

APPENDIX H

Travel Plan

Generator Group LLP & Barratt David Wilson Homes

**Copseys Nursery/Manor Farm, Denvilles,
Havant**

Framework Travel Plan

November 2012

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1 INTRODUCTION

- 1.1 Vectos has been appointed by Generator Group Ltd and Denis Wilson Homes to prepare a Framework Travel Plan (FTP) for the proposed residential development at Copseys Nursery/Manor Farm masterplan site, Denvilles, Havant, Hampshire.
- 1.2 The Copseys Nursery/Manor Farm site is a brown field site within Havant. The proposed development comprises a mix of residential dwellings.
- 1.3 The development proposals for which the FTP relates is for the construction of 191 residential units at Copseys Nursery/Manor Farm, Denvilles. The FTP sets out the overarching principles to be adopted to promote sustainable travel along with a range of measures to be considered. **Figure 1** shows the location of the site in a wider context within Hampshire. The site is identified in **Figure 2** in a local context.
- 1.4 This Framework Travel Plan should be read in conjunction with the Transport Assessment which accompanies the application.

Purpose and Scope

- 1.5 The purpose of this FTP is to set out an overarching strategy to ensure that travel made by residents of the Development is carried out in the most sustainable means possible.
- 1.6 The FTP sets out broad physical measures that will be implemented as part of the development proposals. Once the development proceeds through to the occupation process, this framework will be used to develop a full Travel Plan for the site.
- 1.7 This report has been written as a stand-alone document and contains all the relevant information needed to effectively implement and monitor the Travel Plan itself.
- 1.8 The remainder of this document is structured as follows:
- Section 2 - Policy Context;
 - Section 3 - Existing Site Accessibility by non-car modes;
 - Section 4 - Objectives and Targets;
 - Section 5 - Interim Travel Plan Strategy;
 - Section 6 - Monitoring and Review;
 - Section 7 - Measures and Initiatives; and
 - Section 8 - Action Plan.

2 POLICY CONTEXT

- 2.1 This section describes current planning policy guidance at National and Local level which is relevant to the development proposals and travel planning.

National Planning Policy

National Planning Policy Framework (NPPF) (March 2012)

- 2.2 The NPPF was published in March 2012 and sets out national policy for delivering sustainable growth and development in England. The NPPF details how it expects policy to be applied and it aims to make the planning system less complex and more accessible. It replaces a wealth of Planning Policy Statements and Guidance including PPG13 and PPS1.
- 2.3 The NPPF states that sustainable transport is about “giving people a real choice about how they travel” whilst recognising that solutions will “vary from urban to rural areas”. It advises that decisions should take account of amongst others whether “safe and secure access to the site can be achieved for all people”, and that “development should only be prevented or refused on transport grounds where the residual cumulative impacts of development are severe”.
- 2.4 In terms of transport, the objectives outlined in NPPF are to:
- *facilitate economic growth by taking a positive approach to planning for development;*
 - *make the fullest possible use of sustainable modes of travel; and*
 - *support reductions in greenhouse gas emissions and congestion, and promote accessibility through planning for the location and mix of development.*
 - *Section 4 of the NPPF deals with “promoting sustainable transport”, and states:*
 - *“The transport system needs to be balanced in favour of sustainable transport modes, giving people a real choice about how they travel.*
- 2.5 All developments that generate significant amounts of movement should be supported by a Transport Statement or Transport Assessment. Plans and decisions should take account of whether:
- *“the opportunities for sustainable transport modes have been taken up depending on the nature and location of the site, to reduce the need for major transport infrastructure;*
 - *safe and suitable access to the site can be achieved for all people; and*

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

2.6 The NPPF states:

- *“Plans should protect and exploit opportunities for the use of sustainable transport modes for the movement of goods or people. Therefore, developments should be located and designed where practical to:*
- *accommodate the efficient delivery of goods and supplies;*
- *give priority to pedestrian and cycle movements, and have access to high quality public transport facilities;*
- *create safe and secure layouts which minimise conflicts between traffic and cyclists or pedestrians, avoiding street clutter and where appropriate establishing home zones;*
- *incorporate facilities for charging plug-in and other ultra-low emission vehicles; and*
- *consider the needs of people with disabilities by all modes of transport.*

A key tool to facilitate this will be a Travel Plan. All developments which generate significant amounts of movement should be required to provide a Travel Plan.”

2.7 The NPPF states that local authorities should consider the accessibility of a development alongside the type, mix and use of the development as well as looking at local car ownership and the overall need to reduce the use of high emission vehicles when determining planning applications.

Guidance on Transport Assessment (March 2007)

2.8 The Department for Transport (DfT) published ‘*Guidance on Transport Assessment*’ in March 2007 which explains the role of a supporting Travel Plan in delivering sustainable outcomes and provides links to guidance on preparing a Travel Plan.

2.9 The DfT has also published a variety of guidance documents to assist in the development and implementation of Travel Plans. The latest DfT guidance on Travel Plans is the ‘*Good Practice Guidelines: Delivering Travel Plans through the Planning Process*’, April 2009.

2.10 This guidance document, which seeks to enable the most sustainable access to a new development, has been the primary guiding document for the compilation of this Travel

Plan. The guidance places strong emphasis on ensuring the success of Travel Plans, linking them closely to the transport planning work undertaken at the planning stages and ensuring that clear objectives and outcomes are set.

- 2.11 The Department for Transport [DfT] have produced a number of documents providing guidance on Travel Plans, including 'Making residential travel plans work: guidelines for new development (2007)' and 'Good Practice Guidelines: Delivering Travel Plans through the Planning Process (2009)'.
- 2.12 These guidelines include a Travel Plan pyramid, which sets out five key tiers to a successful residential Travel Plan. This Pyramid is reproduced in **Figure 2.1**.

Figure 2.1 – Travel Plan Pyramid



- 2.13 Considering the above tiers, the first tier considers site location. This is seen as a key element by the guidance and one that underpins '*all the other aspects of accessibility of the site*'.
- 2.14 The second tier '*comprises the fundamental characteristics that need to be incorporated into the design of the site from an early stage in order to reduce the need to travel and support walking, cycling and bus use*'. This effectively relates to the physical measures that can be delivered as part of the development to ensure it ties into the sustainable transport network as effectively as possible.

- 2.15 The third tier puts in place *‘the resource to facilitate and develop the measures in the plan’*. This effectively means the identification of a suitable person to lead the Travel Plan process and ensure the effective management and development of the Travel Plan.
- 2.16 The fourth tier then goes on to consider *‘the services that will need to be obtained for the site’* and primarily relates to the ‘soft’ travel planning measures, whilst the fifth and final tier looks at *‘promotion, marketing and awareness raising to ensure adequate take-up of these services and to communicate the travel plan to residents’*.

Local Policy

- 2.17 This Travel Plan has been prepared following guidance set out within the, *“Hampshire County Council Environment Department – A Guide to Development Related Travel Plans, January 2009”*.
- 2.18 In accordance with Appendix D of this document, annual monitoring of the Travel Plan will be undertaken over a 5 year period. The FTP also accords to Appendix F of the guidance document in including the required measures within a residential travel plan.

3 EXISTING SITE ACCESSIBILITY BY NON-CAR MODES

- 3.1 The site is located to the east of Southleigh Road, north of the A27 and is on the eastern side of Havant. It is approximately 2km to the north-east of the town centre. The site is currently accessed from a priority junction with Blenheim Gardens, a residential road that connects directly to Southleigh Road to the north via Spindle Close and to the south via Fifth Avenue.

Existing Travel Behaviour

- 3.2 In order to establish the existing travel patterns of residents within the Warblington/Denvilles area, census journey to work data has been reviewed based upon the daytime population for the ward within which the site is located, St. Faiths; and for the Havant area as a whole.
- 3.3 The table below provides a breakdown of person trips by mode in percentage terms.

Table 3.1 - Journey to work % Mode Share – Daytime Population

Mode	St. Faiths	Havant Borough	Average
Train	7%	3%	5.0%
Bus, minibus or coach	3%	6%	4.5%
Taxi or minicab	0%	1%	0.5%
Driving a car or van	67%	68%	67.5%
Passenger in a car or van	6%	8%	7%
Motorcycle, scooter or moped	1%	1%	1%
Bicycle	5%	4%	4.5%
On foot	10%	8%	9%
Other	1%	1%	1%
total	100%	100%	

- 3.4 The 2001 census data indicates that a relatively high proportion of journey to work trips are made by car, with an average of 74.5% of all trips made by private vehicle. Walking and cycling account for almost 15% of all person trips in St. Faith's, with bus based commuting accounting for 3% of trips.
- 3.5 In terms of distance travelled to work based upon residents of St. Faith's ward, 44% of trips are less than 5km, which is well within the desirable threshold for cycling trips. A further 32% of trips are less than 10km which is also within a distance considered acceptable for commuting purposes by cyclists.

Pedestrian & Cycle Routes

- 3.6 On the Havant Borough Council Cycle Map, Southleigh Road is identified as a route for a sign posted cycle network link and on-road cycle lane.
- 3.7 The western footway measures approximately 1.8 metres in width, whilst the eastern footway measures approximately 3 metres in width, of which 1 metre consists of a grass verge. Advisory on-road cycle lanes are provided in both directions along Southleigh Road.
- 3.8 There are no formal pedestrian crossings within the immediate vicinity of the school, however, motorists are encouraged to reduce speeds to 20mph within the vicinity of the school. There is also signage which denotes a shared pedal cycle and pedestrian route.
- 3.9 The National Cycle Route 2 is partially incomplete but is proposed to link the entire south coast between Dover in Kent and St. Austell in Cornwall. The section between South Mundham and Christchurch in Hampshire has an alignment to the south connecting Emsworth to Havant. This section of route 2 is indicated as partly on-road and partly traffic free.

Bus Services

- 3.10 The 27 bus route operates along Southleigh Road to the west of the site and provides a connection to the town centre. The 27/27A serves the Denvilles, Southleigh Road bus stop and is operated by Emsworth & District Buses which operate many rural and urban services in Havant and Emsworth.
- 3.11 Bus stops are situated adjacent to the site providing covered shelters, seating and bus timetable information. The 27 bus route which travels from Rowland's Castle through to Southbourne and provides up to 3 services/hour in each direction from Monday to Friday, with 2 services/hour operating on Saturdays.

Rail Services

- 3.12 Approximately 400 metres to the south of the site is Warblington railway station that is on the coastal railway line. Warblington Rail station is operated by Southern Railways and is staffed on a part-time basis from 07:55 to 9:10 Monday to Friday. The rail station operates unstaffed at weekends. Services operate from Southampton Central to London Victoria with trains operating at a frequency of up to 2 trains per hour.

3.13 The Havant Borough Council website provides a summary of the train services at the station as follows:-

- 1 per hour to Southampton (SR)
- 1 per hour to London Victoria (SR)/London Bridge (weekday peak periods only)

3.14 Havant railway station is around 1.5km to the west of the site and is on both the coastal railway line and the line between Portsmouth and London. A summary of the train services at Havant station is as follows:-

- 3 per hour to London Waterloo (SW)
- 2 per hour to Brighton (SR, GW)
- 1 per hour to Littlehampton (SR)
- 2 per hour to London Victoria (SR)
- 2 per hour to Southampton (SR)
- 6 per hour to Portsmouth (SR, SW)
- Occasional to Great Malvern (GW)

4 OBJECTIVES AND TARGETS

Introduction

- 4.1 This chapter sets out the overarching objectives for the travel plan, as well as targets for the short and medium term. It includes indicators through which progress towards meeting the targets will be measured. Further information on monitoring and review of the travel plan can be found in Chapter 7.
- 4.2 Objectives are the high-level aims of the Travel Plan. They help to give the Travel Plan direction and provide a clear focus.
- 4.3 Targets are the measureable goals by which progress will be assessed. The travel plan sets out targets which the site occupiers will seek to reach within the period covered by this Travel Plan. In addition, interim targets have been set.
- 4.4 The objectives, targets and indicators are set out in this chapter.

Objectives

- 4.5 The Framework Travel Plan's overriding objective is to:

Put in place the management tools deemed necessary so that residents of the proposed site are able to make informed choices about their travel, while at the same time minimising the adverse impacts of their travel on the environment and surrounding highway network.

- 4.6 The sub-objectives are:

- *To raise the awareness of sustainable modes available to residents;*
- *To promote healthy lifestyles and sustainable, vibrant local communities;*
- *To encourage good urban design principles that maximise the permeability of the Development for walking and cycling;*
- *To improve existing infrastructure, improve public transport, and ensure connectivity and assimilation both within the Development and between the existing wider community; and*
- *To avoid reliance on car usage, especially single occupancy vehicles.*

- 4.7 These objectives will be achieved by introducing a package of physical and management measures that will facilitate resident travel by sustainable modes.

Targets and Indicators

- 4.8 Travel Plan targets are measurable goals by which progress of the Travel Plan can be assessed. These targets should be reviewed through a programme of monitoring to ensure they remain SMART, i.e. Specific, Measurable, Achievable, Realistic and Time related.
- 4.9 There are two types of targets, namely: 'action' and 'aim' targets. Action Targets are non-quantifiable actions that need to be achieved by a certain time. Aim Targets are quantifiable and in the case of this travel plan relate to the degree of modal shift the plan is seeking to achieve.

Action Targets

- 4.10 The Action Targets for this Travel Plan are:
- To appoint a Travel Plan Coordinator (TPC) 1 month prior to initial occupation;
 - To launch the travel plan no later than 1 month after the appointment of the TPC; and;
 - To provide travel information to all residents of the site.

Aim Targets

- 4.11 The aim targets of this Travel Plan are focused on all residents of the proposed development.
- 4.12 In the absence of existing travel data for the site, 2001 census Travel to Work data has been used to inform the pre-occupation baseline from which targets have been derived. The baseline travel patterns are outlined in Table 3.1 in the previous section. The following targets will then be refined after baseline travel surveys are carried out by residents of the development. This will occur upon occupation of the first phase of the development which is anticipated to constitute the 91 residential units associated with the Manor Farm site.
- 4.13 **Table 4.1** outlines the Aim Targets set out for the site. The targets are set to measure progress towards the main objectives over five years. This Travel Plan will seek to achieve targets within five years of the launch of the Travel Plan. The Travel plan will seek to achieve the interim targets within three years of the launch of the Travel Plan.
- 4.14 Future targets for mode share have been established taking into account the proposed sustainable measures associated with the Development, and future measures to be implemented through the travel plan. The targets have also been designed to take into account of the fact that as a new development, whilst inducing a behavioural change for the

residents and visitors to the Development, it may also be possible to establish a standard of sustainable travel at the outset.

Table 4.1 – Travel Plan Aim Targets

Mode of Travel	Baseline Mode Share (%) – Year 0	Interim Target (%) – Year 3	Final Target (%) – Year 5
Rail	7	7.5	8
Bus, Mini Bus or Coach	3	3.5	4
Motorcycle, Scooter or Moped	1	1	1
Driving a Car or Van	67	64.5	62
Passenger in a Car or Van	6	6	6
Taxi or Minicab	1	1	1
Bicycle	5	5.5	6
On Foot	10	11	12
Total	100	100	100

- 4.15 The travel plan targets as set out in Table 4.1 aim to reduce the modal share for car driver by 5% over the course of the 5 year travel plan. The targets as set out within the Travel Plan will be reviewed in agreement with Hampshire County Council (HCC) once a baseline survey for residents has been undertaken and analysis of the results is completed. It is proposed that the Travel Plan targets be reviewed after 5 years from occupation.
- 4.16 A travel survey will take place on the anniversary of the baseline travel survey on an annual basis for 5 years. The modal share results that will come out of the survey will indicate the success of the Travel Plan.

5 TRAVEL PLAN STRATEGY

Management

- 5.1 The Travel Plan will be managed and monitored by a Site Travel Plan Coordinator (TPC) who will have overall responsibility to ensure that the delivery of the proposed measures and initiatives are successfully delivered on time and to budget. Upon appointment the details of the appointed Site TPC will be provided to HCC.
- 5.2 The main responsibilities for this role are set out below and will be reviewed and amended on a regular basis:
- to provide guidance to, and be the main point of contact for residents within the Development site requiring information;
 - To design and implement effective marketing and awareness-raising campaigns to promote the Travel Plan;
 - to communicate information to residents regarding relevant national, regional and local initiatives related to the promotion of sustainable travel;
 - to coordinate and collect monitoring data and arrange travel monitoring annual surveys, and supply evidence of this to HBC/HCC;
 - to discuss, set and amend the FTP mode shift targets as agreed with Havant Borough Council/Hampshire County Council; and
 - to undertake reviews of the FTP and assess the progress towards achieving mode shift targets.
- 5.3 To support the work of the Site Travel Plan Coordinator, the formation of a Travel Plan steering group comprised of residents, the TPC, and the site management company will be considered.
- 5.4 The co-ordination is expected to be sustained over a 5 year period in line with the proposed monitoring strategy. The role of the Travel Plan coordinator will be reviewed after the fifth annual travel survey and Travel Plan review. After this point, negotiations between the developer/site management and HBC/HCC will determine future monitoring requirements.

Marketing

- 5.5 An essential element of the travel plan strategy, and one which largely determines the success of the FTP, is promotion of the travel plan. In order to promote and increase awareness of the FTP the following measures will be adopted:
- Distribution of travel information packs to all future residents of the development (to include maps, public transport routes and frequencies and details of local amenities);
 - Display of key Travel Plan information on public notice boards, including posters and leaflets;
 - arrange Q&A sessions and offer a personalised travel planning service;
 - Promote national travel initiatives and organise site-wide events such as organised cycle rides.
- 5.6 Types of information to be provided:-
- Public Transport timetables, infrastructure locations and telephone enquiry lines;
 - Local Taxi numbers;
 - Community Guides about facilities and services on or near the development;
 - Travel Planning websites and contact details; and
 - Information on home shopping sites.
- 5.7 These marketing measures will be introduced on a site wide basis by the Travel Plan Coordinator.
- 5.8 The Travel Information or Welcome Pack will be produced based on the information in this document. The Travel Information Pack will include public transport routes/timetable information as well as suggested walking and cycling routes. Locations of accessible public transport for the mobility impaired will also be included. The Travel Information Pack will be distributed to all households upon initial occupation. This document will be reviewed and updated on a regular basis and consequently be reissued if deemed necessary.
- 5.9 Communal notice boards will also be provided and would allow for continued promotion of the Travel Plan. All notice boards will have a similar layout and content so that they become familiar and accessible to people visiting the site. The notice boards will contain up-to-date public transport information and information detailing cycling and walking opportunities.

6 MEASURES AND INITIATIVES

Introduction

- 6.1 This section of the FTP outlines the specific physical and management measures to be implemented as part of the Travel Plan.
- 6.2 The measures that have been identified for the Development are focused broadly on two specific themes; 'action', encouraging new residents to experiment with using different modes of travel, and 'appreciation', raising awareness to the benefits to be gained from making sustainable choices. 'Enablement' measures to ensure permeability and connectivity throughout the Development and the surrounding area for pedestrians and cyclists are largely incorporated within overall design of the scheme.
- 6.3 It should be noted, however, that the measures and initiatives to be included within the full Travel Plan will be subject to further discussions between HBC/HCC and the developer regarding funding provision within the Section 106 Agreement.

Appreciation Measures

Welcome Packs:

- 6.4 As mentioned in the Marketing Section of this Travel Plan, Welcome Packs will be distributed to all new residents upon initial occupation of each unit. The packs will provide residents with relevant public transport information (such as maps, routes, timetables, fares, etc.); contact details of local black cab/licensed minicab operators, car share organisations and will include walking and cycling maps for the local area.

Cycling

- 6.5 Information for cycling in Havant such as the Havant Borough Cycle Network Map and other local cycle routes will be provided for within Welcome Packs.
- 6.6 Hampshire County Council has a commitment to encourage more pupils to travel to school in a safer, more sustainable, and where possible, healthier way. Future residents will be made aware of Hampshire's Bikeability Cycling Proficiency Test which provides cycle training to Years 5 - 9 children across the county between April 2012 and March 2013 (and beyond this period).

Walking

- 6.7 Along with walking route maps, events such as Walk to School Weeks will be promoted as part of the Travel Plan.

Public Transport

- 6.8 Further resources within the Welcome Packs will provide relevant information about sustainable travel websites such as Sustrans (<http://www.sustrans.org.uk/>), Transport Direct (<http://www.transportdirect.info>) and Travel Line (<http://traveline.info/>)

Car Sharing

- 6.9 Welcome Packs will promote the use of car sharing at the residential development. Residents will be encouraged to sign up to the Hampshire Car Share Scheme:
http://www.shareacar.com/hampshire_carshare_index.php
<https://hants.liftshare.com/default.asp>.

Action Measures

Buses

- 6.10 The developer will liaise with local bus operators about the potential of providing funding for new residents to have Plusbus Havant Passes which allow unlimited travel on Stagecoach, First and Emsworth & District bus services for a 1 month period within Havant and Hayling. This would be limited to one pass per unit.

Cycling

- 6.11 A free information pack will be provided detailing cycle routes in the area.

Personalised Travel Planning Service

- 6.12 The residents will be provided with a personalised travel planning service, which can be set up directly through the Site Travel Plan Coordinator.

Enabling Measures

Pedestrian/Cycle Infrastructure

- 6.13 Of the various measures being promoted to improve the local transport network, the most significant of these proposals is for the developers of Copseys Nursery/Manor Farm to

provide a financial contribution to the implementation of the footbridge at Warblington Station.

- 6.14 Following a number of recent meetings and site visits, the design principles have been agreed with Network Rail, Southern Rail and Hampshire County Council, and the submission of a planning application for the bridge is now imminent. The footbridge will include a cycle gully to permit cyclists to wheel cycles over the bridge.
- 6.15 This will minimise the risk of pedestrian injury from traffic or the rail network; increase pedestrian accessibility to amenities south of the railway line; and improve the efficiency of the crossing, particularly at peak pedestrian periods such as school start and finish times, when pedestrians mixing with traffic impedes vehicular flow.
- 6.16 To support the new cycle infrastructure, cycle facilities will be provided. Secure, covered cycle parking facilities will be provided for each residential unit within the Development.

Pedestrian Network

- 6.17 Footways along residential streets within the Development will be provided at a minimum width of 1.8 metres, with appropriate lighting. Street design will ensure pedestrian permeability, providing links within and between residential areas, and link with existing public rights of way (PROWs).
- 6.18 The developer is prepared to make a suitable contribution towards the provision of the Warblington School path, which will link Southleigh Road towards Havant Town Centre adjacent to the railway line, a proposed cycle path measuring 3m in width, with lighting and fencing.

7 MONITORING & REVIEW

- 7.1 This Framework Travel Plan is part of a continuous process for improvement, requiring monitoring, review and revision to ensure it remains relevant to the site. This chapter sets out the proposals for monitoring and review.

Monitoring

- 7.2 Monitoring will take place throughout the five years life span of the travel plan. All monitoring will follow the most up to date HCC/DfT best practice guidance.
- 7.3 The monitoring programme will begin with the initial travel survey; to be undertaken once 100 dwellings has been occupied, i.e. once 100 of the entire 191 dwellings which will encompass the overall site masterplan are occupied. The survey will be used to adjust and ratify the baseline travel patterns and the targets.
- 7.4 Further surveys will take place annually, to monitor progress towards the Year 3 and Year 5 Targets.
- 7.5 All surveys will be undertaken using the TRICS Standard Assessment Methodology. Details of this are available at www.trics.org.
- 7.6 Additional monitoring of comments received from residents relating to the operation and implications of the Travel Plan is also useful to judge whether the implementation or proportion of certain measures needs to be modified. The following factors should be monitored on a regular basis:
- 7.7 Information gathered through the monitoring process will be recorded for input to the annual review (outlined below). The information will be made available to the HCC and HBC.

Reporting

- 7.8 The TPC will submit annual monitoring reports to HCC. The monitoring reports will include the results of any site wide surveys conducted, details of any new measures introduced and provide a general summary.

8 ACTION PLAN

- 8.1 The Action Plan outlined below in Table 8.1 sets out the measures included within the Travel Plan that are directed at influencing resident travel.

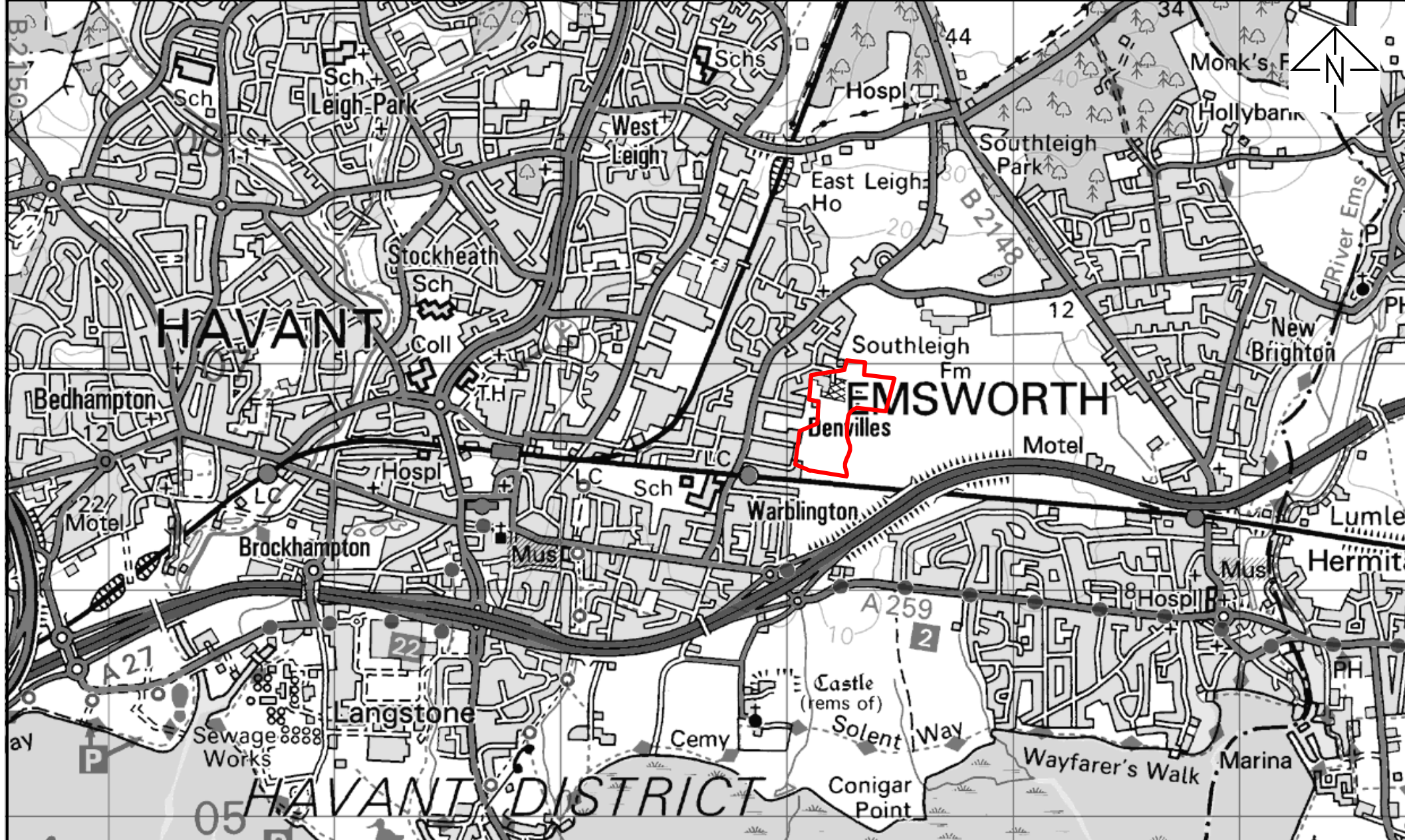
Table 8.1 Action Plan for Travel Plan Measures

Measures	Notes	Status/ Target Date	Method of Monitoring	Responsibility
General				
Appointment of Travel Plan Coordinator (TPC)	A TPC will be appointed 1 month prior to initial occupation	One month prior to occupation	N/A	Developer
Information Provision				
Sustainable Travel Notice Board	The Sustainable Travel Notice Board will outline the sustainable options for travelling to the Development for residents and visitors	Prior to development operation	N/A	TPC/Developer
Personalised Travel Planning Sessions	The TPC will offer planning services for residents	When necessary	The TPC will keep a record of which residents have utilised the service as well as the nature of the service (group, one on one).	TPC
Cycling				
Provision of secure cycle parking facilities at each residential unit	Secure, covered cycle parking facilities will be provided for each residential unit	Provided as part of development process	N/A	Developer
Provide cycle route maps and other information relating to cycle facilities	Provided as part of Welcome Packs and on notice board	On-going	N/A	TPC
Walking				
Residents to be provided with information related to safe walking routes.	Provided as part of Welcome Packs and on notice board	On-going	TPC to monitor uptake	TPC
Public Transport				
Residents to be provided with public transport information and timetables	Provided as part of Welcome Packs and on notice board	On-going	TPC to monitor uptake	TPC

Table 8.1 Action Plan for Travel Plan Measures

The developer will fund the provision of 100 (1 per unit) PlusBus Passes which allow unlimited travel on Stagecoach, First and Emsworth & District services	Valid for a 1 month period	Upon unit occupation	TPC to monitor	Developer/TPC
Car Sharing				
Residents will be encouraged to sign up to Car Sharing Schemes	Hampshire Car Share Scheme (http://www.shareacar.com/hampshire_carshare_index.php)	On-going	TPC to monitor uptake	TPC

FIGURES



Key:



Site Location

Generator Group LLP & Barratt David Wilson
Homes

Copsey's Nursery

Site Location – Strategic Context



85 Tottenham Court Road, London W1T 4TQ
Tel: 020 7268 3020 Email: london@vectos.co.uk www.vectos.co.uk

DRAWN:

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DATE:

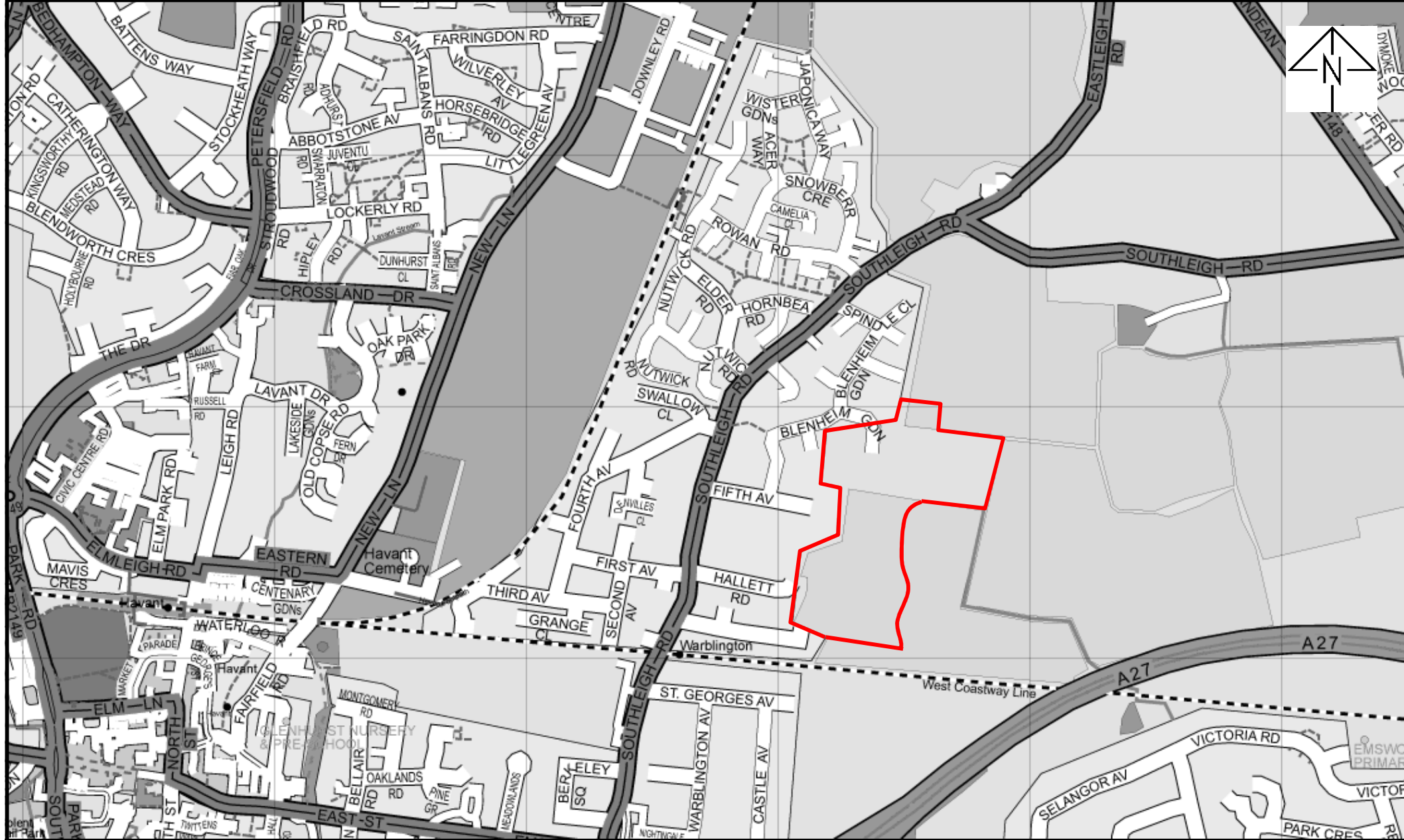
08/10/2012

SCALES:

NTS

DRAWING REFERENCE:

Figure 1



Key:



Site Location

Generator Group LLP & Barratt David
Wilson Homes

Copsey's Nursery

Site Location – Local Context



85 Tottenham Court Road, London W1T 4TQ
Tel: 020 7268 3020 Email: london@vectos.co.uk
www.vectos.co.uk

DRAWN:

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DATE:

08/10/2012

SCALES:

NTS

DRAWING REFERENCE:

Figure 2

APPENDIX I

Trip Generation – Survey Data

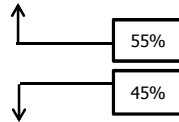
Glenleigh Road*

	Vehicle Movements		
	In	Out	Total
AM Peak	4	16	20
PM Peak	11	6	17

No. of Dwellings	40
AM Trip Rate	0.5
PM Trip Rate	0.425

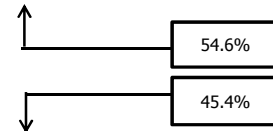
*average of 2 days data (9/05/12 & 10/05/12)

Glenleigh Road - Outgoing Traffic



Total combined Dwellings	211
AM Trip Rate	0.521
PM Trip Rate	0.581

Total Outgoing Traffic



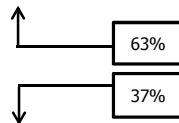
Hallett Road*

	Vehicle Movements		
	In	Out	Total
AM Peak	4	8	12
PM Peak	7	7	14

No. of Dwellings	25
AM Trip Rate	0.48
PM Trip Rate	0.56

*average of 2 days data (9/05/12 & 10/05/12)

Hallett Road - Outgoing Traffic



Fifth Avenue/Spindle Close*

	Vehicle Movements		
	In	Out	Total
AM Peak	22	56	78
PM Peak	58	33	92

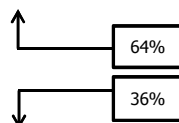
No. of Dwellings	146
AM Trip Rate	0.53
PM Trip Rate	0.63

*average of 3 days data (16/07/12, 17/07/12 & 18/07/12)

Spindle Close

	Vehicle Movements		
	In	Out	Total
AM Peak	12	35	47
PM Peak	34	19	53

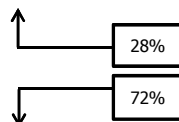
Spindle Close - Outgoing Traffic



Fifth Avenue

	Vehicle Movements		
	In	Out	Total
AM Peak	11	21	31
PM Peak	24	14	39

Fifth Avenue - Outgoing Traffic



APPENDIX J

TRICS Trip Generation Assessment

TRICS 2012(b)v6.10.2
Trip Rate P Number of dwellings

TRIP RATE CALCULATION SELECTION PARAMETERS:

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

Selected regions and areas:

2 SOUTH EAST
BD BEDFORDS 2 days
EX ESSEX 1 days
3 SOUTH WEST
CW CORNWALL 1 days
WL WILTSHIRE 1 days
4 EAST ANGLIA
SF SUFFOLK 3 days
5 EAST MIDLANDS
NT NOTTINGHAM 1 days
6 WEST MIDLANDS
WM WEST MIDL 1 days
WO WORCESTER 1 days

Filtering Stage 2 selection:

Parameter: Number of dwellings
Actual Range 73 to 237 (units:)
Range Selected 50 to 400 (units:)

Public Transport Provision:
Selection b Include all surveys

Date Range 01/01/04 to 14/10/11

Selected survey days:

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

Selected survey types:

Manual count 11 days
Directional 0 days

Selected Locations:

Town Centre 0
Edge of Town 0
Suburban Area 5
Edge of Town 6
Neighbourhood 0
Free Standing 0
Not Known 0

Selected Location Sub Categories:

Industrial Z	0
Commercial	0
Development	0
Residential	9
Retail Zone	0
Built-Up Zone	0
Village	0
Out of Town	1
High Street	0
No Sub Cat	1

Filtering Stage 3 selection:

Use Class:

C3 11 days

Population within 1 mile:

5,001 to 13 days
10,001 to 11 days
15,001 to 23 days
20,001 to 21 days
25,001 to 53 days

Population within 5 miles:

25,001 to 11 days
50,001 to 11 days
75,001 to 11 days
100,001 to 11 days
125,001 to 6 days
250,001 to 11 days

Car ownership within 5 miles:

0.5 or Less 11 days
0.6 to 1.0 5 days
1.1 to 1.5 5 days

Travel Plan:

No 11 days

LIST OF SITES relevant to selection parameters

- 1 BD-03-A-01 SEMI DETA BEDFORDSHIRE
NEW BEDFORD ROAD

LUTON
Suburban Area (PPS6 Out of Centre)
Residential Zone
Total Number of dwell 131
Survey date THURSDAY ##### Survey Typ MANUAL
- 2 BD-03-A-02 SEMI DETA BEDFORDSHIRE
RIDDY LANE

LUTON
Suburban Area (PPS6 Out of Centre)
Residential Zone
Total Number of dwell 82
Survey date TUESDAY ##### Survey Typ MANUAL
- 3 CW-03-A-0 SEMI D./DE CORNWALL
BOSVEAN GARDENS

TRURO
Suburban Area (PPS6 Out of Centre)
Residential Zone
Total Number of dwell 73
Survey date TUESDAY ##### Survey Typ MANUAL
- 4 EX-03-A-01 SEMI-DET., ESSEX
MILTON ROAD
CORRINGHAM
STANFORD-LE-HOPE
Edge of Town
Residential Zone
Total Number of dwell 237
Survey date TUESDAY ##### Survey Typ MANUAL
- 5 NT-03-A-02 SEMI DETA NOTTINGHAMSHIRE
B6018 SUTTON ROAD

KIRKBY-IN-ASHFIELD
Edge of Town
Residential Zone
Total Number of dwell 166
Survey date WEDNESDAY ##### Survey Typ MANUAL
- 6 SF-03-A-01 SEMI DETA SUFFOLK
A1156 FELIXSTOWE ROAD
RACECOURSE
IPSWICH
Suburban Area (PPS6 Out of Centre)
Residential Zone
Total Number of dwell 77
Survey date WEDNESDAY ##### Survey Typ MANUAL
- 7 SF-03-A-02 SEMI DET./ SUFFOLK
STOKE PARK DRIVE
MAIDENHALL
IPSWICH
Edge of Town
Residential Zone
Total Number of dwell 230
Survey date THURSDAY ##### Survey Typ MANUAL
- 8 SF-03-A-03 MIXED HOI SUFFOLK
BARTON HILL
FORNHAM ST MARTIN
BURY ST EDMUNDS
Edge of Town
Out of Town
Total Number of dwell 101
Survey date MONDAY ##### Survey Typ MANUAL
- 9 WL-03-A-0 SEMI D./TE WILTSHIRE
MAPLE DRIVE

WOOTTON BASSETT
Edge of Town
Residential Zone
Total Number of dwell 99
Survey date: MONDAY ##### Survey Type: MANUAL

10 WM-03-A-(TERRACED, WEST MIDLANDS
FOLESHILL ROAD
FOLESHILL
COVENTRY
Suburban Area (PPS6 Out of Centre)
Residential Zone
Total Number of dwell 79
Survey date: FRIDAY ##### Survey Type: MANUAL

11 WO-03-A-C DET./TERR, WORCESTERSHIRE
ST GODWALDS ROAD
ASTON FIELDS
BROMSGROVE
Edge of Town
No Sub Category
Total Number of dwell 232
Survey date: THURSDAY ##### Survey Type: MANUAL

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

Calculation Factor: 1 DWELLS

Count Type: VEHICLES

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	
00:00-01:0	0	0	0	0	0	0	0	0	0
01:00-02:0	0	0	0	0	0	0	0	0	0
02:00-03:0	0	0	0	0	0	0	0	0	0
03:00-04:0	0	0	0	0	0	0	0	0	0
04:00-05:0	0	0	0	0	0	0	0	0	0
05:00-06:0	0	0	0	0	0	0	0	0	0
06:00-07:0	0	0	0	0	0	0	0	0	0
07:00-08:0	11	137	0.089	11	137	0.321	11	137	0.41
08:00-09:0	11	137	0.152	11	137	0.445	11	137	0.597
09:00-10:0	11	137	0.171	11	137	0.238	11	137	0.409
10:00-11:0	11	137	0.151	11	137	0.206	11	137	0.357
11:00-12:0	11	137	0.198	11	137	0.177	11	137	0.375
12:00-13:0	11	137	0.204	11	137	0.193	11	137	0.397
13:00-14:0	11	137	0.182	11	137	0.186	11	137	0.368
14:00-15:0	11	137	0.19	11	137	0.188	11	137	0.378
15:00-16:0	11	137	0.344	11	137	0.236	11	137	0.58
16:00-17:0	11	137	0.346	11	137	0.214	11	137	0.56
17:00-18:0	11	137	0.403	11	137	0.228	11	137	0.631
18:00-19:0	11	137	0.31	11	137	0.232	11	137	0.542
19:00-20:0	0	0	0	0	0	0	0	0	0
20:00-21:0	0	0	0	0	0	0	0	0	0
21:00-22:0	0	0	0	0	0	0	0	0	0
22:00-23:0	0	0	0	0	0	0	0	0	0
23:00-24:0	0	0	0	0	0	0	0	0	0
Daily Trip Rates:			2.74			2.864			5.604

Parameter summary

Trip rate p: 73 - 237 (units:)

Survey date: 01/01/04 - 14/10/11

Number of 11

Number of 0

Number of 0

Surveys made 9

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

Calculation Factor: 1 DWELLS

Count Type: VEHICLES 191

Time Range	ARRIVALS	ARRIVALS	DEPARTUR	DEPARTUR	TOTALS	TOTALS
	Trip Rate	Trips	Trip Rate	Trips	Trip Rate	Trips
07:00-08:00	0.089	17	0.321	61	0.41	78
08:00-09:00	0.152	29	0.445	85	0.597	114
09:00-10:00	0.171	33	0.238	45	0.409	78
10:00-11:00	0.151	29	0.206	39	0.357	68
11:00-12:00	0.198	38	0.177	34	0.375	72
12:00-13:00	0.204	39	0.193	37	0.397	76
13:00-14:00	0.182	35	0.186	36	0.368	70
14:00-15:00	0.19	36	0.188	36	0.378	72
15:00-16:00	0.344	66	0.236	45	0.58	111
16:00-17:00	0.346	66	0.214	41	0.56	107
17:00-18:00	0.403	77	0.228	44	0.631	121
18:00-19:00	0.31	59	0.232	44	0.542	104
Daily Trip R	2.74	523	2.864	547	5.604	1070

APPENDIX K

Census Distribution Analysis

2001 census - UK travel flows (ward)

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area of residence
date

24UHGB : St Faith's (2003 CAS ward)
2001

area of workplace	T203:1 (Total : All people)		T203:25 (Car - driver : All people)	
South East	3,698	100%	2,290	100%
Arun	33	1%	24	1%
Basingstoke and Deane	9	0%	9	0%
Chichester	271	7%	232	10%
Crawley	9	0%	9	0%
East Hampshire	133	4%	103	4%
Eastleigh	48	1%	42	2%
Fareham	123	3%	99	4%
Gosport	27	1%	27	1%
Guildford	9	0%	3	0%
Hart	7	0%	7	0%
Havant	1,882	51%	860	38%
Horsham	3	0%	3	0%
Mole Valley	6	0%	6	0%
New Forest	3	0%	3	0%
Portsmouth	911	25%	682	30%
Rushmoor	13	0%	10	0%
Slough	6	0%	3	0%
South Bucks	3	0%	3	0%
Southampton	49	1%	42	2%
Spelthorne	3	0%	3	0%
Surrey Heath	10	0%	10	0%
Test Valley	11	0%	11	0%
Vale of White Horse	3	0%	3	0%
Waverley	6	0%	0	0%
Winchester	101	3%	80	3%
Woking	3	0%	3	0%
Worthing	13	0%	10	0%
Wycombe	3	0%	3	0%

Highlighted destinations account for 95% of journey to work destinations

HAVANT WARDS				
24UHFQ : Barncroft	11	1%	11	1%
24UHFR : Battins	36	2%	21	2%
24UHFS : Bedhampton	82	4%	46	5%
24UHFT : Bondfields	142	8%	84	10%
24UHFU : Cowplain	4	0%	4	0%
24UHFW : Emsworth	80	4%	55	6%
24UHFX : Hart Plain	9	0%	9	1%
24UHFY : Hayling East	35	2%	23	3%
24UHFZ : Hayling West	18	1%	9	1%
24UHGA : Purbrook	30	2%	27	3%
24UHGB : St Faith's	1,287	68%	455	53%
24UHGC : Stakes	20	1%	14	2%
24UHGD : Warren Park	22	1%	16	2%
24UHGE : Waterloo	106	6%	86	10%

