

HAVANT BOROUGH
COUNCIL

31 JUL 2012

RECEIVED

Ranelagh road

House type A- 6 no.
(2-bed semi-detached 2 storey house)

House type B- 32 no.
(3-bed semi-detached 2-storey house;
wide and narrow plan versions)

House type C- 11 no.
(3-bed detached 2 storey house; wide and narrow plan
versions). 5 of which have single garages.

House type D- 10 no.
(3-bed 3 storey semi-detached house)

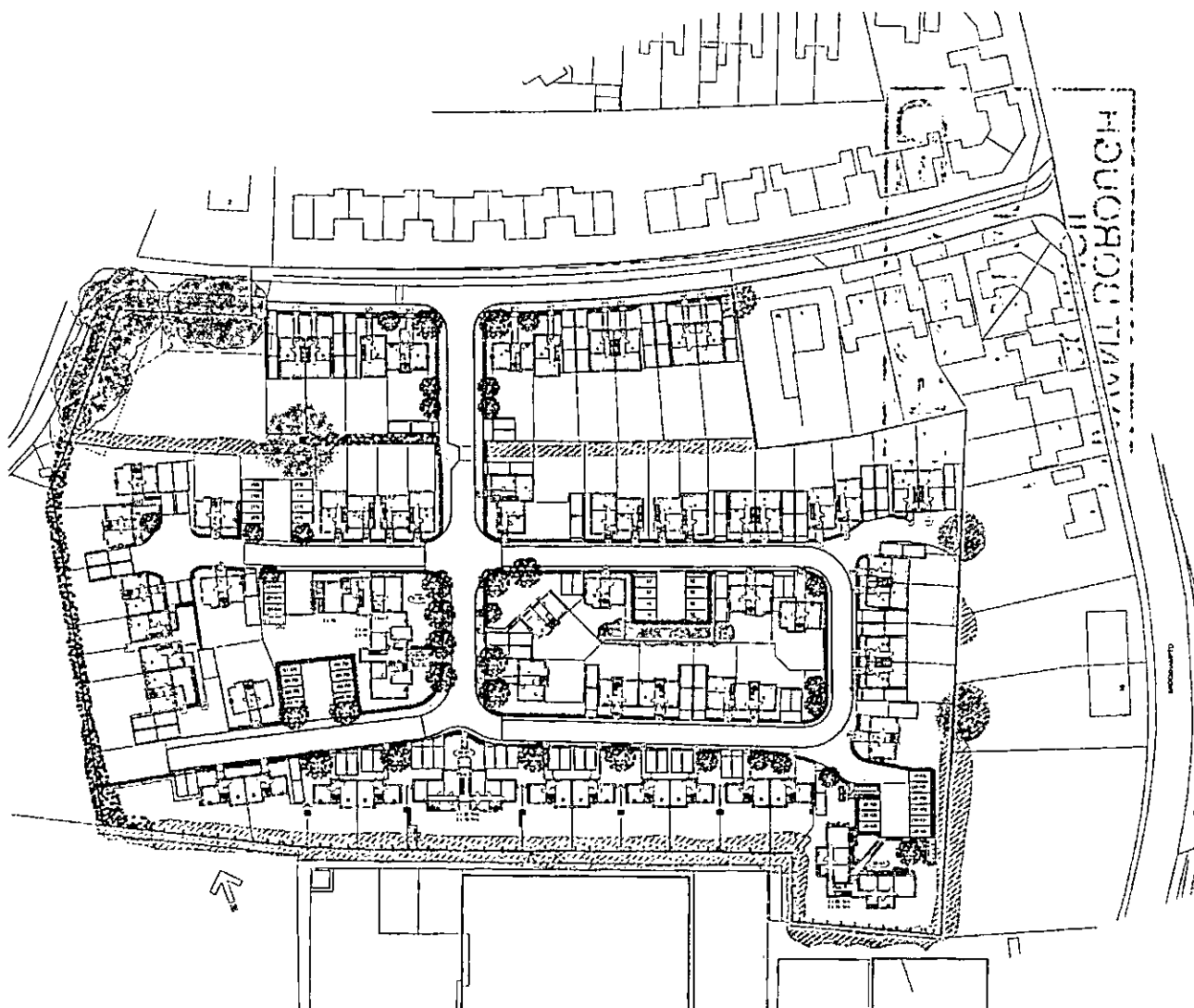
12 x 2-bed flats
10 x 1-bed flats

Total houses = 59 no.
Total flats = 22 no.
Total dwellings = 81 no.

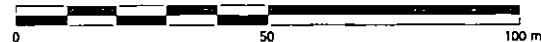
Site area 2.096 hectares;
Density 39 dph;

Affordable 30% = 24 dwellings comprising:
8 x 1-bed flats;
8 x 2-bed flats;
7 x 3-bed houses; (Plots 24,25,32,33,34,35,55)
1 x 2-bed house; (Plot 56)

Car parking- generally 2 spaces each in-curtillage for
houses; 2 spaces in shared courts (allocated) for eight
houses; Flats parking (unallocated) at ratio 1.3 spaces for 2-
bed flats and 0.9 spaces for 1-bed flats. All spaces
identified on plan.



Proposed site plan
1:500



Any
other all relevant fence panel to notes

Item	Description	Quantity	Unit	Notes
1	Proposed site plan	1	no.	1:500 scale
2	Proposed site plan	1	no.	1:500 scale
3	Proposed site plan	1	no.	1:500 scale
4	Proposed site plan	1	no.	1:500 scale
5	Proposed site plan	1	no.	1:500 scale
6	Proposed site plan	1	no.	1:500 scale
7	Proposed site plan	1	no.	1:500 scale
8	Proposed site plan	1	no.	1:500 scale
9	Proposed site plan	1	no.	1:500 scale
10	Proposed site plan	1	no.	1:500 scale

sherlockboswellarchitecture

Project	Land to the South of Ranelagh Road	Rev	May 2012
Location	Haverhill	no. in	1:500 of A1
Client	Orchard Homes & Developments Ltd	plotted	no. 2/10
Drawn	See Plan as Proposed	1015	102

2024

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 03 - RESIDENTIAL
Category : C - FLATS PRIVATELY OWNED

VEHICLES

Selected regions and areas:

02	SOUTH EAST	
	HC HAMPSHIRE	1 days
	OX OXFORDSHIRE	1 days
03	SOUTH WEST	
	DC DORSET	1 days
05	EAST MIDLANDS	
	DS DERBYSHIRE	1 days
	NR NORTHAMPTONSHIRE	1 days
07	YORKSHIRE & NORTH LINCOLNSHIRE	
	NY NORTH YORKSHIRE	1 days
	WY WEST YORKSHIRE	1 days
10	WALES	
	FS FLINTSHIRE	1 days
15	GREATER DUBLIN	
	DL DUBLIN	1 days

Filtering Stage 2 selection:

Parameter: Number of dwellings
Range: 8 to 30 (units:)

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/03 to 26/09/11

Selected survey days:

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

Selected survey types:

Manual count	9 days
Directional ATC Count	0 days

Selected Locations:

Edge of Town Centre	3
Suburban Area (PPS6 Out of Centre)	6

Selected Location Sub Categories:

Residential Zone	5
Built-Up Zone	2
No Sub Category	2

Paul Basham Associates Hamble Lane Southampton

Licence No: 247601

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

VEHICLES

Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00	0	0	0.000	0	0	0.000	0	0	0.000
01:00 - 02:00	0	0	0.000	0	0	0.000	0	0	0.000
02:00 - 03:00	0	0	0.000	0	0	0.000	0	0	0.000
03:00 - 04:00	0	0	0.000	0	0	0.000	0	0	0.000
04:00 - 05:00	0	0	0.000	0	0	0.000	0	0	0.000
05:00 - 06:00	0	0	0.000	0	0	0.000	0	0	0.000
06:00 - 07:00	0	0	0.000	0	0	0.000	0	0	0.000
07:00 - 08:00	9	19	0.051	9	19	0.177	9	19	0.228
08:00 - 09:00	9	19	0.086	9	19	0.263	9	19	0.349
09:00 - 10:00	9	19	0.080	9	19	0.114	9	19	0.194
10:00 - 11:00	9	19	0.120	9	19	0.114	9	19	0.234
11:00 - 12:00	9	19	0.114	9	19	0.086	9	19	0.200
12:00 - 13:00	9	19	0.097	9	19	0.154	9	19	0.251
13:00 - 14:00	9	19	0.120	9	19	0.080	9	19	0.200
14:00 - 15:00	9	19	0.114	9	19	0.080	9	19	0.194
15:00 - 16:00	9	19	0.109	9	19	0.103	9	19	0.212
16:00 - 17:00	9	19	0.109	9	19	0.109	9	19	0.218
17:00 - 18:00	9	19	0.257	9	19	0.114	9	19	0.371
18:00 - 19:00	9	19	0.160	9	19	0.131	9	19	0.291
19:00 - 20:00	2	15	0.333	2	15	0.200	2	15	0.533
20:00 - 21:00	2	15	0.100	2	15	0.033	2	15	0.133
21:00 - 22:00	2	15	0.133	2	15	0.100	2	15	0.233
22:00 - 23:00	0	0	0.000	0	0	0.000	0	0	0.000
23:00 - 24:00	0	0	0.000	0	0	0.000	0	0	0.000
Total Rates:			1.983			1.858			3.841

Parameter summary

Trip rate parameter range selected: 8 - 30 (units:)
 Survey date date range: 01/01/03 - 26/09/11
 Number of weekdays (Monday-Friday): 9
 Number of Saturdays: 0
 Number of Sundays: 0
 Surveys manually removed from selection: 0

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 03 - RESIDENTIAL

Category : A - HOUSES PRIVATELY OWNED

VEHICLESSelected regions and areas:

02	SOUTH EAST	
	BD BEDFORDSHIRE	1 days
03	SOUTH WEST	
	DC DORSET	1 days
	GS GLOUCESTERSHIRE	1 days
04	EAST ANGLIA	
	SF SUFFOLK	1 days
06	WEST MIDLANDS	
	WM WEST MIDLANDS	1 days
07	YORKSHIRE & NORTH LINCOLNSHIRE	
	NY NORTH YORKSHIRE	1 days
10	WALES	
	CF CARDIFF	1 days
11	SCOTLAND	
	FI FIFE	1 days
	HI HIGHLAND	1 days
	PK PERTH & KINROSS	1 days
12	CONNAUGHT	
	MA MAYO	1 days
	RO ROSCOMMON	1 days
13	MUNSTER	
	WA WATERFORD	1 days

Filtering Stage 2 selection:

Parameter: Number of dwellings
Range: 29 to 82 (units:)

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/03 to 26/09/11

Selected survey days:

Monday	2 days
Tuesday	4 days
Wednesday	3 days
Thursday	1 days
Friday	3 days

Selected survey types:

Manual count	13 days
Directional ATC Count	0 days

Selected Locations:

Edge of Town Centre	1
Suburban Area (PPS6 Out of Centre)	12

Selected Location Sub Categories:

Residential Zone	12
No Sub Category	1

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

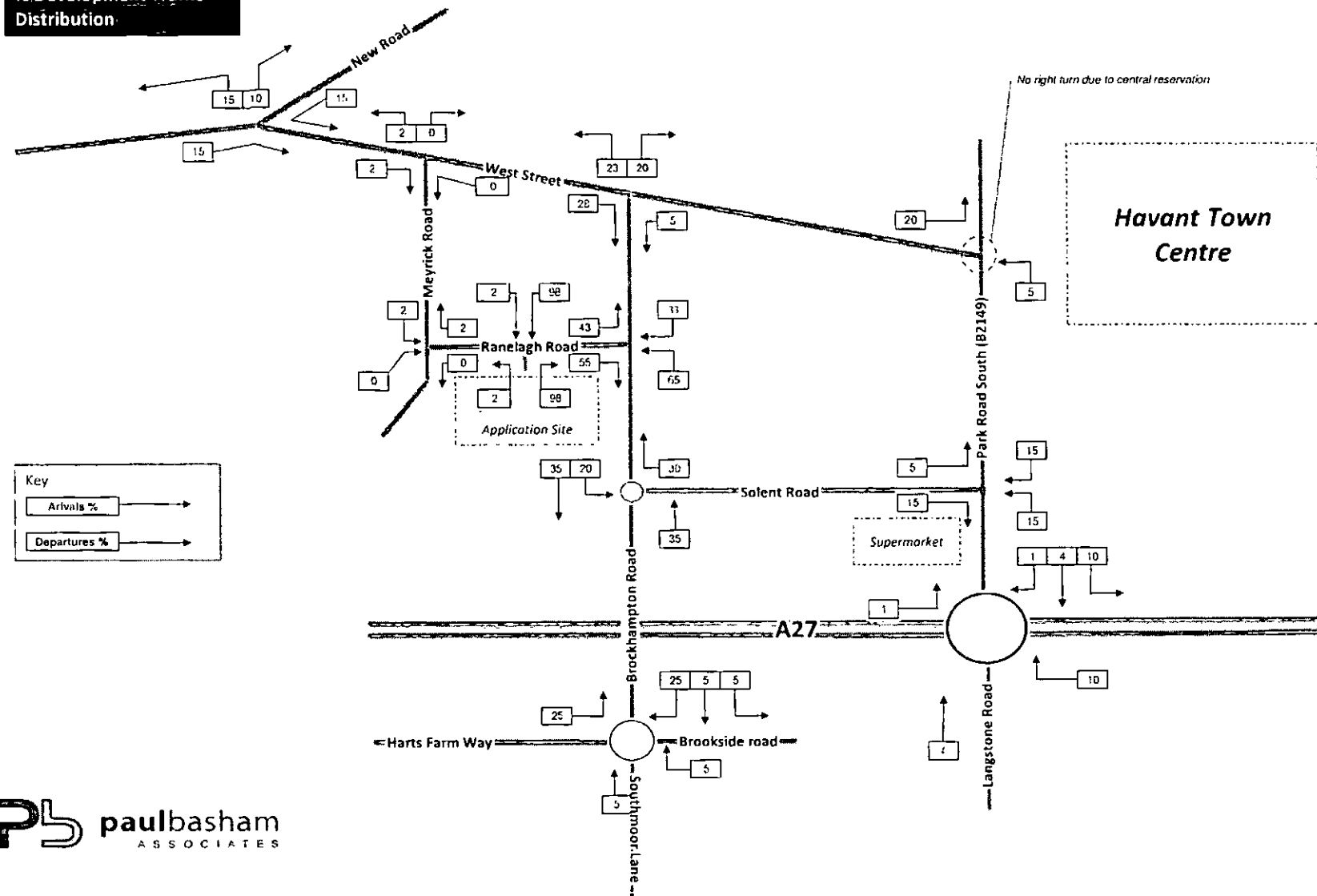
VEHICLES**Calculation factor: 1 DWELLS****BOLD print indicates peak (busiest) period**

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00	0	0	0.000	0	0	0.000	0	0	0.000
01:00 - 02:00	0	0	0.000	0	0	0.000	0	0	0.000
02:00 - 03:00	0	0	0.000	0	0	0.000	0	0	0.000
03:00 - 04:00	0	0	0.000	0	0	0.000	0	0	0.000
04:00 - 05:00	0	0	0.000	0	0	0.000	0	0	0.000
05:00 - 06:00	0	0	0.000	0	0	0.000	0	0	0.000
06:00 - 07:00	0	0	0.000	0	0	0.000	0	0	0.000
07:00 - 08:00	13	60	0.061	13	60	0.269	13	60	0.330
08:00 - 09:00	13	60	0.181	13	60	0.404	13	60	0.585
09:00 - 10:00	13	60	0.164	13	60	0.213	13	60	0.377
10:00 - 11:00	13	60	0.172	13	60	0.185	13	60	0.357
11:00 - 12:00	13	60	0.158	13	60	0.172	13	60	0.330
12:00 - 13:00	13	60	0.186	13	60	0.155	13	60	0.341
13:00 - 14:00	13	60	0.219	13	60	0.217	13	60	0.436
14:00 - 15:00	13	60	0.223	13	60	0.210	13	60	0.433
15:00 - 16:00	13	60	0.255	13	60	0.194	13	60	0.449
16:00 - 17:00	13	60	0.306	13	60	0.214	13	60	0.520
17:00 - 18:00	13	60	0.344	13	60	0.233	13	60	0.577
18:00 - 19:00	13	60	0.316	13	60	0.173	13	60	0.489
19:00 - 20:00	0	0	0.000	0	0	0.000	0	0	0.000
20:00 - 21:00	0	0	0.000	0	0	0.000	0	0	0.000
21:00 - 22:00	0	0	0.000	0	0	0.000	0	0	0.000
22:00 - 23:00	0	0	0.000	0	0	0.000	0	0	0.000
23:00 - 24:00	0	0	0.000	0	0	0.000	0	0	0.000
Total Rates:			2.585			2.639			5.224

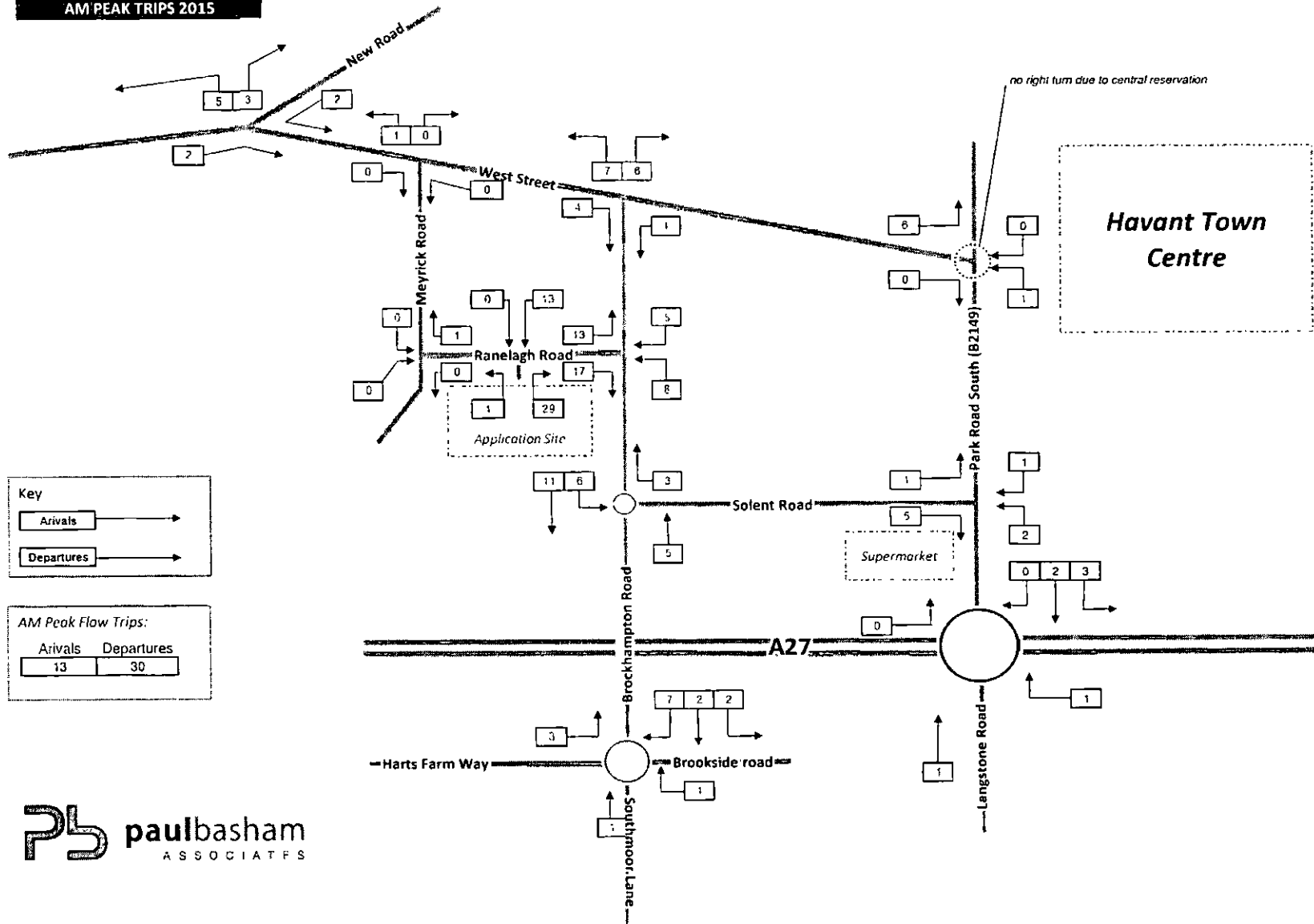
Parameter summary

Trip rate parameter range selected: 29 - 82 (units:)
 Survey date date range: 01/01/03 - 26/09/11
 Number of weekdays (Monday-Friday): 13
 Number of Saturdays: 0
 Number of Sundays: 0
 Surveys manually removed from selection: 8

