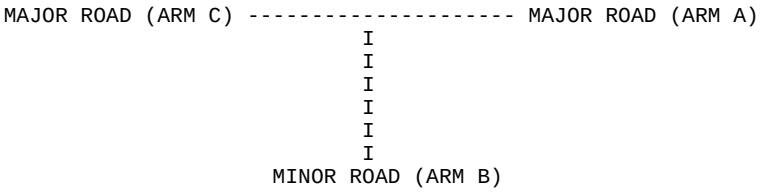
Run with file:-
"V:\2013\VN30277 Longridge\Picady\Full Application-106 Dwellings\DIRECT\2016 Baseline Flows\
Halfpenny and Whittingham Rd 2016 Baseline Flows-AM.vpi"
(drive-on-the-left) at 13:28:48 on Thursday, 10 April 2014

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



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.

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

PICADY 5.1 ANALYSIS PROGRAM
RELEASE 5.0 (JUNE 2010)

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

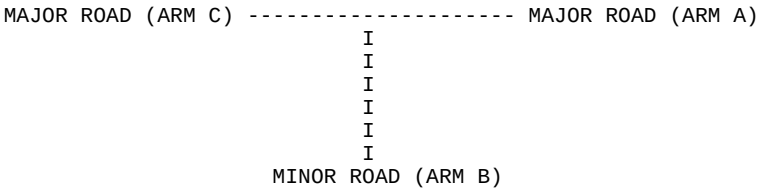
Run with file:-
"V:\2013\VN30277 Longridge\Picady\Full Application-106 Dwellings\DIRECT\2016 Baseline Flows\
Halfpenny and Whittingham Rd 2016 Baseline Flows-PM.vpi"
(drive-on-the-left) at 13:50:40 on Thursday, 10 April 2014

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

DATA ITEM	MINOR ROAD B
TOTAL MAJOR ROAD CARRIAGEWAY WIDTH	(W) 6.15 M.
CENTRAL RESERVE WIDTH	(WCR) 0.00 M.
MAJOR ROAD RIGHT TURN - WIDTH	(WC-B) 2.20 M.
- VISIBILITY	(VC-B) 90.00 M.
- BLOCKS TRAFFIC (SPACES)	YES (1)
MINOR ROAD - VISIBILITY TO LEFT	(VB-C) 16.0 M.
- VISIBILITY TO RIGHT	(VB-A) 16.0 M.
- LANE 1 WIDTH	(WB-C) 2.20 M.
- LANE 2 WIDTH	(WB-A) 0.00 M.

.SLOPES AND INTERCEPT

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

Intercept For STREAM B-C	Slope For Opposing STREAM A-C	Slope For Opposing STREAM A-B
583.23	0.22	0.09

Intercept For STREAM B-A	Slope For Opposing STREAM A-C	Slope For Opposing STREAM A-B	Slope For Opposing STREAM C-A	Slope For Opposing STREAM C-B
451.39	0.21	0.08	0.13	0.29

Intercept For STREAM C-B	Slope For Opposing STREAM A-C	Slope For Opposing STREAM A-B
626.08	0.24	0.24

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

TRAFFIC DEMAND DATA

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

Demand set: 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

TIME	FROM/TO	ARM A	ARM B	ARM C
17.00 - 18.00				
	ARM A	0.000	0.153	0.847
		0.0	50.0	276.0
		(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	0.911	0.089	0.000
		236.0	23.0	0.0
		(0.0)	(0.0)	(0.0)

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

TURNING PROPORTIONS ARE CALCULATED FROM TURNING COUNT DATA

QUEUE AND DELAY INFORMATION FOR EACH 15 MIN TIME SEGMENT

FOR 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	1.00	6.36	0.157		0.00	0.18	2.6		0.19
C-AB	0.38	9.13	0.042		0.00	0.04	0.7		0.11
A-B	0.83								
A-C	4.60								

TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)
17.15-17.30									
B-AC	1.00	6.36	0.157		0.18	0.19	2.8		0.19
C-AB	0.38	9.13	0.042		0.04	0.04	0.7		0.11
A-B	0.83								
A-C	4.60								

TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)
17.30-17.45									
B-AC	1.00	6.36	0.157		0.19	0.19	2.8		0.19
C-AB	0.38	9.13	0.042		0.04	0.04	0.7		0.11
A-B	0.83								
A-C	4.60								

TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)
17.45-18.00									
B-AC	1.00	6.36	0.157		0.19	0.19	2.8		0.19
C-AB	0.38	9.13	0.042		0.04	0.04	0.7		0.11
A-B	0.83								
A-C	4.60								

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

STREAM	TOTAL DEMAND		* QUEUEING * DELAY *		* INCLUSIVE QUEUEING * DELAY *	
	(VEH)	(VEH/H)	(MIN)	(MIN/VEH)	(MIN)	(MIN/VEH)
B-AC	60.0	60.0	11.0	0.18	11.0	0.18
C-AB	23.0	23.0	2.7	0.12	2.7	0.12
A-B	50.0	50.0				
A-C	276.0	276.0				
ALL	645.0	645.0	13.6	0.02	13.6	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 ==========

Printed at 13:51:04 on 10/04/2014]

GEOMETRIC DATA

DATA ITEM	MINOR ROAD B
TOTAL MAJOR ROAD CARRIAGEWAY WIDTH	(W) 6.15 M.
CENTRAL RESERVE WIDTH	(WCR) 0.00 M.
MAJOR ROAD RIGHT TURN - WIDTH	(WC-B) 2.20 M.
- VISIBILITY	(VC-B) 90.00 M.
- BLOCKS TRAFFIC (SPACES)	YES (1)
MINOR ROAD - VISIBILITY TO LEFT	(VB-C) 16.0 M.
- VISIBILITY TO RIGHT	(VB-A) 16.0 M.
- LANE 1 WIDTH	(WB-C) 2.20 M.
- LANE 2 WIDTH	(WB-A) 0.00 M.

.SLOPES AND INTERCEPT

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

Intercept For STREAM B-C	Slope For Opposing STREAM A-C	Slope For Opposing STREAM A-B
583.23	0.22	0.09

Intercept For STREAM B-A	Slope For Opposing STREAM A-C	Slope For Opposing STREAM A-B	Slope For Opposing STREAM C-A	Slope For Opposing STREAM C-B
451.39	0.21	0.08	0.13	0.29

Intercept For STREAM C-B	Slope For Opposing STREAM A-C	Slope For Opposing STREAM A-B
626.08	0.24	0.24

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

TRAFFIC DEMAND DATA

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

Demand set: 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

TIME	FROM/TO	ARM A	ARM B	ARM C
07.00 - 08.00		TURNING PROPORTIONS		
		TURNING COUNTS		
		(PERCENTAGE OF H.V.S)		
	ARM A	0.000	0.077	0.923
		0.0	22.0	262.0
		(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	0.902	0.098	0.000
		295.0	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	6.20	0.194		0.00	0.24	3.4		0.20
C-AB	0.53	9.29	0.057		0.00	0.06	0.9		0.11
A-B	0.37								
A-C	4.37								
07.15-07.30									
B-AC	1.20	6.20	0.194		0.24	0.24	3.6		0.20
C-AB	0.53	9.29	0.057		0.06	0.06	0.9		0.11
A-B	0.37								
A-C	4.37								
07.30-07.45									
B-AC	1.20	6.20	0.194		0.24	0.24	3.6		0.20
C-AB	0.53	9.29	0.057		0.06	0.06	0.9		0.11
A-B	0.37								
A-C	4.37								
07.45-08.00									
B-AC	1.20	6.20	0.194		0.24	0.24	3.6		0.20
C-AB	0.53	9.29	0.057		0.06	0.06	0.9		0.11
A-B	0.37								
A-C	4.37								

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
07.15	0.2
07.30	0.2
07.45	0.2
08.00	0.2

QUEUE FOR STREAM C-AB

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE
07.15	0.1
07.30	0.1
07.45	0.1
08.00	0.1

QUEUEING DELAY INFORMATION OVER WHOLE PERIOD

STREAM	TOTAL DEMAND		* QUEUEING * DELAY *		* INCLUSIVE QUEUEING * DELAY *	
	(VEH)	(VEH/H)	(MIN)	(MIN/VEH)	(MIN)	(MIN/VEH)
B-AC	72.0	72.0	14.1	0.20	14.1	0.20
C-AB	32.0	32.0	3.8	0.12	3.8	0.12
A-B	22.0	22.0				
A-C	262.0	262.0				
ALL	683.0	683.0	17.8	0.03	17.8	0.03

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

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

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

Printed at 13:29:48 on 10/04/2014]