APPENDIX L

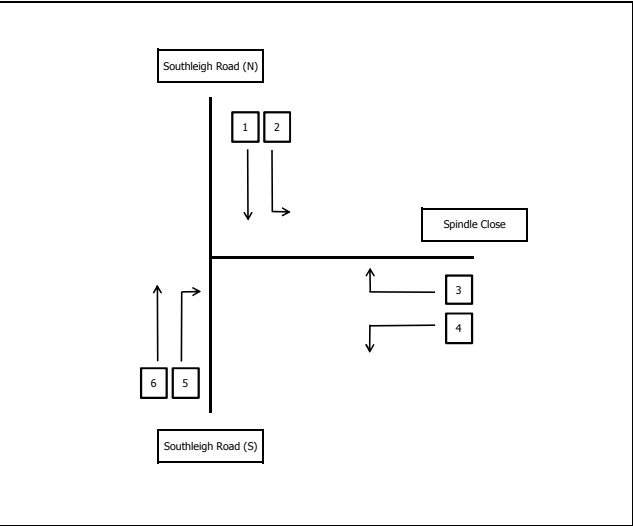
Traffic Flow Diagrams

AREA	TRADE SITE	ROAD	SITE LOCATION	DIR	OSGR E	OSGR N	TYPE	AVG 2007	AVG 2008	AVG 2009	AVG 2010	% Long	% change 07-08	% change 08-09	% change 09-10
3	447	A27	T03/447, Brookhampton (A3023 - A3M J5)	WB	470882	105991	HA	41384	40002	37205	39208	6.4	-3.34	-6.99	5.38
3	448	A27	T03/448, Brookhampton (A3M J5 - A3023)	EB	470736	106007	HA	44072	42535	39490	41542	6.3	-3.49	-7.16	5.20
3	2953	A27	T03/2953, Between A2030 - A3	EB	465545	104358	HA	63518		54203	58810	7.1	-	-	8.50
3	2954	A27	T03/2954, Between A3(M) - A2030	EB	468433	104829	HA	75689	68193	69875	68170	5.6	-9.90	2.47	-2.44
3	2955	A27	T03/2955, Between A2030 - A3(M)	WB	468286	104703	HA	75503	65619	67091	66731	5.7	3.09	2.24	-0.54
3	5234	A27	T03/5234, Havant	EB	472132	105798	HA	35427	34430	33185	33279	7.1	-2.81	-3.62	0.28
3	5235	A27	T03/5235, Havant	WB	472132	105798	HA	34272	31434	33216	32679	6.9	-8.28	5.67	0.92
3	30012747	A27	TMU site 5562/2 on A27 eastbound within the A2030 junction	EB	467084	104270	TCC	57529	49248	49562	50490	6.2	4.39	0.64	1.87
3	30012748	A27	TMU site 5562/1 on A27 eastbound exit for A2030	EB	467076	104284	TCC	10973	11044	11194	11191	9	0.65	1.36	-0.03
3	30012749	A27	TMU site 5561/1 on A27 westbound between A2030 and M27/M275	WB	466669	104303	TCC	59386	59268	60542	60677	6.7	-0.20	2.15	0.22
3	30012750	A27	TMU site 5563/2 on A27 westbound within the A2030 junction	WB	467920	104459	TCC	48739	48477	49509	49152	6.2	-0.54	2.13	-0.72
3	30012751	A27	TMU site 5563/1 on A27 westbound exit for A2030	WB	467923	104448	TCC	17461	17154	16811	16771	5.7	0.76	1.00	-0.24
3	30012754	A27	TMU site 5501/2 on A27 eastbound within the A3(M) junction	EB	469463	105548	TCC	33152	32208	32286	32437	7.1	-2.85	0.24	0.47
3	30012755	A27	TMU site 5501/1 on A27 eastbound exit for A3(M)	EB	469456	105579	TCC	35046	34394	34868	34389	5.4	0.87	1.38	0.37
3	30012757	A27	TMU site 5502/1 on connector at A3(M) J5/A27	WB	469579	105542	TCC	6257	6215	6282	6214	5.3	-0.67	1.08	0.08
3	30015325	A27	TMU Site 5738/2 on Link A27 westbound within the A3(M) junction	WB	470061	105801	TCC	31325	30328	28521	30212	7.1	-3.18	-5.96	5.93
3	30015326	A27	TMU Site 5738/1 on Link A27 westbound exit for A3(M)	WB	470070	105782	TCC	9643	9480	10066	9987	5.3	0.69	6.18	-0.78
3	30026133	A27	MIDAS Site at A27/149/16, 106/1116/217 on A27 westbound between A3(M) and A2030		468730	105081	MIDAS				36103	3.9			

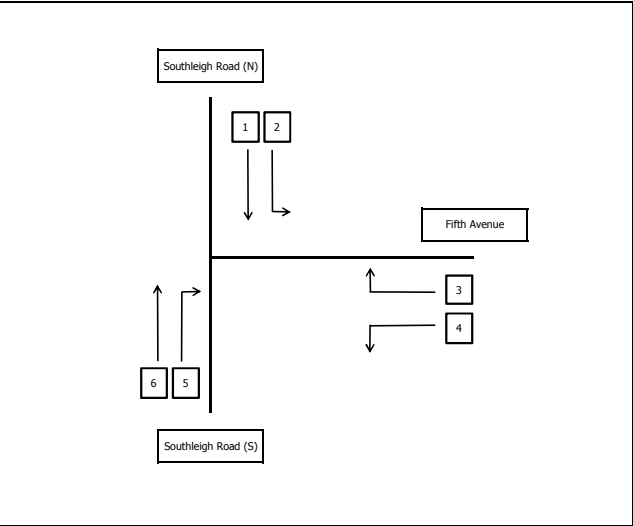
Assumed Peak
Hour Flows (10%
AAWT)

3,328
3,328

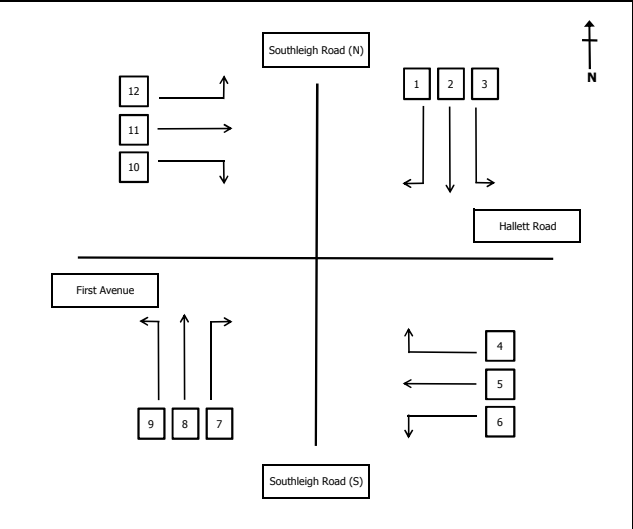
Site 1 - Southleigh Road / Spindle Close



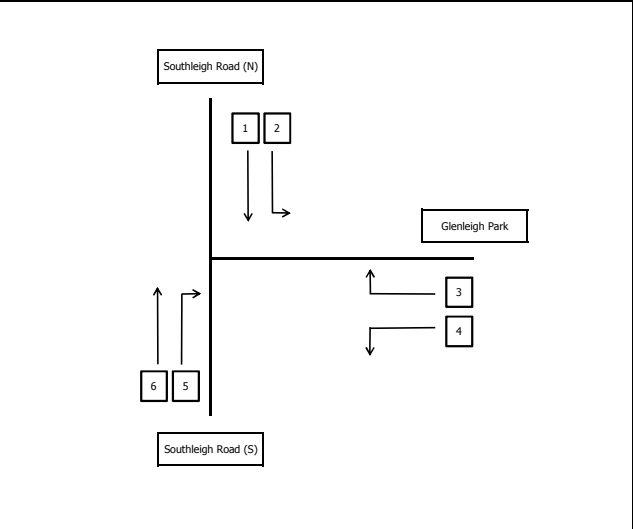
Junction 2 - Southleigh Road / Fifth Avenue



Site 3 - Southleigh Road / First Avenue / Hallett Road



Junction 4 - Southleigh Road / Glenleigh Park



Site 1 - Southleigh Road / Spindle Close

Time	Movement 1-1 (N-S)								Movement 1-2 (N-E)							
	Cars	LGV	OGV1	OGV2	PSV	M/Cyc	Cycle	Total	Cars	LGV	OGV1	OGV2	PSV	M/Cyc	Cycle	Total
07:00	26	5	0	0	0	0	0	31	0	0	0	0	0	0	0	0
07:15	26	5	0	0	1	0	3	35	2	0	0	0	0	0	0	2
07:30	18	4	1	0	0	0	2	25	1	0	0	0	0	0	0	1
07:45	28	8	1	0	0	0	1	38	1	0	0	0	0	0	0	1
08:00	69	10	0	0	1	0	3	83	2	0	0	0	0	0	0	2
08:15	67	5	0	0	1	0	1	74	1	1	0	0	0	0	0	2
08:30	37	2	0	0	0	0	0	39	0	0	0	0	0	0	0	0
08:45	29	8	0	0	1	0	0	38	2	0	0	0	0	0	0	2
09:00	35	12	0	0	1	0	1	49	9	1	0	0	0	0	0	10
09:15	23	5	1	0	0	0	1	30	2	0	0	0	0	0	0	2
09:30	24	8	0	0	0	0	3	35	2	0	0	0	0	0	0	2
09:45	33	4	1	0	0	1	0	39	3	0	0	0	0	0	0	3
16:00	42	6	0	2	1	1	0	52	0	0	0	0	0	0	0	0
16:15	47	8	0	0	0	0	1	56	1	0	0	0	0	0	0	1
16:30	46	3	0	0	1	0	2	52	4	0	0	0	0	0	0	4
16:45	58	7	0	0	1	0	0	66	9	0	0	0	0	0	0	9
17:00	73	12	0	0	0	1	2	88	4	0	0	0	0	0	0	4
17:15	51	8	0	0	1	0	1	61	6	0	0	0	0	0	0	6
17:30	68	4	0	0	0	2	0	74	6	0	0	0	0	0	0	6
17:45	52	1	0	0	0	0	1	54	2	0	0	0	0	0	0	2
18:00	47	1	0	0	0	0	0	48	6	0	0	0	0	0	0	6
18:15	39	2	0	0	0	1	0	42	3	1	0	0	0	0	0	4
18:30	46	4	0	0	0	0	0	50	2	0	0	0	0	0	0	2
18:45	37	2	0	0	0	1	0	40	2	0	0	0	0	0	0	2

Junction 2 - Southleigh Road / Fifth Avenue

Time	Movement 2-1 (N-S)								Movement 2-2 (N-E)							
	Cars	LGV	OGV1	OGV2	PSV	M/Cyc	Cycle	Total	Cars	LGV	OGV1	OGV2	PSV	M/Cyc	Cycle	Total
07:00	29	5	1	0	1	0	0	36	0	0	0	0	0	0	0	0
07:15	27	5	1	0	1	0	0	34	2	0	0	0	0	0	0	2
07:30	35	3	1	0	0	0	2	41	0	0	0	0	0	0	0	0
07:45	42	8	1	0	0	0	1	52	1	0	0	0	1	0	0	2
08:00	79	10	0	0	0	0	2	91	1	0	0	0	0	0	0	1
08:15	98	6	0	0	1	1	0	106	4	0	0	0	0	0	0	4
08:30	56	2	0	0	0	1	1	60	0	0	0	0	0	0	0	0
08:45	40	4	0	0	0	0	2	46	2	0	0	0	0	0	0	2
09:00	42	6	1	0	1	0	0	50	2	2	0	0	0	0	0	4
09:15	33	4	1	0	0	0	1	39	2	0	0	0	0	0	0	2
09:30	30	5	0	1	0	0	0	36	3	1	0	0	0	0	0	4
09:45	33	5	2	0	1	0	0	41	1	0	0	0	0	0	0	1
16:00	26	6	0	1	1	2	1	37	3	0	0	0	0	0	0	3
16:15	34	5	0	0	0	0	1	40	0	0	0	0	0	0	0	0
16:30	40	6	0	0	1	1	1	49	0	0	0	0	0	0	0	0
16:45	47	5	0	0	1	0	0	53	4	0	0	0	0	0	0	4
17:00	49	11	0	0	0	0	0	60	1	0	0	0	0	0	0	1
17:15	46	2	1	0	1	0	1	51	3	0	0	0	0	0	0	3
17:30	50	6	0	0	0	3	0	59	2	1	0	0	0	0	0	3
17:45	31	9	0	0	0	0	0	40	2	0	0	0	0	0	0	2
18:00	35	4	0	0	0	0	0	39	2	0	0	0	0	0	0	2
18:15	38	2	0	0	0	1	2	43	1	0	0	0	0	0	0	1
18:30	38	3	0	0	0	0	0	41	2	0	0	0	0	0	0	2
18:45	29	0	0	0	0	0	2	31	1	0	0	0	0	0	0	1

Site 3 - Southleigh Road / First Avenue / Hallett Road

Time	Movement 3-1 (N-W)								Movement 3-2 (N-S)							
	Cars	LGV	OGV1	OGV2	PSV	M/Cyc	Cycle	Total	Cars	LGV	OGV1	OGV2	PSV	M/Cyc	Cycle	Total
07:00	1	0	0	0	0	0	1	2	32	6	0	0	1	0	0	39
07:15	0	0	0	0	0	0	0	0	34	6	0	0	1	0	0	41
07:30	0	0	0	0	0	0	0	0	44	2	1	0	0	0	2	49
07:45	2	0	0	0	0	0	0	2	43	8	1	0	0	0	1	53
08:00	0	1	0	0	0	0	0	1	84	10	0	0	1	0	2	97
08:15	0	0	0	0	0	0	0	0	84	6	0	0	1	1	0	92
08:30	2	0	0	0	0	0	1	3	68	2	0	0	0	1	1	72
08:45	0	0	0	0	0	0	0	1	38	6	0	0	0	0	1	45
09:00	1	1	0	0	0	0	0	2	43	4	1	0	1	0	0	49
09:15	0	0	0	0	0	0	0	0	40	4	1	0	0	0	1	46
09:30	2	0	0	0	0	0	0	2	35	6	1	0	0	0	0	42
09:45	1	0	0	0	0	0	0	1	32	4	2	0	1	0	0	39
16:00	1	1	0	0	0	0	0	2	30	5	1	0	1	2	1	40
16:15	4	0	0	0	0	0	0	4	29	5	0	0	0	0	1	35
16:30	1	1	0	0	0	0	0	2	38	7	0	0	1	1	1	48
16:45	2	0	0	0	0	0	0	2	49	7	0	0	1	0	0	57
17:00	1	1	0	0	0	0	0	2	44	7	0	0	0	0	1	52
17:15	5	0	0	0	0	0	0	5	44	3	0	0	1	0	1	49
17:30	4	0	0	0	0	0	0	4	54	7	0	0	0	3	0	64
17:45	1	1	0	0	0	0	0	2	28	7	0	0	0	0	0	35
18:00	0	0	0	0	0	0	0	0	38	5	0	0	0	0	0	43
18:15	3	0	0	0	0	0	0	3	33	2	0	0	0	1	2	38
18:30	3	1	0	0	0	0	0	4	39	3	0	0	0	0	1	43
18:45	0	0	0	0	0	0	0	0	34	2	0	0	0	0	2	38

Junction 4 - Southleigh Road / Glenleigh Park

Time	Movement 4-1 (N-S)								Movement 4-2 (N-E)							
	Cars	LGV	OGV1	OGV2	PSV	M/Cyc	Cycle	Total	Cars	LGV	OGV1	OGV2	PSV	M/Cyc	Cycle	Total
07:00	35	6	0	0	1	0	0	42	0	1	0	0	0	0	1	2
07:15	39	9	0	0	1	0	1	50	0	0	0	0	0	0	0	0
07:30	50	2	1	0	0	0	3	56	1	0	0	0	0	0	0	1
07:45	50	8	1	0	0	0	2	61	0	0	0	0	0	0	0	0
08:00	89	10	0	0	0	0	2	101	1	1	0	0	0	0	0	2
08:15	83	7	0	0	1	1	0	92	0	0	0	0	0	0	0	0
08:30	82	2	0	0	0	2	1	87	0	0	0	0	0	0	0	0
08:45	44	6	0	0	0	0	0	50	0	0	0	0	0	0	1	1
09:00	46	5	1	0	1	0	0	53	1	0	0	0	0	0	0	1
09:15	47	5	1	0	0	0	0	53	1	1	0	0	0	0	1	3
09:30	32	7	0	1	0	0	0	40	0	0	0	0	0	0	0	0
09:45	44	4	2	0	1	0	1	52	1	0	0	0	0	0	0	1
16:00	27	6	0	1	1	2	2	39	0	0	0	0	0	0	0	0
16:15	37	6	0	0	0	0	1	44	1	0	0	0	0	0	0	1
16:30	41	6	1	0	1	1	1	51	1	0	0	0	0	0	0	1
16:45	45	4	0	0	1	0	0	50	4	0	0	0	0	0	0	4
17:00	49	9	0	0	0	0	0	58	1	2	0	0	0	0	1	4
17:15	43	3	1	0	1	0	0	48	1	0	0	0	0	0	0	1
17:30	54	8	0	0	0	4	0	66	1	0	0	0	0	0	0	1
17:45	34	10	0	0	0	0	0	44	0	0	0	0	0	0	0	0
18:00	43	5	0	0	0	0	0	48	0	0	0	0	0	0	0	0
18:15	33	3	0	0	0	1	2	39	2	0	0	0	0	0	0	2
18:30	41	2	0	0	0	0	0	43	1	0	0	0	0	0	0	1
18:45	39	2	0	0	0	0	2	43	0	1	0	0	0	0	0	1

Movement 1-3 (E-N)								Movement 1-4 (E-S)							
Cars	LGV	OGV1	OGV2	PSV	M/Cyc	Cycle	Total	Cars	LGV	OGV1	OGV2	PSV	M/Cyc	Cycle	Total
5	0	0	0	0	0	0	5	3	0	0	0	0	0	0	3
6	1	0	0	0	0	0	7	2	0	0	0	0	0	0	2
4	0	0	0	0	0	0	4	2	0	0	0	0	0	0	2
6	0	0	0	0	0	0	6	2	0	0	0	0	0	0	2
4	0	0	0	0	0	0	4	5	0	0	0	0	0	0	5
5	1	0	0	0	0	0	6	3	0	0	0	0	0	0	3
6	0	0	0	0	0	0	6	4	1	0	0	0	0	0	5
8	0	0	0	0	0	0	8	2	0	0	0	0	0	0	2
1	0	0	0	0	0	0	1	1	1	0	0	0	0	0	2
4	0	0	0	0	0	0	4	4	0	0	0	0	0	0	4
4	0	0	0	0	0	0	4	2	0	0	0	0	0	0	2
7	0	0	0	0	0	0	7	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0
2	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5	0	0	0	0	0	0	5	0	0	0	0	0	0	0	0
1	0	0	0	0	0	0	1	2	1	0	0	0	0	0	3
3	0	0	0	0	0	0	3	0	0	0	0	0	0	0	0
6	0	0	0	0	0	0	6	0	0	0	0	0	0	0	0
2	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0
0	1	0	0	0	0	0	1	1	0	0	0	0	0	0	1
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Movement 2-3 (E-N)								Movement 2-4 (E-S)							
Cars	LGV	OGV1	OGV2	PSV	M/Cyc	Cycle	Total	Cars	LGV	OGV1	OGV2	PSV	M/Cyc	Cycle	Total
0	0	0	0	0	0	0	0	4	0	0	0	0	0	0	4
1	0	0	0	0	0	0	1	7	0	0	0	0	0	0	7
1	0	0	0	0	0	0	1	6	0	0	0	0	0	0	6
3	0	0	0	0	0	0	3	3	0	0	0	0	0	0	3
3	0	0	0	0	0	0	3	3	0	0	0	0	0	0	3
1	0	0	0	0	0	0	1	5	1	0	0	0	0	0	6
1	1	0	0	0	0	1	3	5	0	0	0	0	0	1	6
1	0	0	0	0	0	0	1	2	1	0	0	0	0	0	3
0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	2
0	1	0	0	0	0	0	1	5	0	0	0	0	0	1	6
3	0	0	0	0	0	0	3	5	0	0	0	0	0	0	5
0	0	0	0	0	0	0	0	3	0	0	0	0	0	0	3
2	0	0	0	0	0	0	2	3	0	0	0	0	0	0	3
0	0	0	0	0	0	0	0	4	0	0	0	0	0	0	4
0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	2
0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	2
1	1	0	0	0	0	0	2	0	0	0	0	0	0	0	0
1	1	0	0	0	0	0	2	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	3	0	0	0	0	0	0	3
1	0	0	0	0	0	0	1	4	1	0	0	0	0	0	5
0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1
1	0	0	0	0	0	0	1	1	0	0	0	0	0	0	1
0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	2
0	0	0	0	0	0	0	0	3	0	0	0	0	0	0	3

Movement 3-3 (N-E)								Movement 3-4 (E-N)							
Cars	LGV	OGV1	OGV2	PSV	M/Cyc	Cycle	Total	Cars	LGV	OGV1	OGV2	PSV	M/Cyc	Cycle	Total
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
0	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1
0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	2
0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0
0	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0
1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
3	0	0	0	0	0	0	3	0	0	0	0	0	0	0	0
1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1	0	0	0	0	0	0	1	1	0	0	0	0	0	0	1
0	0	0	0	0	0	0	0	1	1	1	0	0	0	0	2
4	0	0	0	0	0	0	4	0	1	0	0	0	0	0	1
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0
1	0	0	0	0	0	0	1	1	0	0	0	0	0	0	1
0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Movement 4-3 (E-N)								Movement 4-4 (E-S)							
Cars	LGV	OGV1	OGV2	PSV	M/Cyc	Cycle	Total	Cars	LGV	OGV1	OGV2	PSV	M/Cyc	Cycle	Total
1	1	0	0	0	0	1	3	0	0	0	0	0	0	1	1
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	3	0	0	0	0	0	0	3
0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	2
3	1	0	0	0	0	0	4	0	0	0	0	0	0	0	0
0	2	0	0	0	0	0	2	3	1	0	0	0	0	0	4
3	0	0	0	0	0	0	3	3	0	0	0	0	0	0	3
1	0	0	0	0	0	0	1	2	0	0	0	0	0	0	2
0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
2	0	0	0	0	0	0	2	0	1	0	0	0	0	0	1
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1	0	0	0	0	0	0	1	1	0	0	0	0	0	0	1
1	0	0	0	0	0	0	1	2	2	0	0	0	0	0	4
1	0	0	0	0	0	0	1	1	2	0	0	0	0	2	5
0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	2
0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
4	0	0	0	0	0	0	4	1	0	0	0	0	0	0	1
1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0
1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
2	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0
2	0	0	0	0	0	0	2	1	0	0	0	0	0	0	1
2	0	0	0	0	0	0	2	1	0	0	0	0	0	0	1
0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1

Movement 1-5 (S-E)								Movement 1-6 (S-N)							
Cars	LGV	OGV1	OGV2	PSV	M/Cyc	Cycle	Total	Cars	LGV	OGV1	OGV2	PSV	M/Cyc	Cycle	Total
1	0	0	0	0	0	0	1	24	6	0	0	0	0	1	31
1	0	0	0	0	0	0	1	27	6	1	0	0	0	1	35
0	0	0	0	0	0	0	0	41	4	4	0	0	0	0	49
1	0	0	0	0	0	0	1	59	10	1	0	0	1	1	72
0	0	0	0	0	0	0	0	73	13	1	0	0	0	0	87
0	0	0	0	0	0	0	0	68	5	0	0	1	0	1	75
0	0	0	0	0	0	0	0	63	8	0	0	0	0	1	72
2	1	0	0	0	0	0	3	46	7	2	0	0	0	0	55
1	0	0	0	0	0	0	1	28	8	0	0	0	1	0	37
1	0	0	0	0	0	0	1	31	6	1	1	0	0	1	40
1	0	0	0	0	0	0	1	31	6	0	0	1	0	0	38
0	0	0	0	0	0	0	0	37	8	0	0	0	0	0	45
0	0	0	0	0	0	0	0	32	3	0	0	0	1	0	36
1	0	0	0	0	0	0	1	34	5	0	0	1	0	1	41
0	0	0	0	0	0	0	0	40	8	0	0	0	0	0	48
3	0	0	0	0	0	0	3	39	8	0	0	1	0	1	49
6	1	0	0	0	0	0	7	49	12	0	0	0	1	3	65
0	1	0	0	0	0	0	1	54	2	0	0	1	0	2	59
7	0	0	0	0	0	0	7	55	4	0	0	1	2	3	65
2	0	0	0	0	0	0	2	58	5	0	0	0	0	3	66
1	0	0	0	0	0	0	1	45	2	0	0	1	0	3	51
0	0	0	0	0	0	0	0	57	6	0	0	0	2	0	65
0	0	0	0	0	0	0	0	42	5	0	0	0	1	0	48
0	0	0	0	0	0	0	0	39	2	0	0	0	0	1	42

Movement 2-5 (S-E)								Movement 2-6 (S-N)							
Cars	LGV	OGV1	OGV2	PSV	M/Cyc	Cycle	Total	Cars	LGV	OGV1	OGV2	PSV	M/Cyc	Cycle	Total
0	0	0	0	0	0	0	0	15	7	2	0	0	0	0	24
1	0	0	0	0	0	0	1	17	4	1	0	0	0	0	22
0	0	0	0	0	0	0	0	28	5	2	0	0	0	0	35
0	0	0	0	0	0	0	0	33	11	0	1	0	1	0	46
0	1	0	0	0	0	0	1	53	10	1	0	0	0	0	64
0	1	0	0	0	0	0	1	43	8	0	0	1	0	0	52
2	1	0	0	0	0	0	3	55	4	0	0	0	0	0	59
4	1	0	0	0	0	0	5	34	6	3	0	0	0	0	43
0	0	0	0	0	0	0	0	27	5	0	0	0	0	0	32
1	0	0	0	0	0	0	1	27	5	1	1	0	0	0	34
1	0	0	0	0	0	0	1	27	5	0	1	1	0	0	34
0	1	0	0	0	0	0	1	34	8	0	0	0	0	0	42
1	1	0	0	0	0	3	5	41	4	0	0	0	0	1	46
3	0	0	0	0	0	0	3	36	8	0	0	1	1	2	48
6	1	0	0	0	0	0	7	50	11	0	0	0	1	1	63
3	0	0	0	0	0	0	3	56	7	0	0	1	0	0	64
8	0	0	0	0	0	0	8	71	8	0	0	0	2	2	83
4	0	0	0	0	0	0	4	51	5	0	0	1	0	2	59
2	1	0	0	0	0	0	3	67	6	0	0	1	2	3	79
3	0	0	0	0	0	0	3	44	5	0	0	0	0	0	49
4	0	0	0	0	0	0	4	50	6	0	0	1	0	3	60
5	0	0	0	0	0	0	5	60	5	0	0	0	1	0	66
1	0	0	0	0	0	0	1	51	3	0	0	0	0	0	54
0	0	0	0	0	0	0	0	42	5	0	0	0	0	1	48

Movement 3-5 (E-W)								Movement 3-6 (E-S)								
Cars	LGV	OGV1	OGV2	PSV	M/Cyc	Cycle	Total	Cars	LGV	OGV1	OGV2	PSV	M/Cyc	Cycle	Total	Cars
0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	2	0
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	2	1
0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	0
0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	0
0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	2	0
0	0	0	0	0	0	0	0	1	0	0	0	0	1	0	2	0
0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	2	1
0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	0
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	2	0
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
0	0	0	0	0	0	1	1	1	0	0	0	0	0	0	1	2
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	2
0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	1
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	1

Movement 4-5 (S-E)								Movement 4-6 (S-N)							
Cars	LGV	OGV1	OGV2	PSV	M/Cyc	Cycle	Total	Cars	LGV	OGV1	OGV2	PSV	M/Cyc	Cycle	Total
0	0	0	0	0	0	0	0	13	8	2	0	0	0	0	23
0	0	0	0	0	0	0	0	18	3	1	0	0	0	0	22
1	1	0	0	0	0	0	2	30	3	4	0	0	0	0	37
1	1	0	0	0	0	0	2	25	7	1	0	0	1	0	34
0	0	0	0	0	0	0	0	48	10	1	0	1	0	0	60
0	1	0	0	0	0	0	1	37	7	0	0	0	0	0	44
0	1	0	0	0	0	0	1	51	5	0	0	0	0	0	56
0	0	0	0	0	0	0	0	35	7	3	0	0	0	1	46
0	0	0	0	0	0	0	0	25	3	0	0	0	0	1	29
0	0	0	0	0	0	0	0	25	8	1	1	0	0	0	35
0	1	0	0	0	0	0	1	25	5	0	1	1	0	0	32
0	0	0	0	0	0	0	0	42	10	0	0	0	0	0	52
2	1	0	0	0	0	0	3	51	3	0	0	0	0	3	57
1	0	0	0	0	0	0	1	47	6	0	0	1	1	3	58
2	2	0	0	0	0	0	4	66	9	0	0	0	1	0	76
2	0	0	0	0	0	0	2	65	6	0	0	1	1	1	74
2	1	0	0	0	0	0	3	79	9	0	0	0	2	1	91
1	0	0	0	0	0	0	1	60	5	0	0	1	2	2	70
0	0	0	0	0	0	0	0	75	7	0	0	1	0	3	86
0	0	0	0	0	0	0	0	47	4	0	0	0	0	1	52
2	0	0	0	0	0	0	2	56	8	0	0	1	0	3	68
2	0	0	0	0	0	0	2	65	6	0	0	0	1	0	72
2	0	0	0	0	0	0	2	69	5	0	0	0	0	0	74
1	0	0	0	0	0	0	1	44	4	0	0	0	1	0	49

Movement 3-7 (S-E)							Movement 3-8 (S-N)									
LGV	OGV1	OGV2	PSV	M/Cyc	Cycle	Total	Cars	LGV	OGV1	OGV2	PSV	M/Cyc	Cycle	Total	Cars	LGV
0	0	0	0	0	0	0	13	8	2	0	0	0	0	23	2	0
0	0	0	0	0	0	1	15	2	1	0	1	0	0	19	0	1
0	0	0	0	0	0	1	29	3	4	0	0	0	0	36	0	0
0	0	0	0	0	0	0	27	7	1	0	0	1	0	36	0	0
0	0	0	0	0	0	0	50	11	1	0	1	0	0	63	1	0
0	0	0	0	0	0	0	36	8	0	0	0	0	0	44	1	1
0	0	0	0	0	0	0	53	4	0	0	1	0	0	58	2	0
0	0	0	0	0	0	1	35	7	3	0	0	0	1	46	1	0
0	0	0	0	0	0	0	21	4	0	0	0	0	0	25	3	0
0	0	0	0	0	0	0	23	7	1	1	0	0	0	32	3	1
0	0	0	0	0	0	0	25	4	0	1	1	0	0	31	0	0
0	0	0	0	0	0	1	38	10	0	0	0	0	0	48	3	0
0	0	0	0	0	0	2	40	3	0	0	0	0	3	46	9	1
0	0	0	0	0	1	2	37	7	0	0	1	1	2	48	9	0
0	0	0	0	0	0	2	53	9	0	0	1	0	0	63	7	1
0	0	0	0	0	0	0	58	6	0	0	1	0	1	66	3	0
0	0	0	0	0	0	2	75	9	0	0	0	2	1	87	7	0
0	0	0	0	0	0	1	53	3	0	0	2	0	2	60	7	0
0	0	0	0	0	0	0	69	7	0	0	1	2	2	81	7	1
0	0	0	0	0	0	3	42	4	0	0	0	0	0	46	2	0
0	0	0	0	0	0	0	53	6	0	0	1	0	2	62	3	2
0	0	0	0	0	0	0	66	4	0	0	0	0	0	70	2	0
0	0	0	0	0	0	1	56	3	0	0	0	0	1	60	13	2
0	0	0	0	1	0	2	37	3	0	0	0	0	0	40	7	0

Movement 3-9 (S-W)						Movement 3-10 (W-S)								n		
OGV1	OGV2	PSV	M/Cyc	Cycle	Total	Cars	LGV	OGV1	OGV2	PSV	M/Cyc	Cycle	Total	Cars	LGV	OGV1
0	0	0	0	1	3	1	1	0	0	0	0	0	2	0	0	0
0	0	0	0	0	1	4	3	0	0	0	0	0	7	0	0	0
0	0	0	0	0	0	6	0	0	0	0	0	0	6	0	0	0
0	0	0	0	0	0	4	0	0	0	0	0	0	4	0	0	0
0	0	0	0	0	1	7	0	0	0	0	0	0	7	0	0	0
0	0	0	0	0	2	8	0	0	0	0	0	0	8	0	0	0
0	0	0	0	0	2	5	0	0	0	0	0	0	5	1	0	0
0	0	0	0	0	1	2	1	0	0	0	0	0	3	0	0	0
0	0	0	0	1	4	4	1	0	0	0	0	0	5	0	0	0
0	0	0	0	0	4	10	1	0	0	0	0	0	11	0	0	0
0	0	0	0	0	0	1	1	0	0	0	0	0	2	0	0	0
0	0	0	0	0	3	5	0	0	0	0	0	1	6	0	0	0
0	0	0	0	0	10	4	2	0	0	0	0	1	7	0	0	0
0	0	0	0	0	9	2	0	0	0	0	0	0	2	0	0	0
0	0	0	0	0	8	3	0	1	0	0	1	0	5	0	0	0
0	0	0	1	0	4	4	0	0	0	0	0	0	4	0	0	0
0	0	0	0	0	7	3	0	0	0	0	0	0	3	0	0	0
0	0	0	0	0	7	3	1	0	0	0	0	0	4	0	0	0
0	0	0	0	0	8	4	2	0	0	0	1	0	7	1	0	0
0	0	0	0	0	2	4	2	0	0	0	0	0	6	0	0	0
0	0	0	0	0	5	6	0	0	0	0	0	0	6	0	0	0
0	0	0	1	0	3	3	1	0	0	0	0	0	4	0	0	0
0	0	0	0	0	15	3	0	0	0	0	0	1	4	0	0	0
0	0	0	0	0	7	6	1	0	0	0	0	0	7	0	0	0

Movement 3-11 (W-E)					Movement 3-12 (W-N)							
OGV2	PSV	M/Cyc	Cycle	Total	Cars	LGV	OGV1	OGV2	PSV	M/Cyc	Cycle	Total
0	0	0	1	1	2	0	0	0	0	0	0	2
0	0	0	0	0	1	1	0	0	0	0	0	2
0	0	0	0	0	2	3	0	0	0	0	0	5
0	0	0	0	0	3	1	0	0	0	0	0	4
0	0	0	0	0	4	1	0	0	0	0	0	5
0	0	0	0	0	3	0	0	0	0	0	0	3
0	0	0	1	2	2	0	0	0	0	0	0	2
0	0	0	0	0	1	0	0	0	0	0	0	1
0	0	0	0	0	4	2	0	0	0	0	0	6
0	0	0	0	0	2	0	0	0	0	0	0	2
0	0	0	0	0	2	0	0	0	0	0	0	2
0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	1	2	0	0	0	0	0	3
0	0	0	0	0	1	2	0	0	0	0	0	3
0	0	0	0	0	1	1	0	0	0	0	1	3
0	0	0	0	0	1	1	0	0	0	0	0	2
0	0	0	0	0	2	0	0	0	0	0	0	2
0	0	0	1	1	0	0	0	0	0	0	0	0
0	0	0	0	1	2	0	0	0	0	0	0	2
0	0	0	0	0	3	0	0	0	0	0	0	3
0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	1	0	0	0	0	0	0	1
0	0	0	0	0	3	0	0	0	0	0	0	3
0	0	0	0	0	0	1	0	0	0	0	0	1

Site 1 - Southleigh Road / Spindle Close

Time	Movement 1-1 (N-S)			Movement 1-2 (N-E)			Movement 1-3 (E-N)		
	Lights	Heavies	PCUs	Lights	Heavies	PCUs	Lights	Heavies	PCUs
07:00	31	0	31	0	0	0	5	0	5
07:15	31	1	34	2	0	2	7	0	7
07:30	22	1	24	1	0	1	4	0	4
07:45	36	1	38	1	0	1	6	0	6
08:00	79	1	82	2	0	2	4	0	4
08:15	72	1	75	2	0	2	6	0	6
08:30	39	0	39	0	0	0	6	0	6
08:45	37	1	40	2	0	2	8	0	8
8am-9am	227	3	235	6	0	6	24	0	24
09:00	47	1	50	10	0	10	1	0	1
09:15	28	1	30	2	0	2	4	0	4
09:30	32	0	33	2	0	2	4	0	4
09:45	37	1	39	3	0	3	7	0	7
16:00	48	3	57	0	0	0	0	0	0
16:15	55	0	55	1	0	1	2	0	2
16:30	49	1	52	4	0	4	2	0	2
16:45	65	1	68	9	0	9	0	0	0
17:00	85	0	86	4	0	4	5	0	5
17:15	59	1	62	6	0	6	1	0	1
17:30	72	0	73	6	0	6	3	0	3
17:45	53	0	53	2	0	2	6	0	6
5pm-6pm	269	1	274	18	0	18	15	0	15
18:00	48	0	48	6	0	6	2	0	2
18:15	41	0	41	4	0	4	1	0	1
18:30	50	0	50	2	0	2	0	0	0
18:45	39	0	39	2	0	2	0	0	0

Junction 2 - Southleigh Road / Fifth Avenue

Time	Movement 2-1 (N-S)			Movement 2-2 (N-E)			Movement 2-3 (E-N)		
	Lights	Heavies	PCUs	Lights	Heavies	PCUs	Lights	Heavies	PCUs
07:00	34	2	38	0	0	0	0	0	0
07:15	32	2	36	2	0	2	1	0	1
07:30	38	1	40	0	0	0	1	0	1
07:45	50	1	52	1	1	4	3	0	3
08:00	89	0	89	1	0	1	3	0	3
08:15	104	1	107	4	0	4	1	0	1
08:30	58	0	59	0	0	0	2	0	2
08:45	44	0	44	2	0	2	1	0	1
8am-9am	295	1	299	7	0	7	7	0	7
09:00	48	2	52	4	0	4	0	0	0
09:15	37	1	39	2	0	2	1	0	1
09:30	35	1	38	4	0	4	3	0	3
09:45	38	3	44	1	0	1	0	0	0
16:00	32	2	38	3	0	3	2	0	2
16:15	39	0	39	0	0	0	0	0	0
16:30	46	1	49	0	0	0	0	0	0
16:45	52	1	55	4	0	4	0	0	0
17:00	60	0	60	1	0	1	2	0	2
17:15	48	2	53	3	0	3	2	0	2
17:30	56	0	57	3	0	3	0	0	0
17:45	40	0	40	2	0	2	1	0	1
5pm-6pm	204	2	210	9	0	9	5	0	5
18:00	39	0	39	2	0	2	0	0	0
18:15	40	0	41	1	0	1	1	0	1
18:30	41	0	41	2	0	2	0	0	0
18:45	29	0	29	1	0	1	0	0	0

Site 3 - Southleigh Road / First Avenue / Hallett Road

Time	Movement 3-1 (N-W)			Movement 3-2 (N-S)			Movement 3-3 (N-E)		
	Lights	Heavies	PCUs	Lights	Heavies	PCUs	Lights	Heavies	PCUs
07:00	1	0	1	38	1	41	0	0	0
07:15	0	0	0	40	1	43	0	0	0
07:30	0	0	0	46	1	48	1	0	1
07:45	2	0	2	51	1	53	0	0	0
08:00	1	0	1	94	1	97	0	0	0
08:15	0	0	0	90	1	93	0	0	0
08:30	2	0	2	70	0	71	0	0	0
08:45	0	0	0	44	0	44	1	0	1
8am-9am	3	0	3	298	2	305	1	0	1
09:00	2	0	2	47	2	51	1	0	1
09:15	0	0	0	44	1	46	1	0	1
09:30	2	0	2	41	1	43	0	0	0
09:45	1	0	1	36	3	42	3	0	3
16:00	2	0	2	35	2	40	1	0	1
16:15	4	0	4	34	0	34	0	0	0
16:30	2	0	2	45	1	48	1	0	1
16:45	2	0	2	56	1	59	0	0	0
17:00	2	0	2	51	0	51	4	0	4
17:15	5	0	5	47	1	50	0	0	0
17:30	4	0	4	61	0	62	1	0	1
17:45	2	0	2	35	0	35	1	0	1
5pm-6pm	13	0	13	194	1	198	6	0	6
18:00	0	0	0	43	0	43	0	0	0
18:15	3	0	3	35	0	36	1	0	1
18:30	4	0	4	42	0	42	0	0	0
18:45	0	0	0	36	0	36	0	0	0

Junction 4 - Southleigh Road / Glenleigh Park

Time	Movement 4-1 (N-S)			Movement 4-2 (N-E)			Movement 4-3 (E-N)		
	Lights	Heavies	PCUs	Lights	Heavies	PCUs	Lights	Heavies	PCUs
07:00	41	1	44	1	0	1	2	0	2
07:15	48	1	51	0	0	0	0	0	0
07:30	52	1	55	1	0	1	0	0	0
07:45	58	1	60	0	0	0	0	0	0
08:00	99	0	99	2	0	2	4	0	4
08:15	90	1	93	0	0	0	2	0	2
08:30	84	0	85	0	0	0	3	0	3
08:45	50	0	50	0	0	0	1	0	1
8am-9am	323	1	327	2	0	2	10	0	10
09:00	51	2	55	1	0	1	0	0	0
09:15	52	1	54	2	0	2	2	0	2
09:30	39	1	42	0	0	0	0	0	0
09:45	48	3	55	1	0	1	1	0	1
16:00	33	2	40	0	0	0	1	0	1
16:15	43	0	43	1	0	1	1	0	1
16:30	47	2	52	1	0	1	0	0	0
16:45	49	1	52	4	0	4	0	0	0
17:00	58	0	58	3	0	3	4	0	4
17:15	46	2	50	1	0	1	1	0	1
17:30	62	0	64	1	0	1	1	0	1
17:45	44	0	44	0	0	0	0	0	0
5pm-6pm	210	2	216	5	0	5	6	0	6
18:00	48	0	48	0	0	0	2	0	2
18:15	36	0	37	2	0	2	2	0	2
18:30	43	0	43	1	0	1	2	0	2
18:45	41	0	41	1	0	1	0	0	0

Movement 1-4 (E-S)			Movement 1-5 (S-E)			Movement 1-6 (S-N)			Total
Lights	Heavies	PCUs	Lights	Heavies	PCUs	Lights	Heavies	PCUs	
3	0	3	1	0	1	30	0	30	70
2	0	2	1	0	1	33	1	35	81
2	0	2	0	0	0	45	4	53	84
2	0	2	1	0	1	69	1	72	120
5	0	5	0	0	0	86	1	88	181
3	0	3	0	0	0	73	1	76	161
5	0	5	0	0	0	71	0	71	121
2	0	2	3	0	3	53	2	57	111
15	0	15	3	0	3	283	4	292	575
2	0	2	1	0	1	36	0	36	100
4	0	4	1	0	1	37	2	42	83
2	0	2	1	0	1	37	1	40	81
0	0	0	0	0	0	45	0	45	94
0	0	0	0	0	0	35	0	35	92
0	0	0	1	0	1	39	1	42	101
0	0	0	0	0	0	48	0	48	106
0	0	0	3	0	3	47	1	50	129
0	0	0	7	0	7	61	0	62	164
3	0	3	1	0	1	56	1	59	132
0	0	0	7	0	7	59	1	63	152
0	0	0	2	0	2	63	0	64	127
3	0	3	17	0	17	239	2	247	574
0	0	0	1	0	1	47	1	50	107
1	0	1	0	0	0	63	0	64	111
0	0	0	0	0	0	47	0	47	99
0	0	0	0	0	0	41	0	41	83

Movement 2-4 (E-S)			Movement 2-5 (S-E)			Movement 2-6 (S-N)			Total
Lights	Heavies	PCUs	Lights	Heavies	PCUs	Lights	Heavies	PCUs	
4	0	4	0	0	0	22	2	26	68
7	0	7	1	0	1	21	1	23	70
6	0	6	0	0	0	33	2	37	84
3	0	3	0	0	0	44	1	47	109
3	0	3	1	0	1	63	1	65	162
6	0	6	1	0	1	51	1	54	172
5	0	5	3	0	3	59	0	59	128
3	0	3	5	0	5	40	3	46	101
17	0	17	10	0	10	213	5	223	564
2	0	2	0	0	0	32	0	32	90
5	0	5	1	0	1	32	2	37	85
5	0	5	1	0	1	32	2	37	88
3	0	3	1	0	1	42	0	42	91
3	0	3	2	0	3	45	0	45	94
4	0	4	3	0	3	44	1	47	94
2	0	2	7	0	7	61	0	62	120
2	0	2	3	0	3	63	1	66	129
0	0	0	8	0	8	79	0	80	151
0	0	0	4	0	4	56	1	59	121
3	0	3	3	0	3	73	1	77	143
5	0	5	3	0	3	49	0	49	100
8	0	8	18	0	18	257	2	265	515
1	0	1	4	0	4	56	1	59	105
1	0	1	5	0	5	65	0	65	114
2	0	2	1	0	1	54	0	54	100
3	0	3	0	0	0	47	0	47	81

Movement 3-4 (E-N)			Movement 3-5 (E-W)			Movement 3-6 (E-S)			Movement 3-7 (S-E)		
Lights	Heavies	PCUs	Lights	Heavies	PCUs	Lights	Heavies	PCUs	Lights	Heavies	PCUs
0	0	0	0	0	0	1	0	1	0	0	0
1	0	1	0	0	0	0	0	0	1	0	1
0	0	0	0	0	0	1	0	1	1	0	1
1	0	1	0	0	0	1	0	1	0	0	0
2	0	2	0	0	0	1	0	1	0	0	0
1	0	1	0	0	0	2	0	2	0	0	0
0	0	0	0	0	0	1	0	1	0	0	0
0	0	0	0	0	0	2	0	2	1	0	1
3	0	3	0	0	0	6	0	6	1	0	1
0	0	0	0	0	0	1	0	1	0	0	0
0	0	0	0	0	0	0	0	0	0	0	0
1	0	1	0	0	0	2	0	2	0	0	0
0	0	0	0	0	0	0	0	0	1	0	1
0	0	0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	1	0	1
0	0	0	0	0	0	1	0	1	2	0	2
0	0	0	0	0	0	0	0	0	1	0	1
1	0	1	0	0	0	0	0	0	2	0	2
2	0	2	0	0	0	0	0	0	0	0	0
1	0	1	0	0	0	1	0	1	2	0	2
0	0	0	0	0	0	1	0	1	1	0	1
0	0	0	0	0	0	0	0	0	0	0	0
1	0	1	0	0	0	0	0	0	3	0	3
2	0	2	0	0	0	2	0	2	6	0	6
1	0	1	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	1	0	1
0	0	0	0	0	0	1	0	1	1	0	1

Movement 4-4 (E-S)			Movement 4-5 (S-E)			Movement 4-6 (S-N)			Total
Lights	Heavies	PCUs	Lights	Heavies	PCUs	Lights	Heavies	PCUs	
0	0	0	0	0	0	21	2	25	72
0	0	0	0	0	0	21	1	23	74
3	0	3	2	0	2	33	4	41	101
2	0	2	2	0	2	32	1	34	99
0	0	0	0	0	0	58	2	62	168
4	0	4	1	0	1	44	0	44	144
3	0	3	1	0	1	56	0	56	148
2	0	2	0	0	0	42	3	48	101
9	0	9	2	0	2	200	5	210	561
1	0	1	0	0	0	28	0	28	86
1	0	1	0	0	0	33	2	38	97
0	0	0	1	0	1	30	2	35	78
1	0	1	0	0	0	52	0	52	110
4	0	4	3	0	3	54	0	55	102
3	0	3	1	0	1	53	1	57	106
2	0	2	4	0	4	75	0	75	134
1	0	1	2	0	2	71	1	74	133
1	0	1	3	0	3	88	0	89	158
0	0	0	1	0	1	65	1	69	122
0	0	0	0	0	0	82	1	85	151
1	0	1	0	0	0	51	0	51	96
2	0	2	4	0	4	286	2	294	527
0	0	0	2	0	2	64	1	67	119
1	0	1	2	0	2	71	0	71	115
1	0	1	2	0	2	74	0	74	123
1	0	1	1	0	1	48	0	48	93