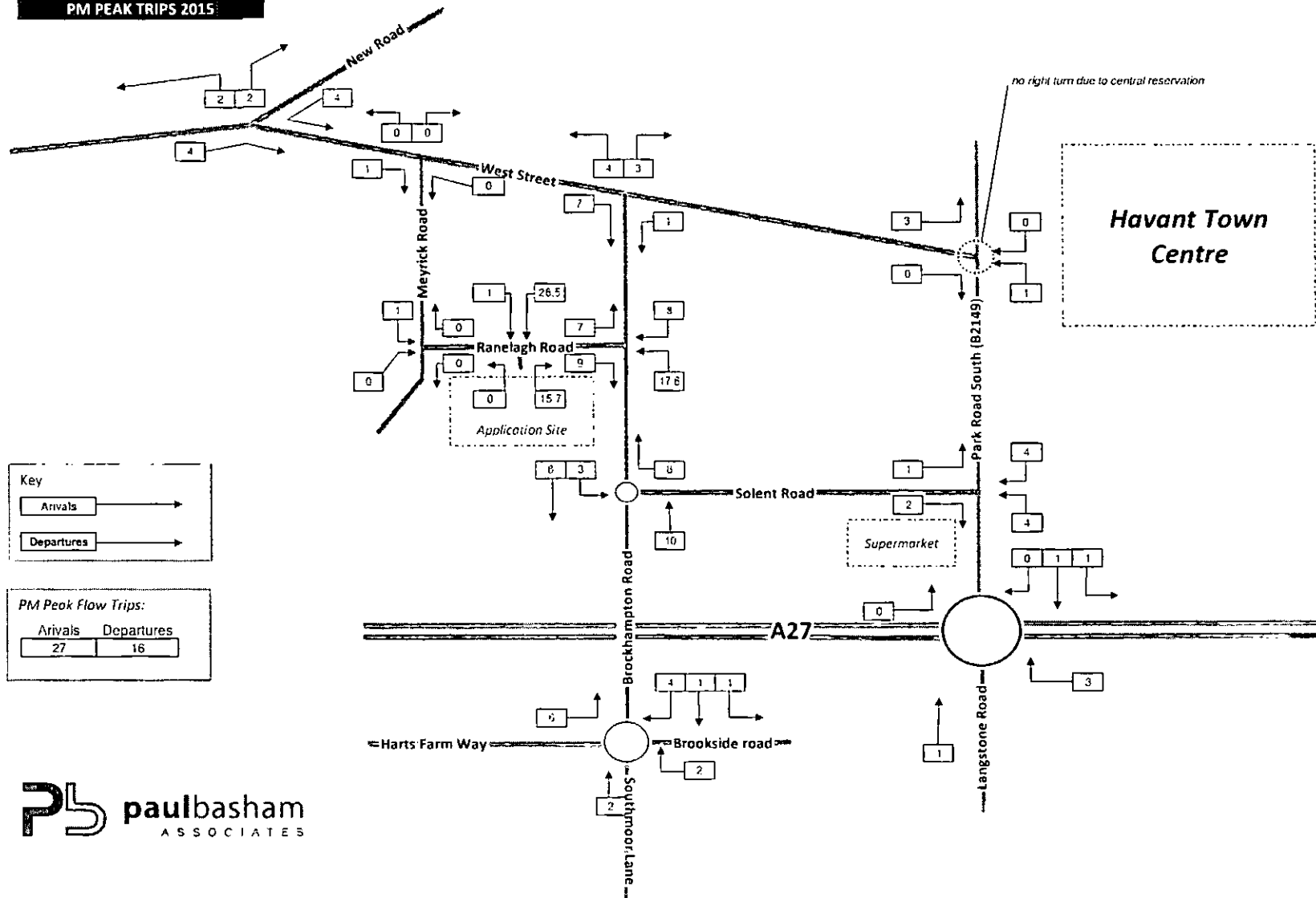
% Development Traffic Distribution



AM PEAK TRIPS 2015

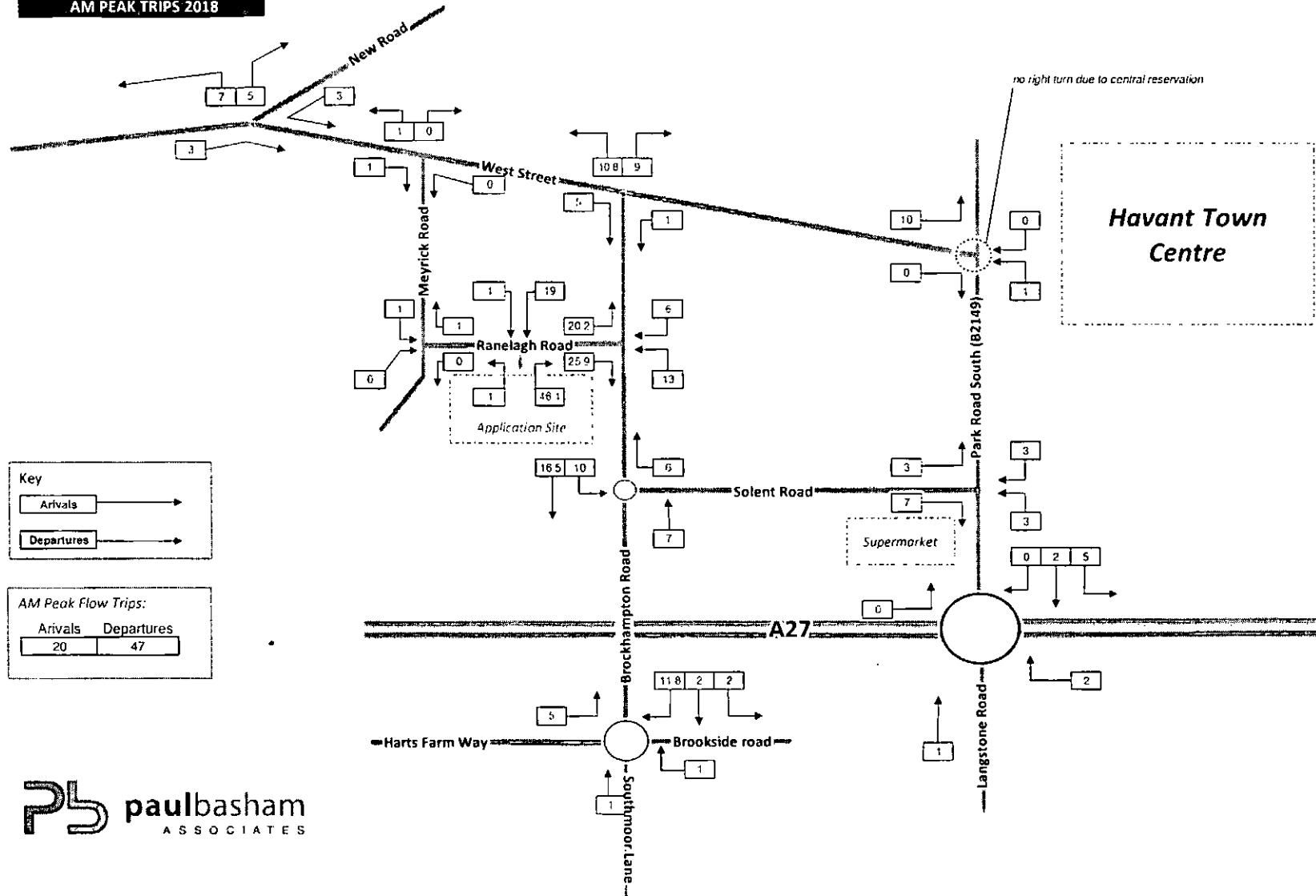


PM PEAK TRIPS 2015

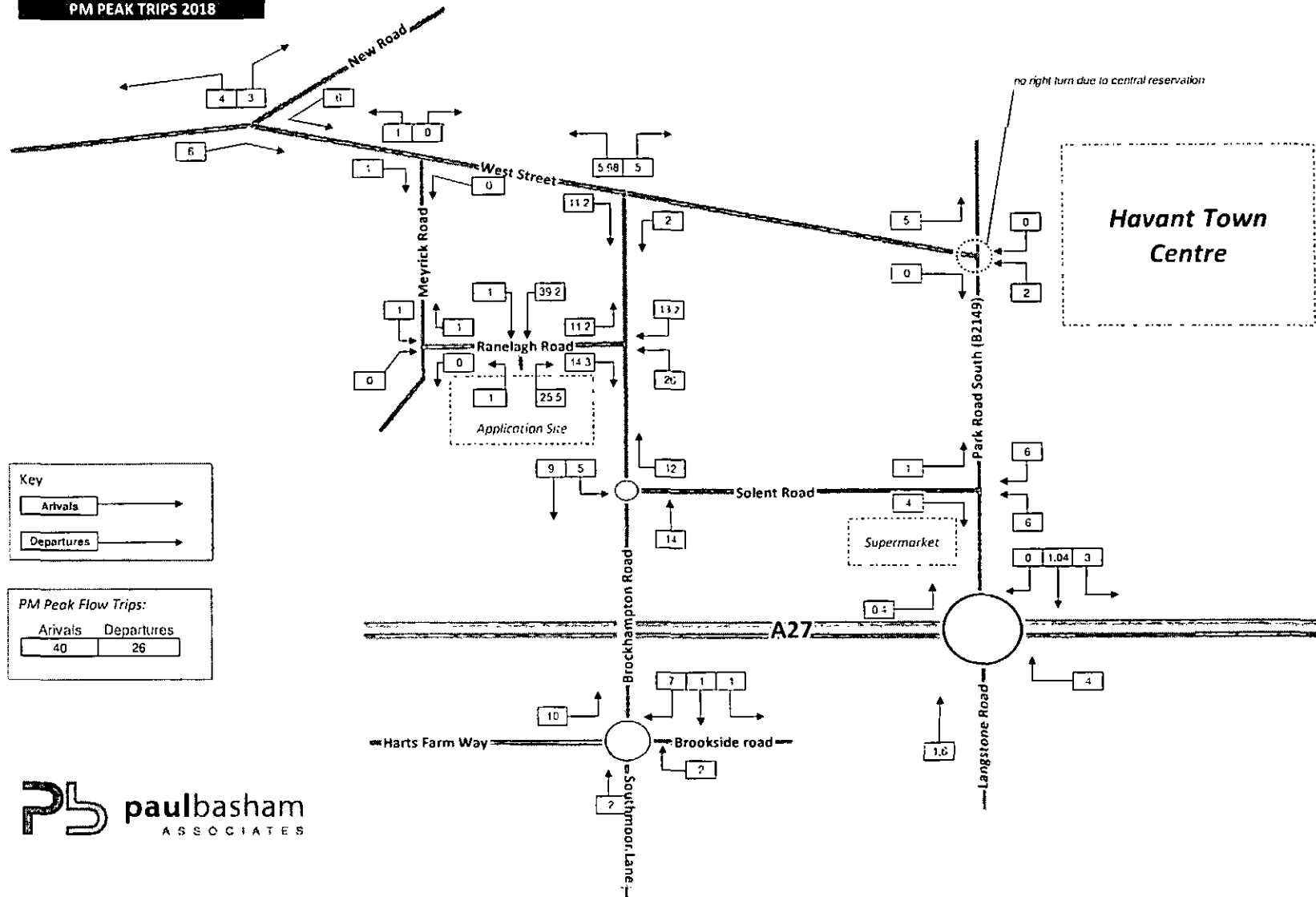


Proposed Development + Phase 2

AM PEAK TRIPS 2018

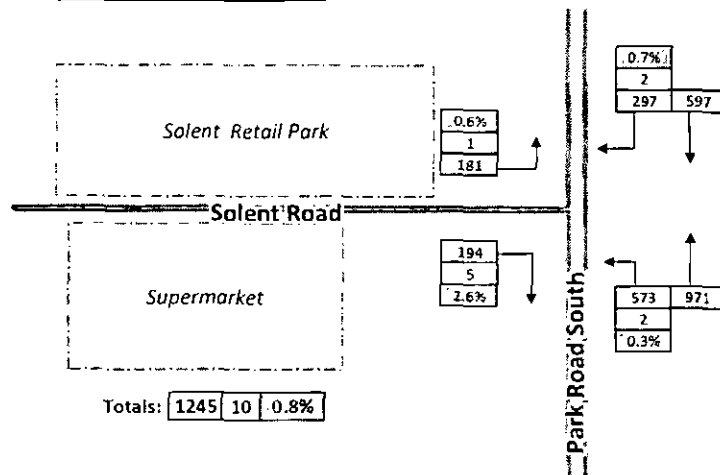


Proposed Development + Phase 2
PM PEAK TRIPS 2018

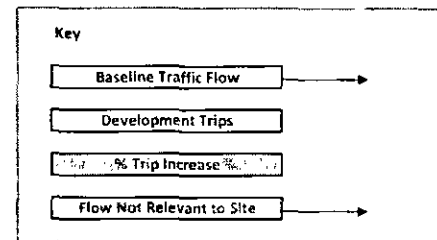
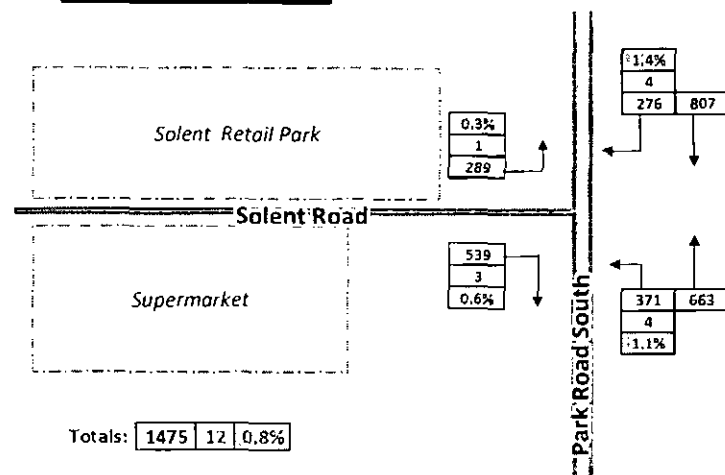


2012 Baseline + Development Traffic Flows - Solent Road/Park Road South Junction

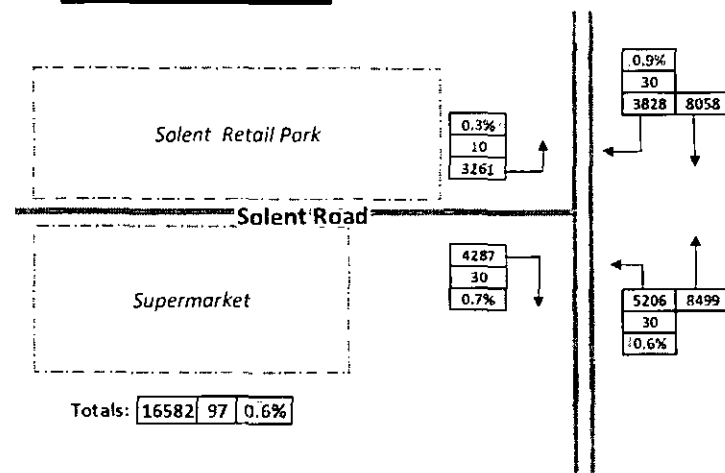
AM PEAK FLOW



PM PEAK FLOW