TRL LIMITED

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

PICADY 5.1 ANALYSIS PROGRAM
RELEASE 5.0 (JUNE 2010)

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EMAIL: software@trl.co.uk

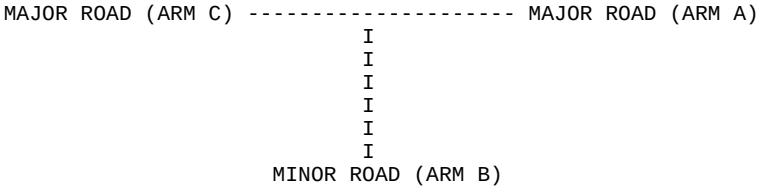
Run with file:-
"V:\2013\VN30277 Longridge\Picady\Full Application-106 Dwellings\DIRECT\2016 Assessment Flows\
Halfpenny and Whittingham Rd 2016 Assessment Flows-AM.vpi"
(drive-on-the-left) at 11:43:52 on Thursday, 10 April 2014

RUN INFORMATION

RUN TITLE	: Halfpenny Lane/Whittingham Road 2016 Assessment 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

DATA ITEM	MINOR ROAD B
TOTAL MAJOR ROAD CARRIAGEWAY WIDTH	(W) 6.15 M.
CENTRAL RESERVE WIDTH	(WCR) 0.00 M.
MAJOR ROAD RIGHT TURN - WIDTH	(WC-B) 2.20 M.
- VISIBILITY	(VC-B) 90.00 M.
- BLOCKS TRAFFIC (SPACES)	YES (1)
MINOR ROAD - VISIBILITY TO LEFT	(VB-C) 16.0 M.
- VISIBILITY TO RIGHT	(VB-A) 16.0 M.
- LANE 1 WIDTH	(WB-C) 2.20 M.
- LANE 2 WIDTH	(WB-A) 0.00 M.

.SLOPES AND INTERCEPT

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

Intercept For STREAM B-C	Slope For Opposing STREAM A-C	Slope For Opposing STREAM A-B
583.23	0.22	0.09

Intercept For STREAM B-A	Slope For Opposing STREAM A-C	Slope For Opposing STREAM A-B	Slope For Opposing STREAM C-A	Slope For Opposing STREAM C-B
451.39	0.21	0.08	0.13	0.29

Intercept For STREAM C-B	Slope For Opposing STREAM A-C	Slope For Opposing STREAM A-B
626.08	0.24	0.24

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

TRAFFIC DEMAND DATA

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

Demand set: 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

TIME	FROM/TO	ARM A	ARM B	ARM C
08.00 - 09.00				
	ARM A	0.000	0.087	0.913
		0.0	25.0	262.0
		(0.0)%	(0.0)%	(0.0)%
	ARM B	0.829	0.000	0.171
		68.0	0.0	14.0
		(0.0)%	(0.0)%	(0.0)%
	ARM C	0.902	0.098	0.000
		295.0	32.0	0.0
		(0.0)%	(0.0)%	(0.0)%

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

TURNING PROPORTIONS ARE CALCULATED FROM TURNING COUNT DATA

QUEUE AND DELAY INFORMATION FOR EACH 15 MIN TIME SEGMENT

FOR 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	1.36	6.14	0.221		0.00	0.28	4.0		0.21
C-AB	0.53	9.28	0.057		0.00	0.06	0.9		0.11
A-B	0.42								
A-C	4.36								

TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)
08.15-08.30									
B-AC	1.36	6.14	0.221		0.28	0.28	4.2		0.21
C-AB	0.53	9.28	0.057		0.06	0.06	0.9		0.11
A-B	0.42								
A-C	4.36								

TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)
08.30-08.45									
B-AC	1.36	6.14	0.221		0.28	0.28	4.2		0.21
C-AB	0.53	9.28	0.057		0.06	0.06	0.9		0.11
A-B	0.42								
A-C	4.36								

TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)
08.45-09.00									
B-AC	1.36	6.14	0.221		0.28	0.28	4.2		0.21
C-AB	0.53	9.28	0.057		0.06	0.06	0.9		0.11
A-B	0.42								
A-C	4.36								