Movement 3-8 (S-N)			Movement 3-9 (S-W)			Movement 3-10 (W-S)			Movement 3-11 (W-E)			Movement 3-12 (W-N)			Total
Lights	Heavies	PCUs	Lights	Heavies	PCUs	Lights	Heavies	PCUs	Lights	Heavies	PCUs	Lights	Heavies	PCUs	
21	2	25	2	0	2	2	0	2	0	0	0	2	0	2	74
17	2	21	1	0	1	7	0	7	0	0	0	2	0	2	76
32	4	40	0	0	0	6	0	6	0	0	0	5	0	5	102
34	1	36	0	0	0	4	0	4	0	0	0	4	0	4	101
61	2	65	1	0	1	7	0	7	0	0	0	5	0	5	179
44	0	44	2	0	2	8	0	8	0	0	0	3	0	3	153
57	1	60	2	0	2	5	0	5	1	0	1	2	0	2	144
42	3	48	1	0	1	3	0	3	0	0	0	1	0	1	101
204	6	217	6	0	6	23	0	23	1	0	1	11	0	11	577
25	0	25	3	0	3	5	0	5	0	0	0	6	0	6	95
30	2	35	4	0	4	11	0	11	0	0	0	2	0	2	99
29	2	34	0	0	0	2	0	2	0	0	0	2	0	2	86
48	0	48	3	0	3	5	0	5	0	0	0	0	0	0	104
43	0	44	10	0	10	6	0	6	0	0	0	3	0	3	109
44	1	47	9	0	9	2	0	2	0	0	0	3	0	3	101
62	1	65	8	0	8	3	1	5	0	0	0	2	0	2	134
64	1	67	3	0	3	4	0	4	0	0	0	2	0	2	139
84	0	85	7	0	7	3	0	3	0	0	0	2	0	2	158
56	2	61	7	0	7	4	0	4	0	0	0	0	0	0	129
76	1	80	8	0	8	6	0	6	1	0	1	2	0	2	164
46	0	46	2	0	2	6	0	6	0	0	0	3	0	3	99
262	3	272	24	0	24	19	0	19	1	0	1	7	0	7	551
59	1	62	5	0	5	6	0	6	0	0	0	0	0	0	117
70	0	70	2	0	2	4	0	4	0	0	0	1	0	1	117
59	0	59	15	0	15	3	0	3	0	0	0	3	0	3	128
40	0	40	7	0	7	7	0	7	0	0	0	1	0	1	94

K&M TRAFFIC SURVEYS

DATE : THURSDAY 12TH MAY 2011

LOCATION : GREEN POND CORNER TRAFFIC SIGNALS, HAVANT, HAMPSHIRE

	EMSWORTH ROAD FROM EAST		POOK LANE	EMSWORTH ROAD FROM WEST	SOUTHLEIGH ROAD	
	INSIDE	OUTSIDE	INSIDE	INSIDE	INSIDE	OUTSIDE
0705	1	0	0	0	8	2
0710	3	0	2	6	2	1
0715	2	0	0	0	5	0
0720	3	0	0	2	0	0
0725	1	0	0	0	0	0
0730	6	1	1	5	6	0
0735	3	3	2	2	2	1
0740	5	1	2	6	5	6
0745	5	0	2	5	8	4
0750	5	0	0	7	10	7
0755	5	0	3	10	0	1
0800	1	1	0	7	5	1
0805	0	4	3	5	3	2
0810	4	4	0	7	10	2
0815	4	7	0	8	9	10
0820	4	4	0	9	3	3
0825	8	3	0	7	8	14
0830	6	2	0	6	1	4
0835	4	0	0	15	6	15
0840	6	3	1	14	4	4
0845	14	6	0	10	6	1
0850	5	1	0	6	4	4
0855	6	2	0	3	4	2
0900	3	0	0	5	1	1
0905	4	0	0	2	4	2
0910	3	3	0	2	2	2
0915	0	0	0	2	0	1
0920	1	1	0	5	4	6
0925	1	1	2	2	3	2
0930	2	1	0	2	3	4
0935	1	1	0	5	9	10
0940	2	0	1	2	6	4
0945	4	0	0	3	5	6
0950	1	3	0	3	6	3
0955	3	1	0	3	3	0
1000	2	2	0	2	9	4

QUEUES RECORDED IN
TOTAL NUMBER OF VEHICLES

K&M TRAFFIC SURVEYS

DATE : THURSDAY 12TH MAY 2011

LOCATION : GREEN POND CORNER TRAFFIC SIGNALS, HAVANT, HAMPSHIRE

	EMSWORTH ROAD FROM EAST		POOK LANE	EMSWORTH ROAD FROM WEST	SOUTHLEIGH ROAD	
	INSIDE	OUTSIDE	INSIDE	INSIDE	INSIDE	OUTSIDE
1605	3	3	0	2	2	1
1610	2	2	0	6	12	4
1615	3	5	0	5	2	1
1620	4	6	1	3	9	3
1625	4	2	0	8	5	5
1630	2	4	0	5	3	0
1635	5	3	0	7	5	1
1640	3	4	0	10	3	1
1645	6	7	2	8	9	3
1650	5	7	0	8	3	4
1655	3	5	0	12	1	0
1700	2	1	2	4	4	3
1705	2	0	1	9	3	3
1710	2	4	0	14	10	3
1715	0	3	0	12	2	3
1720	7	6	0	5	14	10
1725	3	6	1	10	12	8
1730	0	1	0	8	0	2
1735	6	1	0	6	2	2
1740	6	1	0	8	4	2
1745	1	4	0	8	4	2
1750	4	3	3	0	1	0
1755	1	3	1	7	4	0
1800	4	1	0	4	4	2
1805	5	1	0	8	6	4
1810	0	7	0	1	4	1
1815	4	1	0	6	2	2
1820	0	7	0	4	7	8
1825	2	2	2	6	0	1
1830	3	0	0	4	1	1
1835	3	2	4	5	8	5
1840	5	2	0	5	1	0
1845	3	2	1	3	1	2
1850	4	0	0	3	1	0
1855	4	3	0	1	4	2
1900	2	1	0	6	5	0

QUEUES RECORDED IN
TOTAL NUMBER OF VEHICLES

K&M TRAFFIC SURVEYS

DATE : THURSDAY 12TH MAY 2011

LOCATION : HAVANT, HAMPSHIRE

SOUTHLEIGH ROAD / EMSWORTH ROAD / POOK LANE SIGNAL JUNCTION (GREEN POND CORNER)																								
EMSWORTH RD FROM EAST LEFT TO POOK LANE						EMSWORTH RD FROM EAST STRAIGHT AHEAD WESTBOUND TO HAVANT						EMSWORTH RD FROM EAST RIGHT TO SOUTHLEIGH ROAD						EMSWORTH RD FROM EAST RIGHT TO SHOP PARKING ACCESS RD						
CAR	HGV	BUS	MCY	PCY	TOT	CAR	HGV	BUS	MCY	PCY	TOT	CAR	HGV	BUS	MCY	PCY	TOT	CAR	HGV	BUS	MCY	PCY	TOT	
0700-0715	0				0	23		1		6	30	18	1		1	8	28	6					6	
0715-0730				1	1	26	2		1	1	9	21	3			1	25	3	1				4	
0730-0745	1			1	2	48	2	1		7	58	25					25	4			1		4	
0745-0800	0				0	55	1	1	1	2	60	22		1			23	4			5		4	
0800-0815	1				1	52	1	2	1	6	62	39		1		1	41	4					4	
0815-0830	4				4	89		2		6	97	37	1				38	5	1				6	
0830-0845	0			2	2	86				1	5	27				1	28	3	1				4	
0845-0900	2				2	63	1	2	1	5	72	32	1			1	34	4					4	
0900-0915	3			1	4	71				1	72	21	1				22	3	2				5	
0915-0930	1				1	44		3	1	2	50	14	1				15	3					3	
0930-0945	5				5	51				2	53	15	3				18	2			1		3	
0945-1000	3		1		4	41	1	1		3	46	21					21	6					6	
0700-1000	20	0	1	3	2	649	8	14	7	53	731	292	11	2	1	12	318	47	5	0	0	0	52	
PCU	1	2.3	2	0.4	0.2	1	2.3	2	0.4	0.2		1	2.3	2	0.4	0.2		1	2.3	2	0.4	0.2		
0700-0800	1	0	0	0	2	3	152	5	4	2	24	187	86	4	1	1	9	17	1	0	0	0	18	
0715-0815	2	0	0	0	2	4	181	6	5	3	24	219	107	3	2	0	2	114	15	1	0	0	16	
0730-0830	6	0	0	0	1	7	244	4	6	2	21	277	123	1	2	0	1	127	17	1	0	0	18	
0745-0845	5	0	0	2	0	7	282	2	5	3	19	311	125	1	2	0	2	130	16	2	0	0	18	
0800-0900	7	0	0	2	0	9	290	2	6	3	22	323	135	2	1	0	3	141	16	2	0	0	18	
0815-0915	9	0	0	3	0	12	309	1	4	3	16	333	117	3	0	0	2	122	15	4	0	0	19	
0830-0930	6	0	0	3	0	9	264	1	5	4	12	286	94	3	0	0	2	99	13	3	0	0	16	
0845-0945	11	0	0	1	0	12	229	1	5	3	9	247	82	6	0	0	1	89	12	2	0	0	14	
0900-1000	12	0	1	1	0	14	207	1	4	2	7	221	71	5	0	0	0	76	14	2	0	0	16	
	7	0	0	0.8	0	8	290	4.6	12	1.2	4.4	312	135	4.6	2	0	0.6	142	16	4.6	0	0	0	21

K&M TRAFFIC SURVEYS

DATE : THURSDAY 12TH MAY 2011

LOCATION : HAVANT, HAMPSHIRE

SOUTHLEIGH ROAD / EMSWORTH ROAD / POOK LANE SIGNAL JUNCTION (GREEN POND CORNER)																									
	EMSWORTH RD FROM EAST LEFT TO POOK LANE					EMSWORTH RD FROM EAST STRAIGHT AHEAD WESTBOUND TO HAVANT					EMSWORTH RD FROM EAST RIGHT TO SOUTHLEIGH ROAD					EMSWORTH RD FROM EAST RIGHT TO SHOP PARKING ACCESS RD									
	CAR	HGV	BUS	MCY	PCY	TOT	CAR	HGV	BUS	MCY	PCY	TOT	CAR	HGV	BUS	MCY	PCY	TOT	CAR	HGV	BUS	MCY	PCY	TOT	
1600-1615	8				1	9	68	2				4	74	40				1	41	5					5
1615-1630	6					6	56			2		1	59	37	1				38	14					14
1630-1645	8					8	48					1	4	53	37	1			38	16					16
1645-1700	8					8	55	2	2			1	60	37					37	10					10
1700-1715	12					12	54					1	3	58	50	1			51	6					6
1715-1730	5				1	6	49					3	52	41	1				42	10			1		11
1730-1745	7					7	83	1		2		1	87	47					47	8					8
1745-1800	6					6	58			1	2	4	65	46			1		47	4					4
1800-1815	8					8	52	1				3	56	49	1				50	4					4
1815-1830	7					7	51			1	1	2	55	47					47	7					7
1830-1845	2					2	54			1	3	2	60	34					34	9		1			10
1845-1900	6					6	37			1		2	40	31					31	11					11
1600-1900	83	0	0	0	0	2	665	6	10	8	30	719	496	5	0	1	1	503	104	0	1	0	1	1	106
	1	2.3	2	0.4	0.2		1	2.3	2	0.4	0.2		1	2.3	2	0.4	0.2		1	2.3	2	0.4	0.2		
1600-1700	30	0	0	0	0	1	31	227	4	4	1	10	246	151	2	0	0	1	154	45	0	0	0	0	45
1615-1715	34	0	0	0	0	0	34	213	2	4	2	9	230	161	3	0	0	0	164	46	0	0	0	0	46
1630-1730	33	0	0	0	0	1	34	206	2	2	2	11	223	165	3	0	0	0	168	42	0	0	0	1	43
1645-1745	32	0	0	0	0	1	33	241	3	4	1	8	257	175	2	0	0	0	177	34	0	0	0	1	35
1700-1800	30	0	0	0	0	1	31	244	1	3	3	11	262	184	2	0	1	0	187	28	0	0	0	1	29
1715-1815	26	0	0	0	0	1	27	242	2	3	2	11	260	183	2	0	1	0	186	26	0	0	0	1	27
1730-1830	28	0	0	0	0	0	28	244	2	4	3	10	263	189	1	0	1	0	191	23	0	0	0	0	23
1745-1845	23	0	0	0	0	0	23	215	1	3	6	11	236	176	1	0	1	0	178	24	0	1	0	0	25
1800-1900	23	0	0	0	0	0	23	194	1	3	4	9	211	161	1	0	0	0	162	31	0	1	0	0	32
	30	0	0	0	0	0.2	30	244	2.3	6	1.2	2.2	256	184	4.6	0	0.4	0	189	28	0	0	0	0.2	28

K&M TRAFFIC SURVEYS

DATE : THURSDAY 12TH MAY 2011

LOCATION : HAVANT, HAMPSHIRE

SOUTHLEIGH ROAD / EMSWORTH ROAD / POOK LANE SIGNAL																											
POOK LANE OUT LEFT EMSWORTH RD WEST						POOK LANE STRAIGHT AHEAD TO SOUTHLEIGH ROAD						POOK LANE OUT RIGHT TO EMSWORTH RD EAST / A27															
	CAR	HGV	BUS	MCY	PCY	TOT		CAR	HGV	BUS	MCY	PCY	TOT		CAR	HGV	BUS	MCY	PCY	TOT		CAR	HGV	BUS	MCY	PCY	TOT
0700-0715	4					4		1					1		5						5						5
0715-0730	3					3		0					0		12						12						12
0730-0745	7				1	8		2					2		13						13						13
0745-0800	4				1	5		0					0		14						14						14
0800-0815	6					6		5					5		6						6						6
0815-0830	7					7		0					0		8						8						8
0830-0845	5				3	8		0					0		8						8						8
0845-0900	5					5		0					0		3						3						3
0900-0915	3					3		2					2		7						7						7
0915-0930	3					3		0					0		4						4						4
0930-0945	2				1	3		2					2		3						3						3
0945-1000	1					1		1					1		1						1						1
0700-1000	50	0	0	3	3	56		13	0	0	0	0	13		84	0	0	0	0	84							84
	1	2.3	2	0.4	0.2			1	2.3	2	0.4	0.2			1	2.3	2	0.4	0.2								
0700-0800	18	0	0	0	2	20		3	0	0	0	0	3		44	0	0	0	0	44							44
0715-0815	20	0	0	0	2	22		7	0	0	0	0	7		45	0	0	0	0	45							45
0730-0830	24	0	0	0	2	26		7	0	0	0	0	7		41	0	0	0	0	41							41
0745-0845	22	0	0	3	1	26		5	0	0	0	0	5		36	0	0	0	0	36							36
0800-0900	23	0	0	3	0	26		5	0	0	0	0	5		25	0	0	0	0	25							25
0815-0915	20	0	0	3	0	23		2	0	0	0	0	2		26	0	0	0	0	26							26
0830-0930	16	0	0	3	0	19		2	0	0	0	0	2		22	0	0	0	0	22							22
0845-0945	13	0	0	0	1	14		4	0	0	0	0	4		17	0	0	0	0	17							17
0900-1000	9	0	0	0	1	10		5	0	0	0	0	5		15	0	0	0	0	15							15
	23	0	0	1.2	0	24		5	0	0	0	0	5		25	0	0	0	0	25							25

K&M TRAFFIC SURVEYS

DATE : THURSDAY 12TH MAY 2011

LOCATION : HAVANT, HAMPSHIRE

JUNCTION (GREEN POND CORNER)

SOUTHLEIGH ROAD / EMSWORTH ROAD / POOK LANE SIGNAL JUNCTION (GREEN POND CORNER)

	EMSWORTH RD FROM WEST LEFT TO SOUTHLEIGH ROAD							EMSWORTH RD FROM WEST LEFT TO SHOP PARKING ACCESS RD							EMSWORTH RD FROM WEST STRAIGHT AHEAD EASTBOUND TO A27							EMSWORTH RD FROM WEST RIGHT TO POOK LANE						
	CAR	HGV	BUS	MCY	PCY	TOT		CAR	HGV	BUS	MCY	PCY	TOT		CAR	HGV	BUS	MCY	PCY	TOT		CAR	HGV	BUS	MCY	PCY	TOT	
0700-0715	5					5		0					0		17		2		4	2	25		2				2	
0715-0730	6					6		3					3		35	2		1		3	41		0				0	
0730-0745	10					10		3					3		39	2				41		1					1	
0745-0800	13				1	15		2					2		78	2		1		83		4					4	
0800-0815	18		1			19		2					2		56	1	1		1	63		0					0	
0815-0830	48		1		2	51		1					1		37	2			3	42		2					2	
0830-0845	37		1		2	41		1					1		67	3		1		75		5					5	
0845-0900	12			2		14		2					2		43				2	45		0					0	
0900-0915	10		1		2	13		3					3		45		2		4	51		5					5	
0915-0930	11					11		3					3		29				3	32		1					1	
0930-0945	16		1			17		4					4		58		1		5	64		2					2	
0945-1000	9		1		2	12		3					3		36		1		2	39		1					1	
0700-1000	195	0	6	5	8	214		27	0	0	0	0	27		540	12	10	5	34	601		23	0	0	0	0	23	
PCU	1	2.3	2	0.4	0.2			1	2.3	2	0.4	0.2			1	2.3	2	0.4	0.2			1	2.3	2	0.4	0.2		
0700-0800	34	0	0	1	1	36		8	0	0	0	0	8		169	6	4	4	7	190		7	0	0	0	0	7	
0715-0815	47	0	1	1	1	50		10	0	0	0	0	10		208	7	3	1	9	228		5	0	0	0	0	5	
0730-0830	89	0	2	1	3	95		8	0	0	0	0	8		210	7	2	1	9	229		7	0	0	0	0	7	
0745-0845	116	0	3	3	4	126		6	0	0	0	0	6		238	8	3	1	13	263		11	0	0	0	0	11	
0800-0900	115	0	3	4	3	125		6	0	0	0	0	6		203	6	2	1	13	225		7	0	0	0	0	7	
0815-0915	107	0	3	4	5	119		7	0	0	0	0	7		192	5	3	0	13	213		12	0	0	0	0	12	
0830-0930	70	0	2	4	3	79		9	0	0	0	0	9		184	3	3	0	13	203		11	0	0	0	0	11	
0845-0945	49	0	2	2	2	55		12	0	0	0	0	12		175	0	3	0	14	192		8	0	0	0	0	8	
0900-1000	46	0	3	0	4	53		13	0	0	0	0	13		168	0	4	0	14	186		9	0	0	0	0	9	
	115	0	6	1.6	0.6	123		6	0	0	0	0	6		203	13.8	4	0.4	2.6	224		7	0	0	0	0	7	

K&M TRAFFIC SURVEYS

DATE : THURSDAY 12TH MAY 2011

LOCATION : HAVANT, HAMPSHIRE

JUNCTION (GREEN POND CORNER)

SOUTHLEIGH ROAD / EMSWORTH ROAD / POOK LANE SIGNAL JUNCTION (GREEN POND CORNER)

	EMSWORTH RD FROM WEST LEFT TO SOUTHLEIGH ROAD							EMSWORTH RD FROM WEST LEFT TO SHOP PARKING ACCESS RD							EMSWORTH RD FROM WEST STRAIGHT AHEAD EASTBOUND TO A27							EMSWORTH RD FROM WEST RIGHT TO POOK LANE						
	CAR	HGV	BUS	MCY	PCY	TOT		CAR	HGV	BUS	MCY	PCY	TOT		CAR	HGV	BUS	MCY	PCY	TOT		CAR	HGV	BUS	MCY	PCY	TOT	
1600-1615	16		1			17		3			1		4		57		2		1	63		2					2	
1615-1630	17					17		4					4		70		1	2	2	75		2	1				3	
1630-1645	16					16		3			1		4		84		3		4	91		3		1			4	
1645-1700	17		1			22		4					4		65	2		1	3	74		3					3	
1700-1715	24		1		1	30		1					1		71		1		12	85		6					6	
1715-1730	25					25		1					1		88			1	7	96		6					6	
1730-1745	17		1		1	21		4					4		69		1		6	76		2			1		3	
1745-1800	18				1	20		2					2		56	1			5	62		5					5	
1800-1815	21		1			22		2					2		64		1		8	73		6					6	
1815-1830	19					19		2					2		53			1	4	58		2					2	
1830-1845	14				1	15		1					1		31		1		4	36		2					2	
1845-1900	23					23		1					1		55			2	2	59		1					1	
1600-1900	227	0	5	4	12	248		28	0	1	1	0	30		763	3	11	11	60	848		40	1	1	0	1	43	
	1	2.3	2	0.4	0.2			1	2.3	2	0.4	0.2			1	2.3	2	0.4	0.2			1	2.3	2	0.4	0.2		
1600-1700	66	0	2	0	5	73		14	0	1	1	0	16		276	2	7	6	12	303		10	1	1	0	0	12	
1615-1715	74	0	2	1	8	85		12	0	1	0	0	13		290	2	6	6	21	325		14	1	1	0	0	16	
1630-1730	82	0	2	1	8	93		9	0	1	0	0	10		308	2	5	5	26	346		18	0	1	0	0	19	
1645-1745	83	0	3	2	10	98		10	0	0	0	0	10		293	2	3	5	28	331		17	0	0	0	1	18	
1700-1800	84	0	2	3	7	96		8	0	0	0	0	8		284	1	2	2	30	319		19	0	0	0	1	20	
1715-1815	81	0	2	2	3	88		9	0	0	0	0	9		277	1	2	1	26	307		19	0	0	0	1	20	
1730-1830	75	0	2	2	3	82		10	0	0	0	0	10		242	1	2	1	23	269		15	0	0	0	1	16	
1745-1845	72	0	1	2	1	76		7	0	0	0	0	7		204	1	2	1	21	229		15	0	0	0	0	15	
1800-1900	77	0	1	1	0	79		6	0	0	0	0	6		203	0	2	3	18	226		11	0	0	0	0	11	
	84	0	4	1.2	1.4	91		8	0	0	0	0	8		284	2.3	4	0.8	6	297		19	0	0	0	0.2	19	

K&M TRAFFIC SURVEYS

DATE : THURSDAY 12TH MAY 2011

LOCATION : HAVANT, HAMPSHIRE

SOUTHLEIGH ROAD / EMSWORTH ROAD / POOK LANE SIGNAL JUNCTION (GREEN POND CORNER)

	SOUTHLEIGH ROAD							SOUTHLEIGH ROAD							SOUTHLEIGH ROAD										
	OUT LEFT TO EMSWORTH RD EAST / A27							OUT AHEAD TO POOK LANE							OUT RIGHT TO EMSWORTH RD WEST										
	CAR	HGV	BUS	MCY	PCY	TOT		CAR	HGV	BUS	MCY	PCY	TOT		CAR	HGV	BUS	MCY	PCY	TOT					
0700-0715	26				1	27		0						0		8					1	9			
0715-0730	45	2			2	49		0						0		12		1				13			
0730-0745	47	2			1	50		2						2		19		1	1	1		22			
0745-0800	58				1	59		1						1		22					2	24			
0800-0815	46	1				47		1						1		20	1				1	22			
0815-0830	34					34		1						1		67		1	1			69			
0830-0845	55	2	1	1	1	60		2						2		68					1	69			
0845-0900	26					26		1						1		24					1	25			
0900-0915	42	2				44		3						3		29					1	30			
0915-0930	22		1			23		0						0		23	1	1			2	27			
0930-0945	33	1			1	35		1						1		26						26			
0945-1000	31					31		1						1		16		1			2	19			
0700-1000	465	10	2	1	7	485		13	0	0	0	0	0	13		334	2	5	2	12	12	355			
	1	2.3	2	0.4	0.2			1	2.3	2	0.4	0.2				1	2.3	2	0.4	0.2					
0700-0800	176	4	0	0	5	185		3	0	0	0	0	0	3		61	0	2	1	4		68			#REF!
0715-0815	196	5	0	0	4	205		4	0	0	0	0	0	4		73	1	2	1	4		81			#REF!
0730-0830	185	3	0	0	2	190		5	0	0	0	0	0	5		128	1	2	2	4		137			#REF!
0745-0845	193	3	1	1	2	200		5	0	0	0	0	0	5		177	1	1	1	4		184			#REF!
0800-0900	161	3	1	1	1	167		5	0	0	0	0	0	5		179	1	1	1	3		185			#REF!
0815-0915	157	4	1	1	1	164		7	0	0	0	0	0	7		188	0	1	1	3		193			#REF!
0830-0930	145	4	2	1	1	153		6	0	0	0	0	0	6		144	1	1	0	5		151			#REF!
0845-0945	123	3	1	0	1	128		5	0	0	0	0	0	5		102	1	1	0	4		108			#REF!
0900-1000	128	3	1	0	1	133		5	0	0	0	0	0	5		94	1	2	0	5		102			#REF!
	161	6.9	2	0.4	0.2	171		5	0	0	0	0	0	5		179	2.3	2	0.4	0.6		184			

K&M TRAFFIC SURVEYS

DATE : THURSDAY 12TH MAY 2011

LOCATION : HAVANT, HAMPSHIRE

SOUTHLEIGH ROAD / EMSWORTH ROAD / POOK LANE SIGNAL JUNCTION (GREEN POND CORNER)

	SOUTHLEIGH ROAD							SOUTHLEIGH ROAD							SOUTHLEIGH ROAD											
	OUT LEFT TO EMSWORTH RD EAST / A27							OUT AHEAD TO POOK LANE							OUT RIGHT TO EMSWORTH RD WEST											
	CAR	HGV	BUS	MCY	PCY	TOT		CAR	HGV	BUS	MCY	PCY	TOT		CAR	HGV	BUS	MCY	PCY	TOT						
1600-1615	39					39		0						0		24					1	25				
1615-1630	35		1			36		1						1		25		3				28				
1630-1645	43		1			44		0						0		15		1				16				
1645-1700	42					42		1						1		16						16				
1700-1715	41		1			42		2						2		18		1				19				
1715-1730	37					37		2						2		23					1	24				
1730-1745	42					42		2						2		16						16				
1745-1800	33			1		34		0						0		13						13				
1800-1815	22			1	1	24		2						2		18					1	19				
1815-1830	26					26		2						2		18						18				
1830-1845	51					51		4						4		23						23				
1845-1900	31					31		0						0		26			1	1		28				
1600-1900	442	0	3	2	1	448		16	0	0	0	0	0	16		235	0	5	1	4		245				
	1	2.3	2	0.4	0.2			1	2.3	2	0.4	0.2				1	2.3	2	0.4	0.2						
1600-1700	159	0	2	0	0	161		2	0	0	0	0	0	2		80	0	4	0	0	1	85				#REF!
1615-1715	161	0	3	0	0	164		4	0	0	0	0	0	4		74	0	5	0	0		79				#REF!
1630-1730	163	0	2	0	0	165		5	0	0	0	0	0	5		72	0	2	0	0	1	75				#REF!
1645-1745	162	0	1	0	0	163		7	0	0	0	0	0	7		73	0	1	0	0	1	75				#REF!
1700-1800	153	0	1	1	0	155		6	0	0	0	0	0	6		70	0	1	0	0	1	72				#REF!
1715-1815	134	0	0	2	1	137		6	0	0	0	0	0	6		70	0	0	0	0	2	72				#REF!
1730-1830	123	0	0	2	1	126		6	0	0	0	0	0	6		65	0	0	0	0	1	66				#REF!
1745-1845	132	0	0	2	1	135		8	0	0	0	0	0	8		72	0	0	0	0	1	73				#REF!
1800-1900	130	0	0	1	1	132		8	0	0	0	0	0	8		85	0	0	0	1	2	88				#REF!
	153	0	2	0.4	0	155		6	0	0	0	0	0	6		70	0	2	0	0.2		72				

TEMPRO 6.2 NTEM Traffic Growth Calculations

Dataset Version: 62

Result Type: Trip ends by time period

Trip Purpose Group: All purposes

Trip End Type: Origin/Destination

NTM Dataset Description: NTM AF09 Dataset

Area Type: Urban

Road Type: Minor

Area It Serves: Region

Base Year:

2012

2012

2012

Future Year:

2017

2017

2017

Time Period:

Weekday AM peak
period (0700 - 0959)

Weekday PM peak
period (1600 - 1859)

Average Day

Level	Area
Region	SE
County	Hampshire
Authority	Havant
24UH2	Havant(main)

Local Growth Figure

Growth

Growth

1.0474

1.0483

1.0487

1.0435

1.0441

1.0440

1.0429

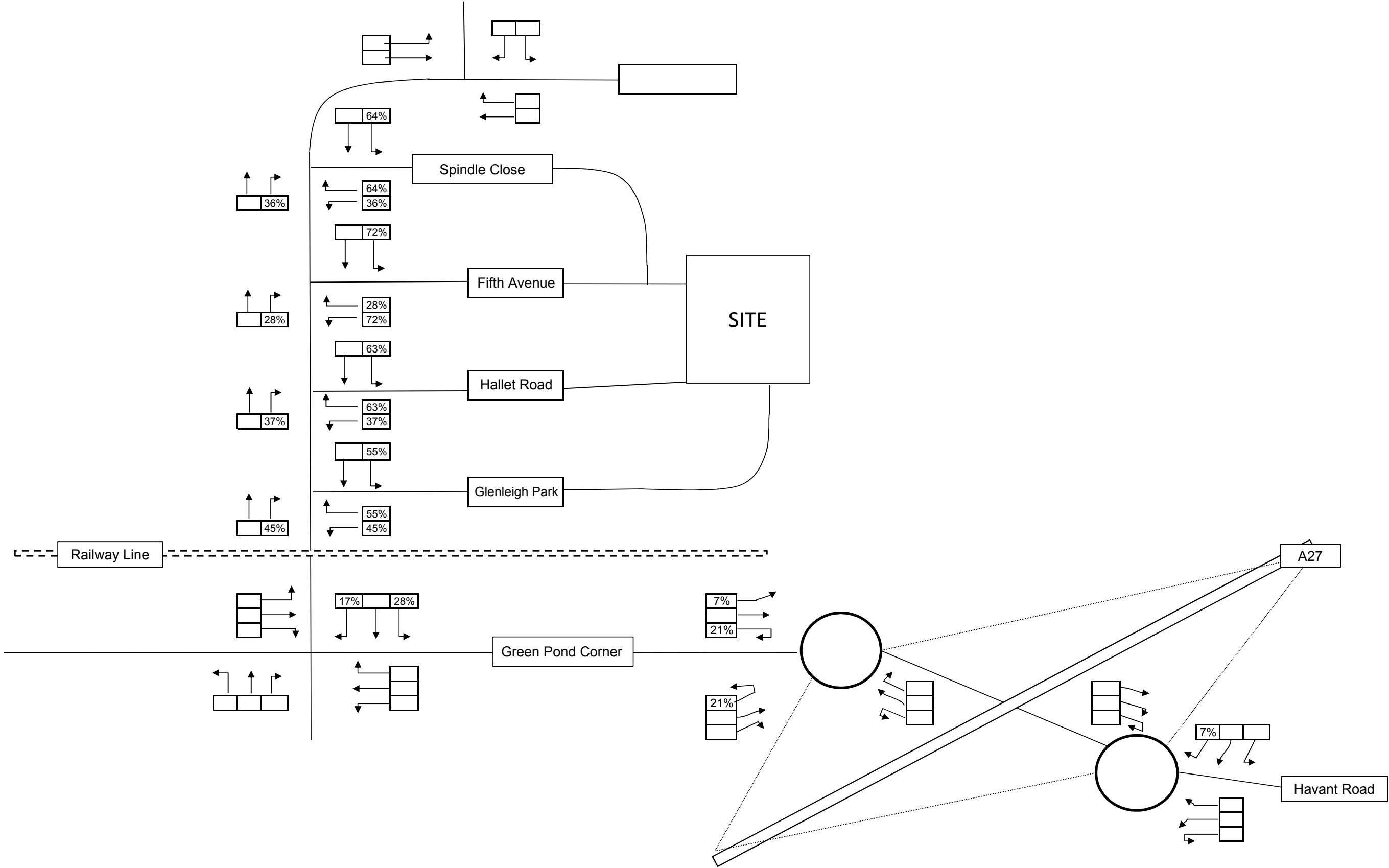
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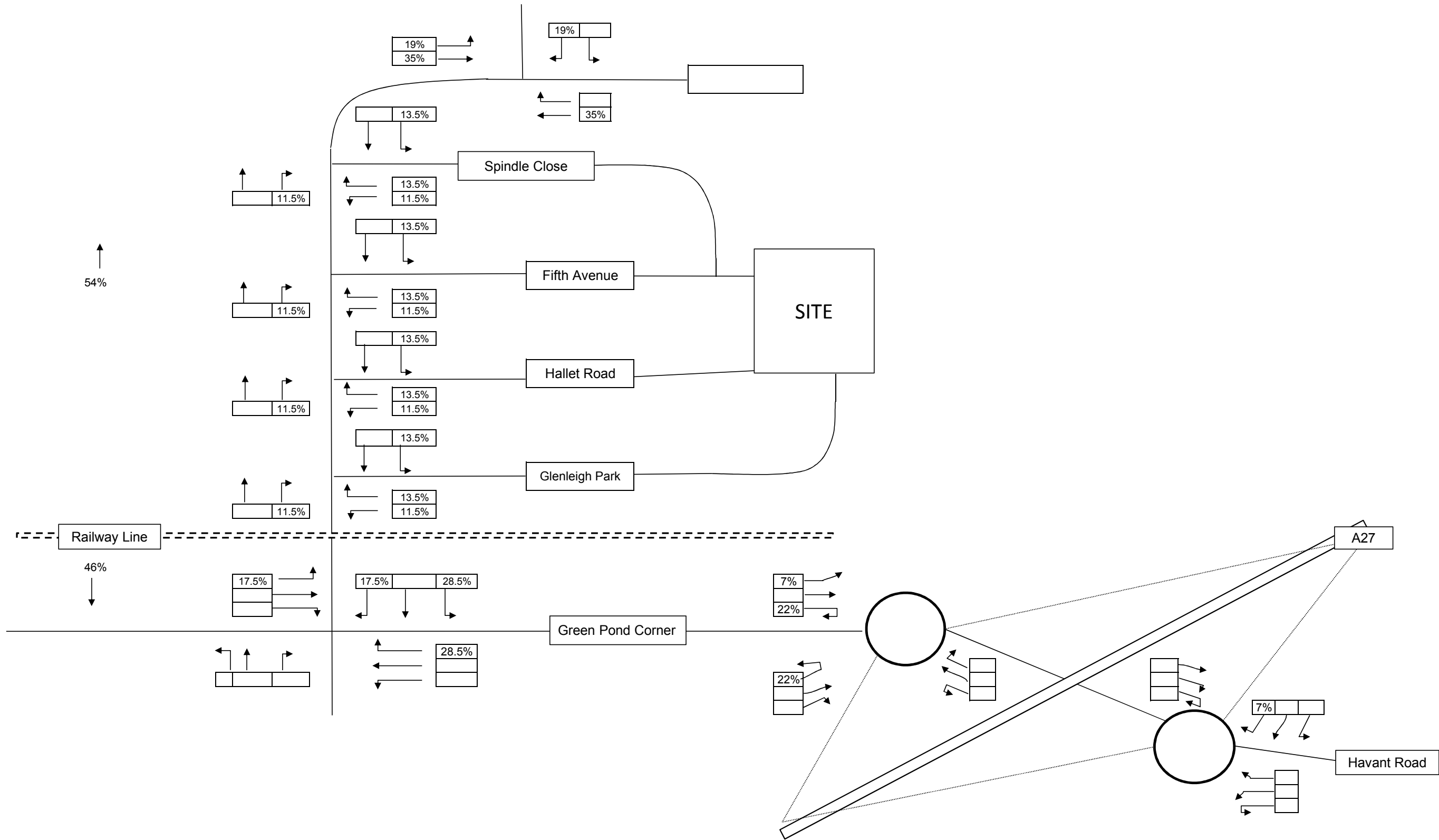
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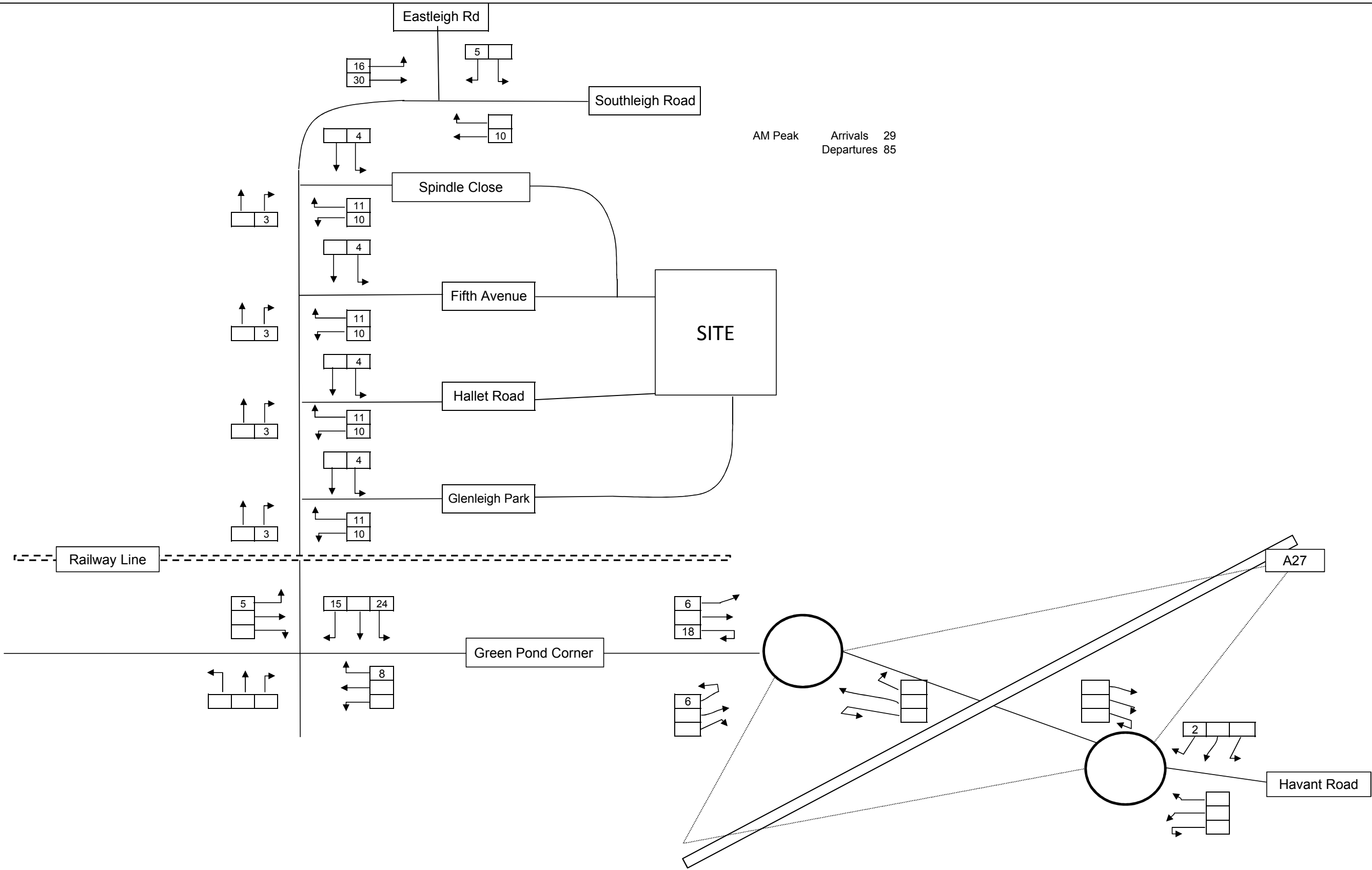
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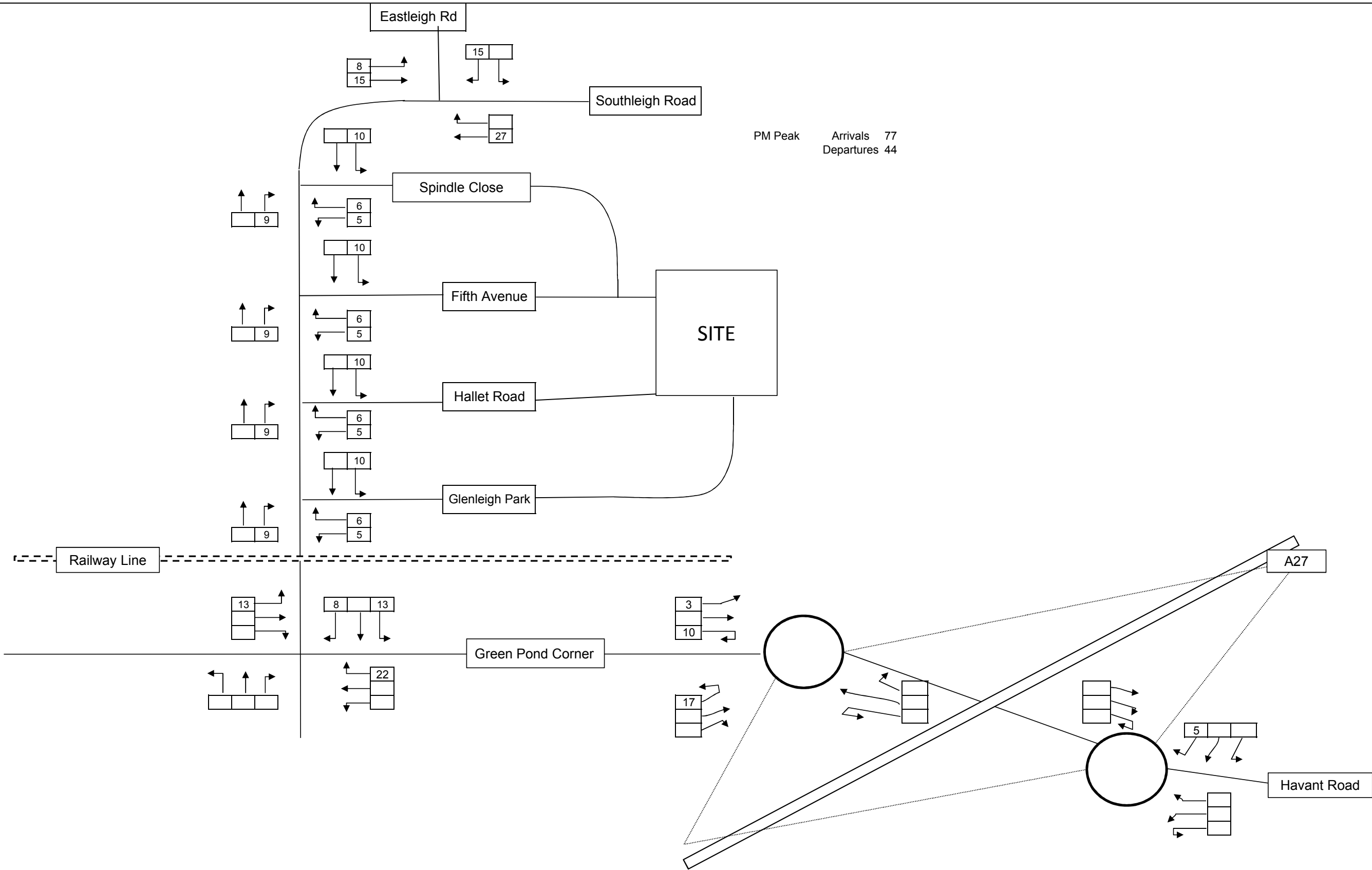
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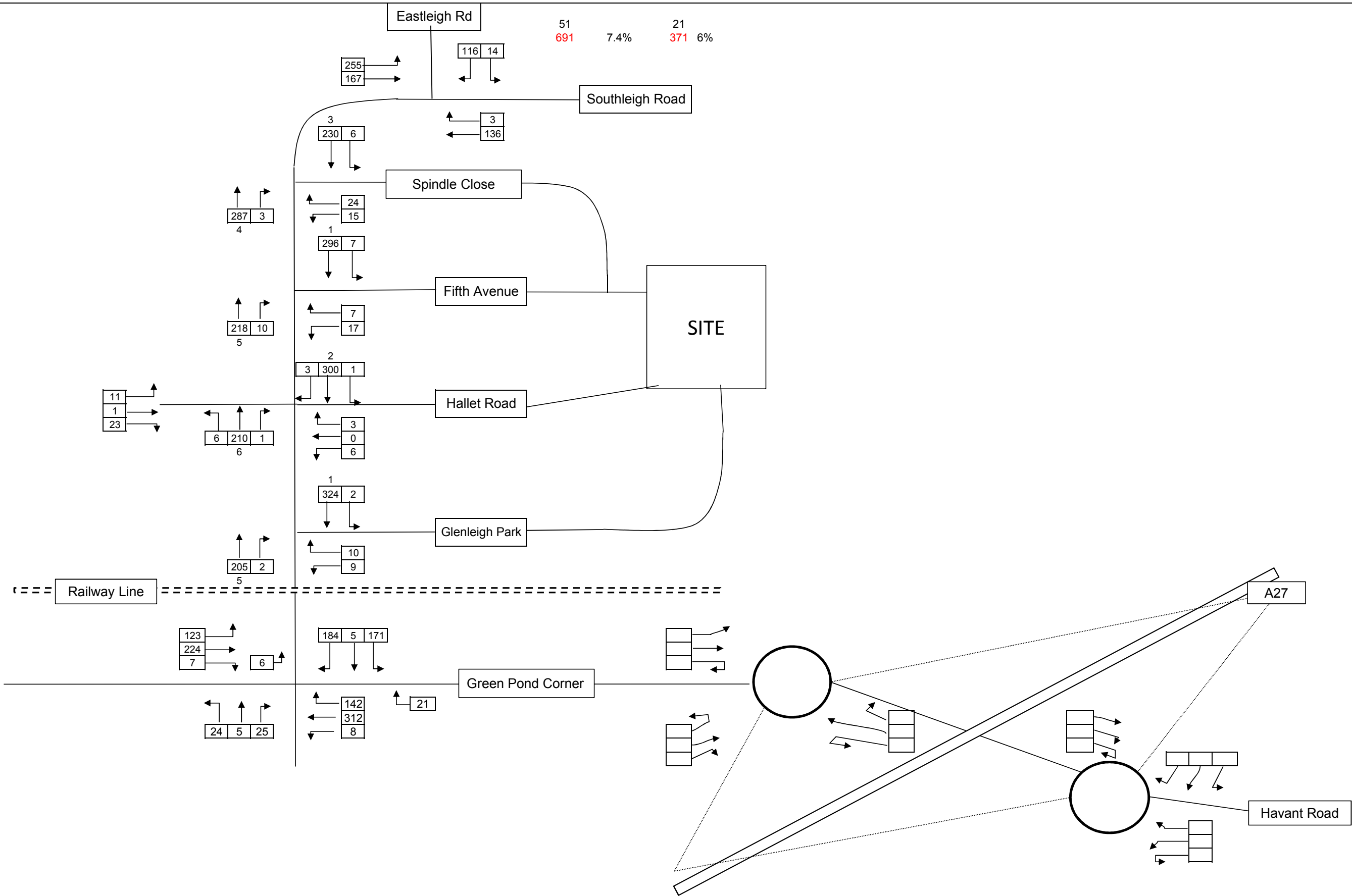
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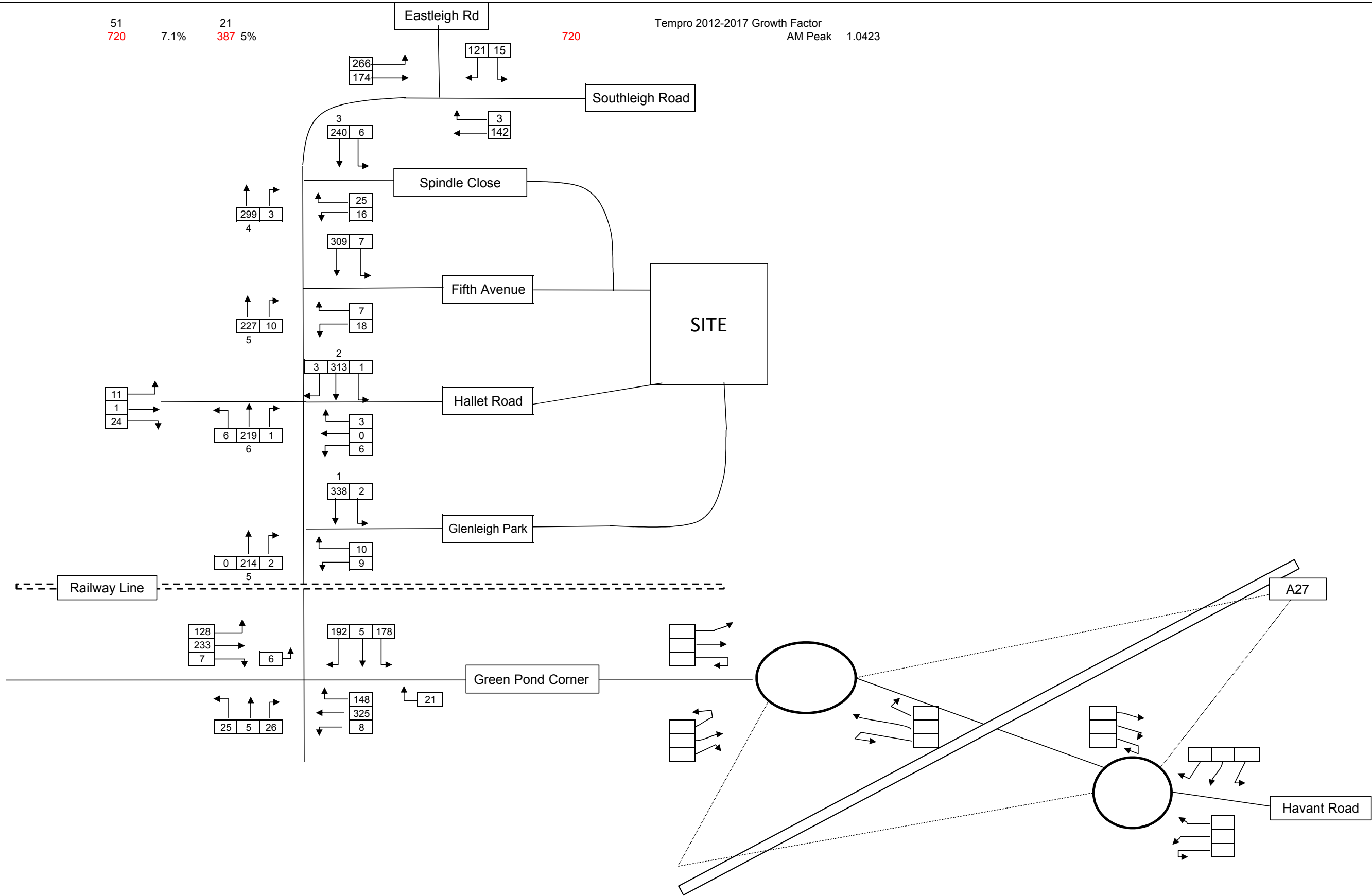