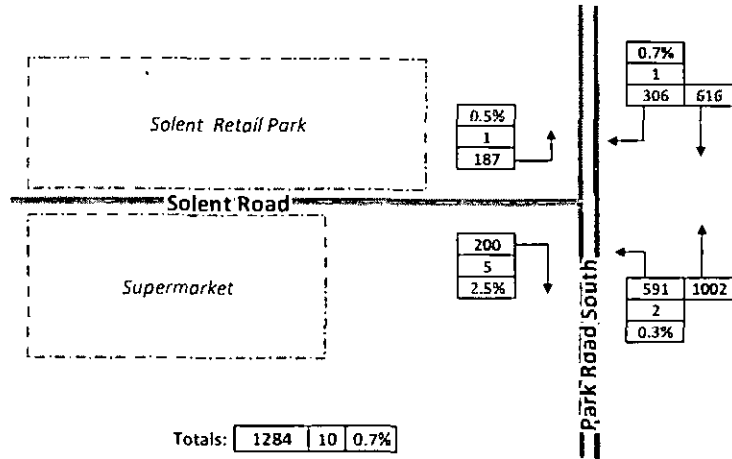


TOTAL DAILY FLOWS

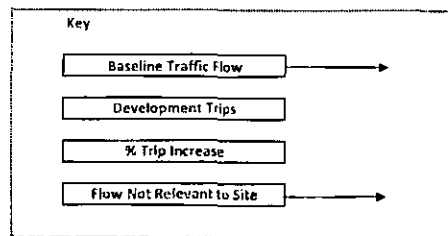
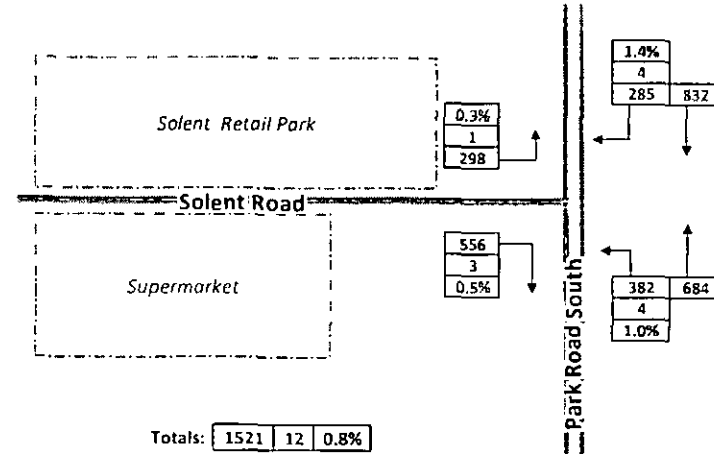


2015 Baseline + Development Traffic Flows - Solent Road/Park Road

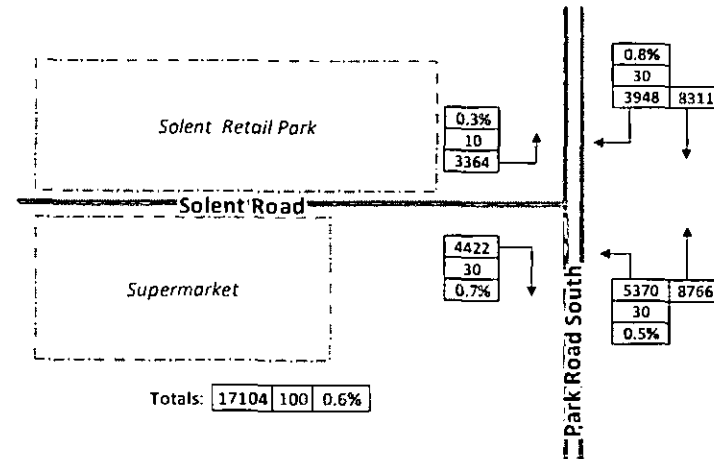
AM PEAK FLOW 2015



PM PEAK FLOW 2015

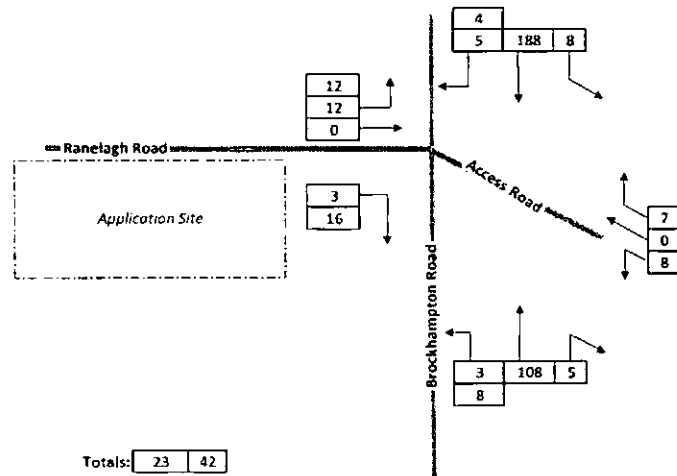


TOTAL DAILY FLOW 2015

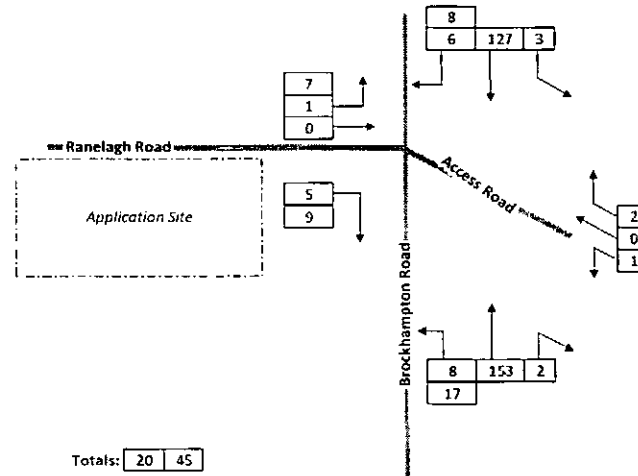


2012 Baseline + Development Traffic Flows - Ranelagh Road/Brockhampton Road Junction

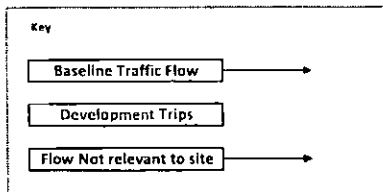
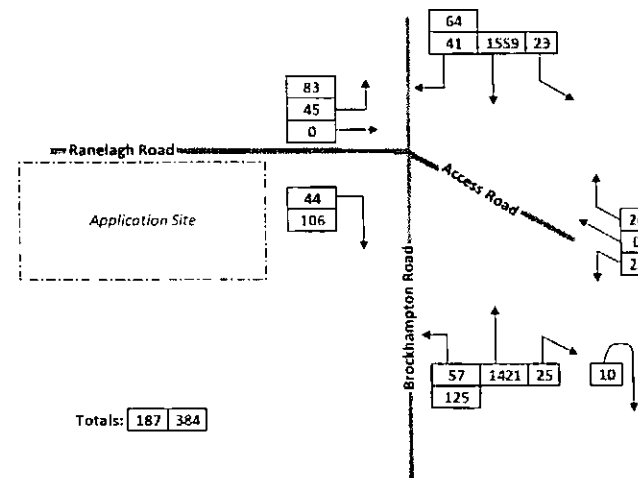
AM PEAK FLOW