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

STREAM	TOTAL DEMAND (VEH)	TOTAL DEMAND (VEH/H)	* QUEUEING * DELAY * (MIN)	* QUEUEING * DELAY * (MIN/VEH)	* INCLUSIVE QUEUEING * DELAY * (MIN)	* INCLUSIVE QUEUEING * DELAY * (MIN/VEH)
B-AC	81.6	81.6	16.7	0.20	16.7	0.20
C-AB	32.0	32.0	3.7	0.12	3.7	0.12
A-B	25.0	25.0				
A-C	261.8	261.8				
ALL	695.4	695.4	20.4	0.03	20.4	0.03

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

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

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

Printed at 11:45:15 on 10/04/2014]

TRL LIMITED

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

PICADY 5.1 ANALYSIS PROGRAM
RELEASE 5.0 (JUNE 2010)

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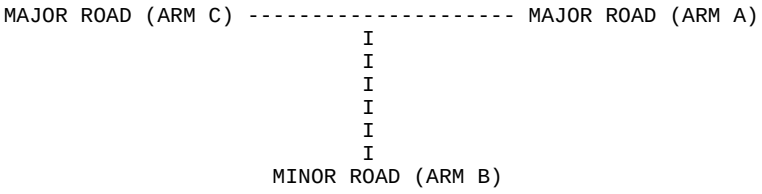
Run with file:-
"V:\2013\VN30277 Longridge\Picady\Full Application-106 Dwellings\DIRECT\2016 Assessment Flows\
Halfpenny and Whittingham Rd 2016 Assessment Flows-PM.vpi"
(drive-on-the-left) at 11:45:43 on Thursday, 10 April 2014

RUN INFORMATION

RUN TITLE	: Halfpenny Lane/Whittingham Road 2016 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



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

DATA ITEM	MINOR ROAD B
TOTAL MAJOR ROAD CARRIAGEWAY WIDTH	(W) 6.15 M.
CENTRAL RESERVE WIDTH	(WCR) 0.00 M.
MAJOR ROAD RIGHT TURN - WIDTH	(WC-B) 2.20 M.
- VISIBILITY	(VC-B) 90.00 M.
- BLOCKS TRAFFIC (SPACES)	YES (1)
MINOR ROAD - VISIBILITY TO LEFT	(VB-C) 16.0 M.
- VISIBILITY TO RIGHT	(VB-A) 16.0 M.
- LANE 1 WIDTH	(WB-C) 2.20 M.
- LANE 2 WIDTH	(WB-A) 0.00 M.

.SLOPES AND INTERCEPT

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

Intercept For STREAM B-C	Slope For STREAM A-C	Slope For Opposing STREAM A-B
583.23	0.22	0.09

Intercept For STREAM B-A	Slope For STREAM A-C	Slope For Opposing STREAM A-B	Slope For Opposing STREAM C-A	Slope For Opposing STREAM C-B
451.39	0.21	0.08	0.13	0.29

Intercept For STREAM C-B	Slope For STREAM A-C	Slope For Opposing STREAM A-B
626.08	0.24	0.24

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

TRAFFIC DEMAND DATA

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

Demand set: 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

TRL TRL Viewer 3.2 AG V:\.. \2016 Assessment Flows\Halfpenny and Whittingham Rd 2016 Assessment Flows-PM.vpo

Demand set: Halfpenny Lane/Whittingham Road 2016

TIME	FROM/TO	ARM A	ARM B	ARM C
17.00 - 18.00				
	ARM A	0.000	0.176	0.824
		0.0	59.0	276.0
		(0.0)	(0.0)	(0.0)
	ARM B	0.781	0.000	0.219
		50.0	0.0	14.0
		(0.0)	(0.0)	(0.0)
	ARM C	0.911	0.089	0.000
		236.0	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	1.06	6.31	0.168		0.00	0.20	2.8		0.19
C-AB	0.38	9.09	0.042		0.00	0.04	0.7		0.11
A-B	0.98								
A-C	4.60								

TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)
17.15-17.30									
B-AC	1.06	6.31	0.168		0.20	0.20	3.0		0.19
C-AB	0.38	9.09	0.042		0.04	0.04	0.7		0.11
A-B	0.98								
A-C	4.60								

TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)
17.30-17.45									
B-AC	1.06	6.31	0.168		0.20	0.20	3.0		0.19
C-AB	0.38	9.09	0.042		0.04	0.04	0.7		0.11
A-B	0.98								
A-C	4.60								

TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)
17.45-18.00									
B-AC	1.06	6.31	0.168		0.20	0.20	3.0		0.19
C-AB	0.38	9.09	0.042		0.04	0.04	0.7		0.11
A-B	0.98								
A-C	4.60								