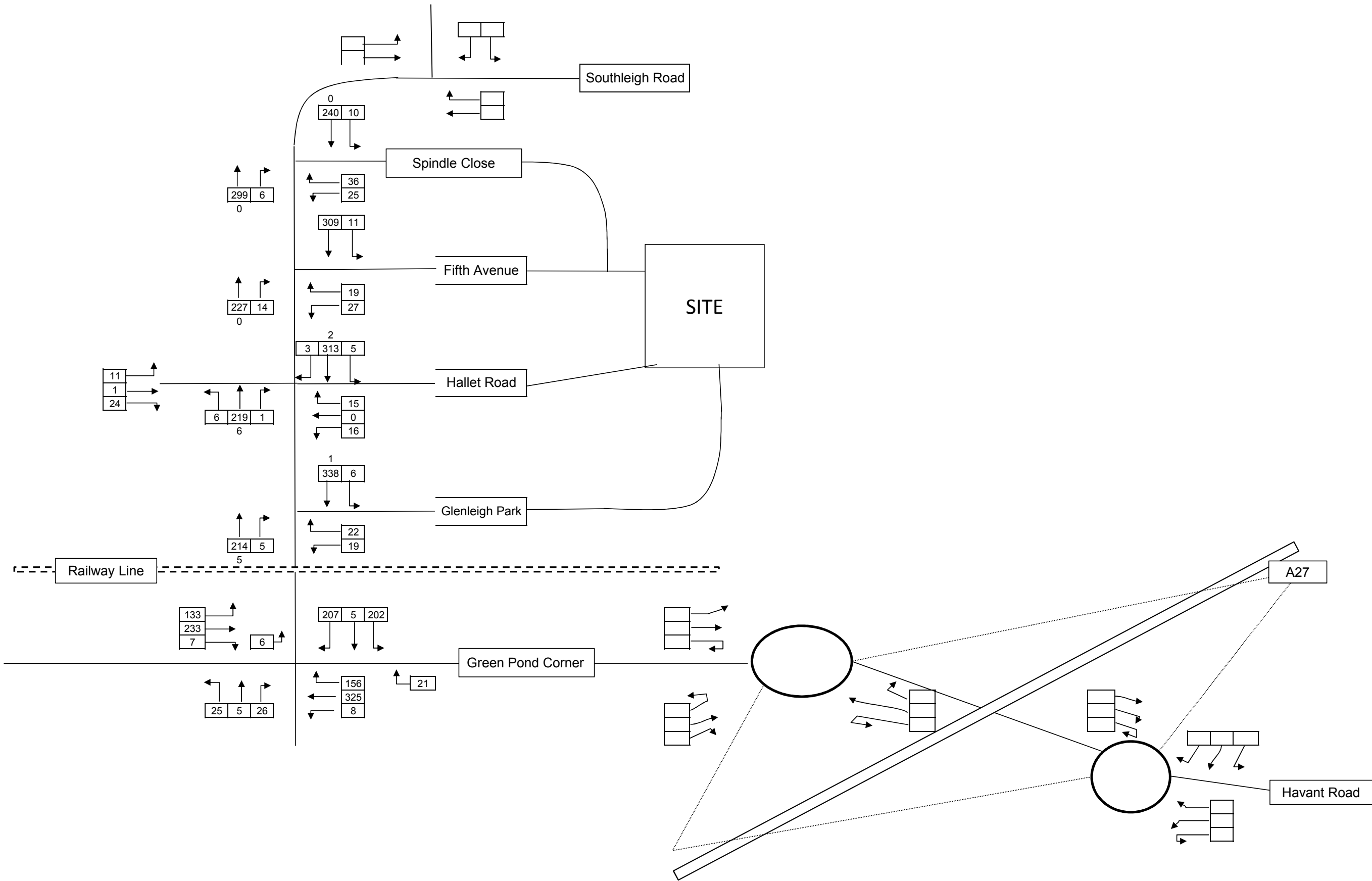


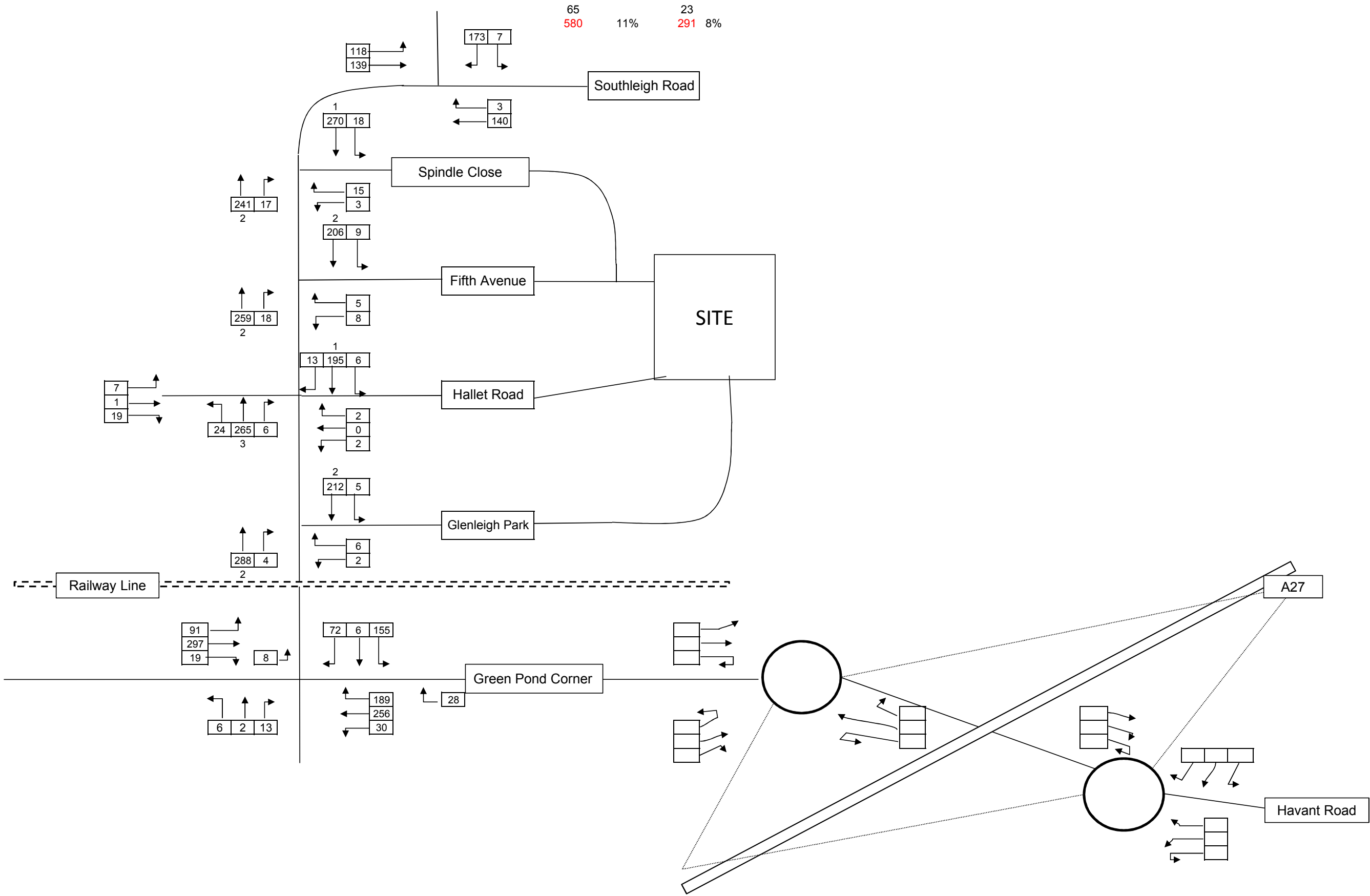


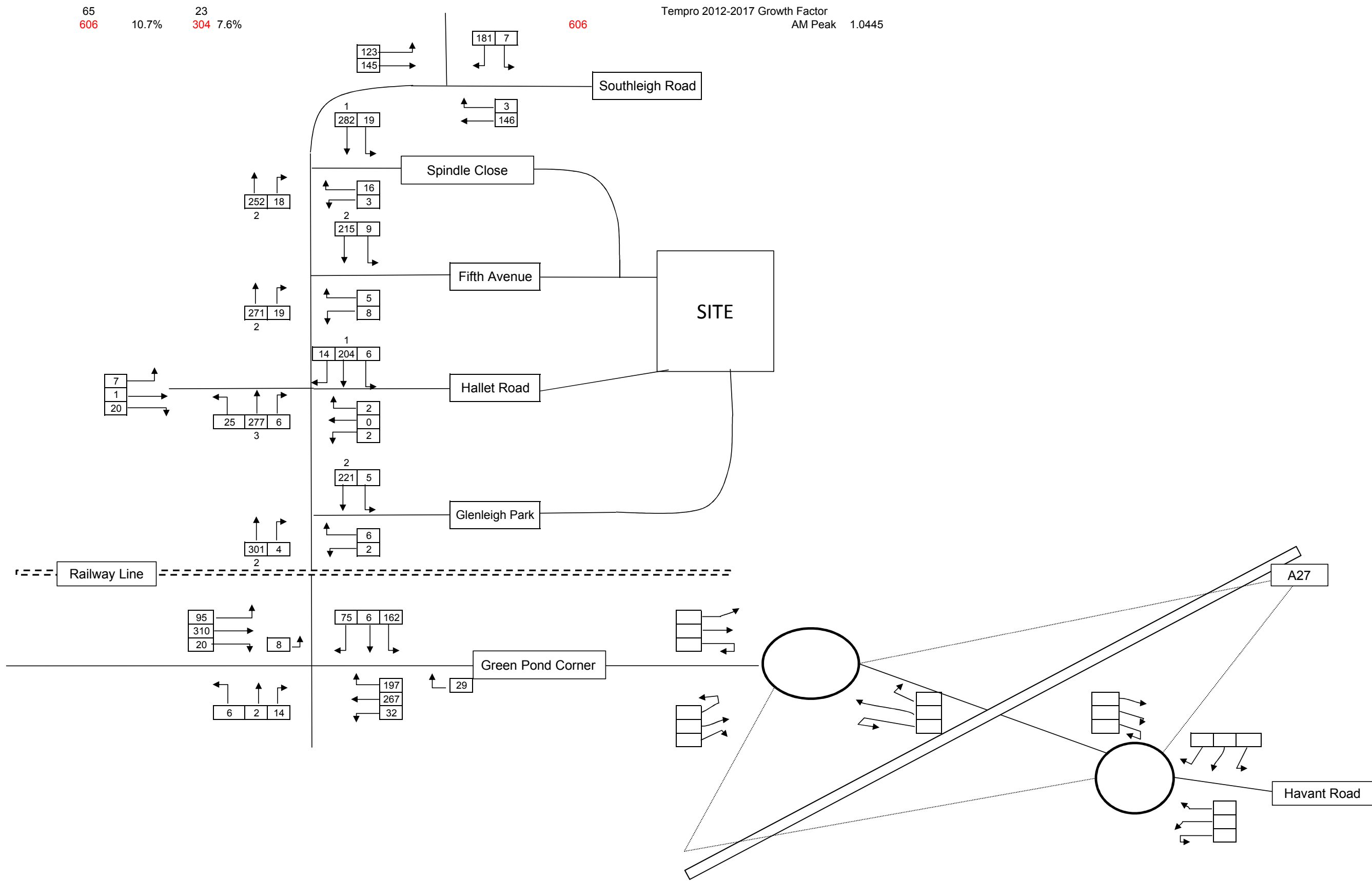


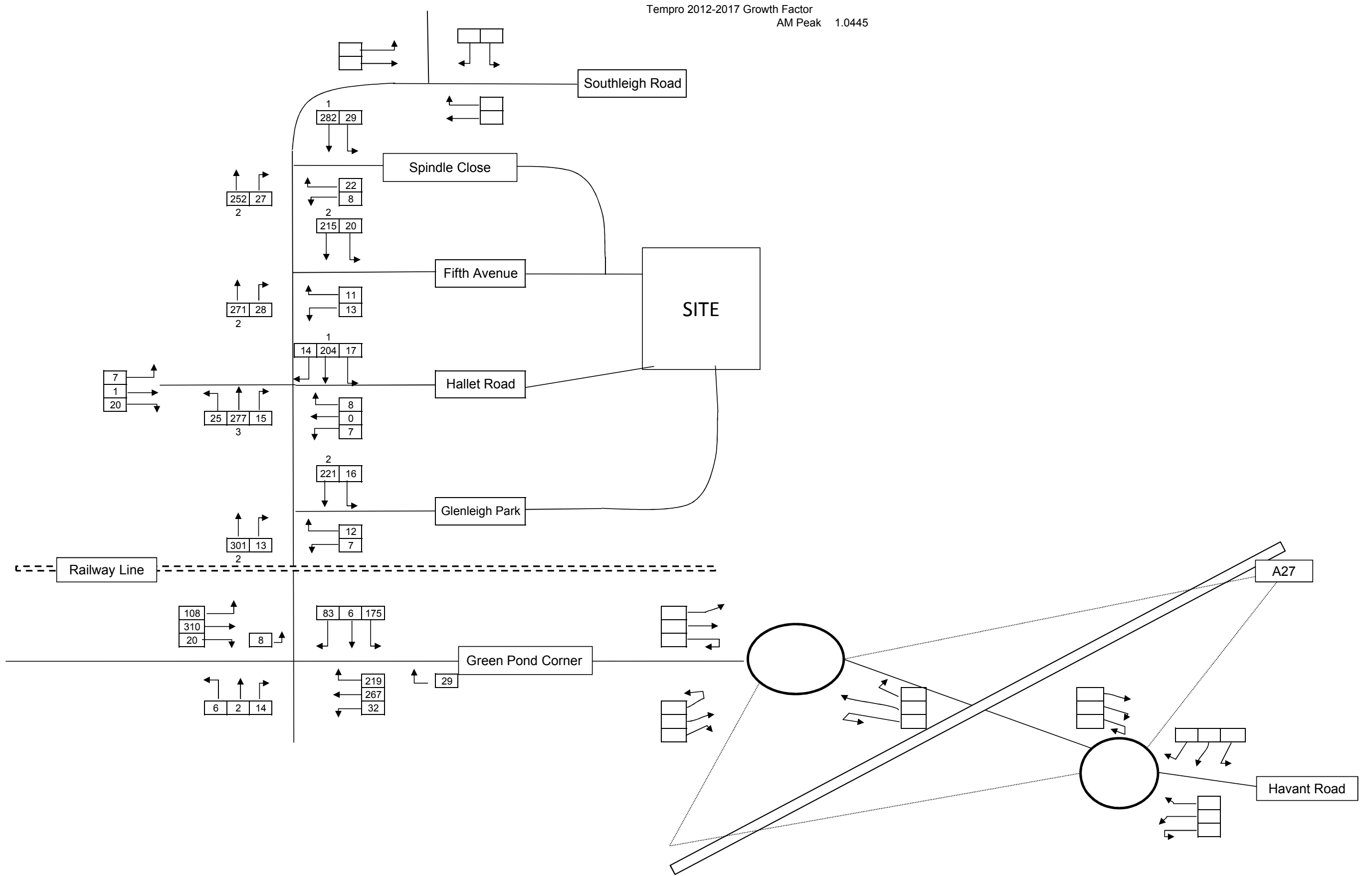












AREA	TRADE SITE	ROAD	SITE LOCATION	DIR	OSGR E	OSGR N	TYPE	AVG 2007	AVG 2008	AVG 2009	AVG 2010	% Long	% change 07-08	% change 08-09	% change 09-10
3	447	A27	T03/447, Brookhampton (A3023 - A3M J5)	WB	470882	105991	HA	41384	40002	37205	39208	6.4	-3.34	-6.99	5.38
3	448	A27	T03/448, Brookhampton (A3M J5 - A3023)	EB	470736	106007	HA	44072	42535	39490	41542	6.3	-3.49	-7.16	5.20
3	2953	A27	T03/2953, Between A2030 - A3	EB	465545	104358	HA	63518		54203	58810	7.1	-	-	8.50
3	2954	A27	T03/2954, Between A3(M) - A2030	EB	468433	104829	HA	75689	68193	69875	68170	5.6	-9.90	2.47	-2.44
3	2955	A27	T03/2955, Between A2030 - A3(M)	WB	468286	104703	HA	75503	65619	67091	66731	5.7	3.09	2.24	-0.54
3	5234	A27	T03/5234, Havant	EB	472132	105798	HA	35427	34430	33185	33279	7.1	-2.81	-3.62	0.28
3	5235	A27	T03/5235, Havant	WB	472132	105798	HA	34272	31434	33216	32679	6.9	-8.28	5.67	0.92
3	30012747	A27	TMU site 5562/2 on A27 eastbound within the A2030 junction	EB	467084	104270	TCC	57529	49248	49562	50490	6.2	4.39	0.64	1.87
3	30012748	A27	TMU site 5562/1 on A27 eastbound exit for A2030	EB	467076	104284	TCC	10973	11044	11194	11191	9	0.65	1.36	-0.03
3	30012749	A27	TMU site 5561/1 on A27 westbound between A2030 and M27/M275	WB	466669	104303	TCC	59386	59268	60542	60677	6.7	-0.20	2.15	0.22
3	30012750	A27	TMU site 5563/2 on A27 westbound within the A2030 junction	WB	467920	104459	TCC	48739	48477	49509	49152	6.2	-0.54	2.13	-0.72
3	30012751	A27	TMU site 5563/1 on A27 westbound exit for A2030	WB	467923	104448	TCC	17461	17154	16811	16771	5.7	0.76	1.00	-0.24
3	30012754	A27	TMU site 5501/2 on A27 eastbound within the A3(M) junction	EB	469463	105548	TCC	33152	32208	32286	32437	7.1	-2.85	0.24	0.47
3	30012755	A27	TMU site 5501/1 on A27 eastbound exit for A3(M)	EB	469456	105579	TCC	35046	34394	34868	34389	5.4	0.87	1.38	0.37
3	30012757	A27	TMU site 5502/1 on connector at A3(M) J5/A27	WB	469579	105542	TCC	6257	6215	6282	6214	5.3	-0.67	1.08	0.08
3	30015325	A27	TMU Site 5738/2 on Link A27 westbound within the A3(M) junction	WB	470061	105801	TCC	31325	30328	28521	30212	7.1	-3.18	-5.96	5.93
3	30015326	A27	TMU Site 5738/1 on Link A27 westbound exit for A3(M)	WB	470070	105782	TCC	9643	9480	10066	9987	5.3	0.69	6.18	-0.78
3	30026133	A27	MIDAS Site at A27/149/16, 106/1116/217 on A27 westbound between A3(M) and A2030		468730	105081	MIDAS				36103	3.9			

Assumed Peak
Hour Flows (10%
AAWT)

3,328
3,328

APPENDIX M

PICADY Outputs

TRL LIMITED

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

PICADY 5.1 ANALYSIS PROGRAM
RELEASE 5.0 (JUNE 2010)

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THE USER OF THIS COMPUTER PROGRAM FOR THE SOLUTION OF AN ENGINEERING PROBLEM IS
IN NO WAY RELIEVED OF HIS/HER RESPONSIBILITY FOR THE CORRECTNESS OF THE SOLUTION

Run with file:-
"X:\Projects\110000\110029 - Copsey's Nursery\Modelling\PICADY\Fifth Avenue.vpi"
(drive-on-the-left) at 09:35:11 on Monday, 29 October 2012

RUN INFORMATION

RUN TITLE : Copseys Nursery
LOCATION : Fifth Avenue, Havent
DATE : 29/10/12
CLIENT : Generator Rroup Ltd.
ENUMERATOR : seamus.odwyer [VEC-LAPL024]
JOB NUMBER : 110029
STATUS :
DESCRIPTION :

MAJOR/MINOR JUNCTION CAPACITY AND DELAY

INPUT DATA

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

ARM A IS Southleigh Road (North)
ARM B IS Fifth Avenue
ARM C IS Southleigh Road (South)

STREAM LABELLING CONVENTION

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

GEOMETRIC DATA

I	DATA ITEM	I	MINOR ROAD B	I
I	TOTAL MAJOR ROAD CARRIAGEWAY WIDTH	I	(W) 6.00 M.	I
I	CENTRAL RESERVE WIDTH	I	(WCR) 0.00 M.	I
I		I		I
I	MAJOR ROAD RIGHT TURN - WIDTH	I	(WC-B) 2.20 M.	I
I	- VISIBILITY	I	(VC-B)200.00 M.	I
I	- BLOCKS TRAFFIC (SPACES)	I	YES (1)	I
I		I		I
I	MINOR ROAD - VISIBILITY TO LEFT	I	(VB-C) 19.0 M.	I
I	- VISIBILITY TO RIGHT	I	(VB-A) 40.0 M.	I
I	- LANE 1 WIDTH	I	(WB-C) -	I
I	- LANE 2 WIDTH	I	(WB-A) -	I
I	WIDTH AT 0 M FROM JUNCTION	I	4.71 M.	I
I	WIDTH AT 5 M FROM JUNCTION	I	2.72 M.	I
I	WIDTH AT 10 M FROM JUNCTION	I	2.70 M.	I
I	WIDTH AT 15 M FROM JUNCTION	I	2.64 M.	I
I	WIDTH AT 20 M FROM JUNCTION	I	2.62 M.	I
I	- LENGTH OF FLARED SECTION	I	1 VEHS	I

.SLOPES AND INTERCEPT

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

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

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

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

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

I	Intercept For	Slope For	Opposing	Slope For	Opposing	I
I	STREAM C-B	STREAM	A-C	STREAM	A-B	I
I	689.79	0.27	0.27			I

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

TRAFFIC DEMAND DATA

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

Demand set: 2012 AM Base

TIME PERIOD BEGINS 07.45 AND ENDS 09.15

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

DEMAND FLOW PROFILES ARE SYNTHESISED FROM TURNING COUNT DATA

I	I	I	NUMBER OF MINUTES FROM START WHEN			I	RATE OF FLOW (VEH/MIN)			I					
			I	I	I		I	I	I						
											I	I	I		
														I	I
ARM	FLOW STARTS	TOP OF PEAK	FLOW STOPS	BEFORE	AT TOP	AFTER									
		TO RISE	IS REACHED	FALLING	PEAK	OF PEAK	PEAK								
I	ARM	A	I	15.00	I	45.00	I	75.00	I	3.79	I	5.68	I	3.79	I
I	ARM	B	I	15.00	I	45.00	I	75.00	I	0.30	I	0.45	I	0.30	I
I	ARM	C	I	15.00	I	45.00	I	75.00	I	2.85	I	4.27	I	2.85	I

Demand set: 2012 AM Base

I I I I I	I I I	TURNING PROPORTIONS								I I I
		TURNING COUNTS								
		(PERCENTAGE OF H.V.S)								
TIME	FROM/TO	ARM	A	ARM	B	ARM	C			
07.45 - 09.15										
I	I	I	I	I	I	I	I	I		
I	I	ARM A	I	0.000	I	0.023	I	0.977		
I	I		I	0.0	I	7.0	I	296.0		
I	I		I	(0.0)	I	(0.0)	I	(1.0)		
I	I		I		I		I			
I	I	ARM B	I	0.292	I	0.000	I	0.708		
I	I		I	7.0	I	0.0	I	17.0		
I	I		I	(0.0)	I	(0.0)	I	(0.0)		
I	I		I		I		I			
I	I	ARM C	I	0.956	I	0.044	I	0.000		
I	I		I	218.0	I	10.0	I	0.0		
I	I		I	(5.0)	I	(0.0)	I	(0.0)		
I	I		I		I		I			

TURNING PROPORTIONS ARE CALCULATED FROM TURNING COUNT DATA
THE PERCENTAGE OF HEAVY VEHICLES VARIES OVER TURNING MOVEMENTS

QUEUE AND DELAY INFORMATION FOR EACH 15 MIN TIME SEGMENT

FOR 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-C	0.21	9.64	0.022		0.00	0.02	0.3		0.11
B-A	0.09	5.90	0.015		0.00	0.01	0.2		0.17
C-AB	0.13	10.47	0.012		0.00	0.01	0.2		0.10
A-B	0.09								
A-C	3.71								

TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/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	0.25	9.45	0.027		0.02	0.03	0.4		0.11
B-A	0.10	5.69	0.018		0.01	0.02	0.3		0.18
C-AB	0.15	10.27	0.015		0.01	0.01	0.2		0.10
A-B	0.10								
A-C	4.43								

TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)
08.15-08.30									
B-C	0.31	9.18	0.034		0.03	0.03	0.5		0.11
B-A	0.13	5.39	0.024		0.02	0.02	0.4		0.19
C-AB	0.18	10.00	0.018		0.01	0.02	0.3		0.10
A-B	0.13								
A-C	5.43								

TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)
08.30-08.45									
B-C	0.31	9.18	0.034		0.03	0.04	0.5		0.11
B-A	0.13	5.39	0.024		0.02	0.02	0.4		0.19
C-AB	0.18	10.00	0.018		0.02	0.02	0.3		0.10
A-B	0.13								
A-C	5.43								

TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)
08.45-09.00									
B-C	0.25	9.45	0.027		0.04	0.03	0.4		0.11
B-A	0.10	5.69	0.018		0.02	0.02	0.3		0.18
C-AB	0.15	10.27	0.015		0.02	0.01	0.2		0.10
A-B	0.10								
A-C	4.43								

TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)
09.00-09.15									
B-C	0.21	9.64	0.022		0.03	0.02	0.3		0.11
B-A	0.09	5.90	0.015		0.02	0.02	0.2		0.17
C-AB	0.13	10.47	0.012		0.01	0.01	0.2		0.10
A-B	0.09								
A-C	3.71								

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

QUEUE FOR STREAM B-C

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

QUEUE FOR STREAM B-A

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

QUEUE FOR STREAM C-AB

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

QUEUEING DELAY INFORMATION OVER WHOLE PERIOD

I	STREAM	I	TOTAL	I	DEMAND	I	* QUEUEING *	I	* INCLUSIVE QUEUEING *	I
I		I		I		I	* DELAY *	I	* DELAY *	I
I		I		I		I		I		I
I		I	(VEH)	I	(VEH/H)	I	(MIN)	I	(MIN/VEH)	I
I		I		I		I		I		I
I	B-C	I	23.4	I	15.6	I	2.5	I	0.11	I
I	B-A	I	9.6	I	6.4	I	1.7	I	0.18	I
I	C-AB	I	13.8	I	9.2	I	1.4	I	0.10	I
I	A-B	I	9.6	I	6.4	I		I		I
I	A-C	I	407.4	I	271.6	I		I		I
I	ALL	I	763.9	I	509.3	I	5.7	I	0.01	I

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

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

.SLOPES AND INTERCEPT

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

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

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

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

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

I	Intercept	I	Slope For	I	Opposing	I	Slope For	I	Opposing	I
I	STREAM C-B	I	STREAM	I	A-C	I	STREAM A-B	I		I
I	689.79	I		I	0.27	I		I	0.27	I

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

TRAFFIC DEMAND DATA

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

Demand set: 2012 PM Base

TIME PERIOD BEGINS 16.45 AND ENDS 18.15

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

TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/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	0.31	9.66	0.032		0.03	0.03	0.5		0.11
B-A	0.09	5.38	0.017		0.02	0.02	0.3		0.19
C-AB	0.33	10.42	0.032		0.03	0.03	0.5		0.10
A-B	0.17								
A-C	3.78								

TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/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	0.25	9.84	0.026		0.03	0.03	0.4		0.10
B-A	0.07	5.63	0.013		0.02	0.01	0.2		0.18
C-AB	0.27	10.62	0.025		0.03	0.03	0.4		0.10
A-B	0.13								
A-C	3.09								

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)
18.00-18.15									
B-C	0.21	9.98	0.021		0.03	0.02	0.3		0.10
B-A	0.06	5.82	0.011		0.01	0.01	0.2		0.17
C-AB	0.23	10.76	0.021		0.03	0.02	0.3		0.09
A-B	0.11								
A-C	2.58								

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

QUEUE FOR STREAM B-C

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

QUEUE FOR STREAM B-A

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

QUEUE FOR STREAM C-AB

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

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

PICADY 5.1 ANALYSIS PROGRAM
RELEASE 5.0 (JUNE 2010)

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Run with file:-
"X:\Projects\110000\110029 - Copsey's Nursery\Modelling\PICADY\Fifth Avenue.vpi"
(drive-on-the-left) at 09:41:45 on Monday, 29 October 2012

RUN INFORMATION

RUN TITLE : Copseys Nursery
LOCATION : Fifth Avenue, Havent
DATE : 29/10/12
CLIENT : Generator Rroup Ltd.
ENUMERATOR : seamus.odwyer [VEC-LAPL024]
JOB NUMBER : 110029
STATUS :
DESCRIPTION :

MAJOR/MINOR JUNCTION CAPACITY AND DELAY

INPUT DATA

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

ARM A IS Southleigh Road (North)
ARM B IS Fifth Avenue
ARM C IS Southleigh Road (South)

STREAM LABELLING CONVENTION

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

GEOMETRIC DATA

I	DATA ITEM	I	MINOR ROAD B	I
I	TOTAL MAJOR ROAD CARRIAGEWAY WIDTH	I	(W) 6.00 M.	I
I	CENTRAL RESERVE WIDTH	I	(WCR) 0.00 M.	I
I		I		I
I	MAJOR ROAD RIGHT TURN - WIDTH	I	(WC-B) 2.20 M.	I
I	- VISIBILITY	I	(VC-B)200.00 M.	I
I	- BLOCKS TRAFFIC (SPACES)	I	YES (1)	I
I		I		I
I	MINOR ROAD - VISIBILITY TO LEFT	I	(VB-C) 19.0 M.	I
I	- VISIBILITY TO RIGHT	I	(VB-A) 40.0 M.	I
I	- LANE 1 WIDTH	I	(WB-C) -	I
I	- LANE 2 WIDTH	I	(WB-A) -	I
I	WIDTH AT 0 M FROM JUNCTION	I	4.71 M.	I
I	WIDTH AT 5 M FROM JUNCTION	I	2.72 M.	I
I	WIDTH AT 10 M FROM JUNCTION	I	2.70 M.	I
I	WIDTH AT 15 M FROM JUNCTION	I	2.64 M.	I
I	WIDTH AT 20 M FROM JUNCTION	I	2.62 M.	I
I	- LENGTH OF FLARED SECTION	I	1 VEHS	I

.SLOPES AND INTERCEPT

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

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

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

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

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

I	Intercept For	Slope For	Opposing	Slope For	Opposing	I
I	STREAM C-B	STREAM	A-C	STREAM	A-B	I
I	689.79	0.27	0.27			I

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

TRAFFIC DEMAND DATA

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

Demand set: 2017 AM Base

TIME PERIOD BEGINS 07.45 AND ENDS 09.15

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

DEMAND FLOW PROFILES ARE SYNTHESISED FROM TURNING COUNT DATA

I	ARM	I	NUMBER OF MINUTES FROM START WHEN			I	RATE OF FLOW (VEH/MIN)			I																		
			I	FLOW STARTS	I		TOP OF PEAK	I	FLOW STOPS		I	BEFORE	I	AT TOP	I	AFTER												
																	I	TO RISE	I	IS REACHED	I	FALLING	I	PEAK	I	OF PEAK	I	PEAK
I	ARM	A	I	15.00	I	45.00	I	75.00	I	3.95	I	5.93	I	3.95	I													
I	ARM	B	I	15.00	I	45.00	I	75.00	I	0.30	I	0.45	I	0.30	I													
I	ARM	C	I	15.00	I	45.00	I	75.00	I	2.96	I	4.44	I	2.96	I													

Demand set: 2017 AM Base

		TURNING PROPORTIONS							
		TURNING COUNTS							
		(PERCENTAGE OF H.V.S)							
TIME		FROM/TO	ARM	A	ARM	B	ARM	C	
07.45 - 09.15									
	ARM A		0.000		0.022		0.978		
			0.0		7.0		309.0		
			(0.0)		(0.0)		(0.0)		
	ARM B		0.292		0.000		0.708		
			7.0		0.0		17.0		
			(0.0)		(0.0)		(0.0)		
	ARM C		0.958		0.042		0.000		
			227.0		10.0		0.0		
			(5.0)		(0.0)		(0.0)		

TURNING PROPORTIONS ARE CALCULATED FROM TURNING COUNT DATA
THE PERCENTAGE OF HEAVY VEHICLES VARIES OVER TURNING MOVEMENTS

QUEUE AND DELAY INFORMATION FOR EACH 15 MIN TIME SEGMENT

FOR 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-C	0.21	9.60	0.022		0.00	0.02	0.3		0.11
B-A	0.09	5.86	0.015		0.00	0.02	0.2		0.17
C-AB	0.13	10.44	0.012		0.00	0.01	0.2		0.10
A-B	0.09								
A-C	3.88								

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)
08.00-08.15									
B-C	0.25	9.41	0.027		0.02	0.03	0.4		0.11
B-A	0.10	5.64	0.019		0.02	0.02	0.3		0.18
C-AB	0.15	10.23	0.015		0.01	0.01	0.2		0.10
A-B	0.10								
A-C	4.63								

TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)
08.15-08.30									
B-C	0.31	9.14	0.034		0.03	0.04	0.5		0.11
B-A	0.13	5.33	0.024		0.02	0.02	0.4		0.19
C-AB	0.18	9.95	0.018		0.01	0.02	0.3		0.10
A-B	0.13								
A-C	5.67								

TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/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	0.31	9.14	0.034		0.04	0.04	0.5		0.11
B-A	0.13	5.33	0.024		0.02	0.02	0.4		0.19
C-AB	0.18	9.95	0.018		0.02	0.02	0.3		0.10
A-B	0.13								
A-C	5.67								

TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/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	0.25	9.41	0.027		0.04	0.03	0.4		0.11
B-A	0.10	5.64	0.019		0.02	0.02	0.3		0.18
C-AB	0.15	10.23	0.015		0.02	0.02	0.2		0.10
A-B	0.10								
A-C	4.63								

TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)
09.00-09.15									
B-C	0.21	9.60	0.022		0.03	0.02	0.3		0.11
B-A	0.09	5.86	0.015		0.02	0.02	0.2		0.17
C-AB	0.13	10.44	0.012		0.02	0.01	0.2		0.10
A-B	0.09								
A-C	3.88								

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

QUEUE FOR STREAM B-C

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

QUEUE FOR STREAM B-A

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

QUEUE FOR STREAM C-AB

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

QUEUEING DELAY INFORMATION OVER WHOLE PERIOD

I	STREAM	I	TOTAL	I	DEMAND	I	* QUEUEING *	I	* INCLUSIVE QUEUEING *	I
I		I		I		I	* DELAY *	I	* DELAY *	I
I		I		I		I		I		I
I		I	(VEH)	I	(VEH/H)	I	(MIN)	I	(MIN)	I
I		I		I		I	(MIN/VEH)	I	(MIN/VEH)	I
I	B-C	I	23.4	I	15.6	I	2.6	I	0.11	I
I	B-A	I	9.6	I	6.4	I	1.7	I	0.18	I
I	C-AB	I	13.8	I	9.2	I	1.4	I	0.10	I
I	A-B	I	9.6	I	6.4	I		I		I
I	A-C	I	425.3	I	283.5	I		I		I
I	ALL	I	794.2	I	529.5	I	5.7	I	0.01	I

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

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

.SLOPES AND INTERCEPT

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

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

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

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

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

I	Intercept	I	Slope For	I	Opposing	I	Slope For	I	Opposing	I
I	STREAM C-B	I	STREAM	I	A-C	I	STREAM A-B	I		I
I	689.79	I		I	0.27	I		I	0.27	I

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

TRAFFIC DEMAND DATA

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

Demand set: 2017 PM Base

TIME PERIOD BEGINS 16.45 AND ENDS 18.15

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

DEMAND FLOW PROFILES ARE SYNTHESISED FROM TURNING COUNT DATA

I	I	I	NUMBER OF MINUTES FROM START WHEN			I	RATE OF FLOW (VEH/MIN)			I			
			I	I	I		I	I	I				
											I	I	I
ARM	FLOW STARTS	TO RISE	TOP OF PEAK	IS REACHED	FLOW STOPS	FALLING	BEFORE	AT TOP	AFTER				
							PEAK	OF PEAK	PEAK				
I ARM	A I	15.00	I	45.00	I	75.00	I 2.80	I	4.20	I 2.80			
I ARM	B I	15.00	I	45.00	I	75.00	I 0.28	I	0.41	I 0.28			
I ARM	C I	15.00	I	45.00	I	75.00	I 3.63	I	5.44	I 3.63			

Demand set: 2017 PM Base

I I I I I	I	TURNING PROPORTIONS								I			
		I	TURNING COUNTS								I		
			(PERCENTAGE OF H.V.S)									I	
TIME	FROM/TO	ARM	A	ARM	B	ARM	C						
16.45 - 18.15													
	ARM	A	0.000		0.040		0.960						
			0.0		9.0		215.0						
			(0.0)		(0.0)		(2.0)						
	ARM	B	0.227		0.000		0.773						
			5.0		0.0		17.0						
			(0.0)		(0.0)		(0.0)						
	ARM	C	0.934		0.066		0.000						
			271.0		19.0		0.0						
			(2.0)		(0.0)		(0.0)						

TURNING PROPORTIONS ARE CALCULATED FROM TURNING COUNT DATA
THE PERCENTAGE OF HEAVY VEHICLES VARIES OVER TURNING MOVEMENTS

QUEUE AND DELAY INFORMATION FOR EACH 15 MIN TIME SEGMENT

FOR COMBINED DEMAND SETS
AND FOR TIME PERIOD 2

TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)
16.45-17.00									
B-C	0.21	9.95	0.021		0.00	0.02	0.3		0.10
B-A	0.06	5.77	0.011		0.00	0.01	0.2		0.18
C-AB	0.24	10.73	0.022		0.00	0.02	0.3		0.10
A-B	0.11								
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)
17.00-17.15									
B-C	0.25	9.81	0.026		0.02	0.03	0.4		0.10
B-A	0.07	5.58	0.013		0.01	0.01	0.2		0.18
C-AB	0.28	10.58	0.027		0.02	0.03	0.4		0.10
A-B	0.13								
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)
17.15-17.30									
B-C	0.31	9.61	0.032		0.03	0.03	0.5		0.11
B-A	0.09	5.31	0.017		0.01	0.02	0.3		0.19
C-AB	0.35	10.38	0.034		0.03	0.03	0.5		0.10
A-B	0.17								
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)
17.30-17.45									
B-C	0.31	9.61	0.032		0.03	0.03	0.5		0.11
B-A	0.09	5.31	0.017		0.02	0.02	0.3		0.19
C-AB	0.35	10.38	0.034		0.03	0.04	0.5		0.10
A-B	0.17								
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)
17.45-18.00									
B-C	0.25	9.81	0.026		0.03	0.03	0.4		0.10
B-A	0.07	5.58	0.013		0.02	0.01	0.2		0.18
C-AB	0.28	10.58	0.027		0.04	0.03	0.4		0.10
A-B	0.13								
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)
18.00-18.15									
B-C	0.21	9.95	0.021		0.03	0.02	0.3		0.10
B-A	0.06	5.77	0.011		0.01	0.01	0.2		0.18
C-AB	0.24	10.73	0.022		0.03	0.02	0.3		0.10
A-B	0.11								
A-C	2.70								

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

QUEUE FOR STREAM B-C

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

QUEUE FOR STREAM B-A

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

QUEUE FOR STREAM C-AB

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

QUEUEING DELAY INFORMATION OVER WHOLE PERIOD

I STREAM I		TOTAL DEMAND I		* QUEUEING * I		* INCLUSIVE QUEUEING * I				
I I		I I		* DELAY * I		* DELAY * I				
I I		I I		I I		I I				
I I		(VEH)	(VEH/H)	(MIN)	(MIN/VEH)	(MIN)	(MIN/VEH)			
I	B-C	I	23.4	I	15.6	I	2.4	I	0.10	I
I	B-A	I	6.9	I	4.6	I	1.3	I	0.18	I
I	C-AB	I	26.2	I	17.4	I	2.6	I	0.10	I
I	A-B	I	12.4	I	8.3	I		I		I
I	A-C	I	295.9	I	197.3	I		I		I
I	ALL	I	737.8	I	491.8	I	6.3	I	0.01	I

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

PICADY 5.1 ANALYSIS PROGRAM
RELEASE 5.0 (JUNE 2010)

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Run with file:-
"X:\Projects\110000\110029 - Copsey's Nursery\Modelling\PICADY\Fifth Avenue.vpi"
(drive-on-the-left) at 09:43:35 on Monday, 29 October 2012

RUN INFORMATION

RUN TITLE : Copseys Nursery
LOCATION : Fifth Avenue, Havent
DATE : 29/10/12
CLIENT : Generator Rroup Ltd.
ENUMERATOR : seamus.odwyer [VEC-LAPL024]
JOB NUMBER : 110029
STATUS :
DESCRIPTION :

MAJOR/MINOR JUNCTION CAPACITY AND DELAY

INPUT DATA

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

ARM A IS Southleigh Road (North)
ARM B IS Fifth Avenue
ARM C IS Southleigh Road (South)

STREAM LABELLING CONVENTION

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

GEOMETRIC DATA

I	DATA ITEM	I	MINOR ROAD B	I
I	TOTAL MAJOR ROAD CARRIAGEWAY WIDTH	I	(W) 6.00 M.	I
I	CENTRAL RESERVE WIDTH	I	(WCR) 0.00 M.	I
I		I		I
I	MAJOR ROAD RIGHT TURN - WIDTH	I	(WC-B) 2.20 M.	I
I	- VISIBILITY	I	(VC-B)200.00 M.	I
I	- BLOCKS TRAFFIC (SPACES)	I	YES (1)	I
I		I		I
I	MINOR ROAD - VISIBILITY TO LEFT	I	(VB-C) 19.0 M.	I
I	- VISIBILITY TO RIGHT	I	(VB-A) 40.0 M.	I
I	- LANE 1 WIDTH	I	(WB-C) -	I
I	- LANE 2 WIDTH	I	(WB-A) -	I
I	WIDTH AT 0 M FROM JUNCTION	I	4.71 M.	I
I	WIDTH AT 5 M FROM JUNCTION	I	2.72 M.	I
I	WIDTH AT 10 M FROM JUNCTION	I	2.70 M.	I
I	WIDTH AT 15 M FROM JUNCTION	I	2.64 M.	I
I	WIDTH AT 20 M FROM JUNCTION	I	2.62 M.	I
I	- LENGTH OF FLARED SECTION	I	1 VEHS	I

.SLOPES AND INTERCEPT

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

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

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

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

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

I	Intercept For	Slope For	Opposing	Slope For	Opposing	I
I	STREAM C-B	STREAM	A-C	STREAM	A-B	I
I	689.79	0.27	0.27	0.27		I

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

TRAFFIC DEMAND DATA

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

Demand set: 2017 AM Base & Dev

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

I	ARM	I	NUMBER OF MINUTES FROM START WHEN			I	RATE OF FLOW (VEH/MIN)			I						
			I	FLOW STARTS	I		TOP OF PEAK	I	FLOW STOPS		I	BEFORE	I	AT TOP	I	AFTER
I	I	I	I	I	I	I	I	I	I	I	I	I	I	I	I	
I	I	I	I	I	I	I	I	I	I	I	I	I	I	I	I	I
I	ARM	A	I	15.00	I	45.00	I	75.00	I	4.00	I	6.00	I	4.00	I	
I	ARM	B	I	15.00	I	45.00	I	75.00	I	1.70	I	2.55	I	1.70	I	
I	ARM	C	I	15.00	I	45.00	I	75.00	I	3.01	I	4.52	I	3.01	I	

Demand set: 2017 AM Base & Dev

	TIME	TURNING PROPORTIONS							
		TURNING COUNTS							
		(PERCENTAGE OF H.V.S)							
		FROM/TO	ARM	A	ARM	B	ARM	C	
07.45 - 09.15	ARM A		0.000	0.034	0.966				
			0.0	11.0	309.0				
			(0.0)	(0.0)	(0.0)				
	ARM B		0.875	0.000	0.125				
			119.0	0.0	17.0				
			(0.0)	(0.0)	(0.0)				
	ARM C		0.942	0.058	0.000				
			227.0	14.0	0.0				
			(0.0)	(0.0)	(0.0)				

TURNING PROPORTIONS ARE CALCULATED FROM TURNING COUNT DATA
THE PERCENTAGE OF HEAVY VEHICLES VARIES OVER TURNING MOVEMENTS

QUEUE AND DELAY INFORMATION FOR EACH 15 MIN TIME SEGMENT

FOR 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-C	0.21	7.00	0.030		0.00	0.03	0.4		0.15
B-A	1.49	6.98	0.214		0.00	0.27	3.8		0.18
C-AB	0.18	10.42	0.017		0.00	0.02	0.3		0.10
A-B	0.14								
A-C	3.88								