PM PEAK FLOW

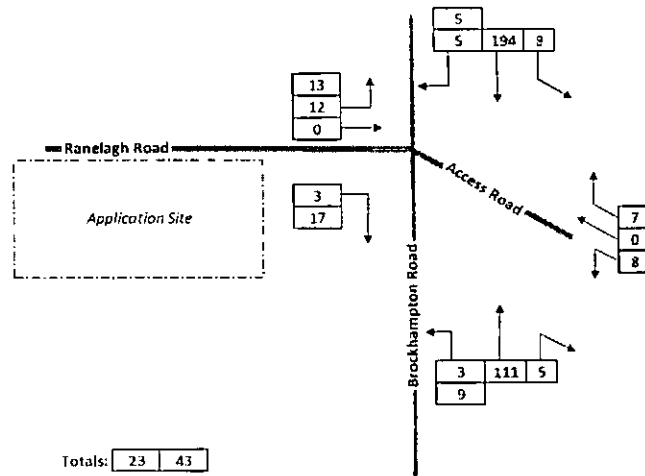


TOTAL DAILY FLOWS

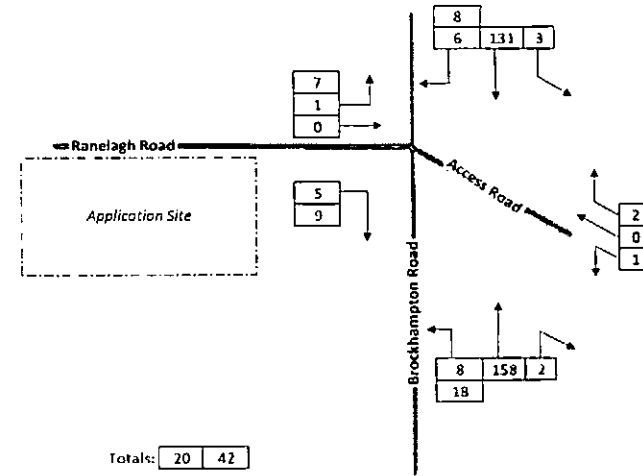


2015 Baseline + Development Traffic Flows - Ranelagh Road/Brockhampton Road

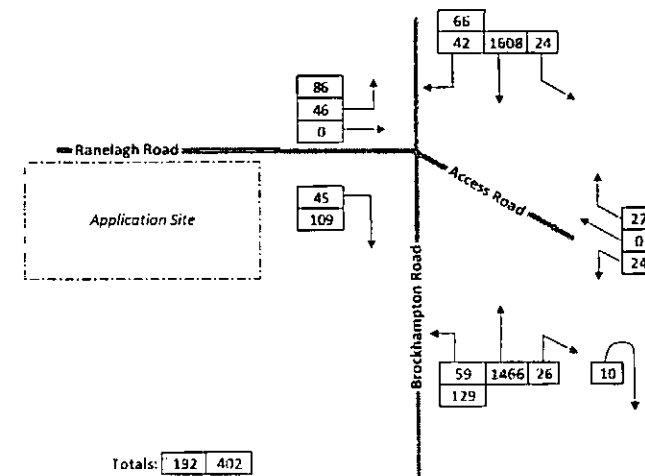
AM PEAK FLOW 2015



PM PEAK FLOW 2015

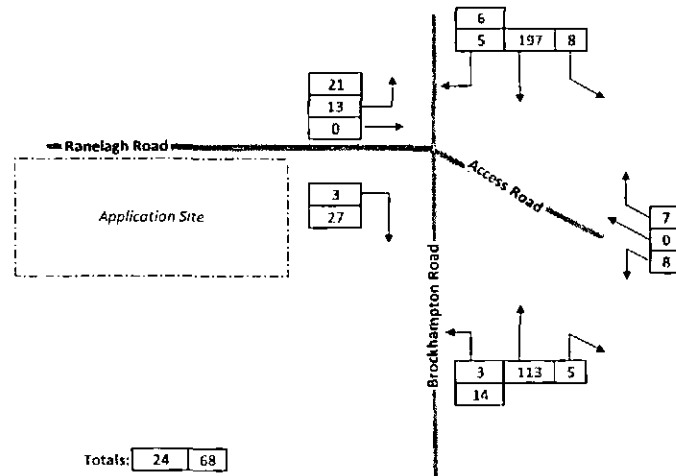


TOTAL DAILY FLOWS 2015

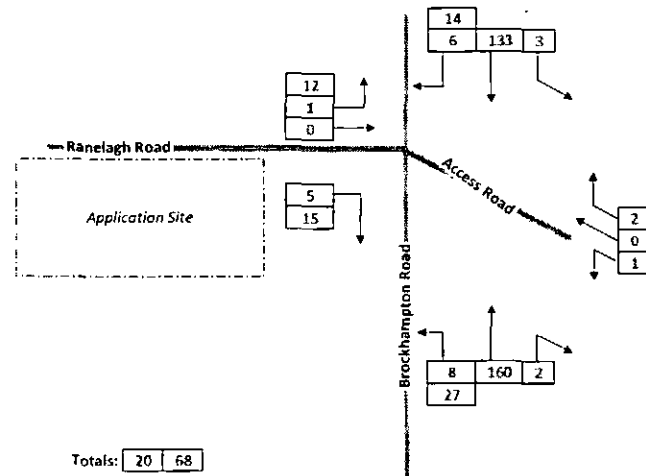


2018 Baseline + Development Traffic Flows + Phase 2 Development - Ranelagh Road/Brockhampton Road Junction

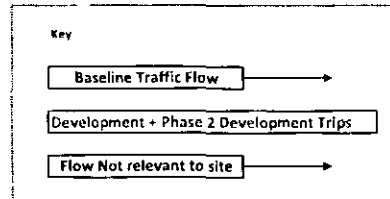
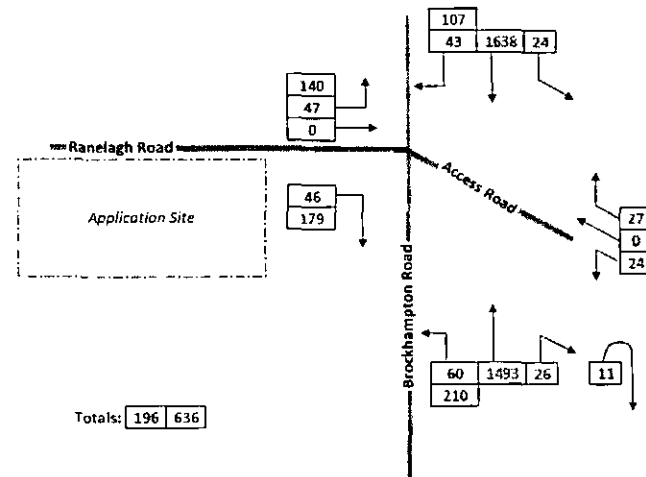
AM PEAK FLOW 2018:



PM PEAK FLOW 2018:



DAILY TOTAL FLOWS 2018:



PICADY		
GUI Version: 5.1 AE Analysis Program Release: 5.0 (MAY 2010)		
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The user of this computer program for the solution of an engineering problem is in no way relieved of their responsibility for the correctness of the solution		

Run Analysis

Parameter	Values
File Run	\\N..\\PICADY\\PICADY - Existing AM & PM Flows 3.vpi
Date Run	06 June 2012
Time Run	16:58:22
Driving Side	Drive On The Left

Arm Names and Flow Scaling Factors

Arm	Arm Name	Flow Scaling Factor (%)
Arm A	Brockhampton Road (southbound)	100
Arm B	Ranelagh Road	100
Arm C	Brockhampton Road (northbound)	100

Stream Labelling Convention

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

Run Information

Parameter	Values
Run Title	Ranelagh Road, Havant 2012 & 2015 Baseline + Development
Location	Ranelagh Road/Brockhampton Road
Date	06 June 2012
Enumerator	ANDY
Job Number	025.0025
Status	Completed
Client	Orchard Homes and Developments Ltd
Description	-

Errors and Warnings

Parameter	Values
Warning	No Errors Or Warnings

Geometric Data**Geometric Parameters**

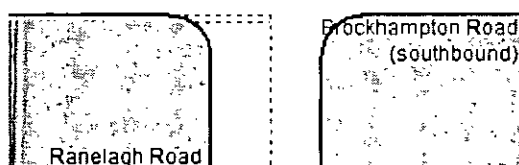
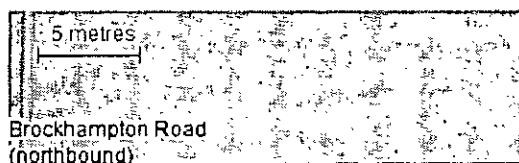
Parameter	Minor Arm B
Major Road Carriageway Width (m)	7.60
Major Road Kerbed Central Reserve Width (m)	0.00
Major Road Right Turning Lane Width (m)	2.20
Minor Road First Lane Width (m)	2.80
Minor Road Visibility To Right (m)	45
Minor Road Visibility To Left (m)	43
Major Road Right Turn Visibility (m)	120
Major Road Right Turn Blocks Traffic	Yes (if over 0 veh)

Slope and Intercept Values

Stream	Intercept for Stream	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
B-A	503.425	0.085	0.216	0.136	0.308
B-C	639.205	0.091	0.230	-	-
C-B	643.456	0.232	0.232	-	-

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

Junction Diagram



Demand Data

Modelling Periods

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

ODTAB Turning Counts

Demand Set: Ranelagh Road, Havant AM 2012 Baseline

Modelling Period: 07:45-09:15

From/To	Arm A	Arm B	Arm C
Arm A	0.0	3.0	108.0
Arm B	3.0	0.0	12.0
Arm C	188.0	5.0	0.0

Demand Set: Ranelagh Road, Havant PM 2012 Baseline
Modelling Period: 16:45-18:15

From/To	Arm A	Arm B	Arm C
Arm A	0.0	8.0	153.0
Arm B	5.0	0.0	1.0
Arm C	127.0	6.0	0.0

ODTAB Synthesised Flows

Demand Set: Ranelagh Road, Havant AM 2012 Baseline
Modelling Period: 07:45-09:15

Arm	Rising Time	Rising Flow (veh/min)	Peak Time	Peak Flow (veh/min)	Falling Time	Falling Flow (veh/min)
Arm A	08:00	1.388	08:30	2.081	09:00	1.388
Arm B	08:00	0.188	08:30	0.281	09:00	0.188
Arm C	08:00	2.412	08:30	3.619	09:00	2.412