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

STREAM	TOTAL DEMAND		* QUEUEING * DELAY *		* INCLUSIVE QUEUEING * DELAY *	
	(VEH)	(VEH/H)	(MIN)	(MIN/VEH)	(MIN)	(MIN/VEH)
B-AC	63.6	63.6	11.9	0.19	11.9	0.19
C-AB	23.0	23.0	2.7	0.12	2.7	0.12
A-B	59.0	59.0				
A-C	275.8	275.8				
ALL	657.6	657.6	14.6	0.02	14.6	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 ==========

Printed at 11:46:01 on 10/04/2014]

TRL LIMITED

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

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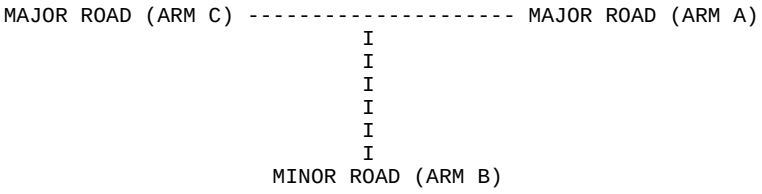
Run with file:-
"V:\2013\VN30277 Longridge\Picady\Full Application-106 Dwellings\DIRECT\2025 Baseline Flows\
Halfpenny and Whittingham Rd 2025 Baseline Flows-AM.vpi"
(drive-on-the-left) at 16:16:49 on Thursday, 10 April 2014

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

DATA ITEM	MINOR ROAD B
TOTAL MAJOR ROAD CARRIAGEWAY WIDTH	(W) 6.15 M.
CENTRAL RESERVE WIDTH	(WCR) 0.00 M.
MAJOR ROAD RIGHT TURN - WIDTH	(WC-B) 2.20 M.
- VISIBILITY	(VC-B) 90.00 M.
- BLOCKS TRAFFIC (SPACES)	YES (1)
MINOR ROAD - VISIBILITY TO LEFT	(VB-C) 16.0 M.
- VISIBILITY TO RIGHT	(VB-A) 16.0 M.
- LANE 1 WIDTH	(WB-C) 2.20 M.
- LANE 2 WIDTH	(WB-A) 0.00 M.

.SLOPES AND INTERCEPT

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

Intercept For STREAM B-C	Slope For Opposing STREAM A-C	Slope For Opposing STREAM A-B
583.23	0.22	0.09

Intercept For STREAM B-A	Slope For Opposing STREAM A-C	Slope For Opposing STREAM A-B	Slope For Opposing STREAM C-A	Slope For Opposing STREAM C-B
451.39	0.21	0.08	0.13	0.29

Intercept For STREAM C-B	Slope For Opposing STREAM A-C	Slope For Opposing STREAM A-B
626.08	0.24	0.24

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

TRAFFIC DEMAND DATA

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

Demand set: 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

TIME	FROM/TO	ARM A	ARM B	ARM C
08.00 - 09.00		TURNING PROPORTIONS		
		TURNING COUNTS		
		(PERCENTAGE OF H.V.S)		
	ARM A	0.000	0.081	0.919
		0.0	25.0	285.0
		(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	0.900	0.100	0.000
		325.0	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	6.04	0.223		0.00	0.28	4.0		0.21
C-AB	0.60	9.19	0.065		0.00	0.07	1.1		0.12
A-B	0.42								
A-C	4.75								

TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)
08.15-08.30									
B-AC	1.35	6.04	0.224		0.28	0.29	4.3		0.21
C-AB	0.60	9.19	0.065		0.07	0.07	1.1		0.12
A-B	0.42								
A-C	4.75								

TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)
08.30-08.45									
B-AC	1.35	6.04	0.224		0.29	0.29	4.3		0.21
C-AB	0.60	9.19	0.065		0.07	0.07	1.1		0.12
A-B	0.42								
A-C	4.75								

TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)
08.45-09.00									
B-AC	1.35	6.04	0.224		0.29	0.29	4.3		0.21
C-AB	0.60	9.19	0.065		0.07	0.07	1.1		0.12
A-B	0.42								
A-C	4.75								