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)
08.00-08.15									
B-C	0.25	6.70	0.038		0.03	0.04	0.6		0.16
B-A	1.78	6.71	0.266		0.27	0.36	5.2		0.20
C-AB	0.21	10.22	0.021		0.02	0.02	0.3		0.10
A-B	0.16								
A-C	4.63								

TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)
08.15-08.30									
B-C	0.31	6.24	0.050		0.04	0.05	0.8		0.17
B-A	2.18	6.33	0.345		0.36	0.51	7.4		0.24
C-AB	0.26	9.93	0.026		0.02	0.03	0.4		0.10
A-B	0.20								
A-C	5.67								

TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/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	0.31	6.24	0.050		0.05	0.05	0.8		0.17
B-A	2.18	6.33	0.345		0.51	0.52	7.8		0.24
C-AB	0.26	9.93	0.026		0.03	0.03	0.4		0.10
A-B	0.20								
A-C	5.67								

TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/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	0.25	6.69	0.038		0.05	0.04	0.6		0.16
B-A	1.78	6.71	0.266		0.52	0.37	5.8		0.20
C-AB	0.21	10.22	0.021		0.03	0.02	0.3		0.10
A-B	0.16								
A-C	4.63								

TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)
09.00-09.15									
B-C	0.21	6.99	0.031		0.04	0.03	0.5		0.15
B-A	1.49	6.98	0.214		0.37	0.28	4.3		0.18
C-AB	0.18	10.42	0.017		0.02	0.02	0.3		0.10
A-B	0.14								
A-C	3.88								

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

QUEUE FOR STREAM B-C

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE
08.00	0.0
08.15	0.0
08.30	0.1
08.45	0.1
09.00	0.0
09.15	0.0

QUEUE FOR STREAM B-A

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE	
08.00	0.3	
08.15	0.4	
08.30	0.5	*
08.45	0.5	*
09.00	0.4	
09.15	0.3	

QUEUE FOR STREAM C-AB

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

QUEUEING DELAY INFORMATION OVER WHOLE PERIOD

I	STREAM	I	TOTAL	I	DEMAND	I	* QUEUEING *	I	* INCLUSIVE QUEUEING *	I
I		I		I		I	* DELAY *	I	* DELAY *	I
I		I	(VEH)	I	(VEH/H)	I	(MIN)	I	(MIN)	I
I		I		I		I	(MIN/VEH)	I	(MIN/VEH)	I
I	B-C	I	23.4	I	15.6	I	3.7	I	0.16	I
I	B-A	I	163.8	I	109.2	I	34.2	I	0.21	I
I	C-AB	I	19.3	I	12.8	I	2.0	I	0.10	I
I	A-B	I	15.1	I	10.1	I		I		I
I	A-C	I	425.3	I	283.5	I		I		I
I	ALL	I	959.4	I	639.6	I	39.8	I	0.04	I

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

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

.SLOPES AND INTERCEPT

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

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

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

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

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

I	Intercept	I	Slope For	I	Opposing	I	Slope For	I	Opposing	I
I	STREAM C-B	I	STREAM	I	A-C	I	STREAM	I	A-B	I
I	689.79	I		I	0.27	I		I	0.27	I

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

TRAFFIC DEMAND DATA

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

Demand set: 2017 PM Base & Dev

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

I	ARM	I	NUMBER OF MINUTES FROM START WHEN			I	RATE OF FLOW (VEH/MIN)			I																		
			I	FLOW STARTS	I		TOP OF PEAK	I	FLOW STOPS		I	BEFORE	I	AT TOP	I	AFTER												
																	I	TO RISE	I	IS REACHED	I	FALLING	I	PEAK	I	OF PEAK	I	PEAK
I	ARM	A	I	15.00	I	45.00	I	75.00	I	2.94	I	4.41	I	2.94	I													
I	ARM	B	I	15.00	I	45.00	I	75.00	I	0.35	I	0.52	I	0.35	I													
I	ARM	C	I	15.00	I	45.00	I	75.00	I	3.74	I	5.61	I	3.74	I													

Demand set: 2017 PM Base & Dev

I I I I I	TIME	TURNING PROPORTIONS TURNING COUNTS (PERCENTAGE OF H.V.S)										
		FROM/TO	ARM	A	ARM	B	ARM	C				
I I I I I I I I I I I I	16.45 - 18.15	I ARM A	I	I	I	I	I	I				
			I	0.000	I	0.085	I	0.915	I			
			I	0.0	I	20.0	I	215.0	I			
		I	I	I	(0.0)	I	(0.0)	I	(2.0)	I		
				I	I	I	I	I	I	I		
				I	ARM B	I	0.393	I	0.000	I	0.607	I
		I	I	I	11.0	I	0.0	I	17.0	I		
				I	(0.0)	I	(0.0)	I	(0.0)	I	I	
				I	I	I	I	I	I	I	I	
		I	I	I	ARM C	I	0.906	I	0.094	I	0.000	I
					I	271.0	I	28.0	I	0.0	I	I
					I	(2.0)	I	(0.0)	I	(0.0)	I	I
I	I	I	I	I	I	I	I	I	I			

TURNING PROPORTIONS ARE CALCULATED FROM TURNING COUNT DATA
THE PERCENTAGE OF HEAVY VEHICLES VARIES OVER TURNING MOVEMENTS

QUEUE AND DELAY INFORMATION FOR EACH 15 MIN TIME SEGMENT

FOR COMBINED DEMAND SETS
AND FOR TIME PERIOD 2

TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)
16.45-17.00									
B-C	0.21	9.75	0.022		0.00	0.02	0.3		0.10
B-A	0.14	6.29	0.022		0.00	0.02	0.3		0.16
C-AB	0.35	10.69	0.033		0.00	0.03	0.5		0.10
A-B	0.25								
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)
17.00-17.15									
B-C	0.25	9.60	0.027		0.02	0.03	0.4		0.11
B-A	0.16	6.07	0.027		0.02	0.03	0.4		0.17
C-AB	0.42	10.54	0.040		0.03	0.04	0.6		0.10
A-B	0.30								
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)
17.15-17.30									
B-C	0.31	9.40	0.033		0.03	0.03	0.5		0.11
B-A	0.20	5.76	0.035		0.03	0.04	0.5		0.18
C-AB	0.51	10.32	0.050		0.04	0.05	0.8		0.10
A-B	0.37								
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)
17.30-17.45									
B-C	0.31	9.40	0.033		0.03	0.03	0.5		0.11
B-A	0.20	5.76	0.035		0.04	0.04	0.5		0.18
C-AB	0.51	10.32	0.050		0.05	0.05	0.8		0.10
A-B	0.37								
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)
17.45-18.00									
B-C	0.25	9.60	0.027		0.03	0.03	0.4		0.11
B-A	0.16	6.07	0.027		0.04	0.03	0.4		0.17
C-AB	0.42	10.54	0.040		0.05	0.04	0.6		0.10
A-B	0.30								
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)
18.00-18.15									
B-C	0.21	9.75	0.022		0.03	0.02	0.3		0.10
B-A	0.14	6.29	0.022		0.03	0.02	0.3		0.16
C-AB	0.35	10.69	0.033		0.04	0.03	0.5		0.10
A-B	0.25								
A-C	2.70								

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

QUEUE FOR STREAM B-C

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

QUEUE FOR STREAM B-A

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

QUEUE FOR STREAM C-AB

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE
17.00	0.0
17.15	0.0
17.30	0.1
17.45	0.1
18.00	0.0
18.15	0.0

QUEUEING DELAY INFORMATION OVER WHOLE PERIOD

I	STREAM	I	TOTAL	DEMAND	I	* QUEUEING *	I	* INCLUSIVE QUEUEING *	I	
I		I			I	* DELAY *	I	* DELAY *	I	
I		I			I		I		I	
I		I	(VEH)	(VEH/H)	I	(MIN)	(MIN/VEH)	I	(MIN)	(MIN/VEH)
I	B-C	I	23.4	I 15.6	I	2.5	I 0.11	I	2.5	I 0.11
I	B-A	I	15.1	I 10.1	I	2.6	I 0.17	I	2.6	I 0.17
I	C-AB	I	38.5	I 25.7	I	3.9	I 0.10	I	3.9	I 0.10
I	A-B	I	27.5	I 18.4	I		I	I		I
I	A-C	I	295.9	I 197.3	I		I	I		I
I	ALL	I	773.6	I 515.7	I	9.0	I 0.01	I	9.0	I 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 =====

TRL LIMITED

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

PICADY 5.1 ANALYSIS PROGRAM
RELEASE 5.0 (JUNE 2010)

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Run with file:-
"X:\Projects\110000\110029 - Copsey's Nursery\Modelling\PICADY\Spindle Close.vpi"
(drive-on-the-left) at 17:09:20 on Friday, 26 October 2012

RUN INFORMATION

RUN TITLE : Copseys Nursery - Spindle Close
LOCATION : Spindle Close
DATE : 26/10/12
CLIENT : Generator Group Ltd.
ENUMERATOR : seamus.odwyer [VEC-LAPL024]
JOB NUMBER : 110029
STATUS :
DESCRIPTION :

MAJOR/MINOR JUNCTION CAPACITY AND DELAY

INPUT DATA

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

ARM A IS Southleigh Road (North)
ARM B IS Spindle Close
ARM C IS Southleigh Road (South)

STREAM LABELLING CONVENTION

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

GEOMETRIC DATA

I	DATA ITEM	I	MINOR ROAD B	I
I	TOTAL MAJOR ROAD CARRIAGEWAY WIDTH	I	(W) 6.98 M.	I
I	CENTRAL RESERVE WIDTH	I	(WCR) 0.00 M.	I
I		I		I
I	MAJOR ROAD RIGHT TURN - WIDTH	I	(WC-B) 2.20 M.	I
I	- VISIBILITY	I	(VC-B)200.00 M.	I
I	- BLOCKS TRAFFIC (SPACES)	I	YES (1)	I
I		I		I
I	MINOR ROAD - VISIBILITY TO LEFT	I	(VB-C) 31.0 M.	I
I	- VISIBILITY TO RIGHT	I	(VB-A) 25.0 M.	I
I	- LANE 1 WIDTH	I	(WB-C) -	I
I	- LANE 2 WIDTH	I	(WB-A) -	I
I	WIDTH AT 0 M FROM JUNCTION	I	10.00 M.	I
I	WIDTH AT 5 M FROM JUNCTION	I	3.78 M.	I
I	WIDTH AT 10 M FROM JUNCTION	I	2.81 M.	I
I	WIDTH AT 15 M FROM JUNCTION	I	2.64 M.	I
I	WIDTH AT 20 M FROM JUNCTION	I	2.62 M.	I
I	- LENGTH OF FLARED SECTION	I	1 VEHS	I

.SLOPES AND INTERCEPT

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

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

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

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

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

I	Intercept For	Slope For	Opposing	Slope For	Opposing	I
I	STREAM C-B	STREAM	A-C	STREAM	A-B	I
I	689.79	0.26	0.26	0.26		I

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

TRAFFIC DEMAND DATA

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

Demand set: 2012 AM Peak

TIME PERIOD BEGINS 07.45 AND ENDS 09.15

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

TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/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	0.28	11.35	0.024		0.02	0.02	0.4		0.09
B-A	0.44	6.83	0.064		0.07	0.07	1.0		0.16
C-AB	0.06	10.36	0.005		0.01	0.01	0.1		0.10
A-B	0.11								
A-C	4.22								

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-C	0.22	11.62	0.019		0.02	0.02	0.3		0.09
B-A	0.36	7.16	0.050		0.07	0.05	0.8		0.15
C-AB	0.04	10.57	0.004		0.01	0.00	0.1		0.09
A-B	0.09								
A-C	3.45								

TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)
09.00-09.15									
B-C	0.19	11.82	0.016		0.02	0.02	0.2		0.09
B-A	0.30	7.40	0.041		0.05	0.04	0.7		0.14
C-AB	0.04	10.72	0.004		0.00	0.00	0.1		0.09
A-B	0.08								
A-C	2.89								

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

QUEUE FOR STREAM B-C

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

QUEUE FOR STREAM B-A

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE
08.00	0.0
08.15	0.1
08.30	0.1
08.45	0.1
09.00	0.1
09.15	0.0

QUEUE FOR STREAM C-AB

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

QUEUEING DELAY INFORMATION OVER WHOLE PERIOD

I	STREAM	I	TOTAL	I	DEMAND	I	* QUEUEING *	I	* INCLUSIVE QUEUEING *	I
I		I		I		I	* DELAY *	I	* DELAY *	I
I		I		I		I		I		I
I		I	(VEH)	I	(VEH/H)	I	(MIN)	I	(MIN/VEH)	I
I		I		I		I		I		I
I	B-C	I	20.6	I	13.8	I	1.8	I	0.09	I
I	B-A	I	33.0	I	22.0	I	4.9	I	0.15	I
I	C-AB	I	4.1	I	2.8	I	0.4	I	0.10	I
I	A-B	I	8.3	I	5.5	I		I		I
I	A-C	I	316.6	I	211.1	I		I		I
I	ALL	I	777.7	I	518.5	I	7.1	I	0.01	I

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

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

.SLOPES AND INTERCEPT

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

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

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

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

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

I	Intercept	I	Slope For	I	Opposing	I	Slope For	I	Opposing	I
I	STREAM C-B	I	STREAM	I	A-C	I	STREAM A-B	I		I
I	689.79	I		I	0.26	I		I	0.26	I

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

TRAFFIC DEMAND DATA

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

Demand set: 2012 PM Peak

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

		NUMBER OF MINUTES FROM START WHEN				RATE OF FLOW (VEH/MIN)								
I	ARM	I	I	I	I	I	I	I						
		FLOW STARTS	TOP OF PEAK	FLOW STOPS	BEFORE	AT TOP	AFTER							
		TO RISE	IS REACHED	FALLING	PEAK	OF PEAK	PEAK							
		I	I	I	I	I	I							
I	ARM	A	I	15.00	I	45.00	I	75.00	I	3.60	I	5.40	I	3.60
I	ARM	B	I	15.00	I	45.00	I	75.00	I	0.22	I	0.34	I	0.22
I	ARM	C	I	15.00	I	45.00	I	75.00	I	3.22	I	4.84	I	3.22

Demand set: 2012 PM Peak

I I I I I	TIME	TURNING PROPORTIONS TURNING COUNTS (PERCENTAGE OF H.V.S)							
		FROM/TO	ARM	A	ARM	B	ARM	C	
I I I I I I I I I I I I I I I	16.45 - 18.15	I I I I I I I I I I I I I I I	I ARM A I I I I I I I I I I I I I I	I 0.000 0.0 (0.0) I 0.833 15.0 (0.0) I 0.934 241.0 (2.0) I I I I I	I I I I I I I I I I I I I I I	I 0.063 18.0 (0.0) I 0.000 0.0 (0.0) I 0.066 17.0 (0.0) I I I I I	I 0.938 270.0 (1.0) I 0.167 3.0 (0.0) I 0.000 0.0 (0.0) I 0.0 (0.0) I I I I I	I I I I I I I I I I I I I I I	

TURNING PROPORTIONS ARE CALCULATED FROM TURNING COUNT DATA
THE PERCENTAGE OF HEAVY VEHICLES VARIES OVER TURNING MOVEMENTS

QUEUE AND DELAY INFORMATION FOR EACH 15 MIN TIME SEGMENT

FOR COMBINED DEMAND SETS
AND FOR TIME PERIOD 2

TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)
16.45-17.00									
B-C	0.04	11.72	0.003		0.00	0.00	0.0		0.09
B-A	0.19	7.33	0.026		0.00	0.03	0.4		0.14
C-AB	0.21	10.56	0.020		0.00	0.02	0.3		0.10
A-B	0.23								
A-C	3.39								

TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)
17.00-17.15									
B-C	0.04	11.51	0.004		0.00	0.00	0.1		0.09
B-A	0.22	7.07	0.032		0.03	0.03	0.5		0.15
C-AB	0.25	10.38	0.025		0.02	0.03	0.4		0.10
A-B	0.27								
A-C	4.05								

TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)
17.15-17.30									
B-C	0.06	11.22	0.005		0.00	0.00	0.1		0.09
B-A	0.28	6.72	0.041		0.03	0.04	0.6		0.16
C-AB	0.31	10.13	0.031		0.03	0.03	0.5		0.10
A-B	0.33								
A-C	4.95								

TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)
17.30-17.45									
B-C	0.06	11.22	0.005		0.00	0.00	0.1		0.09
B-A	0.28	6.72	0.041		0.04	0.04	0.6		0.16
C-AB	0.31	10.13	0.031		0.03	0.03	0.5		0.10
A-B	0.33								
A-C	4.95								

TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)
17.45-18.00									
B-C	0.04	11.51	0.004		0.00	0.00	0.1		0.09
B-A	0.22	7.07	0.032		0.04	0.03	0.5		0.15
C-AB	0.25	10.38	0.025		0.03	0.03	0.4		0.10
A-B	0.27								
A-C	4.05								

TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)
18.00-18.15									
B-C	0.04	11.72	0.003		0.00	0.00	0.0		0.09
B-A	0.19	7.32	0.026		0.03	0.03	0.4		0.14
C-AB	0.21	10.56	0.020		0.03	0.02	0.3		0.10
A-B	0.23								
A-C	3.39								

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

QUEUE FOR STREAM B-C

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

QUEUE FOR STREAM B-A

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

QUEUE FOR STREAM C-AB

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

QUEUEING DELAY INFORMATION OVER WHOLE PERIOD

I	STREAM	I	TOTAL	DEMAND	I	* QUEUEING *	I	* INCLUSIVE QUEUEING *	I	
I		I			I	* DELAY *	I	* DELAY *	I	
I		I			I		I		I	
I		I	(VEH)	(VEH/H)	I	(MIN)	(MIN/VEH)	I	(MIN)	(MIN/VEH)
I	B-C	I	4.1	I 2.8	I	0.4	I 0.09	I	0.4	I 0.09
I	B-A	I	20.6	I 13.8	I	3.0	I 0.15	I	3.0	I 0.15
I	C-AB	I	23.4	I 15.6	I	2.3	I 0.10	I	2.3	I 0.10
I	A-B	I	24.8	I 16.5	I		I	I		I
I	A-C	I	371.6	I 247.8	I		I	I		I
I	ALL	I	776.3	I 517.5	I	5.7	I 0.01	I	5.7	I 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 17:09:53 on 26/10/2012]

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

PICADY 5.1 ANALYSIS PROGRAM
RELEASE 5.0 (JUNE 2010)

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Run with file:-
"X:\Projects\110000\110029 - Copsey's Nursery\Modelling\PICADY\Spindle Close.vpi"
(drive-on-the-left) at 17:10:52 on Friday, 26 October 2012

RUN INFORMATION

RUN TITLE : Copseys Nursery - Spindle Close
LOCATION : Spindle Close
DATE : 26/10/12
CLIENT : Generator Group Ltd.
ENUMERATOR : seamus.odwyer [VEC-LAPL024]
JOB NUMBER : 110029
STATUS :
DESCRIPTION :

MAJOR/MINOR JUNCTION CAPACITY AND DELAY

INPUT DATA

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

ARM A IS Southleigh Road (North)
ARM B IS Spindle Close
ARM C IS Southleigh Road (South)

STREAM LABELLING CONVENTION

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

GEOMETRIC DATA

I	DATA ITEM	I	MINOR ROAD B	I
I	TOTAL MAJOR ROAD CARRIAGEWAY WIDTH	I	(W) 6.98 M.	I
I	CENTRAL RESERVE WIDTH	I	(WCR) 0.00 M.	I
I		I		I
I	MAJOR ROAD RIGHT TURN - WIDTH	I	(WC-B) 2.20 M.	I
I	- VISIBILITY	I	(VC-B)200.00 M.	I
I	- BLOCKS TRAFFIC (SPACES)	I	YES (1)	I
I		I		I
I	MINOR ROAD - VISIBILITY TO LEFT	I	(VB-C) 31.0 M.	I
I	- VISIBILITY TO RIGHT	I	(VB-A) 25.0 M.	I
I	- LANE 1 WIDTH	I	(WB-C) -	I
I	- LANE 2 WIDTH	I	(WB-A) -	I
I	WIDTH AT 0 M FROM JUNCTION	I	10.00 M.	I
I	WIDTH AT 5 M FROM JUNCTION	I	3.78 M.	I
I	WIDTH AT 10 M FROM JUNCTION	I	2.81 M.	I
I	WIDTH AT 15 M FROM JUNCTION	I	2.64 M.	I
I	WIDTH AT 20 M FROM JUNCTION	I	2.62 M.	I
I	- LENGTH OF FLARED SECTION	I	1 VEHS	I

.SLOPES AND INTERCEPT

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

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

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

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

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

I	Intercept For	Slope For	Opposing	Slope For	Opposing	I
I	STREAM C-B	STREAM	A-C	STREAM	A-B	I
I	689.79	0.26	0.26			I

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

TRAFFIC DEMAND DATA

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

Demand set: 2017 AM Peak

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

I	ARM	I	NUMBER OF MINUTES FROM START WHEN			I	RATE OF FLOW (VEH/MIN)			I							
			I	FLOW STARTS	I		TOP OF PEAK	I	FLOW STOPS		I	BEFORE	I	AT TOP	I	AFTER	I
I	I	I	TO RISE	I	IS REACHED	I	FALLING	I	PEAK	I	OF PEAK	I	PEAK	I	I		
I	I	I	I	I	I	I	I	I	I	I	I	I	I	I	I		
I	ARM	A	I	15.00	I	45.00	I	75.00	I	3.08	I	4.61	I	3.08	I	I	
I	ARM	B	I	15.00	I	45.00	I	75.00	I	0.51	I	0.77	I	0.51	I	I	
I	ARM	C	I	15.00	I	45.00	I	75.00	I	3.78	I	5.66	I	3.78	I	I	

Demand set: 2017 AM Peak

I I I I I	TIME	TURNING PROPORTIONS TURNING COUNTS (PERCENTAGE OF H.V.S)												
		I	FROM/TO	I	ARM	A	I	ARM	B	I	ARM	C	I	
I	07.45 - 09.15	I		I		I		I		I		I		
I		I	ARM	A	I	0.000	I	0.024	I	0.976	I			
I		I			I	0.0	I	6.0	I	240.0	I			
I		I			I	(0.0)	I	(0.0)	I	(3.0)	I			
I		I			I		I		I		I			
I		I	ARM	B	I	0.610	I	0.000	I	0.390	I			
I		I			I	25.0	I	0.0	I	16.0	I			
I		I			I	(0.0)	I	(0.0)	I	(0.0)	I			
I		I			I		I		I		I			
I		I	ARM	C	I	0.990	I	0.010	I	0.000	I			
I		I			I	299.0	I	3.0	I	0.0	I			
I		I			I	(4.0)	I	(0.0)	I	(0.0)	I			
I		I			I		I		I		I			

TURNING PROPORTIONS ARE CALCULATED FROM TURNING COUNT DATA
THE PERCENTAGE OF HEAVY VEHICLES VARIES OVER TURNING MOVEMENTS

QUEUE AND DELAY INFORMATION FOR EACH 15 MIN TIME SEGMENT

FOR 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-C	0.20	11.78	0.017		0.00	0.02	0.3		0.09
B-A	0.31	7.35	0.043		0.00	0.04	0.6		0.14
C-AB	0.04	10.68	0.004		0.00	0.00	0.1		0.09
A-B	0.08								
A-C	3.01								

TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/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	0.24	11.57	0.021		0.02	0.02	0.3		0.09
B-A	0.37	7.10	0.053		0.04	0.06	0.8		0.15
C-AB	0.04	10.53	0.004		0.00	0.00	0.1		0.10
A-B	0.09								
A-C	3.60								

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)
08.15-08.30									
B-C	0.29	11.29	0.026		0.02	0.03	0.4		0.09
B-A	0.46	6.76	0.068		0.06	0.07	1.1		0.16
C-AB	0.06	10.31	0.005		0.00	0.01	0.1		0.10
A-B	0.11								
A-C	4.40								

TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)
08.30-08.45									
B-C	0.29	11.29	0.026		0.03	0.03	0.4		0.09
B-A	0.46	6.76	0.068		0.07	0.07	1.1		0.16
C-AB	0.06	10.31	0.005		0.01	0.01	0.1		0.10
A-B	0.11								
A-C	4.40								

TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)
08.45-09.00									
B-C	0.24	11.57	0.021		0.03	0.02	0.3		0.09
B-A	0.37	7.10	0.053		0.07	0.06	0.9		0.15
C-AB	0.04	10.53	0.004		0.01	0.00	0.1		0.10
A-B	0.09								
A-C	3.60								

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)
09.00-09.15									
B-C	0.20	11.77	0.017		0.02	0.02	0.3		0.09
B-A	0.31	7.35	0.043		0.06	0.04	0.7		0.14
C-AB	0.04	10.68	0.004		0.00	0.00	0.1		0.09
A-B	0.08								
A-C	3.01								

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

QUEUE FOR STREAM B-C

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

QUEUE FOR STREAM B-A

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE
08.00	0.0
08.15	0.1
08.30	0.1
08.45	0.1
09.00	0.1
09.15	0.0

QUEUE FOR STREAM C-AB

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

QUEUEING DELAY INFORMATION OVER WHOLE PERIOD

I	STREAM	I	TOTAL	I	DEMAND	I	* QUEUEING *	I	* INCLUSIVE QUEUEING *	I
I		I		I		I	* DELAY *	I	* DELAY *	I
I		I		I		I		I		I
I		I	(VEH)	I	(VEH/H)	I	(MIN)	I	(MIN/VEH)	I
I		I		I		I		I		I
I	B-C	I	22.0	I	14.7	I	1.9	I	0.09	I
I	B-A	I	34.4	I	22.9	I	5.1	I	0.15	I
I	C-AB	I	4.1	I	2.8	I	0.4	I	0.10	I
I	A-B	I	8.3	I	5.5	I		I		I
I	A-C	I	330.3	I	220.2	I		I		I
I	ALL	I	810.7	I	540.5	I	7.5	I	0.01	I

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

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

.SLOPES AND INTERCEPT

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

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

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

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

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

I	Intercept	I	Slope For	I	Opposing	I	Slope For	I	Opposing	I
I	STREAM C-B	I	STREAM	I	A-C	I	STREAM	I	A-B	I
I	689.79	I		I	0.26	I		I	0.26	I

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

TRAFFIC DEMAND DATA

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

Demand set: 2017 PM Peak

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

		NUMBER OF MINUTES FROM START WHEN				RATE OF FLOW (VEH/MIN)								
I	ARM	I	I	I	I	I	I	I	I					
		FLOW STARTS	TOP OF PEAK	FLOW STOPS	BEFORE	AT TOP	AFTER							
		TO RISE	IS REACHED	FALLING	PEAK	OF PEAK	PEAK							
		I	I	I	I	I	I							
I	ARM	A	I	15.00	I	45.00	I	75.00	I	3.76	I	5.64	I	3.76
I	ARM	B	I	15.00	I	45.00	I	75.00	I	0.24	I	0.36	I	0.24
I	ARM	C	I	15.00	I	45.00	I	75.00	I	3.38	I	5.06	I	3.38

Demand set: 2017 PM Peak

I I I I I	TIME	TURNING PROPORTIONS TURNING COUNTS (PERCENTAGE OF H.V.S)							
		FROM/TO	ARM	A	ARM	B	ARM	C	
I I I I I I I I I I I I I I I I	16.45 - 18.15	I I I I I I I I I I I I I I I I	I ARM A I I I I I I I I I I I I I I I	I 0.000 0.0 (0.0) I 0.842 16.0 (0.0) I 0.933 252.0 (2.0) I I I I I I I I I	I I I I I I I I I I I I I I I I I	I 0.063 19.0 (0.0) I 0.000 0.0 (0.0) I 0.067 18.0 (0.0) I I I I I I I I I	I 0.937 282.0 (1.0) I 0.158 3.0 (0.0) I 0.000 0.0 (0.0) I 0.0 (0.0) I I I I I I I I I		

TURNING PROPORTIONS ARE CALCULATED FROM TURNING COUNT DATA
THE PERCENTAGE OF HEAVY VEHICLES VARIES OVER TURNING MOVEMENTS

QUEUE AND DELAY INFORMATION FOR EACH 15 MIN TIME SEGMENT

FOR COMBINED DEMAND SETS
AND FOR TIME PERIOD 2

TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)
16.45-17.00									
B-C	0.04	11.67	0.003		0.00	0.00	0.0		0.09
B-A	0.20	7.27	0.028		0.00	0.03	0.4		0.14
C-AB	0.23	10.52	0.021		0.00	0.02	0.3		0.10
A-B	0.24								
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)
17.00-17.15									
B-C	0.04	11.45	0.004		0.00	0.00	0.1		0.09
B-A	0.24	7.00	0.034		0.03	0.04	0.5		0.15
C-AB	0.27	10.33	0.026		0.02	0.03	0.4		0.10
A-B	0.28								
A-C	4.23								

TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/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	0.06	11.14	0.005		0.00	0.00	0.1		0.09
B-A	0.29	6.63	0.044		0.04	0.05	0.7		0.16
C-AB	0.33	10.07	0.033		0.03	0.03	0.5		0.10
A-B	0.35								
A-C	5.17								

TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)
17.30-17.45									
B-C	0.06	11.14	0.005		0.00	0.00	0.1		0.09
B-A	0.29	6.63	0.044		0.05	0.05	0.7		0.16
C-AB	0.33	10.07	0.033		0.03	0.03	0.5		0.10
A-B	0.35								
A-C	5.17								

TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)
17.45-18.00									
B-C	0.04	11.45	0.004		0.00	0.00	0.1		0.09
B-A	0.24	7.00	0.034		0.05	0.04	0.6		0.15
C-AB	0.27	10.33	0.026		0.03	0.03	0.4		0.10
A-B	0.28								
A-C	4.23								

TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)
18.00-18.15									
B-C	0.04	11.67	0.003		0.00	0.00	0.0		0.09
B-A	0.20	7.26	0.028		0.04	0.03	0.4		0.14
C-AB	0.23	10.52	0.021		0.03	0.02	0.3		0.10
A-B	0.24								
A-C	3.54								

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

QUEUE FOR STREAM B-C

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

QUEUE FOR STREAM B-A

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

QUEUE FOR STREAM C-AB

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

QUEUEING DELAY INFORMATION OVER WHOLE PERIOD

I STREAM I		TOTAL DEMAND I		* QUEUEING * I		* INCLUSIVE QUEUEING * I				
I I		I I		* DELAY * I		* DELAY * I				
I I		I I		I I		I I				
I I		(VEH)	(VEH/H)	(MIN)	(MIN/VEH)	(MIN)	(MIN/VEH)			
I	B-C	I	4.1	I	2.8	I	0.4	I	0.09	I
I	B-A	I	22.0	I	14.7	I	3.3	I	0.15	I
I	C-AB	I	24.8	I	16.5	I	2.5	I	0.10	I
I	A-B	I	26.2	I	17.4	I		I		I
I	A-C	I	388.2	I	258.8	I		I		I
I	ALL	I	812.1	I	541.4	I	6.1	I	0.01	I

TRL LIMITED

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

PICADY 5.1 ANALYSIS PROGRAM
RELEASE 5.0 (JUNE 2010)

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Run with file:-
"X:\Projects\110000\110029 - Copsey's Nursery\Modelling\PICADY\Spindle Close.vpi"
(drive-on-the-left) at 17:13:48 on Friday, 26 October 2012

RUN INFORMATION

RUN TITLE : Copseys Nursery - Spindle Close
LOCATION : Spindle Close
DATE : 26/10/12
CLIENT : Generator Group Ltd.
ENUMERATOR : seamus.odwyer [VEC-LAPL024]
JOB NUMBER : 110029
STATUS :
DESCRIPTION :

MAJOR/MINOR JUNCTION CAPACITY AND DELAY

INPUT DATA

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

ARM A IS Southleigh Road (North)
ARM B IS Spindle Close
ARM C IS Southleigh Road (South)

STREAM LABELLING CONVENTION

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

GEOMETRIC DATA

I	DATA ITEM	I	MINOR ROAD B	I
I	TOTAL MAJOR ROAD CARRIAGEWAY WIDTH	I	(W) 6.98 M.	I
I	CENTRAL RESERVE WIDTH	I	(WCR) 0.00 M.	I
I		I		I
I	MAJOR ROAD RIGHT TURN - WIDTH	I	(WC-B) 2.20 M.	I
I	- VISIBILITY	I	(VC-B)200.00 M.	I
I	- BLOCKS TRAFFIC (SPACES)	I	YES (1)	I
I		I		I
I	MINOR ROAD - VISIBILITY TO LEFT	I	(VB-C) 31.0 M.	I
I	- VISIBILITY TO RIGHT	I	(VB-A) 25.0 M.	I
I	- LANE 1 WIDTH	I	(WB-C) -	I
I	- LANE 2 WIDTH	I	(WB-A) -	I
I	WIDTH AT 0 M FROM JUNCTION	I	10.00 M.	I
I	WIDTH AT 5 M FROM JUNCTION	I	3.78 M.	I
I	WIDTH AT 10 M FROM JUNCTION	I	2.81 M.	I
I	WIDTH AT 15 M FROM JUNCTION	I	2.64 M.	I
I	WIDTH AT 20 M FROM JUNCTION	I	2.62 M.	I
I	- LENGTH OF FLARED SECTION	I	1 VEHS	I

.SLOPES AND INTERCEPT

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

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

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

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

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

I	Intercept For	Slope For	Opposing	Slope For	Opposing	I
I	STREAM C-B	STREAM	A-C	STREAM	A-B	I
I	689.79	0.26	0.26			I

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

TRAFFIC DEMAND DATA

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

Demand set: 2017 Base & Dev AM Peak

TIME PERIOD BEGINS 07.45 AND ENDS 09.15

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

TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/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	0.46	11.23	0.041		0.04	0.04	0.6		0.09
B-A	0.66	6.79	0.097		0.11	0.11	1.6		0.16
C-AB	0.11	10.32	0.011		0.01	0.01	0.2		0.10
A-B	0.18								
A-C	4.40								

TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)
08.45-09.00									
B-C	0.37	11.53	0.032		0.04	0.03	0.5		0.09
B-A	0.54	7.13	0.076		0.11	0.08	1.3		0.15
C-AB	0.09	10.54	0.009		0.01	0.01	0.1		0.10
A-B	0.15								
A-C	3.60								

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)
09.00-09.15									
B-C	0.31	11.74	0.027		0.03	0.03	0.4		0.09
B-A	0.45	7.38	0.061		0.08	0.07	1.0		0.14
C-AB	0.08	10.69	0.007		0.01	0.01	0.1		0.09
A-B	0.13								
A-C	3.01								

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

QUEUE FOR STREAM B-C

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

QUEUE FOR STREAM B-A

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

QUEUE FOR STREAM C-AB

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

QUEUEING DELAY INFORMATION OVER WHOLE PERIOD

I	STREAM	I	TOTAL	I	DEMAND	I	* QUEUEING *	I	* INCLUSIVE QUEUEING *	I
I		I		I		I	* DELAY *	I	* DELAY *	I
I		I	(VEH)	I	(VEH/H)	I	(MIN)	I	(MIN)	I
I		I		I		I	(MIN/VEH)	I	(MIN/VEH)	I
I	B-C	I	34.4	I	22.9	I	3.1	I	0.09	I
I	B-A	I	49.6	I	33.0	I	7.6	I	0.15	I
I	C-AB	I	8.3	I	5.5	I	0.8	I	0.10	I
I	A-B	I	13.8	I	9.2	I		I		I
I	A-C	I	330.3	I	220.2	I		I		I
I	ALL	I	847.9	I	565.3	I	11.4	I	0.01	I

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

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

.SLOPES AND INTERCEPT

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

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

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

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

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

I	Intercept	I	Slope For	I	Opposing	I	Slope For	I	Opposing	I
I	STREAM C-B	I	STREAM	I	A-C	I	STREAM A-B	I		I
I	689.79	I		I	0.26	I		I	0.26	I

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

TRAFFIC DEMAND DATA

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

Demand set: 2017 Base & Dev PM Peak

TIME PERIOD BEGINS 16.45 AND ENDS 18.15

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

TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/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	0.15	11.07	0.013		0.01	0.01	0.2		0.09
B-A	0.40	6.56	0.062		0.06	0.07	1.0		0.16
C-AB	0.50	10.02	0.049		0.05	0.05	0.8		0.10
A-B	0.53								
A-C	5.17								

TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)
17.45-18.00									
B-C	0.12	11.39	0.011		0.01	0.01	0.2		0.09
B-A	0.33	6.94	0.048		0.07	0.05	0.8		0.15
C-AB	0.40	10.29	0.039		0.05	0.04	0.6		0.10
A-B	0.43								
A-C	4.23								

TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)
18.00-18.15									
B-C	0.10	11.62	0.009		0.01	0.01	0.1		0.09
B-A	0.28	7.22	0.038		0.05	0.04	0.6		0.14
C-AB	0.34	10.49	0.032		0.04	0.03	0.5		0.10
A-B	0.36								
A-C	3.54								

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

QUEUE FOR STREAM B-C

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

QUEUE FOR STREAM B-A

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE
17.00	0.0
17.15	0.0
17.30	0.1
17.45	0.1
18.00	0.1
18.15	0.0

QUEUE FOR STREAM C-AB

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE
17.00	0.0
17.15	0.0
17.30	0.1
17.45	0.1
18.00	0.0
18.15	0.0

QUEUEING DELAY INFORMATION OVER WHOLE PERIOD

I	STREAM	I	TOTAL DEMAND		I	* QUEUEING *		I	* INCLUSIVE QUEUEING *		I
I		I			I	* DELAY *		I	* DELAY *		I
I		I			I			I			I
I		I	(VEH)	(VEH/H)	I	(MIN)	(MIN/VEH)	I	(MIN)	(MIN/VEH)	I
I	B-C	I	11.0	I 7.3	I	1.0	I 0.09	I	1.0	I 0.09	I
I	B-A	I	30.3	I 20.2	I	4.6	I 0.15	I	4.6	I 0.15	I
I	C-AB	I	37.2	I 24.8	I	3.8	I 0.10	I	3.8	I 0.10	I
I	A-B	I	39.9	I 26.6	I		I	I		I	I
I	A-C	I	388.2	I 258.8	I		I	I		I	I
I	ALL	I	853.4	I 568.9	I	9.4	I 0.01	I	9.4	I 0.01	I

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

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

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

Printed at 17:14:41 on 26/10/2012]

QUEUEING DELAY INFORMATION OVER WHOLE PERIOD

I	STREAM	I	TOTAL	DEMAND	I	* QUEUEING *	I	* INCLUSIVE QUEUEING *	I	
I		I			I	* DELAY *	I	* DELAY *	I	
I		I			I		I		I	
I		I	(VEH)	(VEH/H)	I	(MIN)	(MIN/VEH)	I	(MIN)	(MIN/VEH)
I	B-C	I	23.4	I 15.6	I	2.4	I 0.10	I	2.4	I 0.10
I	B-A	I	6.9	I 4.6	I	1.2	I 0.18	I	1.2	I 0.18
I	C-AB	I	24.8	I 16.5	I	2.4	I 0.10	I	2.4	I 0.10
I	A-B	I	12.4	I 8.3	I			I		
I	A-C	I	283.5	I 189.0	I			I		
I	ALL	I	707.5	I 471.7	I	6.1	I 0.01	I	6.1	I 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 09:41:24 on 29/10/2012]

APPENDIX N

LINSIG Outputs

Basic Results Summary

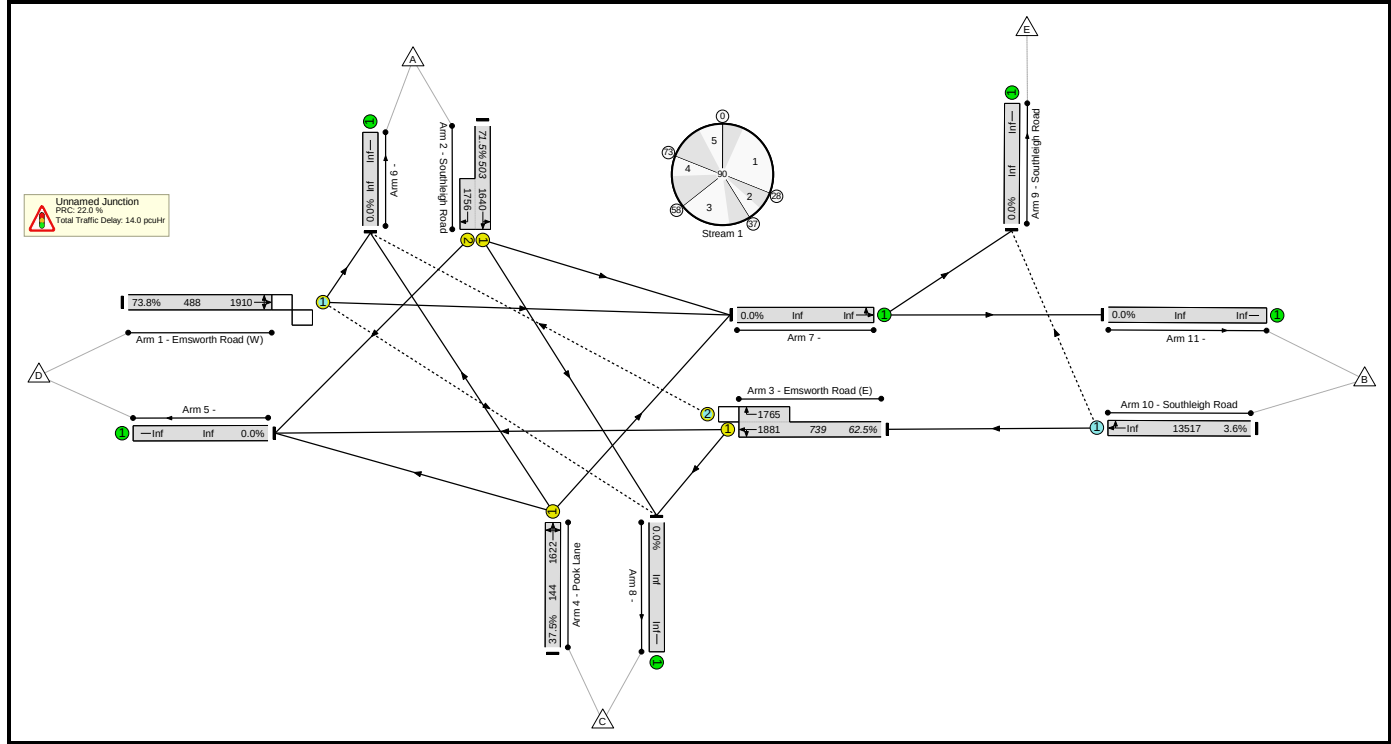
Basic Results Summary

User and Project Details

Project:	Copsey's Nursery
Title:	Existing Green Pond Corner Junction
Location:	Havant
File name:	Existing Green Pond Corner Junction.lsg3x
Author:	
Company:	Vectos
Address:	
Notes:	

Scenario 1: 'Base (2012) AM Peak' (FG1: 'Base (2012) AM Peak Traffic Flows', Plan 1: 'Network Control Plan 1')

Network Layout Diagram



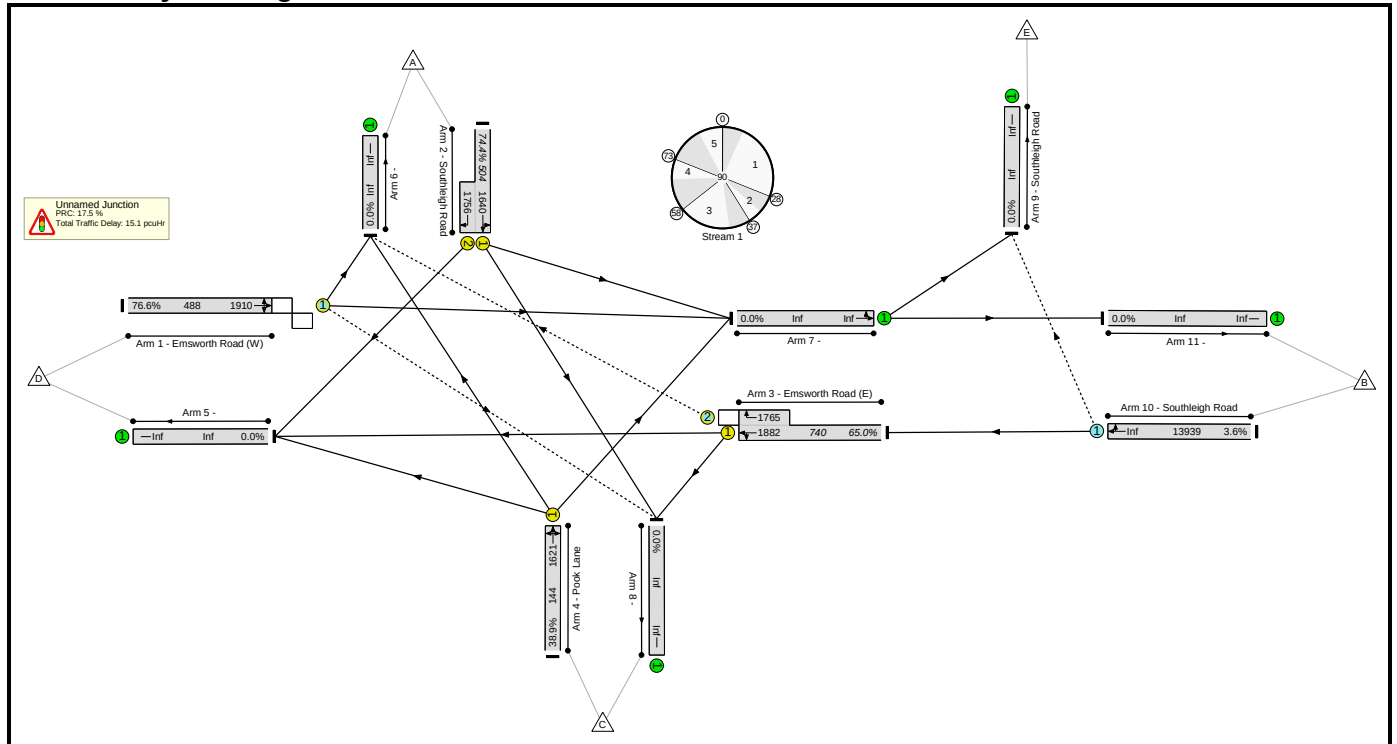
Network Results

C1	PRC for Signalled Lanes (%):	22.0	Total Delay for Signalled Lanes (pcuHr):	14.00	Cycle Time (s):	90
	PRC Over All Lanes (%):	22.0	Total Delay Over All Lanes(pcuHr):	14.02		

Basic Results Summary

Scenario 2: 'Base (2017) AM Peak' (FG2: 'Base (2017) AM Peak Traffic Flows', Plan 1: 'Network Control Plan 1')