Heavy Vehicles Percentages

Demand Set: Ranelagh Road, Havant AM 2012 Baseline
Modelling Period: 07:45-09:15

From/To	Arm A	Arm B	Arm C
Arm A	-	0.0	0.0
Arm B	0.0	-	0.0
Arm C	0.0	0.0	-

Demand Set: Ranelagh Road, Havant PM 2012 Baseline
Modelling Period: 16:45-18:15

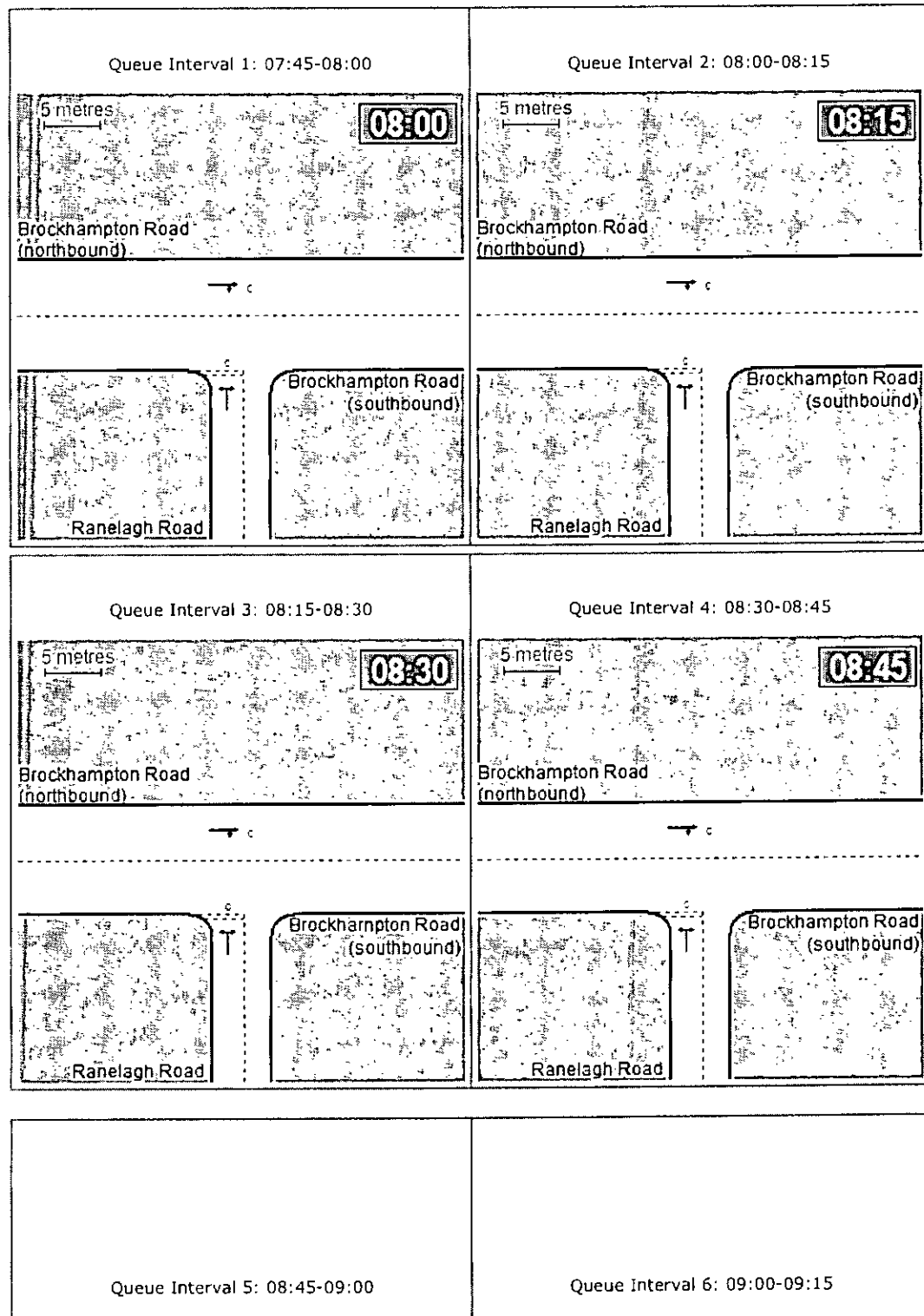
From/To	Arm A	Arm B	Arm C
Arm A	-	0.0	0.0
Arm B	0.0	-	0.0
Arm C	0.0	0.0	-

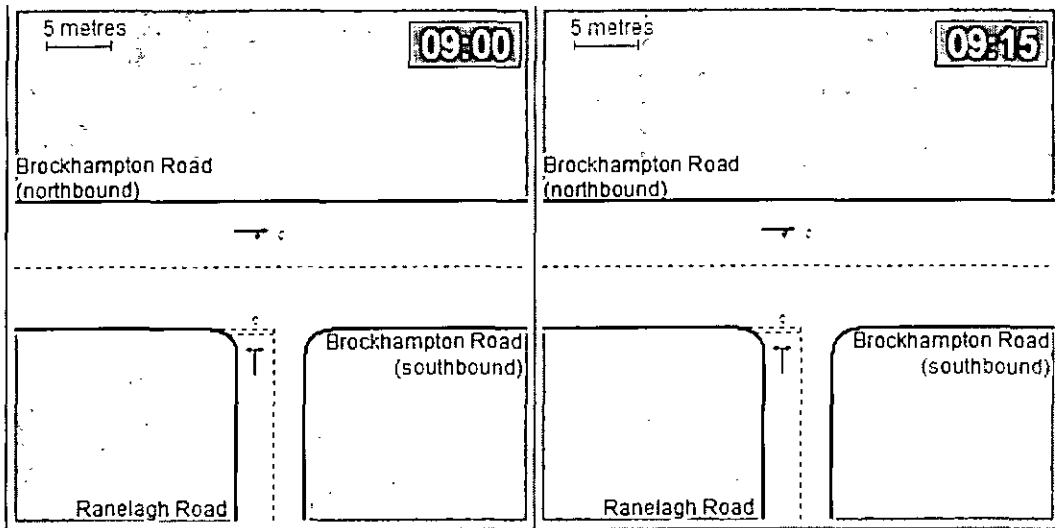
Queue Diagrams

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

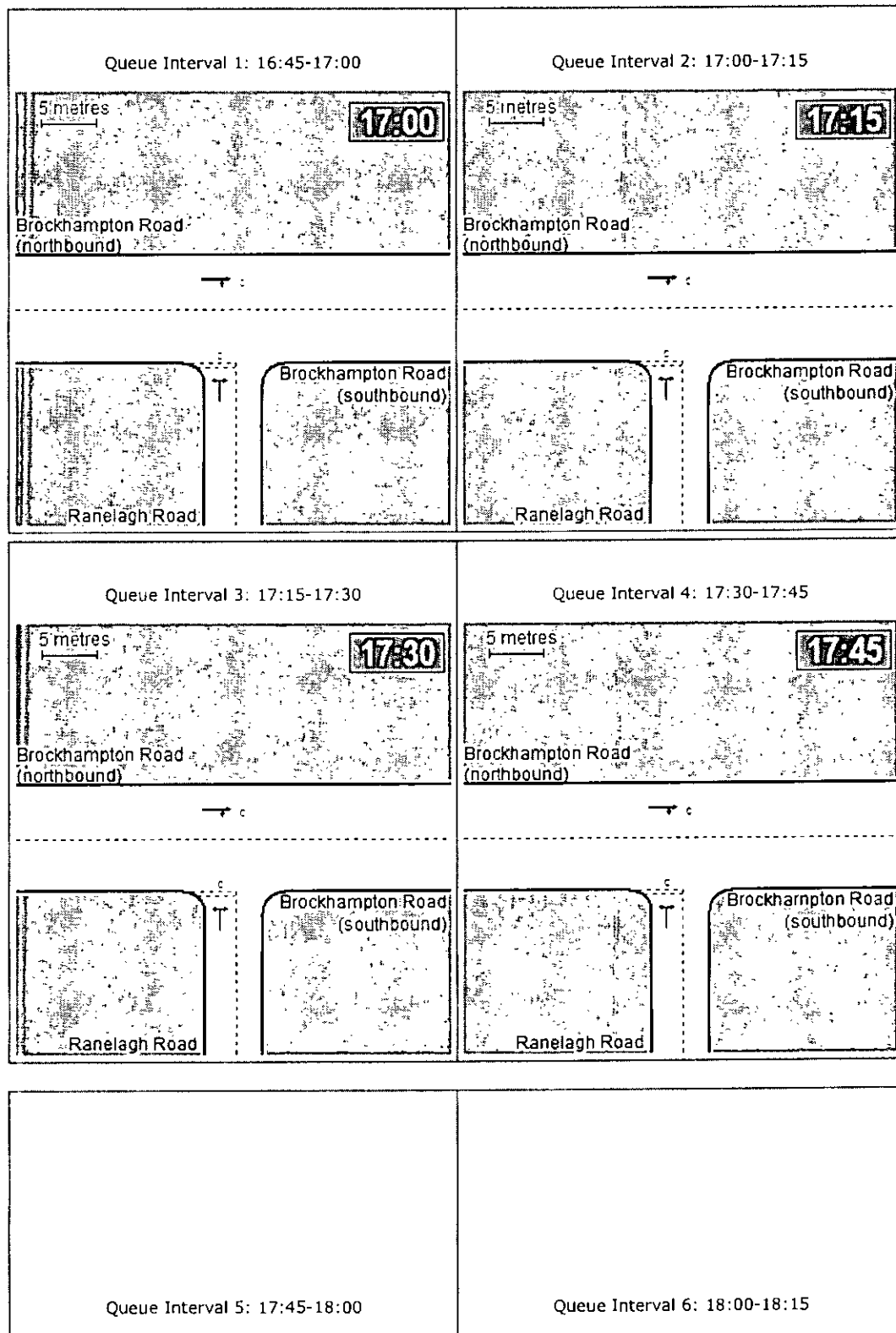
Modelling Period: 07:45-09:15

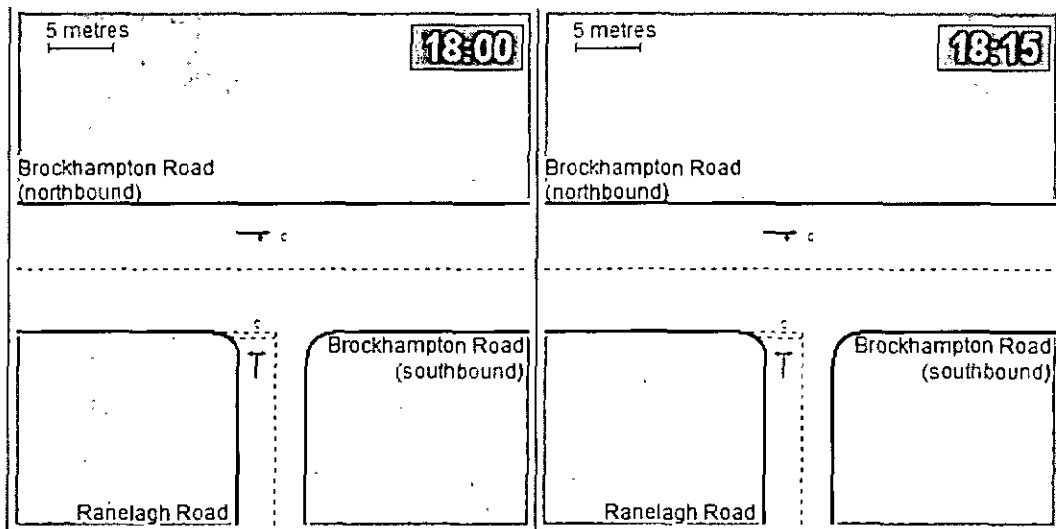
View Extent: 40m





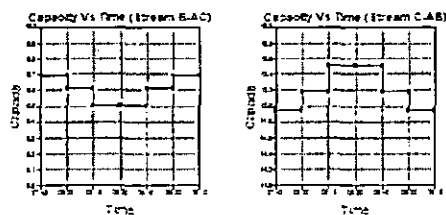
Demand Set: Sum of Demand Sets for Modelling Period: 16:45 - 18:15
Modelling Period: 16:45-18:15
View Extent: 40m