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

STREAM	TOTAL DEMAND (VEH)	TOTAL DEMAND (VEH/H)	* QUEUEING * DELAY * (MIN)	* QUEUEING * DELAY * (MIN/VEH)	* INCLUSIVE QUEUEING * DELAY * (MIN)	* INCLUSIVE QUEUEING * DELAY * (MIN/VEH)
B-AC	81.0	81.0	16.9	0.21	16.9	0.21
C-AB	36.0	36.0	4.3	0.12	4.3	0.12
A-B	25.0	25.0				
A-C	285.2	285.2				
ALL	752.4	752.4	21.2	0.03	21.2	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 ==========

Printed at 16:17:17 on 10/04/2014]

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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EMAIL: software@trl.co.uk

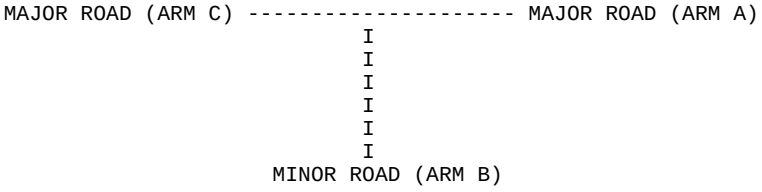
Run with file:-
"V:\2013\VN30277 Longridge\Picady\Full Application-106 Dwellings\DIRECT\2025 Baseline Flows\
Halfpenny and Whittingham Rd 2025 Baseline Flows-PM.vpi"
(drive-on-the-left) at 16:18:56 on Thursday, 10 April 2014

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



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

DATA ITEM	MINOR ROAD B
TOTAL MAJOR ROAD CARRIAGEWAY WIDTH	(W) 6.15 M.
CENTRAL RESERVE WIDTH	(WCR) 0.00 M.
MAJOR ROAD RIGHT TURN - WIDTH	(WC-B) 2.20 M.
- VISIBILITY	(VC-B) 90.00 M.
- BLOCKS TRAFFIC (SPACES)	YES (1)
MINOR ROAD - VISIBILITY TO LEFT	(VB-C) 16.0 M.
- VISIBILITY TO RIGHT	(VB-A) 16.0 M.
- LANE 1 WIDTH	(WB-C) 2.20 M.
- LANE 2 WIDTH	(WB-A) 0.00 M.

.SLOPES AND INTERCEPT

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

Intercept For STREAM B-C	Slope For Opposing STREAM A-C	Slope For Opposing STREAM A-B
583.23	0.22	0.09

Intercept For STREAM B-A	Slope For Opposing STREAM A-C	Slope For Opposing STREAM A-B	Slope For Opposing STREAM C-A	Slope For Opposing STREAM C-B
451.39	0.21	0.08	0.13	0.29

Intercept For STREAM C-B	Slope For Opposing STREAM A-C	Slope For Opposing STREAM A-B
626.08	0.24	0.24

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

TRAFFIC DEMAND DATA

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

Demand set: 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

TIME	FROM/TO	ARM A	ARM B	ARM C
17.00 - 18.00				
	ARM A	0.000	0.156	0.844
		0.0	56.0	303.0
		(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	0.909	0.091	0.000
		259.0	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	6.58	0.170		0.00	0.20	2.9		0.18
C-AB	0.17	8.99	0.018		0.00	0.02	0.3		0.11
A-B	0.93								
A-C	5.05								

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	1.12	6.58	0.170		0.20	0.20	3.0		0.18
C-AB	0.17	8.99	0.018		0.02	0.02	0.3		0.11
A-B	0.93								
A-C	5.05								

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	1.12	6.58	0.170		0.20	0.20	3.0		0.18
C-AB	0.17	8.99	0.018		0.02	0.02	0.3		0.11
A-B	0.93								
A-C	5.05								

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	1.12	6.58	0.170		0.20	0.20	3.1		0.18
C-AB	0.17	8.99	0.018		0.02	0.02	0.3		0.11
A-B	0.93								
A-C	5.05								

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	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

STREAM	TOTAL DEMAND		* QUEUEING * DELAY *		* INCLUSIVE QUEUEING * DELAY *	
	(VEH)	(VEH/H)	(MIN)	(MIN/VEH)	(MIN)	(MIN/VEH)
B-AC	67.0	67.0	12.0	0.18	12.0	0.18
C-AB	9.9	9.9	1.1	0.11	1.1	0.11
A-B	56.0	56.0				
A-C	303.0	303.0				
ALL	535.0	535.0	13.1	0.02	13.2	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 ==========

Printed at 16:20:45 on 10/04/2014]