Network Layout Diagram



Basic Results Summary

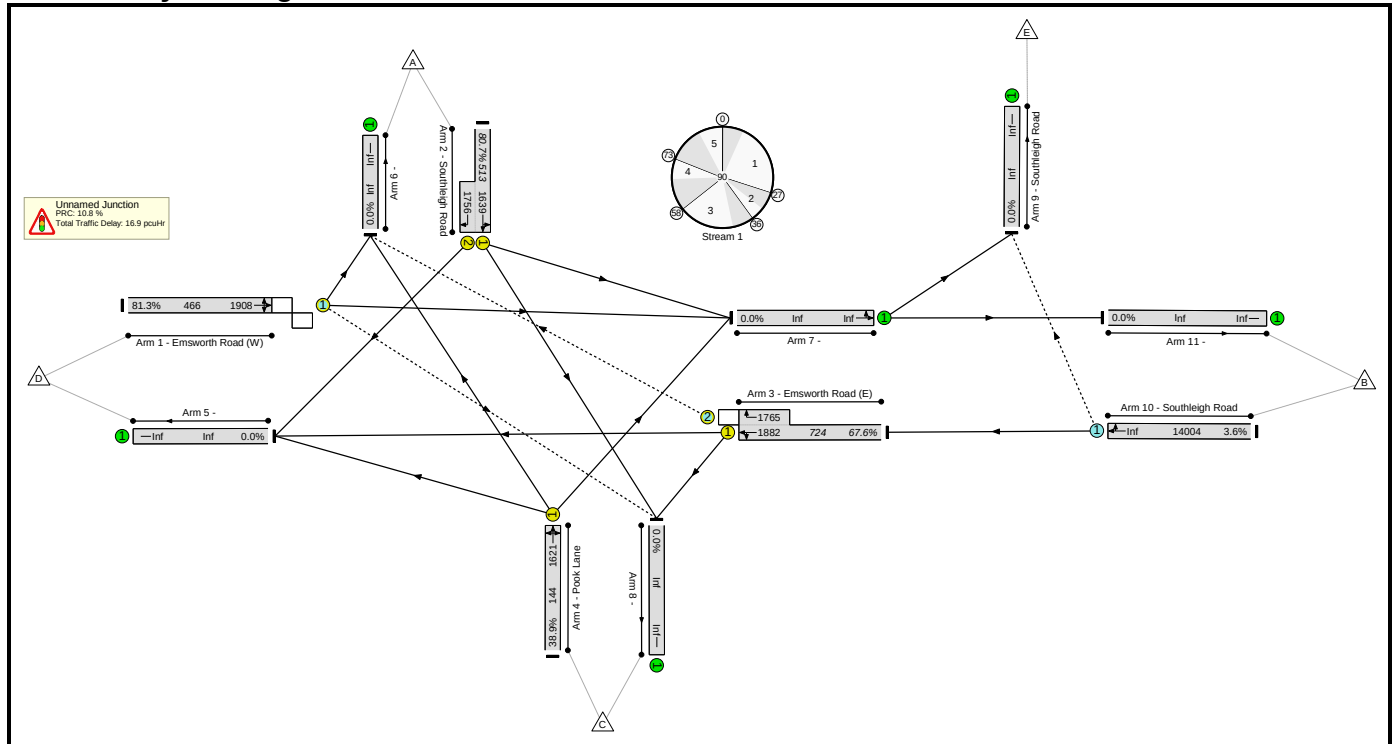
Network Results

Item	Lane Description	Lane Type	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Mean Max Queue (pcu)
Network: Existing Green Pond Corner Junction	-	-	-		-	-	-	-	-	-	76.6%	111	62	3	15.1	-	-
Unnamed Junction	-	-	-		-	-	-	-	-	-	76.6%	111	62	3	15.1	-	-
1/1	Emsworth Road (W) Left Ahead Right	O	A		1	22	-	374	1910	488	76.6%	7	0	0	4.8	46.4	10.2
2/1+2/2	Southleigh Road Right Left Ahead	U	B		1	15	-	375	1640:1756	504	74.4%	-	-	-	5.0	47.9	5.9
3/1+3/2	Emsworth Road (E) Ahead Right Left	U+O	D	C	1	31	4	481	1882:1765	740	65.0%	83	62	3	4.3	32.3	8.3
4/1	Pook Lane Left Ahead Right	U	E		1	7	-	56	1621	144	38.9%	-	-	-	0.9	59.0	1.6
10/1	Southleigh Road Ahead Right	O	-		-	-	-	502	Inf	13939	3.6%	21	0	0	0.0	0.1	0.0
C1																	
				PRC for Signalled Lanes (%):		17.5		Total Delay for Signalled Lanes (pcuHr):				15.04		Cycle Time (s): 90			
				PRC Over All Lanes (%):		17.5		Total Delay Over All Lanes(pcuHr):				15.05					

Basic Results Summary

Scenario 3: 'Base + Dev (2017) AM Peak' (FG3: 'Base + Dev (2017) AM Peak Traffic Flows', Plan 1: 'Network Control Plan 1')

Network Layout Diagram



Basic Results Summary

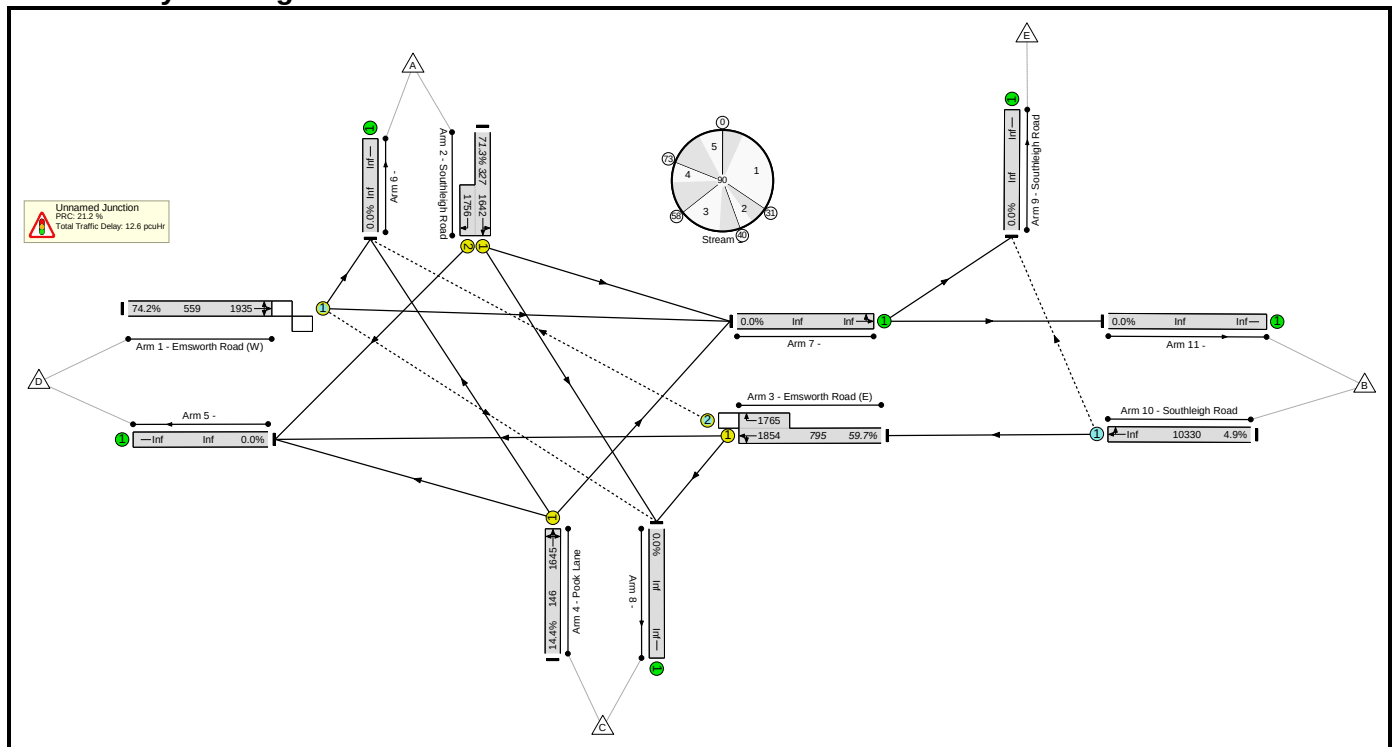
Network Results

Item	Lane Description	Lane Type	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Mean Max Queue (pcu)	
Network: Existing Green Pond Corner Junction	-	-	-		-	-	-	-	-	-	81.3%	89	91	4	16.9	-	-	
Unnamed Junction	-	-	-		-	-	-	-	-	-	81.3%	89	91	4	16.9	-	-	
1/1	Emsworth Road (W) Left Ahead Right	O	A		1	21	-	379	1908	466	81.3%	7	0	0	5.4	51.8	10.9	
2/1+2/2	Southleigh Road Right Left Ahead	U	B		1	16	-	414	1639:1756	513	80.7%	-	-	-	5.9	51.2	6.8	
3/1+3/2	Emsworth Road (E) Ahead Right Left	U+O	D	C	1	30	4	489	1882:1765	724	67.6%	62	91	3	4.6	34.1	8.7	
4/1	Pook Lane Left Ahead Right	U	E		1	7	-	56	1621	144	38.9%	-	-	-	0.9	59.0	1.6	
10/1	Southleigh Road Ahead Right	O	-		-	-	-	510	Inf	14004	3.6%	21	0	0	0.0	0.1	0.0	
C1																		
PRC for Signalled Lanes (%):							10.8	Total Delay for Signalled Lanes (pcuHr):					16.89	Cycle Time (s): 90				
PRC Over All Lanes (%):							10.8	Total Delay Over All Lanes(pcuHr):					16.91					

Basic Results Summary

Scenario 4: 'Base (2012) PM Peak' (FG4: 'Base (2012) PM Peak Traffic Flows', Plan 1: 'Network Control Plan 1')

Network Layout Diagram



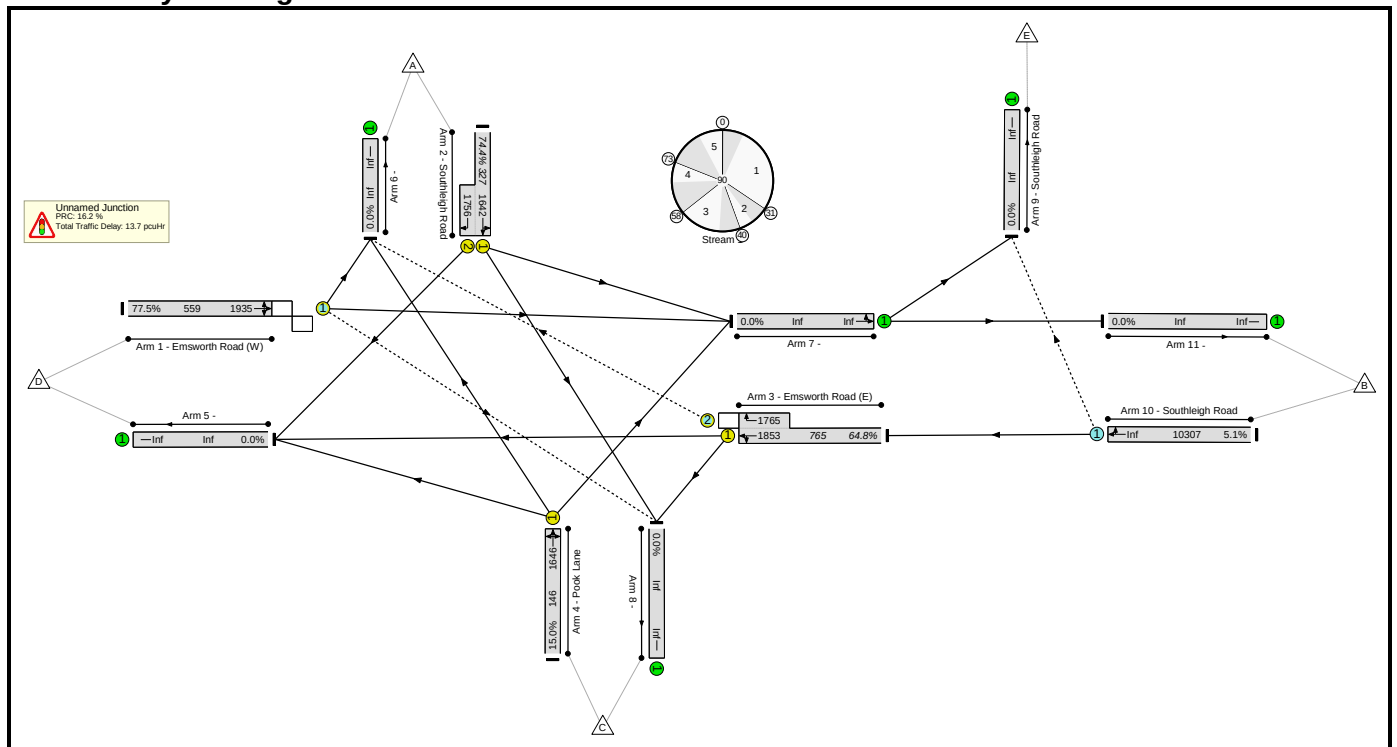
Network Results

C1	PRC for Signalled Lanes (%):	21.2	Total Delay for Signalled Lanes (pcuHr):	12.56	Cycle Time (s):	90
	PRC Over All Lanes (%):	21.2	Total Delay Over All Lanes(pcuHr):	12.59		

Basic Results Summary

Scenario 5: 'Base (2017) PM Peak' (FG5: 'Base (2017) PM Peak Traffic Flows', Plan 1: 'Network Control Plan 1')

Network Layout Diagram



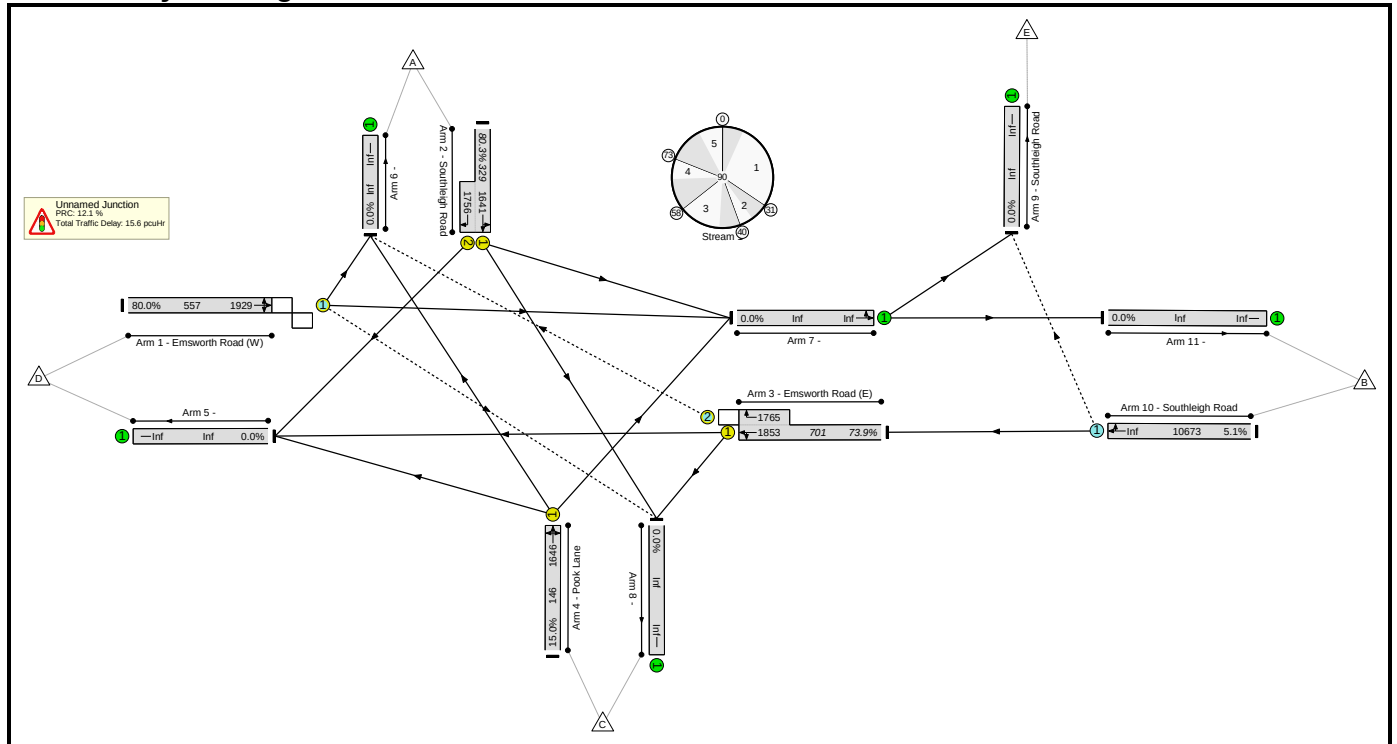
Network Results

C1	PRC for Signalled Lanes (%):	16.2	Total Delay for Signalled Lanes (pcuHr):	13.71	Cycle Time (s): 90
	PRC Over All Lanes (%):	16.2	Total Delay Over All Lanes(pcuHr):	13.74	

Basic Results Summary

Scenario 6: 'Base + Dev (2017) PM Peak' (FG6: 'Base + Dev (2017) PM Peak Traffic Flows', Plan 1: 'Network Control Plan 1')

Network Layout Diagram



Network Results

Basic Results Summary

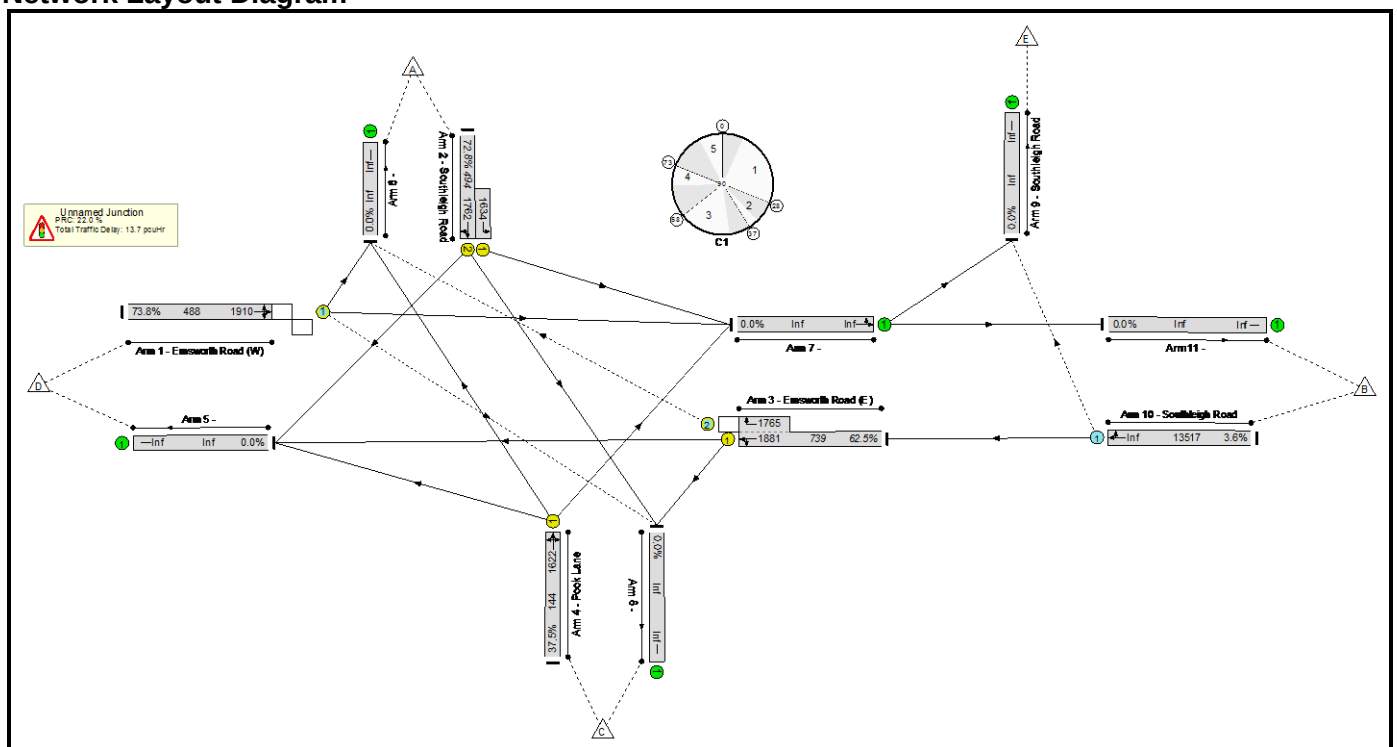
Basic Results Summary

User and Project Details

Project:	Copsey's Nursery
Title:	Existing Green Pond Corner Junction
Location:	Havant
File name:	Proposed Green Pond Corner Junction (Left Turn Filter on Southleigh Road).lsg3x
Author:	
Company:	Vectos
Address:	
Notes:	

Scenario 1: 'Base (2012) AM Peak' (FG1: 'Base (2012) AM Peak Traffic Flows', Plan 1: 'Network Control Plan 1')

Network Layout Diagram

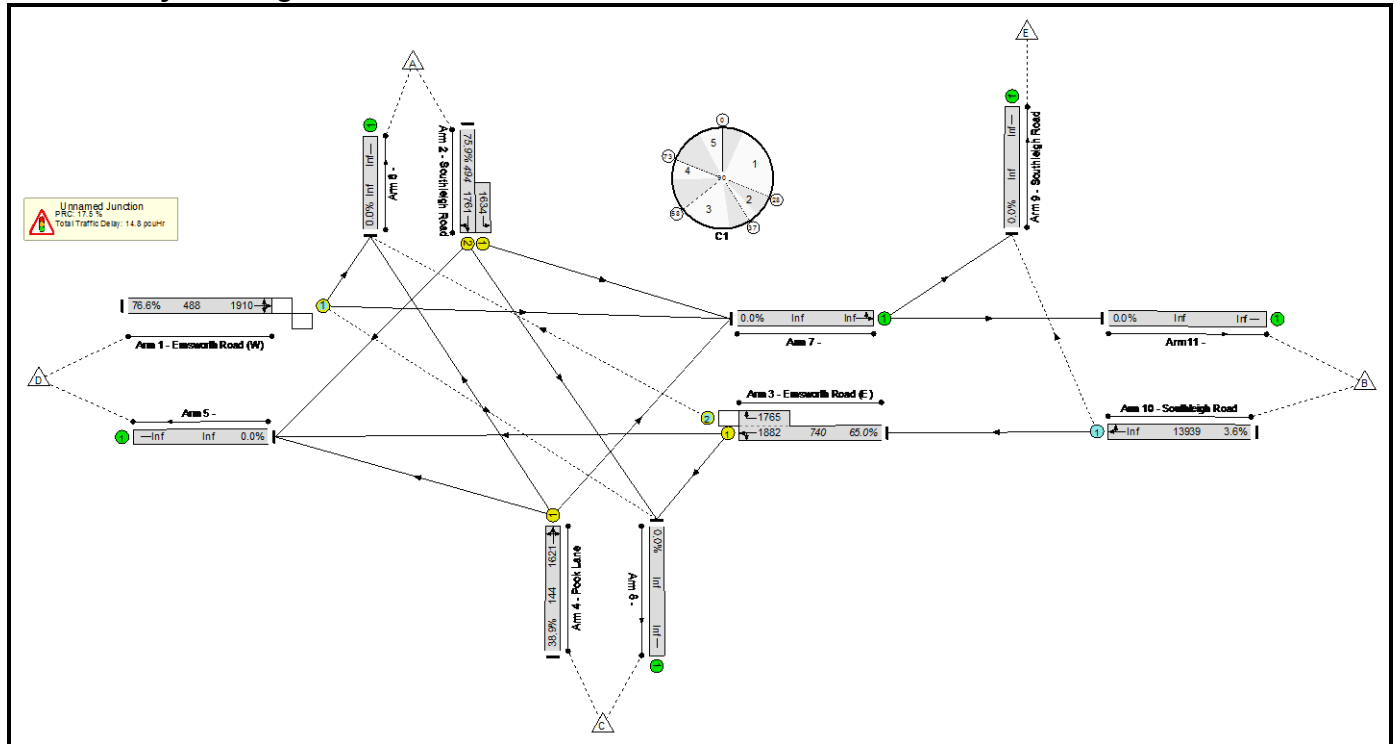


Network Results

Basic Results Summary

Scenario 2: 'Base (2017) AM Peak' (FG2: 'Base (2017) AM Peak Traffic Flows', Plan 1: 'Network Control Plan 1')

Network Layout Diagram



Basic Results Summary

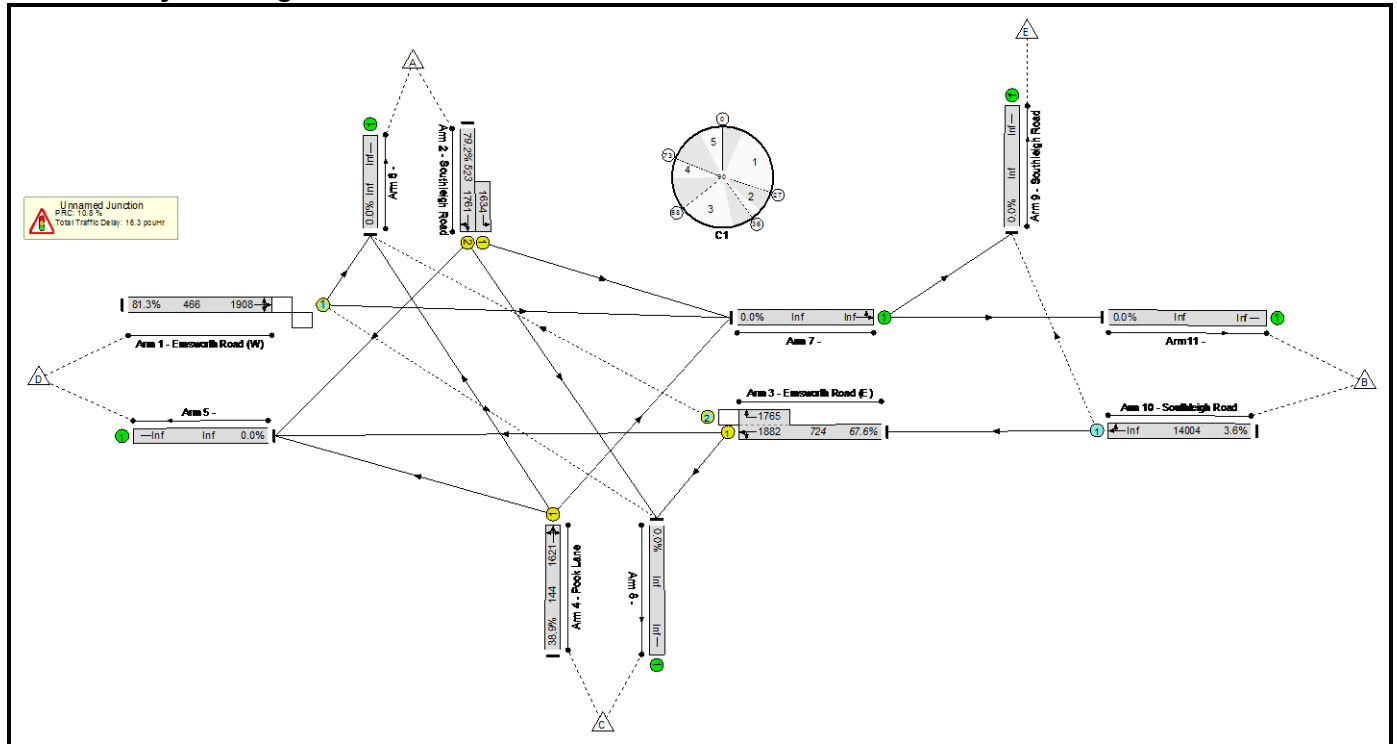
Network Results

Item	Lane Description	Lane Type	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Mean Max Queue (pcu)
Network: Existing Green Pond Corner Junction	-	-	-		-	-	-	-	-	-	76.6%	111	62	3	14.8	-	-
Unnamed Junction	-	-	-		-	-	-	-	-	-	76.6%	111	62	3	14.8	-	-
1/1	Emsworth Road (W) Left Ahead Right	O	A		1	22	-	374	1910	488	76.6%	7	0	0	4.8	46.4	10.2
2/2+2/1	Southleigh Road Right Left Ahead	U	B	I	1	15:24	9	375	1761:1634	494	75.9%	-	-	-	4.7	45.3	6.1
3/1+3/2	Emsworth Road (E) Ahead Right Left	U+O	D	C	1	31	4	481	1882:1765	740	65.0%	83	62	3	4.3	32.3	8.3
4/1	Pook Lane Left Ahead Right	U	E		1	7	-	56	1621	144	38.9%	-	-	-	0.9	59.0	1.6
10/1	Southleigh Road Ahead Right	O	-		-	-	-	502	Inf	13939	3.6%	21	0	0	0.0	0.1	0.0
C1																	
				PRC for Signalled Lanes (%):		17.5		Total Delay for Signalled Lanes (pcuHr):				14.76		Cycle Time (s): 90			
				PRC Over All Lanes (%):		17.5		Total Delay Over All Lanes(pcuHr):				14.78					

Basic Results Summary

Scenario 3: 'Base + Dev (2017) AM Peak' (FG3: 'Base + Dev (2017) AM Peak Traffic Flows', Plan 1: 'Network Control Plan 1')

Network Layout Diagram



Basic Results Summary

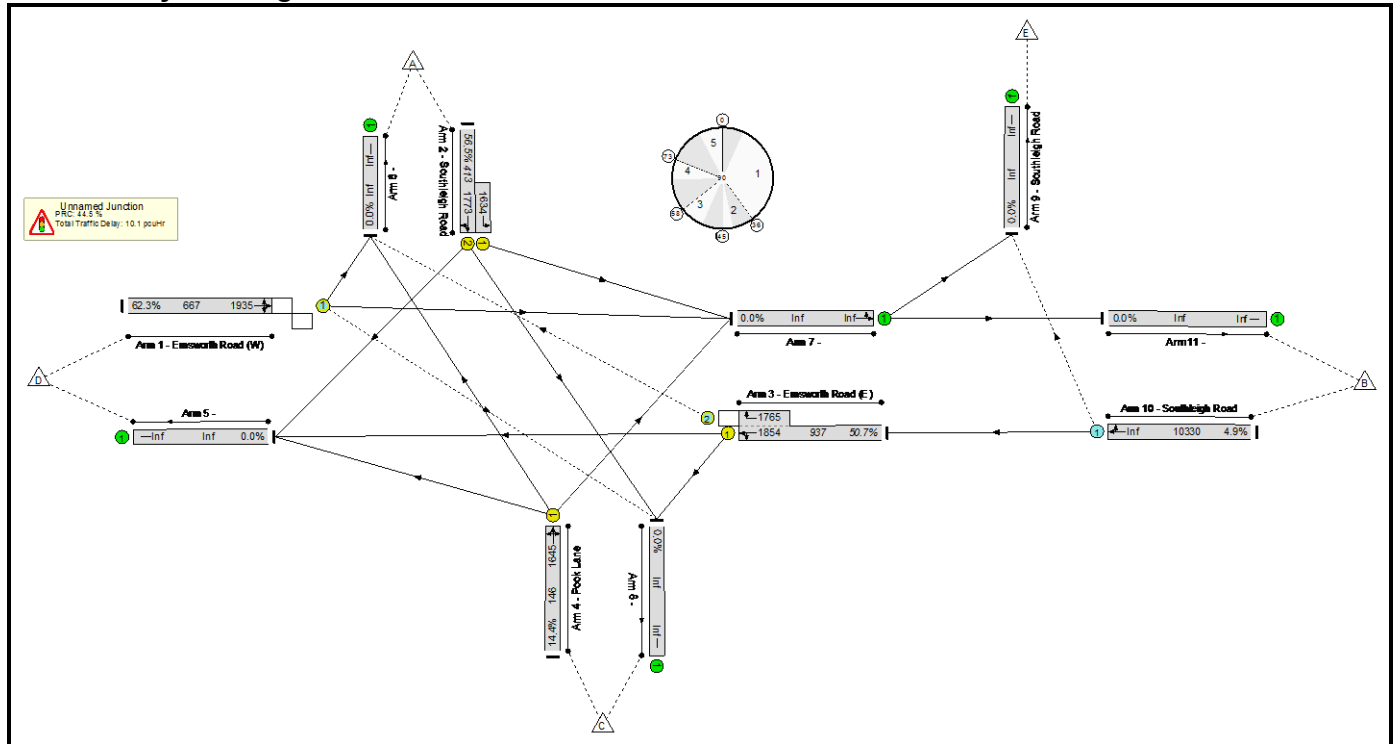
Network Results

Item	Lane Description	Lane Type	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Mean Max Queue (pcu)
Network: Existing Green Pond Corner Junction	-	-	-		-	-	-	-	-	-	81.3%	89	91	4	16.3	-	-
Unnamed Junction	-	-	-		-	-	-	-	-	-	81.3%	89	91	4	16.3	-	-
1/1	Emsworth Road (W) Left Ahead Right	O	A		1	21	-	379	1908	466	81.3%	7	0	0	5.4	51.8	10.9
2/2+2/1	Southleigh Road Right Left Ahead	U	B	I	1	16:25	9	414	1761:1634	523	79.2%	-	-	-	5.3	45.9	6.7
3/1+3/2	Emsworth Road (E) Ahead Right Left	U+O	D	C	1	30	4	489	1882:1765	724	67.6%	62	91	3	4.6	34.1	8.7
4/1	Pook Lane Left Ahead Right	U	E		1	7	-	56	1621	144	38.9%	-	-	-	0.9	59.0	1.6
10/1	Southleigh Road Ahead Right	O	-		-	-	-	510	Inf	14004	3.6%	21	0	0	0.0	0.1	0.0
C1																	

Basic Results Summary

Scenario 4: 'Base (2012) PM Peak' (FG4: 'Base (2012) PM Peak Traffic Flows', Plan 1: 'Network Control Plan 1')

Network Layout Diagram



Basic Results Summary

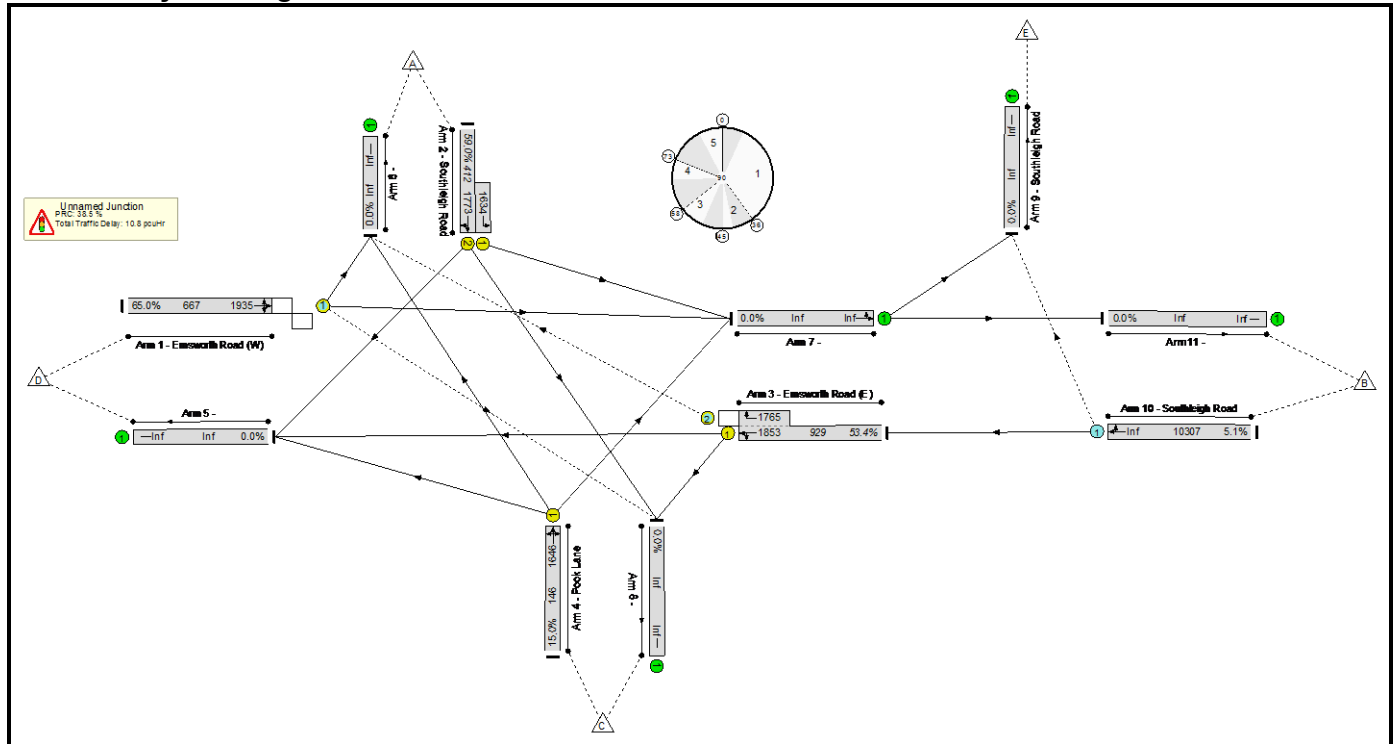
Network Results

Item	Lane Description	Lane Type	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Mean Max Queue (pcu)
Network: Existing Green Pond Corner Junction	-	-	-		-	-	-	-	-	-	62.3%	217	15	5	10.1	-	-
Unnamed Junction	-	-	-		-	-	-	-	-	-	62.3%	217	15	5	10.1	-	-
1/1	Emsworth Road (W) Left Ahead Right	O	A		1	30	-	415	1935	667	62.3%	19	0	0	3.7	31.8	9.5
2/2+2/1	Southleigh Road Right Left Ahead	U	B	I	1	7:16	9	233	1773:1634	413	56.5%	-	-	-	2.9	44.8	4.1
3/1+3/2	Emsworth Road (E) Ahead Right Left	U+O	D	C	1	39	4	475	1854:1765	937	50.7%	170	15	4	3.2	24.1	5.2
4/1	Pook Lane Left Ahead Right	U	E		1	7	-	21	1645	146	14.4%	-	-	-	0.3	52.2	0.6
10/1	Southleigh Road Ahead Right	O	-		-	-	-	503	Inf	10330	4.9%	28	0	0	0.0	0.2	0.0
C1																	
PRC for Signalled Lanes (%):							44.5	Total Delay for Signalled Lanes (pcuHr):					10.06	Cycle Time (s): 90			
PRC Over All Lanes (%):							44.5	Total Delay Over All Lanes(pcuHr):					10.08				

Basic Results Summary

Scenario 5: 'Base (2017) PM Peak' (FG5: 'Base (2017) PM Peak Traffic Flows', Plan 1: 'Network Control Plan 1')

Network Layout Diagram

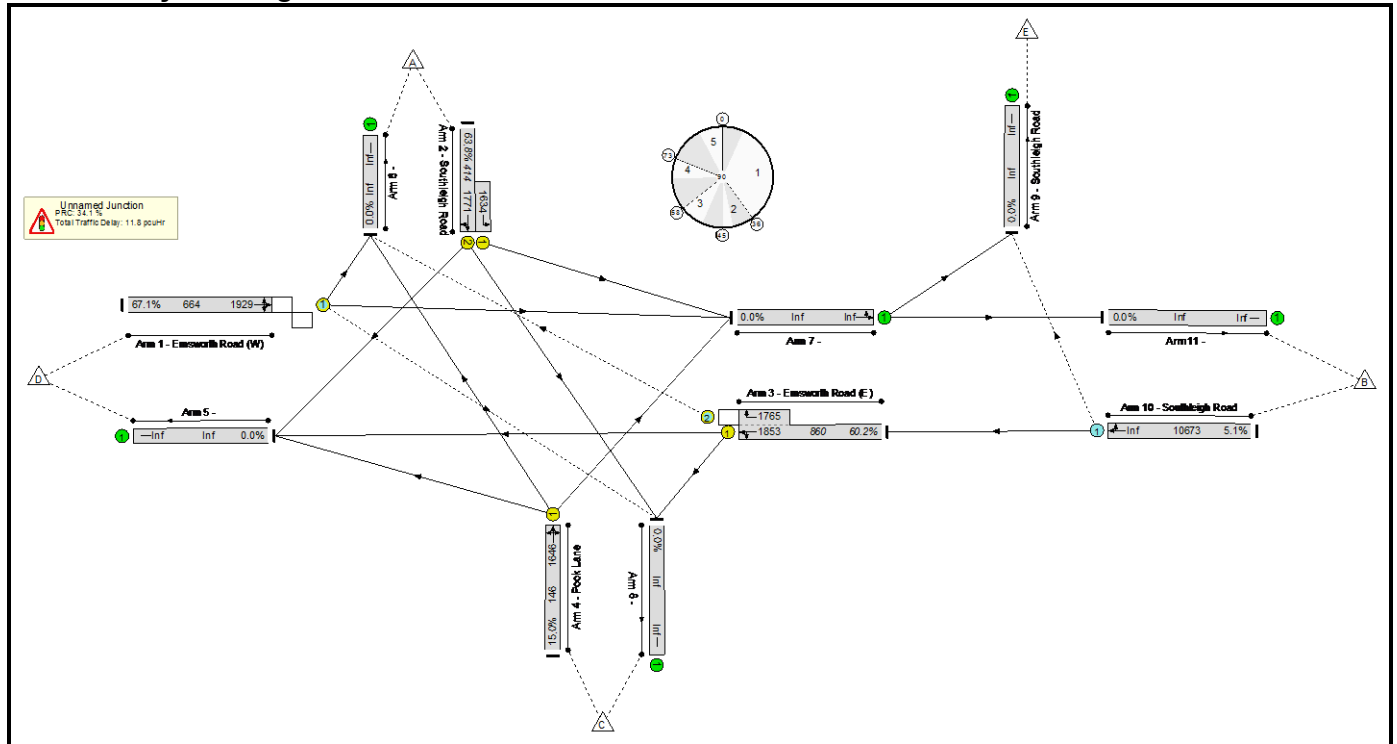


Network Results

Basic Results Summary

Scenario 6: 'Base + Dev (2017) PM Peak' (FG6: 'Base + Dev (2017) PM Peak Traffic Flows', Plan 1: 'Network Control Plan 1')

Network Layout Diagram



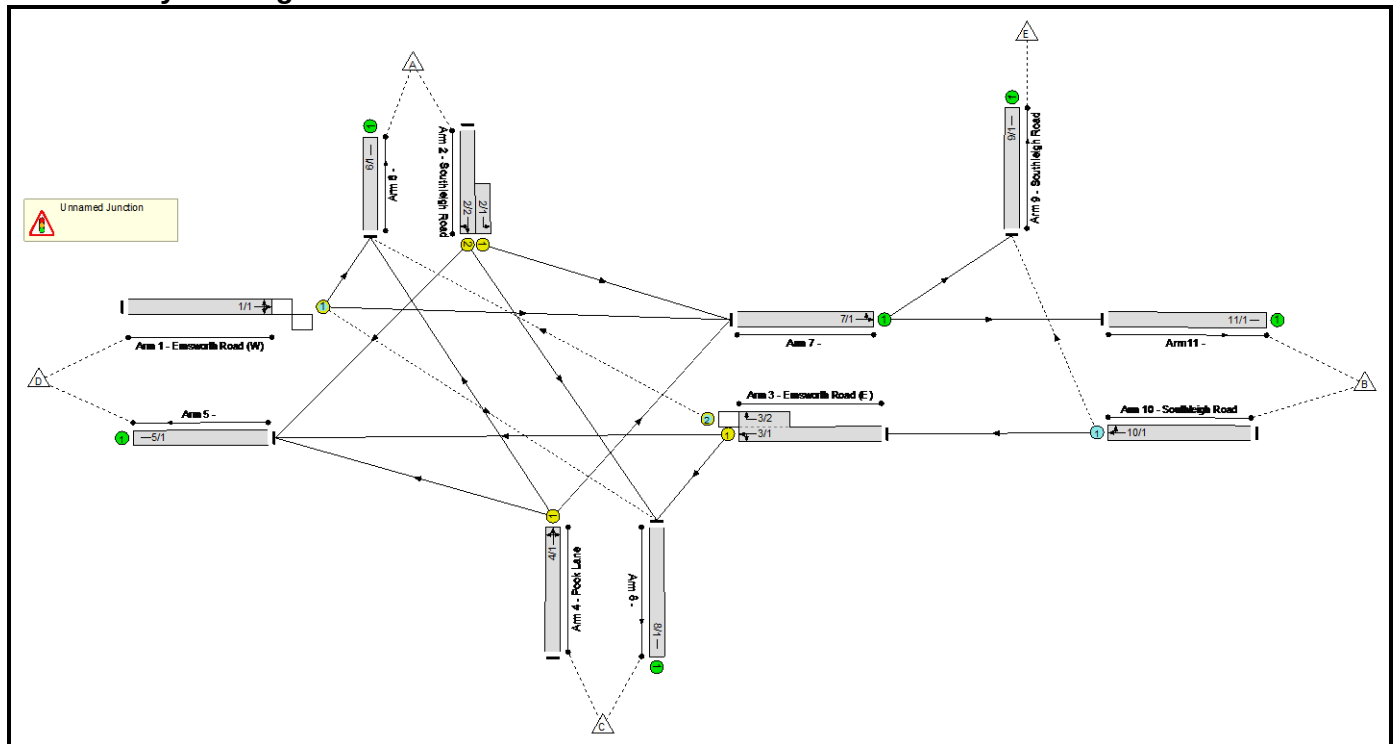
Network Results

Full Input Data And Results

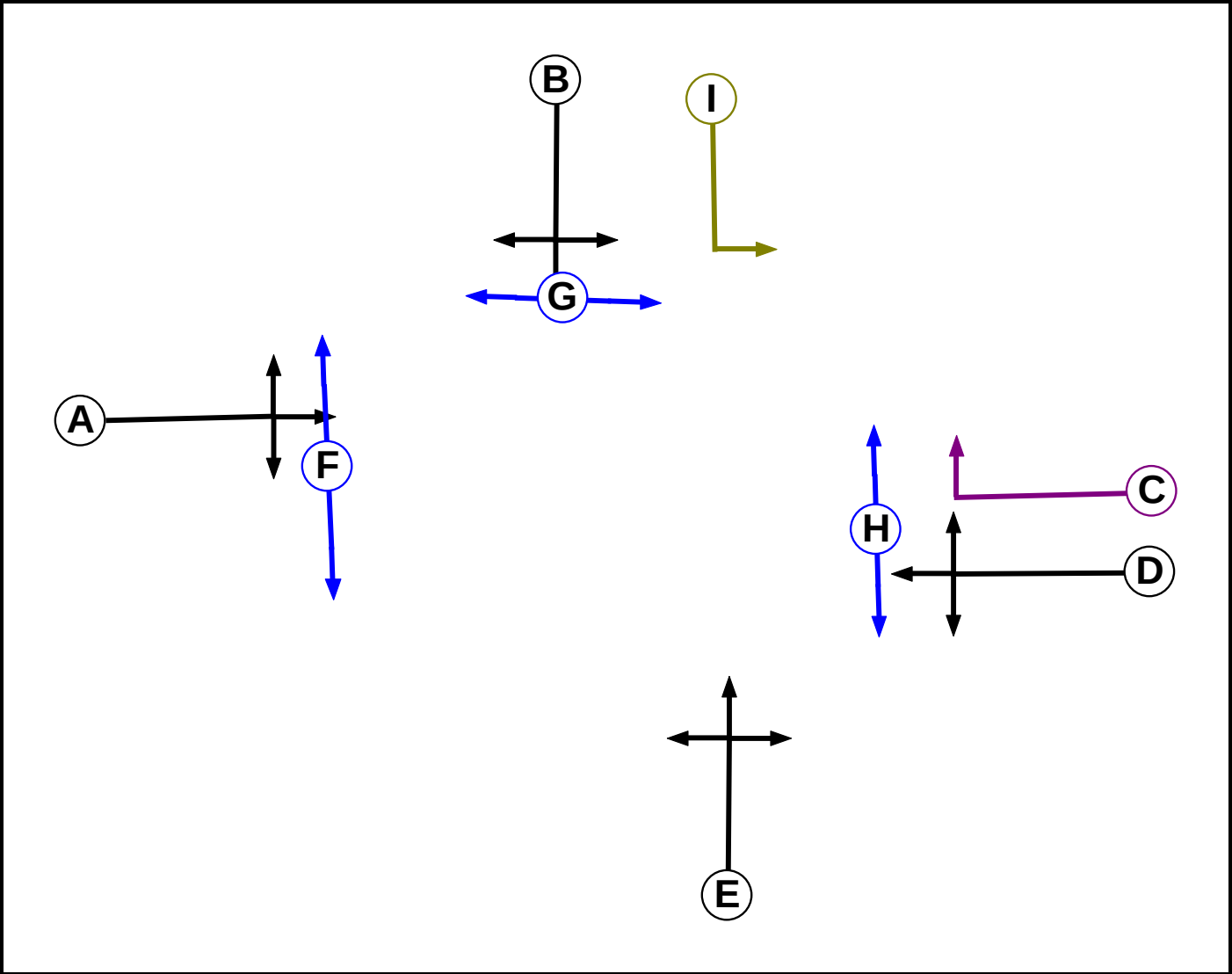
User and Project Details

Project:	Copsey's Nursery
Title:	Existing Green Pond Corner Junction
Location:	Havant
File name:	Proposed Green Pond Corner Junction (Left Turn Filter on Southleigh Road).lsg3x
Author:	
Company:	Vectos
Address:	
Notes:	