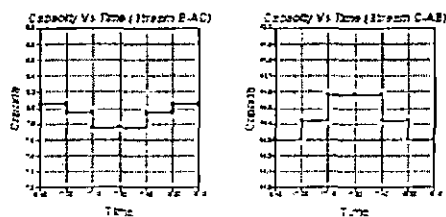


Capacity Graph

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



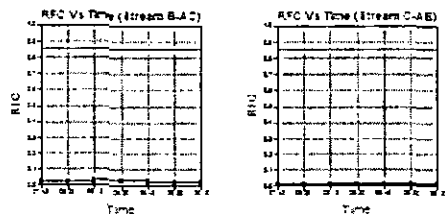
Demand Set: Sum of Demand Sets for Modelling Period: 16:45 - 18:15
Modelling Period: 16:45-18:15



RFC Graph

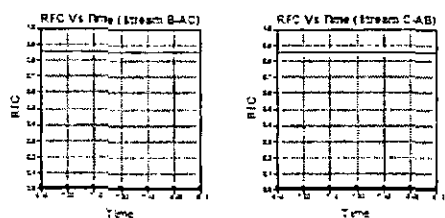
Demand Set: Sum of Demand Sets for Modelling Period: 07:45 - 09:15

Modelling Period: 07:45-09:15



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

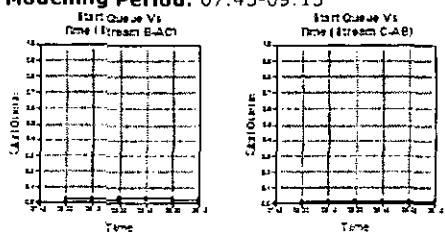
Modelling Period: 16:45-18:15



Start Queue Graph

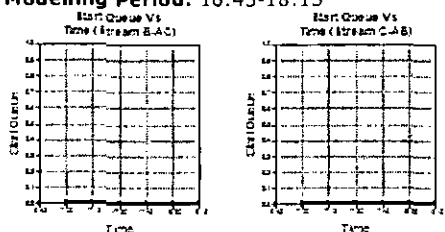
Demand Set: Sum of Demand Sets for Modelling Period: 07:45 - 09:15

Modelling Period: 07:45-09:15



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

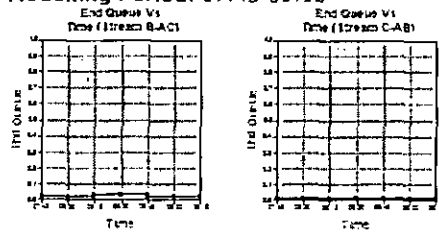
Modelling Period: 16:45-18:15



End Queue Graph

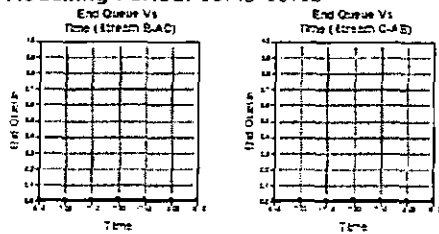
Demand Set: Sum of Demand Sets for Modelling Period: 07:45 - 09:15

Modelling Period: 07:45-09:15



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

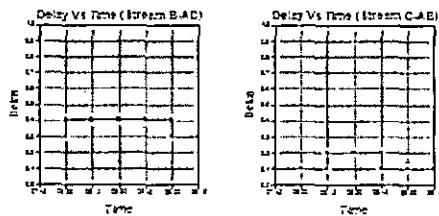
Modelling Period: 16:45-18:15



Delay Graph

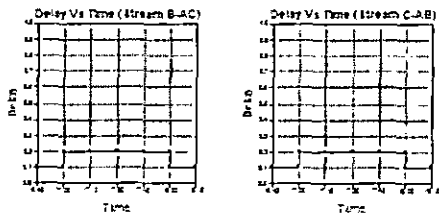
Demand Set: Sum of Demand Sets for Modelling Period: 07:45 - 09:15

Modelling Period: 07:45-09:15



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

Modelling Period: 16:45-18:15



Queues & Delays

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

Modelling Period: 07:45-09:15

Segment	Stream	Demand (veh/min)	Capacity (veh/min)	RFC	Ped. Flow (ped/min)	Start Queue (veh)	End Queue (veh)	Geometric Delay (veh.min/ segment)	Delay (veh.min/ segment)	Mean Arriving Vehicle Delay (min)
07:45- 08:00	B-AC	0.19	9.69	0.019	-	0.00	0.02	-	0.3	0.11
	C-AB	0.08	11.93	0.007	-	0.00	0.01	-	0.1	0.08
	C-A	2.34	-	-	-	-	-	-	-	-
	A-B	0.04	-	-	-	-	-	-	-	-
	A-C	1.36	-	-	-	-	-	-	-	-
Segment	Stream	Demand (veh/min)	Capacity (veh/min)	RFC	Ped. Flow (ped/min)	Start Queue (veh)	End Queue (veh)	Geometric Delay (veh.min/ segment)	Delay (veh.min/ segment)	Mean Arriving Vehicle Delay (min)
08:00- 08:15	B-AC	0.22	9.61	0.023	-	0.02	0.02	-	0.4	0.11
	C-AB	0.10	12.17	0.008	-	0.01	0.01	-	0.1	0.08
	C-A	2.80	-	-	-	-	-	-	-	-
	A-B	0.04	-	-	-	-	-	-	-	-
	A-C	1.62	-	-	-	-	-	-	-	-
Segment	Stream	Demand (veh/min)	Capacity (veh/min)	RFC	Ped. Flow (ped/min)	Start Queue (veh)	End Queue (veh)	Geometric Delay (veh.min/ segment)	Delay (veh.min/ segment)	Mean Arriving Vehicle Delay (min)
08:15- 08:30	B-AC	0.28	9.50	0.029	-	0.02	0.03	-	0.4	0.11
	C-AB	0.12	12.50	0.010	-	0.01	0.01	-	0.2	0.08
	C-A	3.42	-	-	-	-	-	-	-	-
	A-B	0.06	-	-	-	-	-	-	-	-
	A-C	1.98	-	-	-	-	-	-	-	-
Segment	Stream	Demand (veh/min)	Capacity (veh/min)	RFC	Ped. Flow (ped/min)	Start Queue (veh)	End Queue (veh)	Geometric Delay (veh.min/ segment)	Delay (veh.min/ segment)	Mean Arriving Vehicle Delay (min)
08:30- 08:45	B-AC	0.28	9.50	0.029	-	0.03	0.03	-	0.4	0.11
	C-AB	0.12	12.50	0.010	-	0.01	0.01	-	0.2	0.08
	C-A	3.42	-	-	-	-	-	-	-	-
	A-B	0.06	-	-	-	-	-	-	-	-
	A-C	1.98	-	-	-	-	-	-	-	-

Segment	Stream	Demand (veh/min)	Capacity (veh/min)	RFC	Ped. Flow (ped/min)	Start Queue (veh)	End Queue (veh)	Geometric Delay (veh.min/ segment)	Delay (veh.min/ segment)	Mean Arriving Vehicle Delay (min)
08:45- 09:00	B-AC	0.22	9.61	0.023	-	0.03	0.02	-	0.4	0.11
	C-AB	0.10	12.17	0.008	-	0.01	0.01	-	0.1	0.08
	C-A	2.80	-	-	-	-	-	-	-	-
	A-B	0.04	-	-	-	-	-	-	-	-
	A-C	1.62	-	-	-	-	-	-	-	-

Segment	Stream	Demand (veh/min)	Capacity (veh/min)	RFC	Ped. Flow (ped/min)	Start Queue (veh)	End Queue (veh)	Geometric Delay (veh.min/ segment)	Delay (veh.min/ segment)	Mean Arriving Vehicle Delay (min)
09:00- 09:15	B-AC	0.19	9.69	0.019	-	0.02	0.02	-	0.3	0.11
	C-AB	0.08	11.93	0.007	-	0.01	0.01	-	0.1	0.08
	C-A	2.34	-	-	-	-	-	-	-	-
	A-B	0.04	-	-	-	-	-	-	-	-
	A-C	1.36	-	-	-	-	-	-	-	-

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

Modelling Period: 16:45-18:15

Segment	Stream	Demand (veh/min)	Capacity (veh/min)	RFC	Ped. Flow (ped/min)	Start Queue (veh)	End Queue (veh)	Geometric Delay (veh.min/ segment)	Delay (veh.min/ segment)	Mean Arriving Vehicle Delay (min)
16:45- 17:00	B-AC	0.08	8.05	0.009	-	0.00	0.01	-	0.1	0.13
	C-AB	0.09	11.30	0.008	-	0.00	0.01	-	0.1	0.09
	C-A	1.58	-	-	-	-	-	-	-	-
	A-B	0.10	-	-	-	-	-	-	-	-
	A-C	1.92	-	-	-	-	-	-	-	-

Segment	Stream	Demand (veh/min)	Capacity (veh/min)	RFC	Ped. Flow (ped/min)	Start Queue (veh)	End Queue (veh)	Geometric Delay (veh.min/ segment)	Delay (veh.min/ segment)	Mean Arriving Vehicle Delay (min)
17:00- 17:15	B-AC	0.09	7.93	0.011	-	0.01	0.01	-	0.2	0.13
	C-AB	0.11	11.42	0.009	-	0.01	0.01	-	0.2	0.09
	C-A	1.89	-	-	-	-	-	-	-	-
	A-B	0.12	-	-	-	-	-	-	-	-
	A-C	2.29	-	-	-	-	-	-	-	-