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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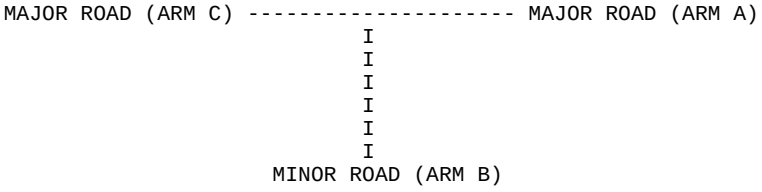
Run with file:-
"V:\2013\VN30277 Longridge\Picady\Full Application-106 Dwellings\DIRECT\2025 Assessment Flows\
Halfpenny and Whittingham Rd 2025 Assessment Flows-AM.vpi"
(drive-on-the-left) at 15:54:18 on Thursday, 10 April 2014

RUN INFORMATION

RUN TITLE	: Halfpenny Lane/Whittingham Road 2025 Assessment 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

DATA ITEM	MINOR ROAD B
TOTAL MAJOR ROAD CARRIAGEWAY WIDTH	(W) 6.15 M.
CENTRAL RESERVE WIDTH	(WCR) 0.00 M.
MAJOR ROAD RIGHT TURN - WIDTH	(WC-B) 2.20 M.
- VISIBILITY	(VC-B) 90.00 M.
- BLOCKS TRAFFIC (SPACES)	YES (1)
MINOR ROAD - VISIBILITY TO LEFT	(VB-C) 16.0 M.
- VISIBILITY TO RIGHT	(VB-A) 16.0 M.
- LANE 1 WIDTH	(WB-C) 2.20 M.
- LANE 2 WIDTH	(WB-A) 0.00 M.

.SLOPES AND INTERCEPT

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

Intercept For STREAM B-C	Slope For Opposing STREAM A-C	Slope For Opposing STREAM A-B
583.23	0.22	0.09

Intercept For STREAM B-A	Slope For Opposing STREAM A-C	Slope For Opposing STREAM A-B	Slope For Opposing STREAM C-A	Slope For Opposing STREAM C-B
451.39	0.21	0.08	0.13	0.29

Intercept For STREAM C-B	Slope For Opposing STREAM A-C	Slope For Opposing STREAM A-B
626.08	0.24	0.24

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

TRAFFIC DEMAND DATA

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

Demand set: 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

TIME	FROM/TO	ARM A	ARM B	ARM C
08.00 - 09.00				
	ARM A	0.000	0.089	0.911
		0.0	28.0	285.0
		(0.0)	(0.0)	(0.0)
	ARM B	0.824	0.000	0.176
		75.0	0.0	16.0
		(0.0)	(0.0)	(0.0)
	ARM C	0.900	0.100	0.000
		325.0	36.0	0.0
		(0.0)	(0.0)	(0.0)

TURNING PROPORTIONS (PERCENTAGE OF H.V.S)
TURNING COUNTS
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	1.52	5.99	0.254		0.00	0.33	4.7		0.22
C-AB	0.60	9.18	0.065		0.00	0.07	1.1		0.12
A-B	0.47								
A-C	4.75								

TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)
08.15-08.30									
B-AC	1.52	5.99	0.254		0.33	0.34	5.0		0.22
C-AB	0.60	9.18	0.065		0.07	0.07	1.1		0.12
A-B	0.47								
A-C	4.75								

TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)
08.30-08.45									
B-AC	1.52	5.99	0.254		0.34	0.34	5.1		0.22
C-AB	0.60	9.18	0.065		0.07	0.07	1.1		0.12
A-B	0.47								
A-C	4.75								

TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)
08.45-09.00									
B-AC	1.52	5.99	0.254		0.34	0.34	5.1		0.22
C-AB	0.60	9.18	0.065		0.07	0.07	1.1		0.12
A-B	0.47								
A-C	4.75								

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

STREAM	TOTAL DEMAND (VEH)	TOTAL DEMAND (VEH/H)	* QUEUEING * DELAY * (MIN)	* QUEUEING * DELAY * (MIN/VEH)	* INCLUSIVE QUEUEING * DELAY * (MIN)	* INCLUSIVE QUEUEING * DELAY * (MIN/VEH)
B-AC	91.2	91.2	19.9	0.22	19.9	0.22
C-AB	36.0	36.0	4.3	0.12	4.3	0.12
A-B	28.0	28.0				
A-C	285.2	285.2				
ALL	765.6	765.6	24.2	0.03	24.2	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 ==========