Network Layout Diagram



Phase Diagram



Phase Input Data

Phase Name	Phase Type	Assoc. Phase	Street Min	Cont Min
A	Traffic		7	7
B	Traffic		7	7
C	Ind. Arrow	D	4	4
D	Traffic		7	7
E	Traffic		7	7
F	Pedestrian		6	6
G	Pedestrian		6	6
H	Pedestrian		6	6
I	Filter	B	4	0

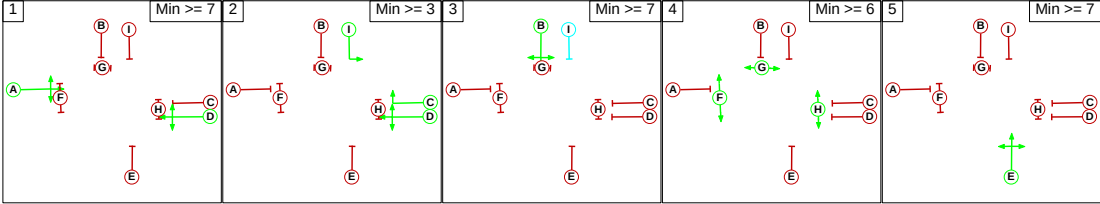
Phase Intergreens Matrix

Terminating Phase	Starting Phase									
		A	B	C	D	E	F	G	H	I
	A		6	5	-	6	9	9	9	6
	B	6		6	6	6	9	9	9	-
	C	5	5		-	5	9	9	9	-
	D	-	6	-		6	9	9	9	-
	E	6	6	6	6		9	9	9	6
	F	10	10	10	10	10		-	-	-
	G	10	10	10	10	10	-		-	10
	H	10	10	10	10	10	-	-		10
	I	-	-	-	-	-	-	5	8	

Phases in Stage

Stage No.	Phases in Stage
1	A D
2	C D I
3	B
4	F G H
5	E

Stage Diagram



Phase Delays

Term. Stage	Start Stage	Phase	Type	Value	Cont value
There are no Phase Delays defined					

Prohibited Stage Change

From Stage	To Stage					
	1	2	3	4	5	
	1		6	6	9	6
	2	X		6	X	X
	3	6	6		9	6
	4	10	10	10		10
	5	6	6	6	9	

Full Input Data And Results

Give-Way Lane Input Data

Junction: Unnamed Junction											
Lane	Movement	Max Flow when Giving Way (PCU/Hr)	Min Flow when Giving Way (PCU/Hr)	Opposing Lane	Opp. Lane Coeff.	Opp. Mvmnts.	Right Turn Storage (PCU)	Non-Blocking Storage (PCU)	RTF	Right Turn Move up (s)	Max Turns in Intergreen (PCU)
1/1 (Emsworth Road (W))	8/1 (Right)	1439	0	3/1	1.09	All	4.00	2.00	0.50	4	2.00
3/2 (Emsworth Road (E))	6/1 (Right)	1439	0	1/1	1.09	All	2.00	-	0.50	2	2.00
10/1 (Southleigh Road)	9/1 (Right)	703	0	7/1	0.27	All	-	-	-	-	-

Lane Input Data

Junction: Unnamed Junction												
Lane	Lane Type	Phases	Start Disp.	End Disp.	Physical Length (PCU)	Sat Flow Type	Def User Saturation Flow (PCU/Hr)	Lane Width (m)	Gradient	Nearside Lane	Turns	Turning Radius (m)
1/1 (Emsworth Road (W))	O	A	2	3	60.0	Geom	-	4.00	0.00	Y	Arm 6 Left	10.00
											Arm 7 Ahead	Inf
											Arm 8 Right	8.00
2/1 (Southleigh Road)	U	B I	2	3	5.0	Geom	-	2.64	0.00	Y	Arm 7 Left	10.00
2/2 (Southleigh Road)	U	B	2	3	60.0	Geom	-	2.64	0.00	N	Arm 5 Right	10.00
											Arm 8 Ahead	Inf
3/1 (Emsworth Road (E))	U	D	2	3	60.0	Geom	-	2.75	0.00	Y	Arm 5 Ahead	Inf
											Arm 8 Left	8.00
3/2 (Emsworth Road (E))	O	D C	2	3	5.0	Geom	-	2.75	0.00	N	Arm 6 Right	10.00
4/1 (Pook Lane)	U	E	2	3	60.0	Geom	-	3.00	0.00	Y	Arm 5 Left	6.00
											Arm 6 Ahead	Inf
											Arm 7 Right	10.00
5/1	U		2	3	60.0	Inf	-	-	-	-	-	-
6/1	U		2	3	60.0	Inf	-	-	-	-	-	-
7/1	U		2	3	60.0	Inf	-	-	-	-	-	-
8/1	U		2	3	60.0	Inf	-	-	-	-	-	-
9/1 (Southleigh Road)	U		2	3	60.0	Inf	-	-	-	-	-	-
10/1 (Southleigh Road)	O		2	3	60.0	Inf	-	-	-	-	-	-
11/1	U		2	3	60.0	Inf	-	-	-	-	-	-

Full Input Data And Results

Traffic Flow Groups

Flow Group	Start Time	End Time	Duration	Formula
1: 'Base (2012) AM Peak Traffic Flows'	08:00	09:00	01:00	
2: 'Base (2017) AM Peak Traffic Flows'	08:00	09:00	01:00	
3: 'Base + Dev (2017) AM Peak Traffic Flows'	07:45	08:45	01:00	
4: 'Base (2012) PM Peak Traffic Flows'	16:45	17:45	01:00	
5: 'Base (2017) PM Peak Traffic Flows'	16:45	17:45	01:00	
6: 'Base + Dev (2017) PM Peak Traffic Flows'	16:45	17:45	01:00	

Scenario 1: 'Base (2012) AM Peak' (FG1: 'Base (2012) AM Peak Traffic Flows', Plan 1: 'Network Control Plan 1') Traffic Flows, Desired

Desired Flow :

	Destination						
		A	B	C	D	E	Tot.
Origin	A	0	171	5	184	0	360
	B	142	0	8	312	21	483
	C	5	25	0	24	0	54
	D	123	224	7	0	6	360
	E	0	0	0	0	0	0
	Tot.	270	420	20	520	27	1257

Traffic Lane Flows

Lane	Scenario 1: Base (2012) AM Peak
Junction: Unnamed Junction	
1/1	360
2/1 (short)	171
2/2 (with short)	360(In) 189(Out)
3/1 (with short)	462(In) 320(Out)
3/2 (short)	142
4/1	54
5/1	520
6/1	270
7/1	426
8/1	20
9/1	27
10/1	483
11/1	420

Lane Saturation Flows

Junction: Unnamed Junction								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
1/1 (Emsworth Road (W))	4.00	0.00	Y	Arm 6 Left	10.00	34.2 %	1910	1910
				Arm 7 Ahead	Inf	63.9 %		
				Arm 8 Right	8.00	1.9 %		
2/1 (Southleigh Road)	2.64	0.00	Y	Arm 7 Left	10.00	100.0 %	1634	1634
2/2 (Southleigh Road)	2.64	0.00	N	Arm 5 Right	10.00	97.4 %	1762	1762
				Arm 8 Ahead	Inf	2.6 %		
3/1 (Emsworth Road (E))	2.75	0.00	Y	Arm 5 Ahead	Inf	97.5 %	1881	1881
				Arm 8 Left	8.00	2.5 %		
3/2 (Emsworth Road (E))	2.75	0.00	N	Arm 6 Right	10.00	100.0 %	1765	1765
4/1 (Pook Lane)	3.00	0.00	Y	Arm 5 Left	6.00	44.4 %	1622	1622
				Arm 6 Ahead	Inf	9.3 %		
				Arm 7 Right	10.00	46.3 %		
5/1	Infinite Saturation Flow						Inf	Inf
6/1	Infinite Saturation Flow						Inf	Inf
7/1	Infinite Saturation Flow						Inf	Inf
8/1	Infinite Saturation Flow						Inf	Inf
9/1 (Southleigh Road Lane 1)	Infinite Saturation Flow						Inf	Inf
10/1 (Southleigh Road Lane 1)	Infinite Saturation Flow						Inf	Inf
11/1	Infinite Saturation Flow						Inf	Inf

Scenario 2: 'Base (2017) AM Peak' (FG2: 'Base (2017) AM Peak Traffic Flows', Plan 1: 'Network Control Plan 1')
Traffic Flows, Desired
Desired Flow :

	Destination						
		A	B	C	D	E	Tot.
Origin	A	0	178	5	192	0	375
	B	148	0	8	325	21	502
	C	5	26	0	25	0	56
	D	128	233	7	0	6	374
	E	0	0	0	0	0	0
	Tot.	281	437	20	542	27	1307

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 2: Base (2017) AM Peak
Junction: Unnamed Junction	
1/1	374
2/1 (short)	178
2/2 (with short)	375(In) 197(Out)
3/1 (with short)	481(In) 333(Out)
3/2 (short)	148
4/1	56
5/1	542
6/1	281
7/1	443
8/1	20
9/1	27
10/1	502
11/1	437

Lane Saturation Flows

Junction: Unnamed Junction								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
1/1 (Emsworth Road (W))	4.00	0.00	Y	Arm 6 Left	10.00	34.2 %	1910	1910
				Arm 7 Ahead	Inf	63.9 %		
				Arm 8 Right	8.00	1.9 %		
2/1 (Southleigh Road)	2.64	0.00	Y	Arm 7 Left	10.00	100.0 %	1634	1634
2/2 (Southleigh Road)	2.64	0.00	N	Arm 5 Right	10.00	97.5 %	1761	1761
				Arm 8 Ahead	Inf	2.5 %		
3/1 (Emsworth Road (E))	2.75	0.00	Y	Arm 5 Ahead	Inf	97.6 %	1882	1882
				Arm 8 Left	8.00	2.4 %		
3/2 (Emsworth Road (E))	2.75	0.00	N	Arm 6 Right	10.00	100.0 %	1765	1765
4/1 (Pook Lane)	3.00	0.00	Y	Arm 5 Left	6.00	44.6 %	1621	1621
				Arm 6 Ahead	Inf	8.9 %		
				Arm 7 Right	10.00	46.4 %		
5/1	Infinite Saturation Flow						Inf	Inf
6/1	Infinite Saturation Flow						Inf	Inf
7/1	Infinite Saturation Flow						Inf	Inf
8/1	Infinite Saturation Flow						Inf	Inf
9/1 (Southleigh Road Lane 1)	Infinite Saturation Flow						Inf	Inf
10/1 (Southleigh Road Lane 1)	Infinite Saturation Flow						Inf	Inf
11/1	Infinite Saturation Flow						Inf	Inf

Scenario 3: 'Base + Dev (2017) AM Peak' (FG3: 'Base + Dev (2017) AM Peak Traffic Flows', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired**Desired Flow :**

	Destination						
		A	B	C	D	E	Tot.
Origin	A	0	202	5	207	0	414
	B	156	0	8	325	21	510
	C	5	26	0	25	0	56
	D	133	233	7	0	6	379
	E	0	0	0	0	0	0
	Tot.	294	461	20	557	27	1359

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 3: Base + Dev (2017) AM Peak
Junction: Unnamed Junction	
1/1	379
2/1 (short)	202
2/2 (with short)	414(In) 212(Out)
3/1 (with short)	489(In) 333(Out)
3/2 (short)	156
4/1	56
5/1	557
6/1	294
7/1	467
8/1	20
9/1	27
10/1	510
11/1	461

Lane Saturation Flows

Junction: Unnamed Junction								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
1/1 (Emsworth Road (W))	4.00	0.00	Y	Arm 6 Left	10.00	35.1 %	1908	1908
				Arm 7 Ahead	Inf	63.1 %		
				Arm 8 Right	8.00	1.8 %		
2/1 (Southleigh Road)	2.64	0.00	Y	Arm 7 Left	10.00	100.0 %	1634	1634
2/2 (Southleigh Road)	2.64	0.00	N	Arm 5 Right	10.00	97.6 %	1761	1761
				Arm 8 Ahead	Inf	2.4 %		
3/1 (Emsworth Road (E))	2.75	0.00	Y	Arm 5 Ahead	Inf	97.6 %	1882	1882
				Arm 8 Left	8.00	2.4 %		
3/2 (Emsworth Road (E))	2.75	0.00	N	Arm 6 Right	10.00	100.0 %	1765	1765
4/1 (Pook Lane)	3.00	0.00	Y	Arm 5 Left	6.00	44.6 %	1621	1621
				Arm 6 Ahead	Inf	8.9 %		
				Arm 7 Right	10.00	46.4 %		
5/1	Infinite Saturation Flow						Inf	Inf
6/1	Infinite Saturation Flow						Inf	Inf
7/1	Infinite Saturation Flow						Inf	Inf
8/1	Infinite Saturation Flow						Inf	Inf
9/1 (Southleigh Road Lane 1)	Infinite Saturation Flow						Inf	Inf
10/1 (Southleigh Road Lane 1)	Infinite Saturation Flow						Inf	Inf
11/1	Infinite Saturation Flow						Inf	Inf

Scenario 4: 'Base (2012) PM Peak' (FG4: 'Base (2012) PM Peak Traffic Flows', Plan 1: 'Network Control Plan 1')
Traffic Flows, Desired
Desired Flow :

	Destination						
		A	B	C	D	E	Tot.
Origin	A	0	155	6	72	0	233
	B	189	0	30	256	28	503
	C	2	13	0	6	0	21
	D	91	297	19	0	8	415
	E	0	0	0	0	0	0
	Tot.	282	465	55	334	36	1172

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 4: Base (2012) PM Peak
Junction: Unnamed Junction	
1/1	415
2/1 (short)	155
2/2 (with short)	233(In) 78(Out)
3/1 (with short)	475(In) 286(Out)
3/2 (short)	189
4/1	21
5/1	334
6/1	282
7/1	473
8/1	55
9/1	36
10/1	503
11/1	465

Lane Saturation Flows

Junction: Unnamed Junction								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
1/1 (Emsworth Road (W))	4.00	0.00	Y	Arm 6 Left	10.00	21.9 %	1935	1935
				Arm 7 Ahead	Inf	73.5 %		
				Arm 8 Right	8.00	4.6 %		
2/1 (Southleigh Road)	2.64	0.00	Y	Arm 7 Left	10.00	100.0 %	1634	1634
2/2 (Southleigh Road)	2.64	0.00	N	Arm 5 Right	10.00	92.3 %	1773	1773
				Arm 8 Ahead	Inf	7.7 %		
3/1 (Emsworth Road (E))	2.75	0.00	Y	Arm 5 Ahead	Inf	89.5 %	1854	1854
				Arm 8 Left	8.00	10.5 %		
3/2 (Emsworth Road (E))	2.75	0.00	N	Arm 6 Right	10.00	100.0 %	1765	1765
4/1 (Pook Lane)	3.00	0.00	Y	Arm 5 Left	6.00	28.6 %	1645	1645
				Arm 6 Ahead	Inf	9.5 %		
				Arm 7 Right	10.00	61.9 %		
5/1	Infinite Saturation Flow						Inf	Inf
6/1	Infinite Saturation Flow						Inf	Inf
7/1	Infinite Saturation Flow						Inf	Inf
8/1	Infinite Saturation Flow						Inf	Inf
9/1 (Southleigh Road Lane 1)	Infinite Saturation Flow						Inf	Inf
10/1 (Southleigh Road Lane 1)	Infinite Saturation Flow						Inf	Inf
11/1	Infinite Saturation Flow						Inf	Inf

Scenario 5: 'Base (2017) PM Peak' (FG5: 'Base (2017) PM Peak Traffic Flows', Plan 1: 'Network Control Plan 1')
Traffic Flows, Desired
Desired Flow :

	Destination						
		A	B	C	D	E	Tot.
Origin	A	0	162	6	75	0	243
	B	197	0	32	267	29	525
	C	2	14	0	6	0	22
	D	95	310	20	0	8	433
	E	0	0	0	0	0	0
	Tot.	294	486	58	348	37	1223

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 5: Base (2017) PM Peak
Junction: Unnamed Junction	
1/1	433
2/1 (short)	162
2/2 (with short)	243(In) 81(Out)
3/1 (with short)	496(In) 299(Out)
3/2 (short)	197
4/1	22
5/1	348
6/1	294
7/1	494
8/1	58
9/1	37
10/1	525
11/1	486

Lane Saturation Flows

Junction: Unnamed Junction								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
1/1 (Emsworth Road (W))	4.00	0.00	Y	Arm 6 Left	10.00	21.9 %	1935	1935
				Arm 7 Ahead	Inf	73.4 %		
				Arm 8 Right	8.00	4.6 %		
2/1 (Southleigh Road)	2.64	0.00	Y	Arm 7 Left	10.00	100.0 %	1634	1634
2/2 (Southleigh Road)	2.64	0.00	N	Arm 5 Right	10.00	92.6 %	1773	1773
				Arm 8 Ahead	Inf	7.4 %		
3/1 (Emsworth Road (E))	2.75	0.00	Y	Arm 5 Ahead	Inf	89.3 %	1853	1853
				Arm 8 Left	8.00	10.7 %		
3/2 (Emsworth Road (E))	2.75	0.00	N	Arm 6 Right	10.00	100.0 %	1765	1765
4/1 (Pook Lane)	3.00	0.00	Y	Arm 5 Left	6.00	27.3 %	1646	1646
				Arm 6 Ahead	Inf	9.1 %		
				Arm 7 Right	10.00	63.6 %		
5/1	Infinite Saturation Flow						Inf	Inf
6/1	Infinite Saturation Flow						Inf	Inf
7/1	Infinite Saturation Flow						Inf	Inf
8/1	Infinite Saturation Flow						Inf	Inf
9/1 (Southleigh Road Lane 1)	Infinite Saturation Flow						Inf	Inf
10/1 (Southleigh Road Lane 1)	Infinite Saturation Flow						Inf	Inf
11/1	Infinite Saturation Flow						Inf	Inf

Scenario 6: 'Base + Dev (2017) PM Peak' (FG6: 'Base + Dev (2017) PM Peak Traffic Flows', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired**Desired Flow :**

	Destination						
		A	B	C	D	E	Tot.
Origin	A	0	175	6	83	0	264
	B	219	0	32	267	29	547
	C	2	14	0	6	0	22
	D	108	310	20	0	8	446
	E	0	0	0	0	0	0
	Tot.	329	499	58	356	37	1279

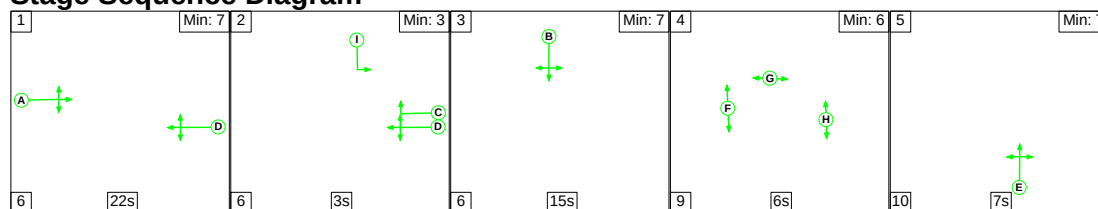
Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 6: Base + Dev (2017) PM Peak
Junction: Unnamed Junction	
1/1	446
2/1 (short)	175
2/2 (with short)	264(In) 89(Out)
3/1 (with short)	518(In) 299(Out)
3/2 (short)	219
4/1	22
5/1	356
6/1	329
7/1	507
8/1	58
9/1	37
10/1	547
11/1	499

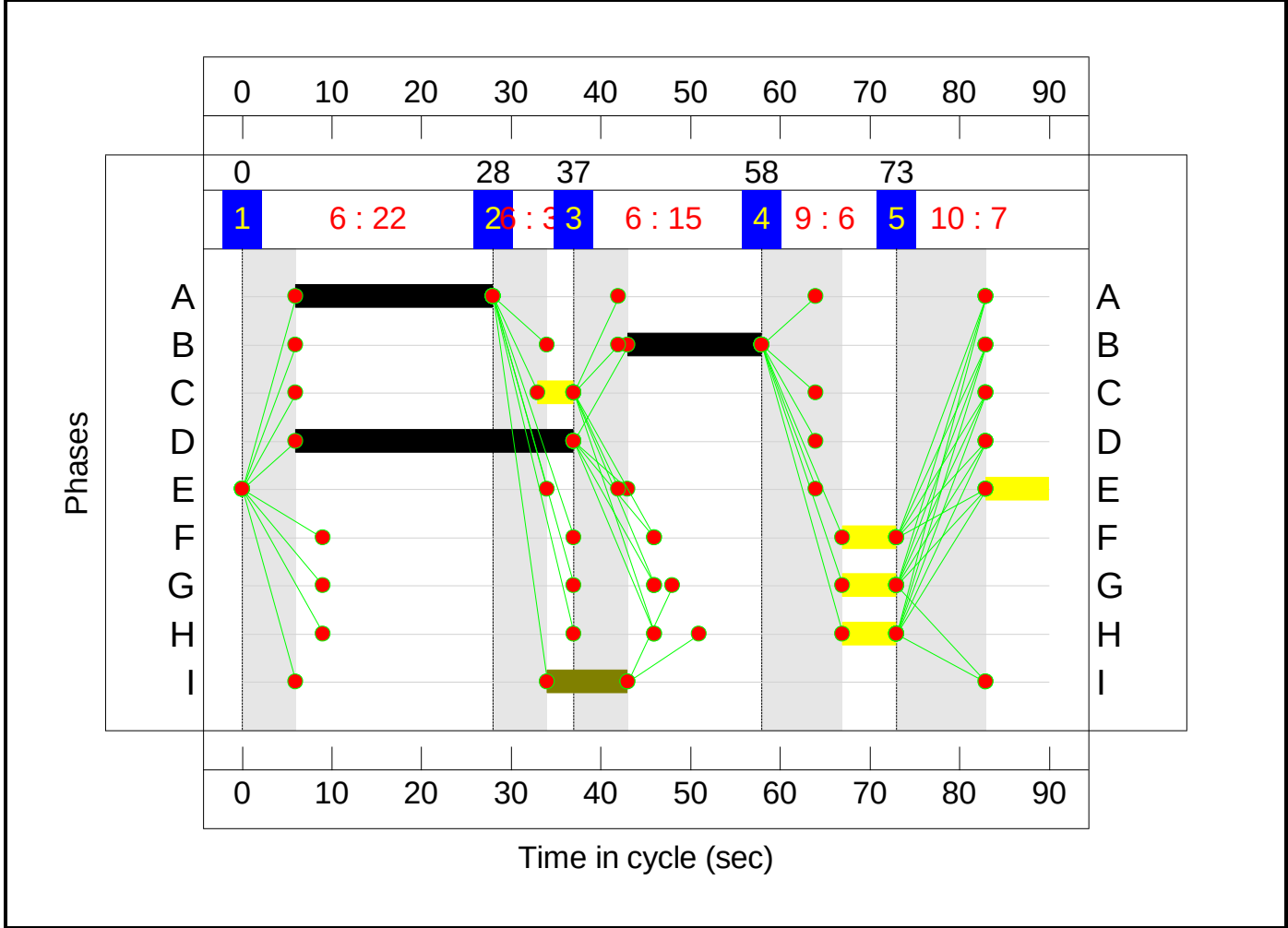
Lane Saturation Flows

Junction: Unnamed Junction								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
1/1 (Emsworth Road (W))	4.00	0.00	Y	Arm 6 Left	10.00	24.2 %	1929	1929
				Arm 7 Ahead	Inf	71.3 %		
				Arm 8 Right	8.00	4.5 %		
2/1 (Southleigh Road)	2.64	0.00	Y	Arm 7 Left	10.00	100.0 %	1634	1634
2/2 (Southleigh Road)	2.64	0.00	N	Arm 5 Right	10.00	93.3 %	1771	1771
				Arm 8 Ahead	Inf	6.7 %		
3/1 (Emsworth Road (E))	2.75	0.00	Y	Arm 5 Ahead	Inf	89.3 %	1853	1853
				Arm 8 Left	8.00	10.7 %		
3/2 (Emsworth Road (E))	2.75	0.00	N	Arm 6 Right	10.00	100.0 %	1765	1765
4/1 (Pook Lane)	3.00	0.00	Y	Arm 5 Left	6.00	27.3 %	1646	1646
				Arm 6 Ahead	Inf	9.1 %		
				Arm 7 Right	10.00	63.6 %		
5/1			Infinite Saturation Flow				Inf	Inf
6/1			Infinite Saturation Flow				Inf	Inf
7/1			Infinite Saturation Flow				Inf	Inf
8/1			Infinite Saturation Flow				Inf	Inf
9/1 (Southleigh Road Lane 1)			Infinite Saturation Flow				Inf	Inf
10/1 (Southleigh Road Lane 1)			Infinite Saturation Flow				Inf	Inf
11/1			Infinite Saturation Flow				Inf	Inf

Scenario 1: 'Base (2012) AM Peak' (FG1: 'Base (2012) AM Peak Traffic Flows', Plan 1: 'Network Control Plan 1')
Stage Sequence Diagram
**Stage Timings**

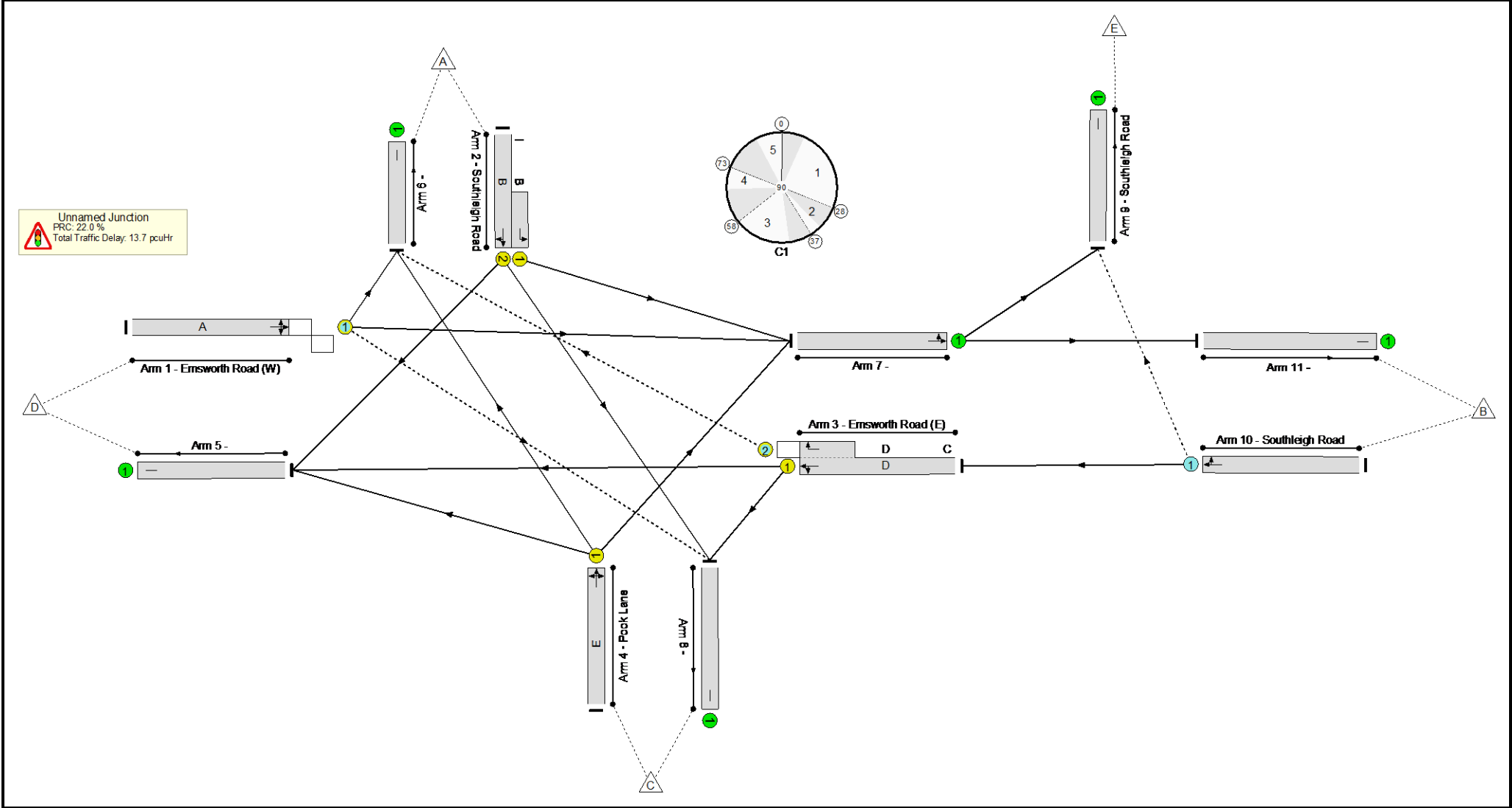
Stage	1	2	3	4	5
Duration	22	3	15	6	7
Change Point	0	28	37	58	73

Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram



Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network: Existing Green Pond Corner Junction	-	-	N/A	-	-		-	-	-	-	-	-	73.8%
Unnamed Junction	-	-	N/A	-	-		-	-	-	-	-	-	73.8%
1/1	Emsworth Road (W) Left Ahead Right	O	N/A	N/A	A		1	22	-	360	1910	488	73.8%
2/2+2/1	Southleigh Road Right Left Ahead	U	N/A	N/A	B	I	1	15:24	9	360	1762:1634	494	72.8%
3/1+3/2	Emsworth Road (E) Ahead Right Left	U+O	N/A	N/A	D	C	1	31	4	462	1881:1765	739	62.5%
4/1	Pook Lane Left Ahead Right	U	N/A	N/A	E		1	7	-	54	1622	144	37.5%
5/1		U	N/A	N/A	-		-	-	-	520	Inf	Inf	0.0%
6/1		U	N/A	N/A	-		-	-	-	270	Inf	Inf	0.0%
7/1	Left Ahead	U	N/A	N/A	-		-	-	-	426	Inf	Inf	0.0%
8/1		U	N/A	N/A	-		-	-	-	20	Inf	Inf	0.0%
9/1	Southleigh Road	U	N/A	N/A	-		-	-	-	27	Inf	Inf	0.0%
10/1	Southleigh Road Ahead Right	O	N/A	N/A	-		-	-	-	483	Inf	13517	3.6%
11/1		U	N/A	N/A	-		-	-	-	420	Inf	Inf	0.0%

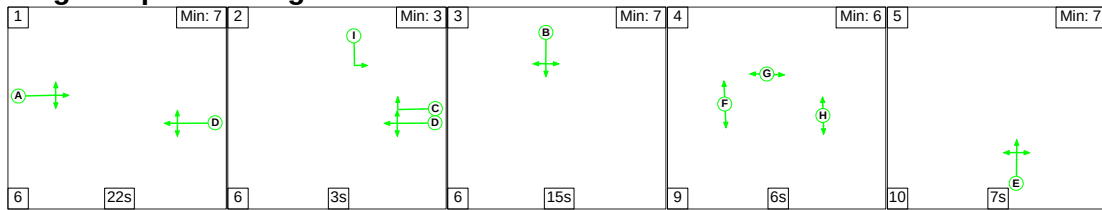
Full Input Data And Results

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network: Existing Green Pond Corner Junction	-	-	119	48	3	9.5	3.8	0.4	13.7	-	-	-	-
Unnamed Junction	-	-	119	48	3	9.5	3.8	0.4	13.7	-	-	-	-
1/1	360	360	7	0	0	3.1	1.4	0.0	4.5	44.5	8.2	1.4	9.6
2/2+2/1	360	360	-	-	-	3.0	1.3	-	4.4	43.5	4.3	1.3	5.6
3/1+3/2	462	462	91	48	3	2.9	0.8	0.3	4.0	31.4	6.9	0.8	7.7
4/1	54	54	-	-	-	0.6	0.3	-	0.9	58.5	1.3	0.3	1.6
5/1	520	520	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	270	270	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	426	426	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/1	20	20	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
9/1	27	27	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
10/1	483	483	21	0	0	0.0	0.0	-	0.0	0.1	0.0	0.0	0.0
11/1	420	420	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
C1 PRC for Signalled Lanes (%): 22.0 Total Delay for Signalled Lanes (pcuHr): 13.71 Cycle Time (s): 90 PRC Over All Lanes (%): 22.0 Total Delay Over All Lanes(pcuHr): 13.73													

Full Input Data And Results

Scenario 2: 'Base (2017) AM Peak' (FG2: 'Base (2017) AM Peak Traffic Flows', Plan 1: 'Network Control Plan 1')

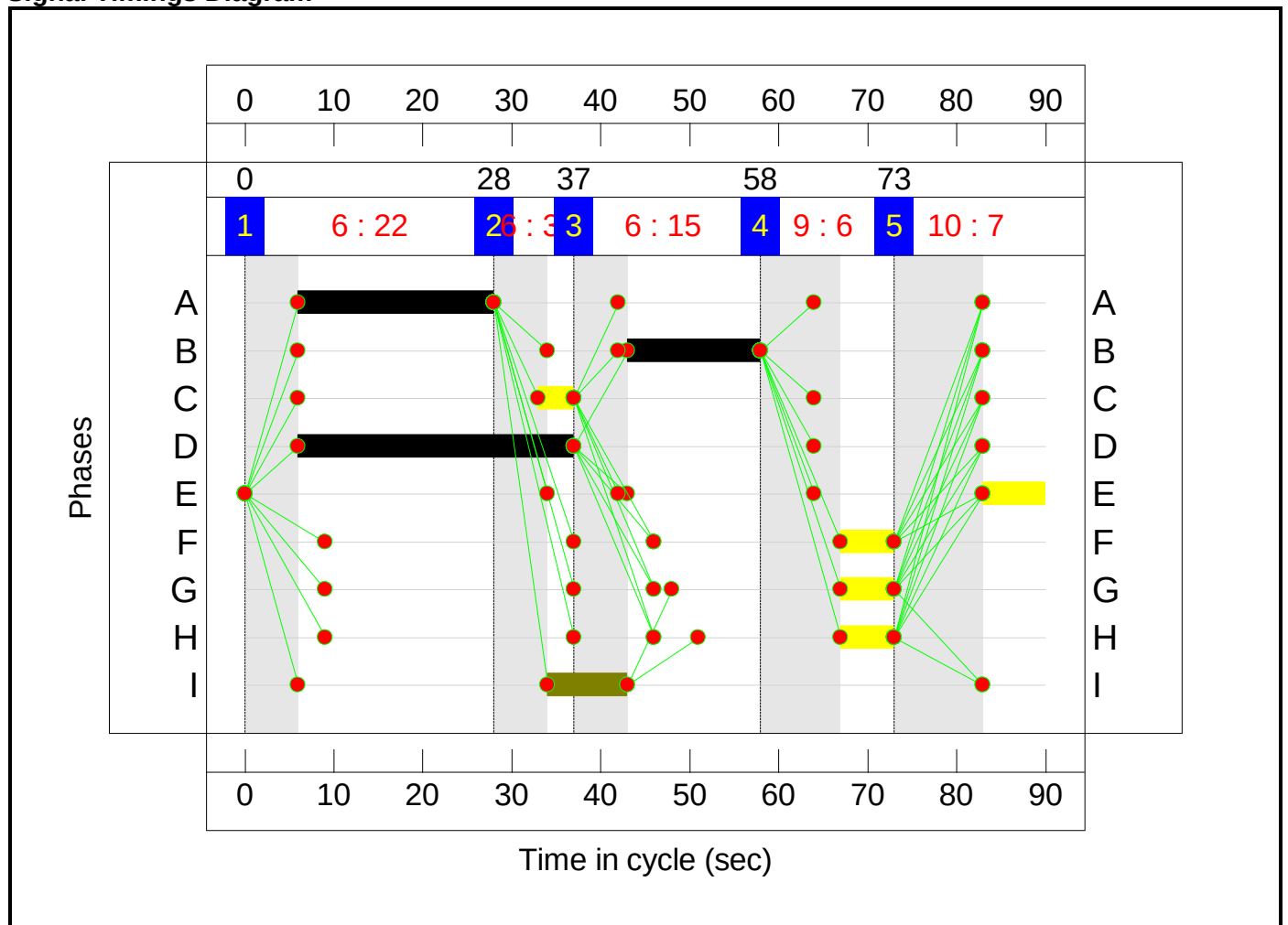
Stage Sequence Diagram



Stage Timings

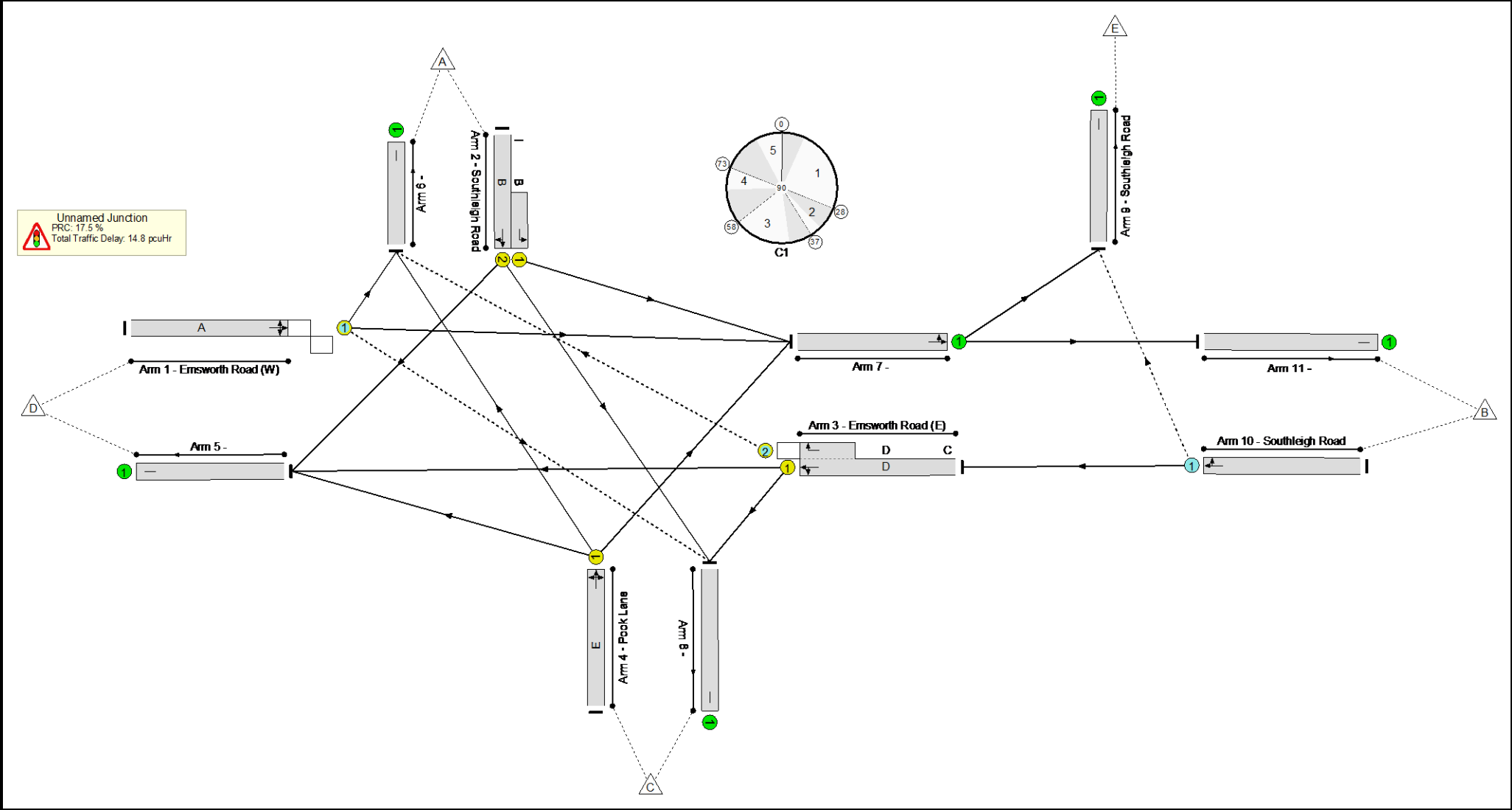
Stage	1	2	3	4	5
Duration	22	3	15	6	7
Change Point	0	28	37	58	73

Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram



Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network: Existing Green Pond Corner Junction	-	-	N/A	-	-		-	-	-	-	-	-	76.6%
Unnamed Junction	-	-	N/A	-	-		-	-	-	-	-	-	76.6%
1/1	Emsworth Road (W) Left Ahead Right	O	N/A	N/A	A		1	22	-	374	1910	488	76.6%
2/2+2/1	Southleigh Road Right Left Ahead	U	N/A	N/A	B	I	1	15:24	9	375	1761:1634	494	75.9%
3/1+3/2	Emsworth Road (E) Ahead Right Left	U+O	N/A	N/A	D	C	1	31	4	481	1882:1765	740	65.0%
4/1	Pook Lane Left Ahead Right	U	N/A	N/A	E		1	7	-	56	1621	144	38.9%
5/1		U	N/A	N/A	-		-	-	-	542	Inf	Inf	0.0%
6/1		U	N/A	N/A	-		-	-	-	281	Inf	Inf	0.0%
7/1	Left Ahead	U	N/A	N/A	-		-	-	-	443	Inf	Inf	0.0%
8/1		U	N/A	N/A	-		-	-	-	20	Inf	Inf	0.0%
9/1	Southleigh Road	U	N/A	N/A	-		-	-	-	27	Inf	Inf	0.0%
10/1	Southleigh Road Ahead Right	O	N/A	N/A	-		-	-	-	502	Inf	13939	3.6%
11/1		U	N/A	N/A	-		-	-	-	437	Inf	Inf	0.0%

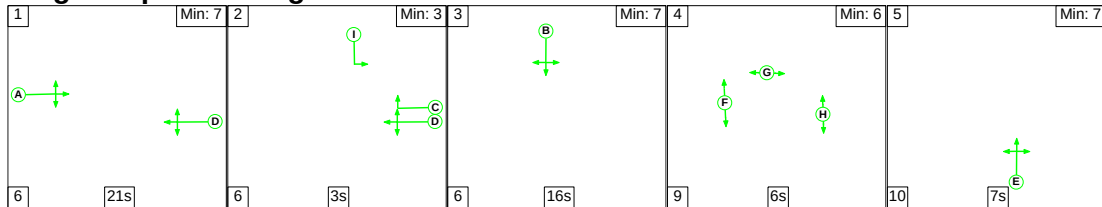
Full Input Data And Results

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network: Existing Green Pond Corner Junction	-	-	111	62	3	10.0	4.4	0.4	14.8	-	-	-	-
Unnamed Junction	-	-	111	62	3	10.0	4.4	0.4	14.8	-	-	-	-
1/1	374	374	7	0	0	3.2	1.6	0.0	4.8	46.4	8.6	1.6	10.2
2/2+2/1	375	375	-	-	-	3.2	1.5	-	4.7	45.3	4.5	1.5	6.1
3/1+3/2	481	481	83	62	3	3.0	0.9	0.4	4.3	32.3	7.4	0.9	8.3
4/1	56	56	-	-	-	0.6	0.3	-	0.9	59.0	1.3	0.3	1.6
5/1	542	542	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	281	281	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	443	443	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/1	20	20	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
9/1	27	27	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
10/1	502	502	21	0	0	0.0	0.0	-	0.0	0.1	0.0	0.0	0.0
11/1	437	437	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
C1 PRC for Signalled Lanes (%): 17.5 Total Delay for Signalled Lanes (pcuHr): 14.76 Cycle Time (s): 90 PRC Over All Lanes (%): 17.5 Total Delay Over All Lanes(pcuHr): 14.78													

Full Input Data And Results

Scenario 3: 'Base + Dev (2017) AM Peak' (FG3: 'Base + Dev (2017) AM Peak Traffic Flows', Plan 1: 'Network Control Plan 1')