Printed at 15:55:02 on 10/04/2014]

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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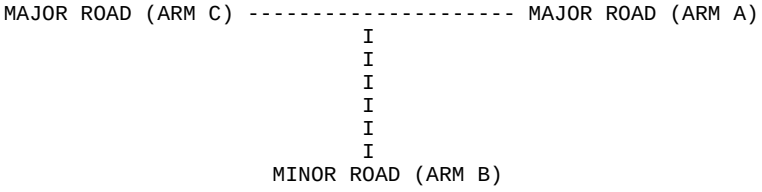
Run with file:-
"V:\2013\VN30277 Longridge\Picady\Full Application-106 Dwellings\DIRECT\2025 Assessment Flows\
Halfpenny and Whittingham Rd 2025 Assessment Flows-PM.vpi"
(drive-on-the-left) at 15:55:51 on Thursday, 10 April 2014

RUN INFORMATION

RUN TITLE	: Halfpenny Lane/Whittingham Road 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



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

DATA ITEM	MINOR ROAD B
TOTAL MAJOR ROAD CARRIAGEWAY WIDTH	(W) 6.15 M.
CENTRAL RESERVE WIDTH	(WCR) 0.00 M.
MAJOR ROAD RIGHT TURN - WIDTH	(WC-B) 2.20 M.
- VISIBILITY	(VC-B) 90.00 M.
- BLOCKS TRAFFIC (SPACES)	YES (1)
MINOR ROAD - VISIBILITY TO LEFT	(VB-C) 16.0 M.
- VISIBILITY TO RIGHT	(VB-A) 16.0 M.
- LANE 1 WIDTH	(WB-C) 2.20 M.
- LANE 2 WIDTH	(WB-A) 0.00 M.

.SLOPES AND INTERCEPT

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

Intercept For STREAM B-C	Slope For Opposing STREAM A-C	Slope For Opposing STREAM A-B
583.23	0.22	0.09

Intercept For STREAM B-A	Slope For Opposing STREAM A-C	Slope For Opposing STREAM A-B	Slope For Opposing STREAM C-A	Slope For Opposing STREAM C-B
451.39	0.21	0.08	0.13	0.29

Intercept For STREAM C-B	Slope For Opposing STREAM A-C	Slope For Opposing STREAM A-B
626.08	0.24	0.24

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

TRAFFIC DEMAND DATA

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

Demand set: 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

TIME	FROM/TO	ARM A	ARM B	ARM C
17.00 - 18.00				
	ARM A	0.000	0.177	0.823
		0.0	65.0	303.0
		(0.0)	(0.0)	(0.0)
	ARM B	0.778	0.000	0.222
		56.0	0.0	16.0
		(0.0)	(0.0)	(0.0)
	ARM C	0.909	0.091	0.000
		259.0	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	1.20	6.15	0.195		0.00	0.24	3.4		0.20
C-AB	0.43	8.96	0.048		0.00	0.05	0.8		0.12
A-B	1.08								
A-C	5.05								

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	1.20	6.15	0.195		0.24	0.24	3.6		0.20
C-AB	0.43	8.96	0.048		0.05	0.05	0.8		0.12
A-B	1.08								
A-C	5.05								

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	1.20	6.15	0.195		0.24	0.24	3.6		0.20
C-AB	0.43	8.96	0.048		0.05	0.05	0.8		0.12
A-B	1.08								
A-C	5.05								

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	1.20	6.15	0.195		0.24	0.24	3.6		0.20
C-AB	0.43	8.96	0.048		0.05	0.05	0.8		0.12
A-B	1.08								
A-C	5.05								

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	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	0.1
17.30	0.1
17.45	0.1
18.00	0.1

QUEUEING DELAY INFORMATION OVER WHOLE PERIOD

STREAM	TOTAL DEMAND		* QUEUEING * DELAY *		* INCLUSIVE QUEUEING * DELAY *	
	(VEH)	(VEH/H)	(MIN)	(MIN/VEH)	(MIN)	(MIN/VEH)
B-AC	72.0	72.0	14.2	0.20	14.2	0.20
C-AB	26.0	26.0	3.1	0.12	3.1	0.12
A-B	65.0	65.0				
A-C	302.8	302.8				
ALL	724.8	724.8	17.3	0.02	17.3	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*******

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