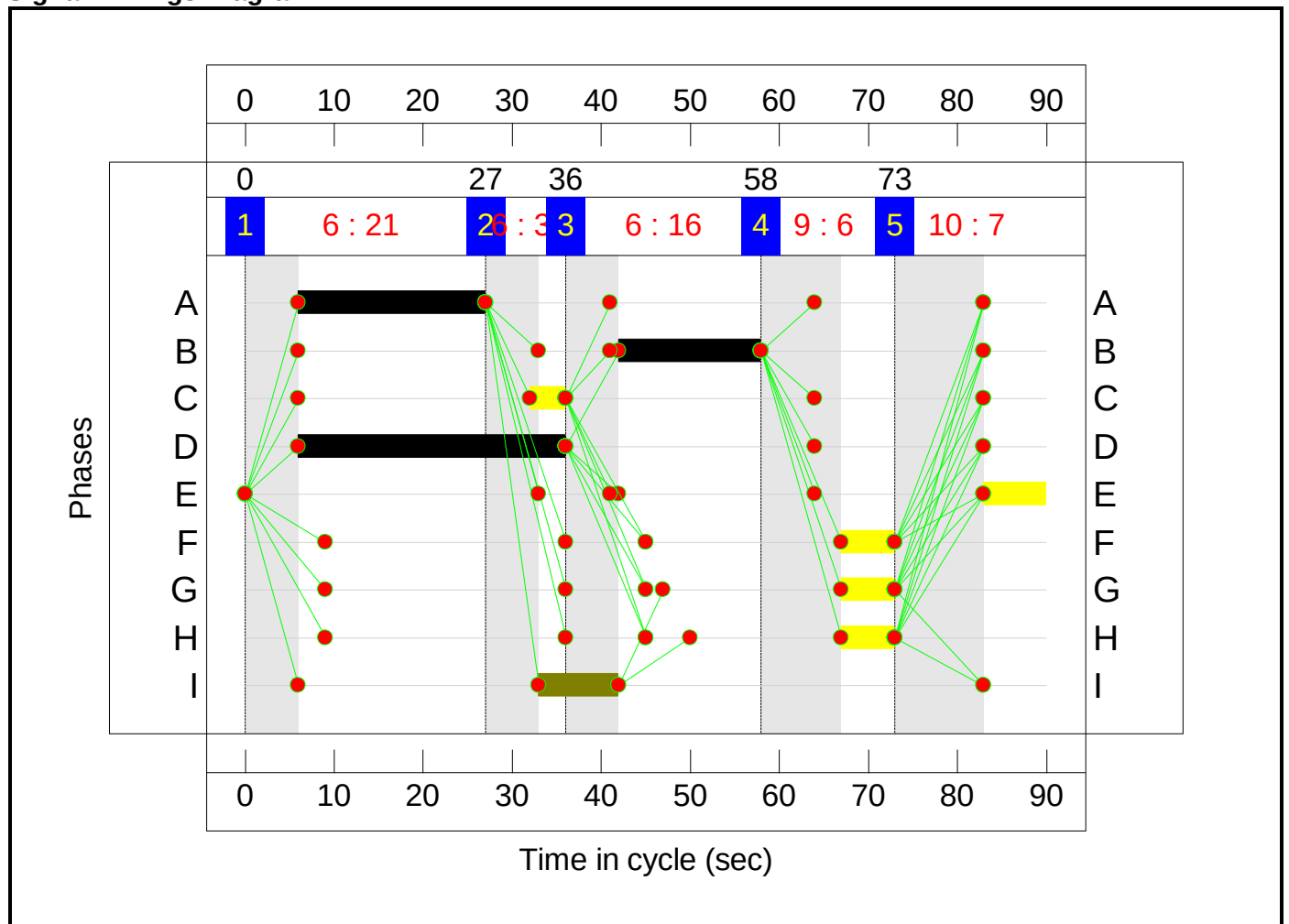
Stage Sequence Diagram



Stage Timings

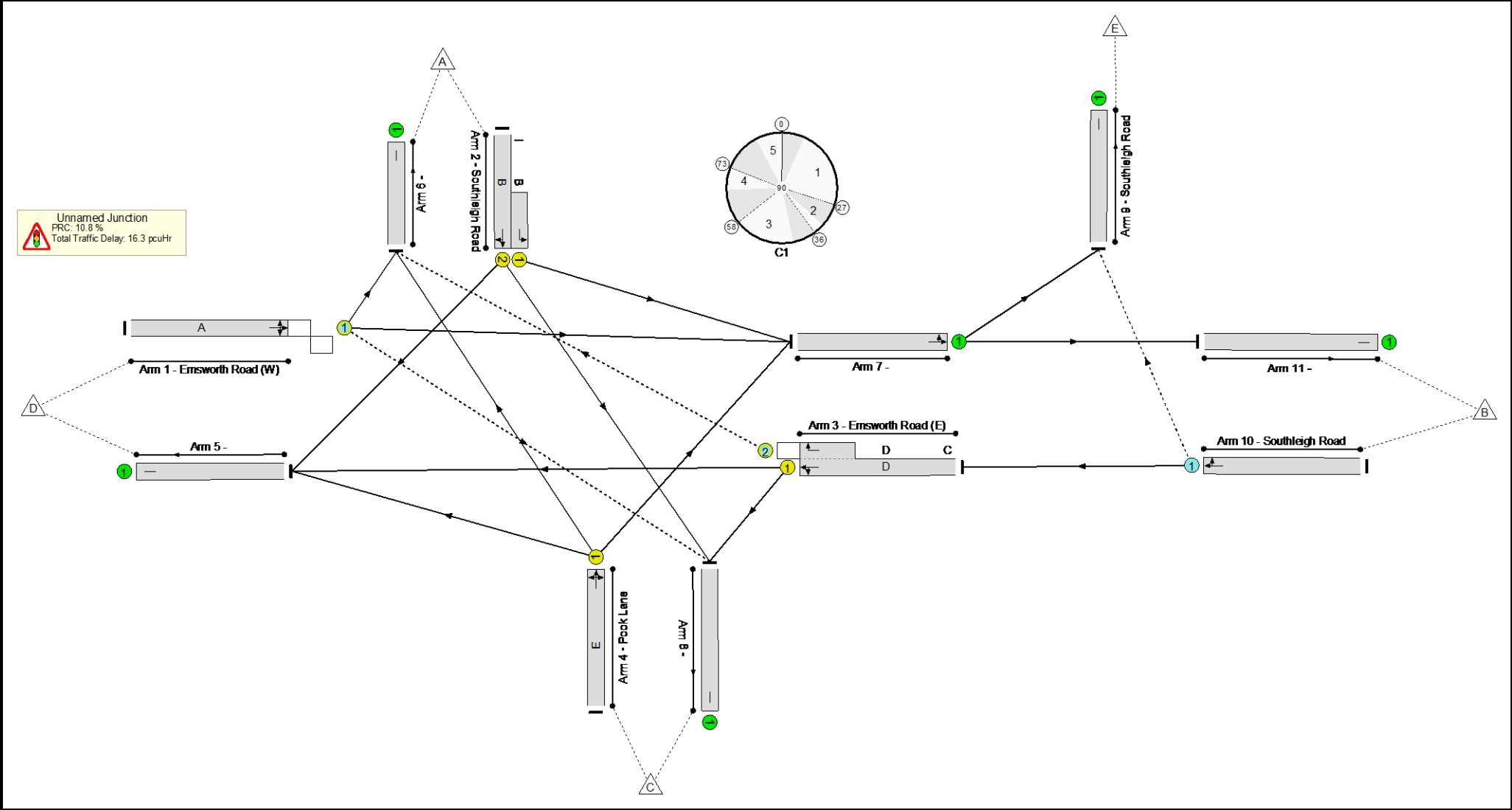
Stage	1	2	3	4	5
Duration	21	3	16	6	7
Change Point	0	27	36	58	73

Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram



Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network: Existing Green Pond Corner Junction	-	-	N/A	-	-		-	-	-	-	-	-	81.3%
Unnamed Junction	-	-	N/A	-	-		-	-	-	-	-	-	81.3%
1/1	Emsworth Road (W) Left Ahead Right	O	N/A	N/A	A		1	21	-	379	1908	466	81.3%
2/2+2/1	Southleigh Road Right Left Ahead	U	N/A	N/A	B	I	1	16:25	9	414	1761:1634	523	79.2%
3/1+3/2	Emsworth Road (E) Ahead Right Left	U+O	N/A	N/A	D	C	1	30	4	489	1882:1765	724	67.6%
4/1	Pook Lane Left Ahead Right	U	N/A	N/A	E		1	7	-	56	1621	144	38.9%
5/1		U	N/A	N/A	-		-	-	-	557	Inf	Inf	0.0%
6/1		U	N/A	N/A	-		-	-	-	294	Inf	Inf	0.0%
7/1	Left Ahead	U	N/A	N/A	-		-	-	-	467	Inf	Inf	0.0%
8/1		U	N/A	N/A	-		-	-	-	20	Inf	Inf	0.0%
9/1	Southleigh Road	U	N/A	N/A	-		-	-	-	27	Inf	Inf	0.0%
10/1	Southleigh Road Ahead Right	O	N/A	N/A	-		-	-	-	510	Inf	14004	3.6%
11/1		U	N/A	N/A	-		-	-	-	461	Inf	Inf	0.0%

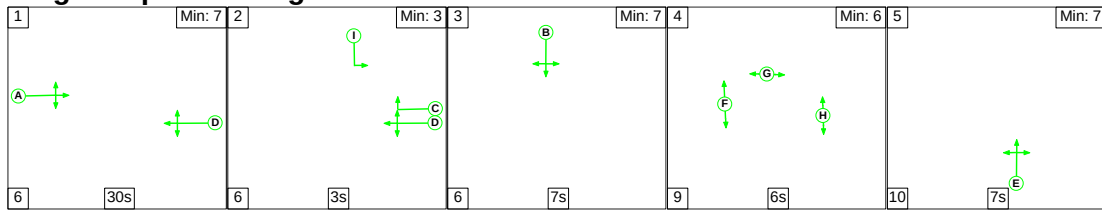
Full Input Data And Results

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network: Existing Green Pond Corner Junction	-	-	89	91	4	10.6	5.3	0.4	16.3	-	-	-	-
Unnamed Junction	-	-	89	91	4	10.6	5.3	0.4	16.3	-	-	-	-
1/1	379	379	7	0	0	3.4	2.1	0.0	5.4	51.8	8.8	2.1	10.9
2/2+2/1	414	414	-	-	-	3.4	1.8	-	5.3	45.9	4.8	1.8	6.7
3/1+3/2	489	489	62	91	3	3.2	1.0	0.4	4.6	34.1	7.7	1.0	8.7
4/1	56	56	-	-	-	0.6	0.3	-	0.9	59.0	1.3	0.3	1.6
5/1	557	557	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	294	294	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	467	467	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/1	20	20	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
9/1	27	27	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
10/1	510	510	21	0	0	0.0	0.0	-	0.0	0.1	0.0	0.0	0.0
11/1	461	461	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
C1 PRC for Signalled Lanes (%): 10.8 Total Delay for Signalled Lanes (pcuHr): 16.28 Cycle Time (s): 90 PRC Over All Lanes (%): 10.8 Total Delay Over All Lanes(pcuHr): 16.30													

Full Input Data And Results

Scenario 4: 'Base (2012) PM Peak' (FG4: 'Base (2012) PM Peak Traffic Flows', Plan 1: 'Network Control Plan 1')

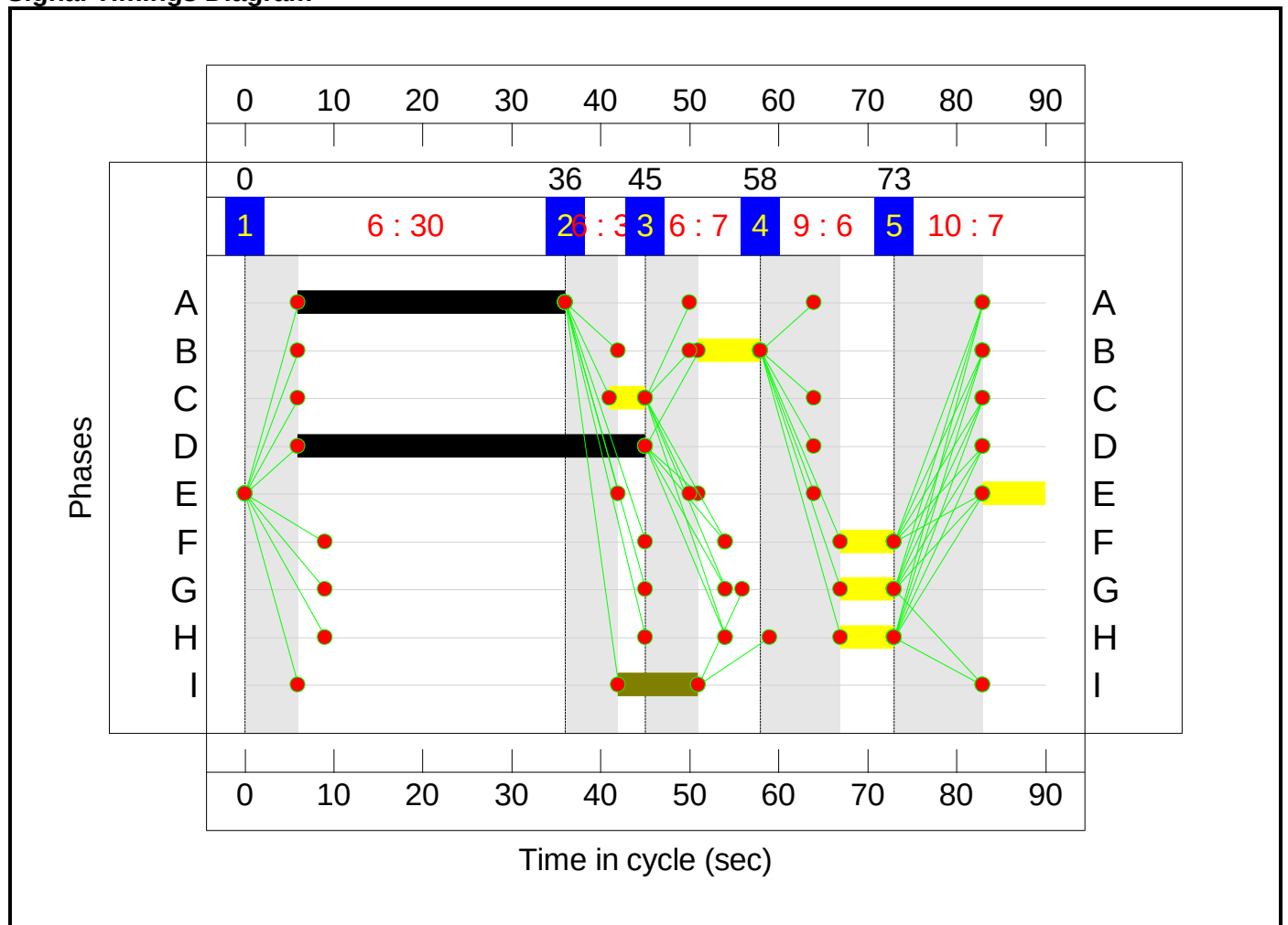
Stage Sequence Diagram



Stage Timings

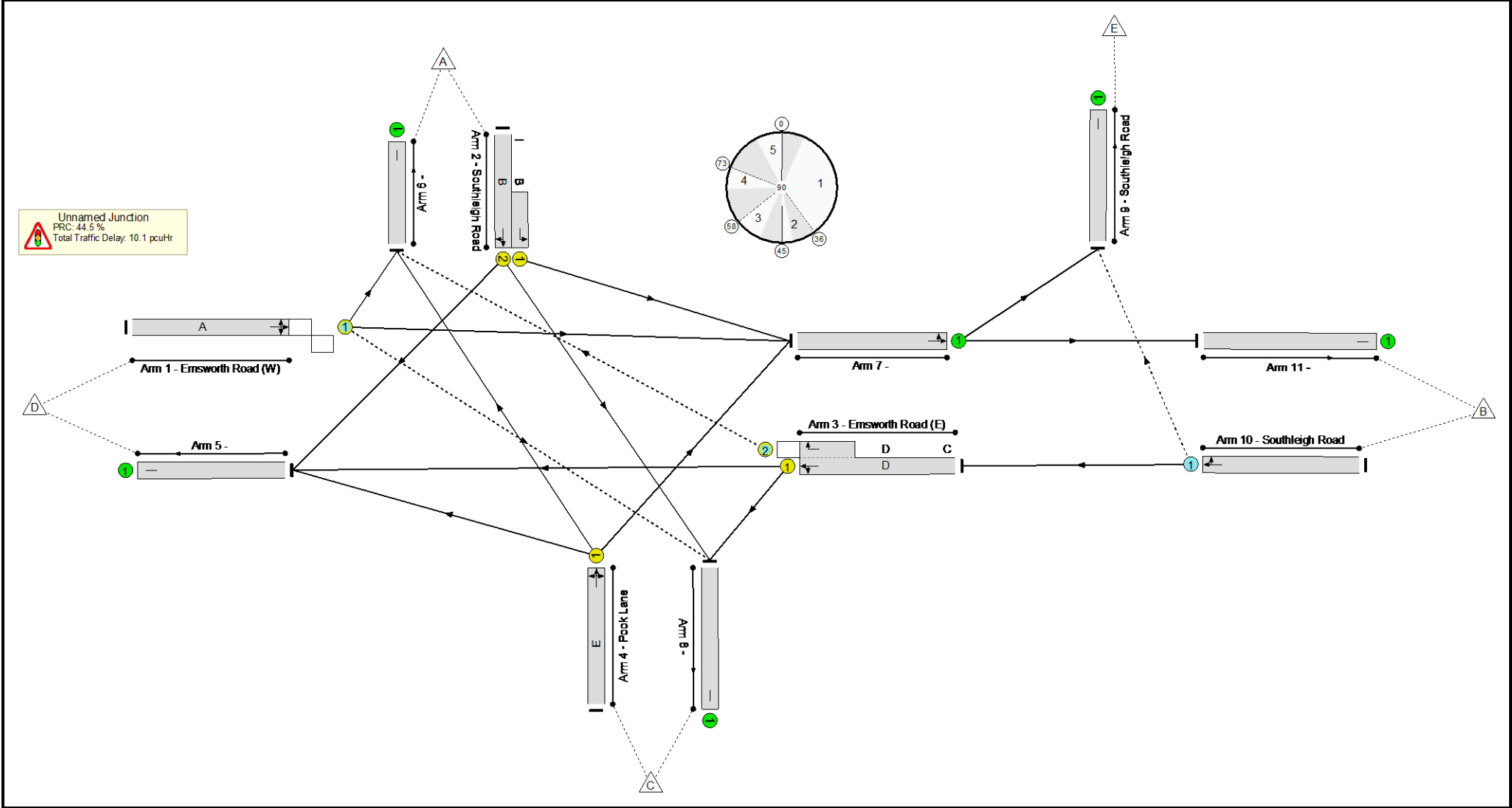
Stage	1	2	3	4	5
Duration	30	3	7	6	7
Change Point	0	36	45	58	73

Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram



Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network: Existing Green Pond Corner Junction	-	-	N/A	-	-		-	-	-	-	-	-	62.3%
Unnamed Junction	-	-	N/A	-	-		-	-	-	-	-	-	62.3%
1/1	Emsworth Road (W) Left Ahead Right	O	N/A	N/A	A		1	30	-	415	1935	667	62.3%
2/2+2/1	Southleigh Road Right Left Ahead	U	N/A	N/A	B	I	1	7:16	9	233	1773:1634	413	56.5%
3/1+3/2	Emsworth Road (E) Ahead Right Left	U+O	N/A	N/A	D	C	1	39	4	475	1854:1765	937	50.7%
4/1	Pook Lane Left Ahead Right	U	N/A	N/A	E		1	7	-	21	1645	146	14.4%
5/1		U	N/A	N/A	-		-	-	-	334	Inf	Inf	0.0%
6/1		U	N/A	N/A	-		-	-	-	282	Inf	Inf	0.0%
7/1	Left Ahead	U	N/A	N/A	-		-	-	-	473	Inf	Inf	0.0%
8/1		U	N/A	N/A	-		-	-	-	55	Inf	Inf	0.0%
9/1	Southleigh Road	U	N/A	N/A	-		-	-	-	36	Inf	Inf	0.0%
10/1	Southleigh Road Ahead Right	O	N/A	N/A	-		-	-	-	503	Inf	10330	4.9%
11/1		U	N/A	N/A	-		-	-	-	465	Inf	Inf	0.0%

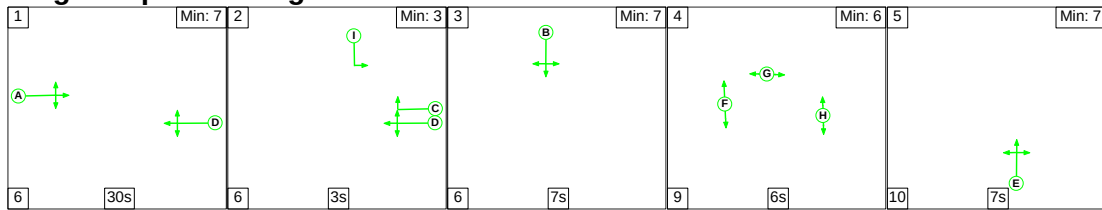
Full Input Data And Results

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network: Existing Green Pond Corner Junction	-	-	217	15	5	7.5	2.1	0.5	10.1	-	-	-	-
Unnamed Junction	-	-	217	15	5	7.5	2.1	0.5	10.1	-	-	-	-
1/1	415	415	19	0	0	2.8	0.8	0.0	3.7	31.8	8.6	0.8	9.5
2/2+2/1	233	233	-	-	-	2.3	0.6	-	2.9	44.8	3.4	0.6	4.1
3/1+3/2	475	475	170	15	4	2.2	0.5	0.5	3.2	24.1	4.7	0.5	5.2
4/1	21	21	-	-	-	0.2	0.1	-	0.3	52.2	0.5	0.1	0.6
5/1	334	334	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	282	282	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	473	473	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/1	55	55	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
9/1	36	36	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
10/1	503	503	28	0	0	0.0	0.0	-	0.0	0.2	0.0	0.0	0.0
11/1	465	465	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
C1 PRC for Signalled Lanes (%): 44.5 Total Delay for Signalled Lanes (pcuHr): 10.06 Cycle Time (s): 90 PRC Over All Lanes (%): 44.5 Total Delay Over All Lanes(pcuHr): 10.08													

Full Input Data And Results

Scenario 5: 'Base (2017) PM Peak' (FG5: 'Base (2017) PM Peak Traffic Flows', Plan 1: 'Network Control Plan 1')

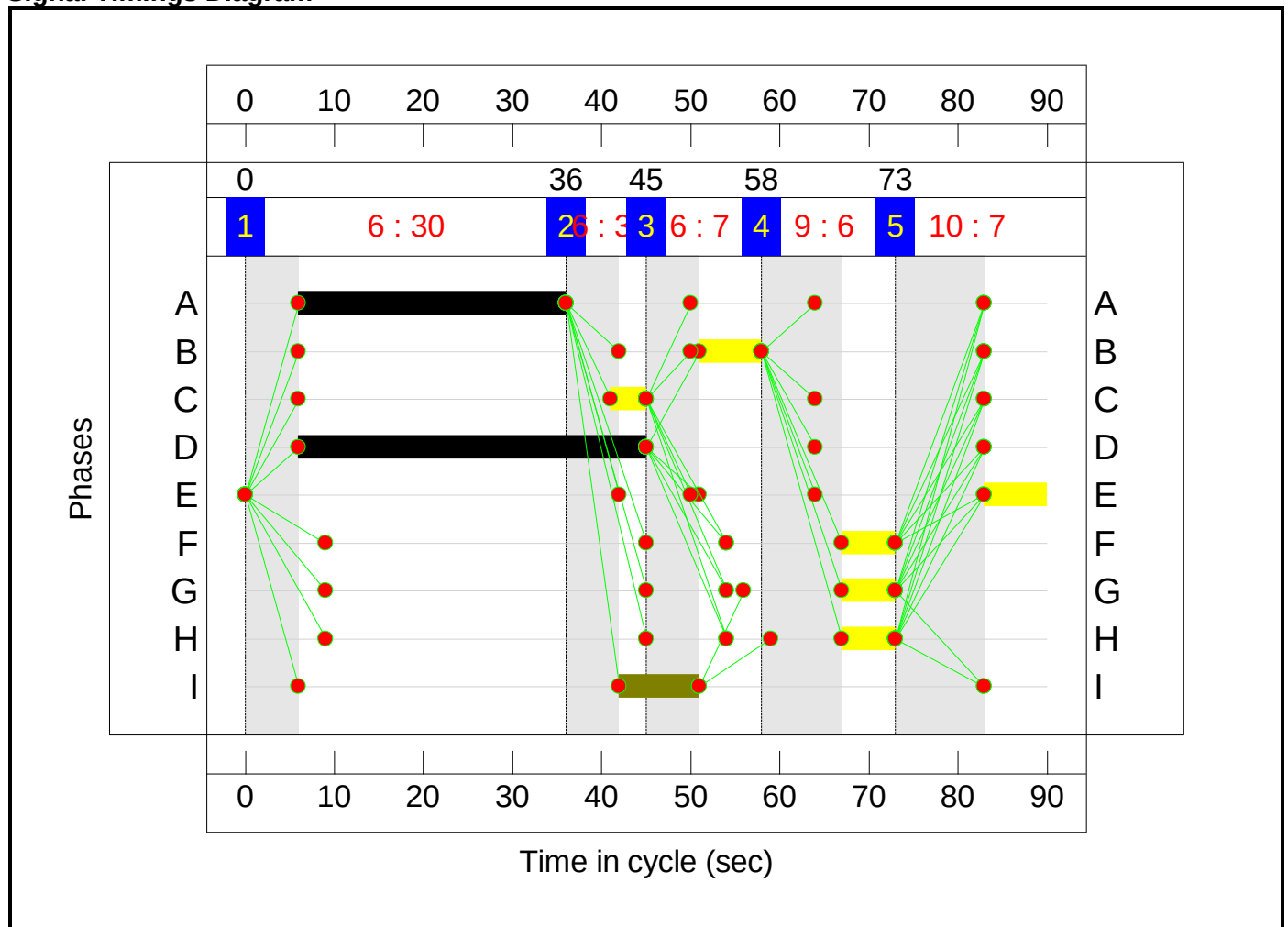
Stage Sequence Diagram



Stage Timings

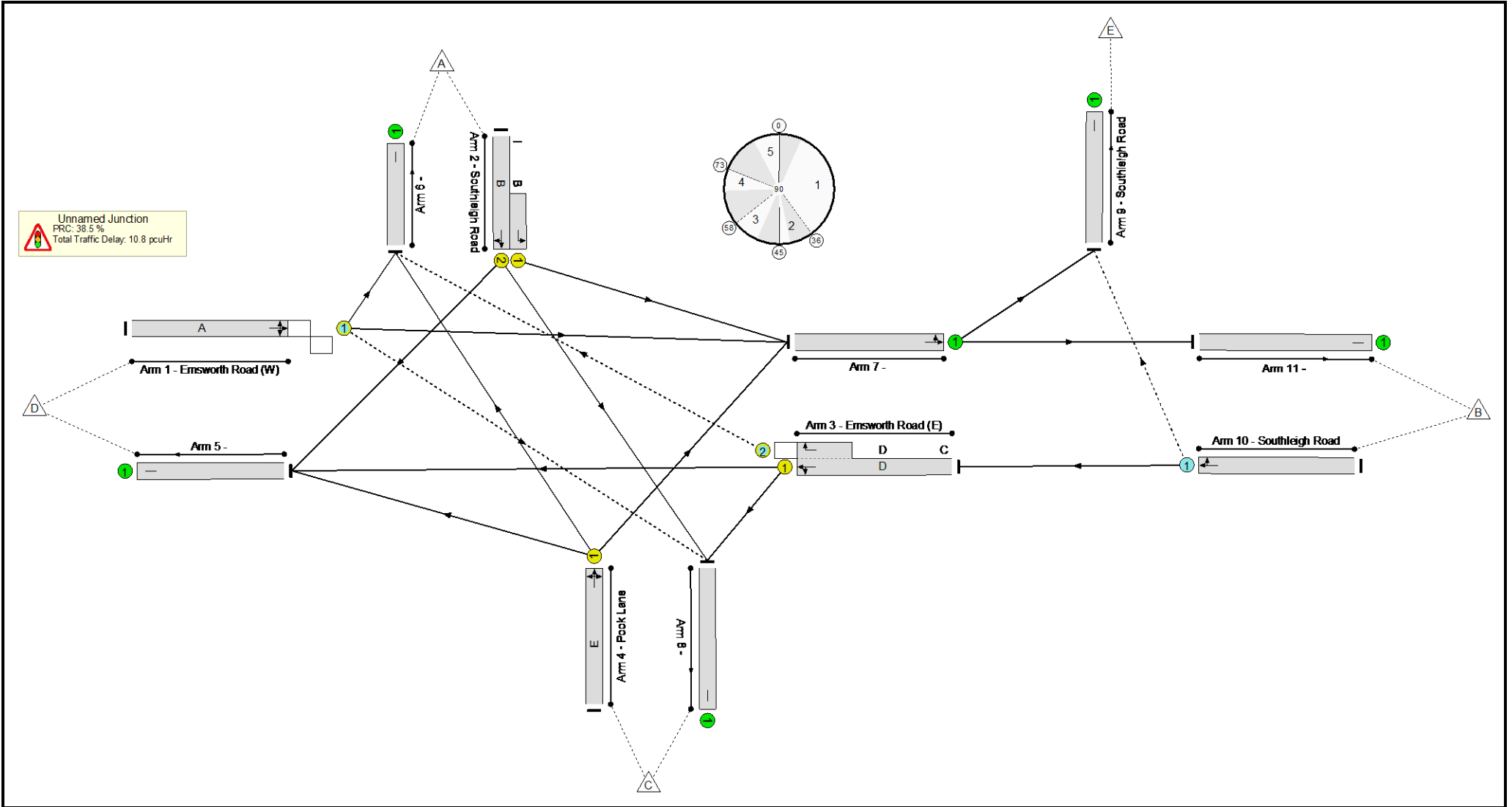
Stage	1	2	3	4	5
Duration	30	3	7	6	7
Change Point	0	36	45	58	73

Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram



Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network: Existing Green Pond Corner Junction	-	-	N/A	-	-		-	-	-	-	-	-	65.0%
Unnamed Junction	-	-	N/A	-	-		-	-	-	-	-	-	65.0%
1/1	Emsworth Road (W) Left Ahead Right	O	N/A	N/A	A		1	30	-	433	1935	667	65.0%
2/2+2/1	Southleigh Road Right Left Ahead	U	N/A	N/A	B	I	1	7:16	9	243	1773:1634	412	59.0%
3/1+3/2	Emsworth Road (E) Ahead Right Left	U+O	N/A	N/A	D	C	1	39	4	496	1853:1765	929	53.4%
4/1	Pook Lane Left Ahead Right	U	N/A	N/A	E		1	7	-	22	1646	146	15.0%
5/1		U	N/A	N/A	-		-	-	-	348	Inf	Inf	0.0%
6/1		U	N/A	N/A	-		-	-	-	294	Inf	Inf	0.0%
7/1	Left Ahead	U	N/A	N/A	-		-	-	-	494	Inf	Inf	0.0%
8/1		U	N/A	N/A	-		-	-	-	58	Inf	Inf	0.0%
9/1	Southleigh Road	U	N/A	N/A	-		-	-	-	37	Inf	Inf	0.0%
10/1	Southleigh Road Ahead Right	O	N/A	N/A	-		-	-	-	525	Inf	10307	5.1%
11/1		U	N/A	N/A	-		-	-	-	486	Inf	Inf	0.0%

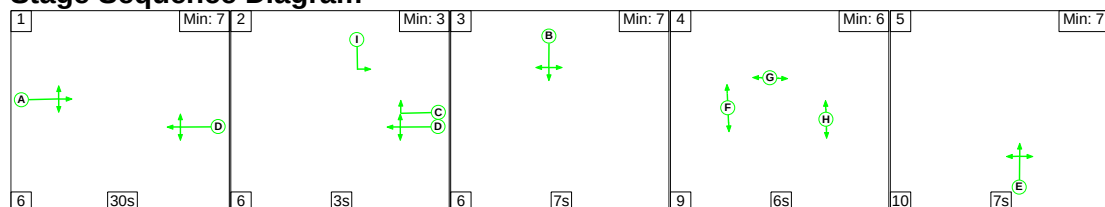
Full Input Data And Results

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network: Existing Green Pond Corner Junction	-	-	207	34	5	7.9	2.3	0.5	10.8	-	-	-	-
Unnamed Junction	-	-	207	34	5	7.9	2.3	0.5	10.8	-	-	-	-
1/1	433	433	20	0	0	3.0	0.9	0.0	3.9	32.7	9.1	0.9	10.1
2/2+2/1	243	243	-	-	-	2.4	0.7	-	3.1	45.5	3.6	0.7	4.4
3/1+3/2	496	496	158	34	4	2.4	0.6	0.5	3.4	24.9	4.9	0.6	5.5
4/1	22	22	-	-	-	0.2	0.1	-	0.3	52.4	0.5	0.1	0.6
5/1	348	348	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	294	294	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	494	494	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/1	58	58	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
9/1	37	37	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
10/1	525	525	29	0	0	0.0	0.0	-	0.0	0.2	0.0	0.0	0.0
11/1	486	486	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
C1 PRC for Signalled Lanes (%): 38.5 Total Delay for Signalled Lanes (pcuHr): 10.76 Cycle Time (s): 90 PRC Over All Lanes (%): 38.5 Total Delay Over All Lanes(pcuHr): 10.78													

Full Input Data And Results

Scenario 6: 'Base + Dev (2017) PM Peak' (FG6: 'Base + Dev (2017) PM Peak Traffic Flows', Plan 1: 'Network Control Plan 1')

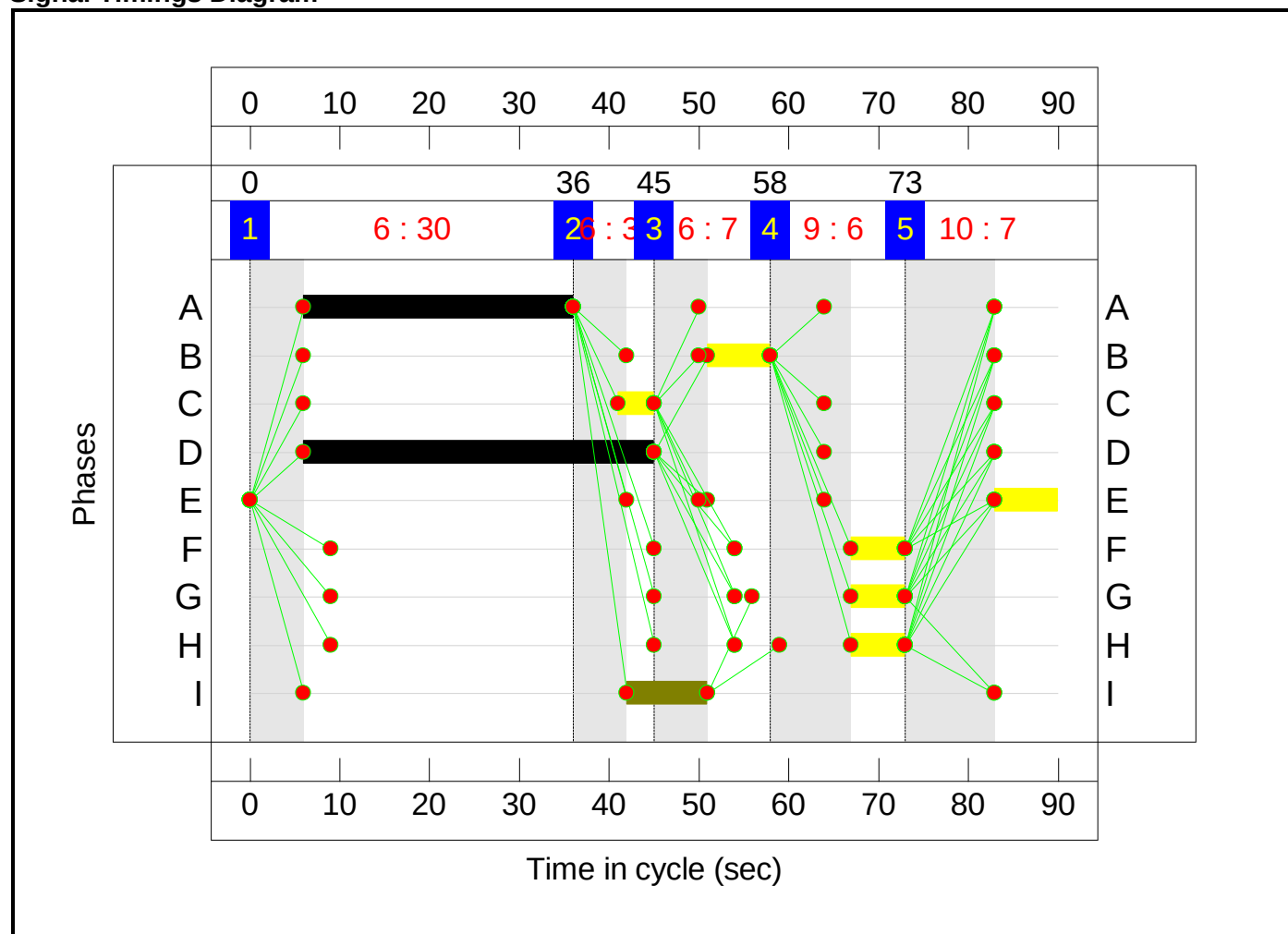
Stage Sequence Diagram



Stage Timings

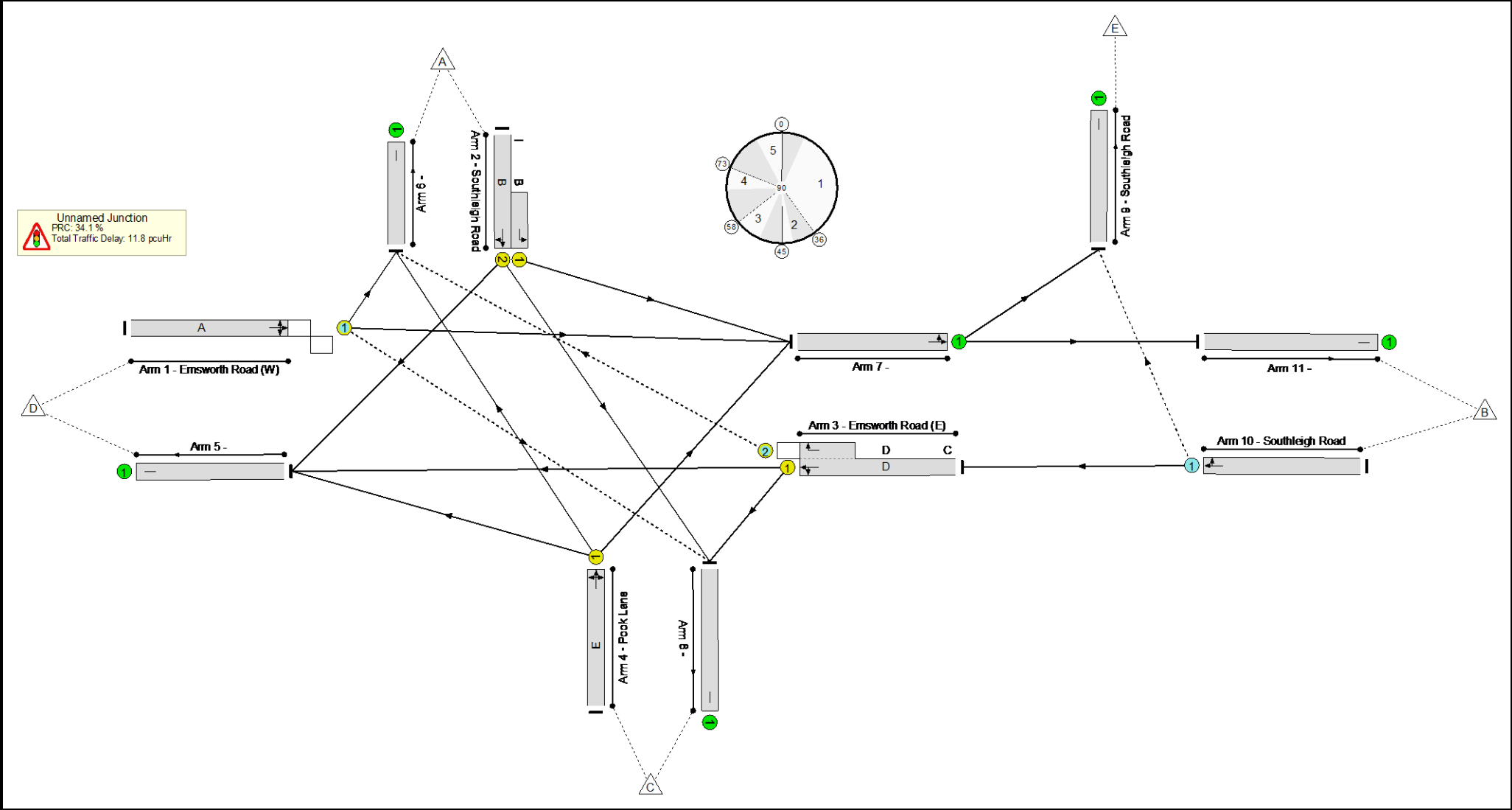
Stage	1	2	3	4	5
Duration	30	3	7	6	7
Change Point	0	36	45	58	73

Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram



Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network: Existing Green Pond Corner Junction	-	-	N/A	-	-		-	-	-	-	-	-	67.1%
Unnamed Junction	-	-	N/A	-	-		-	-	-	-	-	-	67.1%
1/1	Emsworth Road (W) Left Ahead Right	O	N/A	N/A	A		1	30	-	446	1929	664	67.1%
2/2+2/1	Southleigh Road Right Left Ahead	U	N/A	N/A	B	I	1	7:16	9	264	1771:1634	414	63.8%
3/1+3/2	Emsworth Road (E) Ahead Right Left	U+O	N/A	N/A	D	C	1	39	4	518	1853:1765	860	60.2%
4/1	Pook Lane Left Ahead Right	U	N/A	N/A	E		1	7	-	22	1646	146	15.0%
5/1		U	N/A	N/A	-		-	-	-	356	Inf	Inf	0.0%
6/1		U	N/A	N/A	-		-	-	-	329	Inf	Inf	0.0%
7/1	Left Ahead	U	N/A	N/A	-		-	-	-	507	Inf	Inf	0.0%
8/1		U	N/A	N/A	-		-	-	-	58	Inf	Inf	0.0%
9/1	Southleigh Road	U	N/A	N/A	-		-	-	-	37	Inf	Inf	0.0%
10/1	Southleigh Road Ahead Right	O	N/A	N/A	-		-	-	-	547	Inf	10673	5.1%
11/1		U	N/A	N/A	-		-	-	-	499	Inf	Inf	0.0%

Full Input Data And Results

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network: Existing Green Pond Corner Junction	-	-	195	68	5	8.5	2.8	0.6	11.8	-	-	-	-
Unnamed Junction	-	-	195	68	5	8.5	2.8	0.6	11.8	-	-	-	-
1/1	446	446	20	0	0	3.1	1.0	0.0	4.1	33.4	9.4	1.0	10.4
2/2+2/1	264	264	-	-	-	2.6	0.9	-	3.5	47.1	3.9	0.9	4.8
3/1+3/2	518	518	146	68	5	2.6	0.8	0.6	3.9	27.0	4.9	0.8	5.7
4/1	22	22	-	-	-	0.2	0.1	-	0.3	52.4	0.5	0.1	0.6
5/1	356	356	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	329	329	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	507	507	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/1	58	58	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
9/1	37	37	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
10/1	547	547	29	0	0	0.0	0.0	-	0.0	0.2	0.0	0.0	0.0
11/1	499	499	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
C1 PRC for Signalled Lanes (%): 34.1 Total Delay for Signalled Lanes (pcuHr): 11.81 Cycle Time (s): 90 PRC Over All Lanes (%): 34.1 Total Delay Over All Lanes(pcuHr): 11.84													

TRL LIMITED

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

PICADY 5.1 ANALYSIS PROGRAM
RELEASE 5.0 (JUNE 2010)

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Run with file:-
"X:\Projects\110000\110029 - Copsey's Nursery\Modelling\LINSIG\Shop Access Slope and Intercept Test.vpi"
(drive-on-the-left) at 08:21:01 on Tuesday, 9 October 2012

RUN INFORMATION

RUN TITLE : Green Pond Corner Slope/Intercept Test
LOCATION : Havant
DATE : 09/10/12
CLIENT : Barratt Homes and Generator Group
ENUMERATOR :
JOB NUMBER : 110029
STATUS :
DESCRIPTION :

MAJOR/MINOR JUNCTION CAPACITY AND DELAY

INPUT DATA

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

ARM A IS Emsworth Road W
ARM B IS Shop Access
ARM C IS Emsworth Road E

STREAM LABELLING CONVENTION

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

GEOMETRIC DATA

I	DATA ITEM	I	MINOR ROAD B	I
I	TOTAL MAJOR ROAD CARRIAGEWAY WIDTH	I	(W) 6.50 M.	I
I	CENTRAL RESERVE WIDTH	I	(WCR) 0.00 M.	I
I		I		I
I	MAJOR ROAD RIGHT TURN - WIDTH	I	(WC-B) 2.80 M.	I
I	- VISIBILITY	I	(VC-B)150.00 M.	I
I	- BLOCKS TRAFFIC (SPACES)	I	YES (7)	I
I		I		I
I	MINOR ROAD - VISIBILITY TO LEFT	I	(VB-C) 0.0 M.	I
I	- VISIBILITY TO RIGHT	I	(VB-A) 0.0 M.	I
I	- LANE 1 WIDTH	I	(WB-C) 2.20 M.	I
I	- LANE 2 WIDTH	I	(WB-A) 0.00 M.	I

.SLOPES AND INTERCEPT

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

I	Intercept For	Slope For	Opposing	Slope For	Opposing	I
I	STREAM B-C	STREAM	A-C	STREAM	A-B	I
I	573.96		0.22		0.09	I

I	Intercept For	Slope For	Opposing	Slope For	Opposing	Slope For	Opposing	Slope For	OpposingI	
I	STREAM B-A	STREAM	A-C	STREAM	A-B	STREAM	C-A	STREAM	C-B	I
I	439.58		0.20		0.08		0.12		0.28	I

I	Intercept For	Slope For	Opposing	Slope For	Opposing	I
I	STREAM C-B	STREAM	A-C	STREAM	A-B	I
I	703.98		0.27		0.27	I

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

TRAFFIC DEMAND DATA

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

Demand set: Green Pond Corner Slope/Intercept Test

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

I	ARM	I	NUMBER OF MINUTES FROM START WHEN	I	RATE OF FLOW (VEH/MIN)	I
I		I	FLOW STARTS	I	BEFORE	I
I		I	TOP OF PEAK	I	AT TOP	I
I		I	TO RISE	I	PEAK	I
I		I	IS REACHED	I	OF PEAK	I
I		I	FALLING	I	PEAK	I
I	A	I	15.00	I	0.08	I
I	B	I	15.00	I	0.11	I
I	C	I	15.00	I	0.00	I
I		I	45.00	I	0.00	I
I		I	45.00	I	0.00	I
I		I	45.00	I	0.22	I
I		I	75.00	I	0.34	I
I		I	75.00	I	0.22	I

Demand set: Green Pond Corner Slope/Intercept Test

TIME	TURNING PROPORTIONS							
	TURNING COUNTS							
	(PERCENTAGE OF H.V.S)							
	FROM/TO	ARM	A	ARM	B	ARM	C	
07.45 - 09.15	ARM A		0.000	1.000	0.000			
			0.0	6.0	0.0			
			(0.0)	(10.0)	(10.0)			
	ARM B		0.000	0.000	0.000			
			0.0	0.0	0.0			
			(10.0)	(0.0)	(10.0)			
	ARM C		0.000	1.000	0.000			
			0.0	18.0	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)
07.45-08.00									
B-AC	0.00	7.50	0.000		0.00	0.00	0.0		0.00
C-AB	0.23	10.65	0.021		0.00	0.02	0.3		0.10
A-B	0.08								
A-C	0.00								

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)
08.00-08.15									
B-AC	0.00	7.49	0.000		0.00	0.00	0.0		0.00
C-AB	0.27	10.64	0.025		0.02	0.03	0.4		0.10
A-B	0.09								
A-C	0.00								

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)
08.15-08.30									
B-AC	0.00	7.47	0.000		0.00	0.00	0.0		0.00
C-AB	0.33	10.64	0.031		0.03	0.03	0.5		0.10
A-B	0.11								
A-C	0.00								

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)
08.30-08.45									
B-AC	0.00	7.47	0.000		0.00	0.00	0.0		0.00
C-AB	0.33	10.64	0.031		0.03	0.03	0.5		0.10
A-B	0.11								
A-C	0.00								

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)
08.45-09.00									
B-AC	0.00	7.49	0.000		0.00	0.00	0.0		0.00
C-AB	0.27	10.64	0.025		0.03	0.03	0.4		0.10
A-B	0.09								
A-C	0.00								

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)
09.00-09.15									
B-AC	0.00	7.50	0.000		0.00	0.00	0.0		0.00
C-AB	0.23	10.65	0.021		0.03	0.02	0.3		0.10
A-B	0.08								
A-C	0.00								

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
08.00	0.0
08.15	0.0
08.30	0.0
08.45	0.0
09.00	0.0
09.15	0.0

QUEUE FOR STREAM C-AB

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

QUEUEING DELAY INFORMATION OVER WHOLE PERIOD

STREAM	TOTAL DEMAND	* QUEUEING *	* INCLUSIVE QUEUEING *
		* DELAY *	* DELAY *
(VEH)	(VEH/H)	(MIN)	(MIN/VEH)
B-AC	0.0	0.0	0.00
C-AB	24.8	2.4	0.10
A-B	8.3		
A-C	0.0		
ALL	33.0	2.4	0.07

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

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

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