Segment	Stream	Demand (veh/min)	Capacity (veh/min)	RFC	Ped. Flow (ped/min)	Start Queue (veh)	End Queue (veh)	Geometric Delay (veh.min/ segment)	Delay (veh.min/ segment)	Mean Arriving Vehicle Delay (min)
17:15- 17:30	B-AC	0.11	7.75	0.014	-	0.01	0.01	-	0.2	0.13
	C-AB	0.14	11.58	0.012	-	0.01	0.01	-	0.2	0.09
	C-A	2.30	-	-	-	-	-	-	-	-
	A-B	0.15	-	-	-	-	-	-	-	-
	A-C	2.81	-	-	-	-	-	-	-	-
Segment	Stream	Demand (veh/min)	Capacity (veh/min)	RFC	Ped. Flow (ped/min)	Start Queue (veh)	End Queue (veh)	Geometric Delay (veh.min/ segment)	Delay (veh.min/ segment)	Mean Arriving Vehicle Delay (min)
17:30- 17:45	B-AC	0.11	7.75	0.014	-	0.01	0.01	-	0.2	0.13
	C-AB	0.14	11.58	0.012	-	0.01	0.01	-	0.2	0.09
	C-A	2.30	-	-	-	-	-	-	-	-
	A-B	0.15	-	-	-	-	-	-	-	-
	A-C	2.81	-	-	-	-	-	-	-	-
Segment	Stream	Demand (veh/min)	Capacity (veh/min)	RFC	Ped. Flow (ped/min)	Start Queue (veh)	End Queue (veh)	Geometric Delay (veh.min/ segment)	Delay (veh.min/ segment)	Mean Arriving Vehicle Delay (min)
17:45- 18:00	B-AC	0.09	7.93	0.011	-	0.01	0.01	-	0.2	0.13
	C-AB	0.11	11.42	0.009	-	0.01	0.01	-	0.2	0.09
	C-A	1.89	-	-	-	-	-	-	-	-
	A-B	0.12	-	-	-	-	-	-	-	-
	A-C	2.29	-	-	-	-	-	-	-	-
Segment	Stream	Demand (veh/min)	Capacity (veh/min)	RFC	Ped. Flow (ped/min)	Start Queue (veh)	End Queue (veh)	Geometric Delay (veh.min/ segment)	Delay (veh.min/ segment)	Mean Arriving Vehicle Delay (min)
18:00- 18:15	B-AC	0.08	8.05	0.009	-	0.01	0.01	-	0.1	0.13
	C-AB	0.09	11.30	0.008	-	0.01	0.01	-	0.1	0.09
	C-A	1.58	-	-	-	-	-	-	-	-
	A-B	0.10	-	-	-	-	-	-	-	-
	A-C	1.92	-	-	-	-	-	-	-	-

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

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

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

Overall Queues & Delays

Queueing Delay Information Over Whole Period

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

Modelling Period: 07:45-09:15

Stream	Total Demand (veh)	Total Demand (veh/h)	Queueing Delay (min)	Queueing Delay (min/veh)	Inclusive Delay (min)	Inclusive Delay (min/veh)
B-AC	20.6	13.8	2.2	0.1	2.2	0.1
C-AB	9.0	6.0	0.8	0.1	0.8	0.1
C-A	256.7	171.1	-	-	-	-
A-B	4.1	2.8	-	-	-	-
A-C	148.7	99.1	-	-	-	-
All	439.1	292.7	3.0	0.0	3.0	0.0

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

Modelling Period: 16:45-18:15

Stream	Total Demand (veh)	Total Demand (veh/h)	Queueing Delay (min)	Queueing Delay (min/veh)	Inclusive Delay (min)	Inclusive Delay (min/veh)
B-AC	8.3	5.5	1.1	0.1	1.1	0.1
C-AB	10.0	6.6	1.0	0.1	1.0	0.1
C-A	173.1	115.4	-	-	-	-
A-B	11.0	7.3	-	-	-	-
A-C	210.6	140.4	-	-	-	-
All	412.9	275.3	2.0	0.0	2.0	0.0

Delay is that occurring only within the time period.

Inclusive delay includes delay suffered by vehicles which are still queuing after the end of the time period.

These will only be significantly different if there is a large queue remaining at the end of the time period.

PICADY 5 Run Successful

PICADY		
GUI Version: 5.1 AE Analysis Program Release: 5.0 (MAY 2010)		
© Copyright TRL Limited, 2010 Adapted from PICADY/3 which is Crown Copyright by permission of the controller of HMSO		
For sales and distribution information, program advice and maintenance, contact:		
TRL Limited Crowthorne House Nine Mile Ride Wokingham, Berks. RG40 3GA, UK		Tel: +44 (0)1344 770758 Fax: +44 (0)1344 770864 E-mail: software@trl.co.uk Web: www.trlsoftware.co.uk
The user of this computer program for the solution of an engineering problem is in no way relieved of their responsibility for the correctness of the solution		

Run Analysis

Parameter	Values
File Run	\\N..\\PICADY\\PICADY - Existing + Development AM & PM Flows 4.vpi
Date Run	06 June 2012
Time Run	17:09:05
Driving Side	Drive On The Left

Arm Names and Flow Scaling Factors

Arm	Arm Name	Flow Scaling Factor (%)
Arm A	Brockhampton Road (southbound)	100
Arm B	Ranelagh Road	100
Arm C	Brockhampton Road (northbound)	100

Stream Labelling Convention

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

Run Information

Parameter	Values
Run Title	Ranelagh Road, Havant 2012 & 2015 Baseline + Development
Location	Ranelagh Road/Brockhampton Road
Date	06 June 2012
Enumerator	ANDY
Job Number	025.0025
Status	Completed
Client	Orchard Homes and Developments Ltd
Description	-

Errors and Warnings

Parameter	Values
Warning	No Errors Or Warnings

Geometric Data**Geometric Parameters**

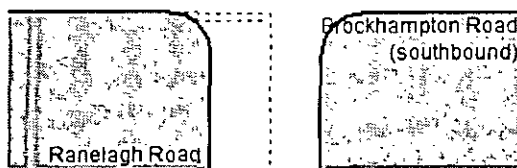
Parameter	Minor Arm B
Major Road Carriageway Width (m)	7.60
Major Road Kerbed Central Reserve Width (m)	0.00
Major Road Right Turning Lane Width (m)	2.20
Minor Road First Lane Width (m)	2.80
Minor Road Visibility To Right (m)	45
Minor Road Visibility To Left (m)	43
Major Road Right Turn Visibility (m)	120
Major Road Right Turn Blocks Traffic	Yes (if over 0 veh)

Slope and Intercept Values

Stream	Intercept for Stream	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
B-A	503.425	0.085	0.216	0.136	0.308
B-C	639.205	0.091	0.230	-	-
C-B	643.456	0.232	0.232	-	-

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

Junction Diagram



Demand Data

Modelling Periods

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

ODTAB Turning Counts

Demand Set: Ranelagh Road, Havant AM 2012 Baseline
Modelling Period: 07:45-09:15

From/To	Arm A	Arm B	Arm C
Arm A	0.0	12.0	111.0
Arm B	20.0	0.0	25.0
Arm C	194.0	9.0	0.0

Demand Set: Ranelagh Road, Havant PM 2012 Baseline
Modelling Period: 16:45-18:15

From/To	Arm A	Arm B	Arm C
Arm A	0.0	26.0	158.0
Arm B	15.0	0.0	9.0
Arm C	191.0	15.0	0.0

ODTAB Synthesised Flows

Demand Set: Ranelagh Road, Havant AM 2012 Baseline
Modelling Period: 07:45-09:15

Arm	Rising Time	Rising Flow (veh/min)	Peak Time	Peak Flow (veh/min)	Falling Time	Falling Flow (veh/min)
Arm A	08:00	1.538	08:30	2.306	09:00	1.538
Arm B	08:00	0.563	08:30	0.844	09:00	0.563
Arm C	08:00	2.537	08:30	3.806	09:00	2.537

Heavy Vehicles Percentages

Demand Set: Ranelagh Road, Havant AM 2012 Baseline
Modelling Period: 07:45-09:15

From/To	Arm A	Arm B	Arm C
Arm A	-	0.0	0.0
Arm B	0.0	-	0.0
Arm C	0.0	0.0	-

Demand Set: Ranelagh Road, Havant PM 2012 Baseline
Modelling Period: 16:45-18:15

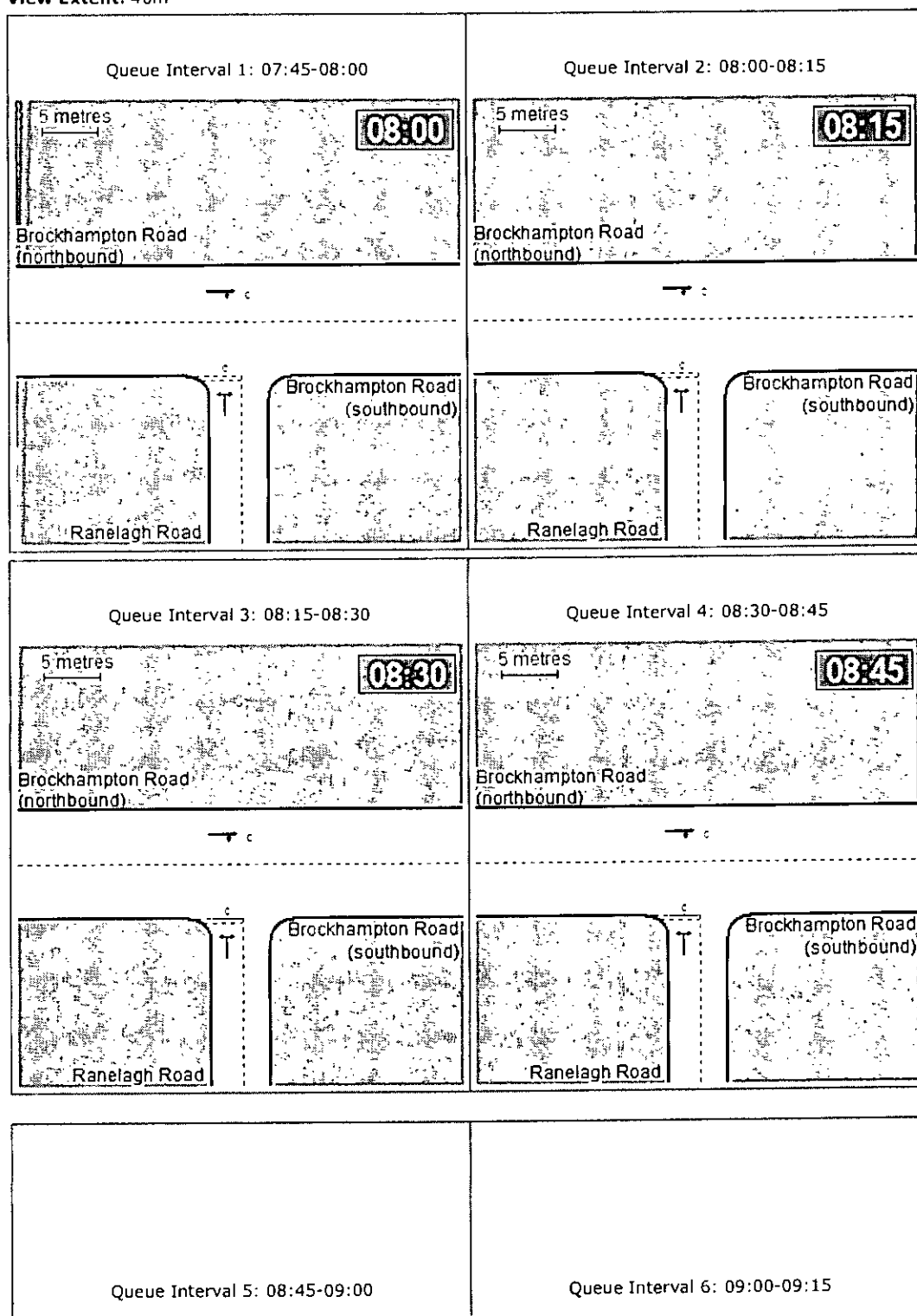
From/To	Arm A	Arm B	Arm C
Arm A	-	0.0	0.0
Arm B	0.0	-	0.0
Arm C	0.0	0.0	-

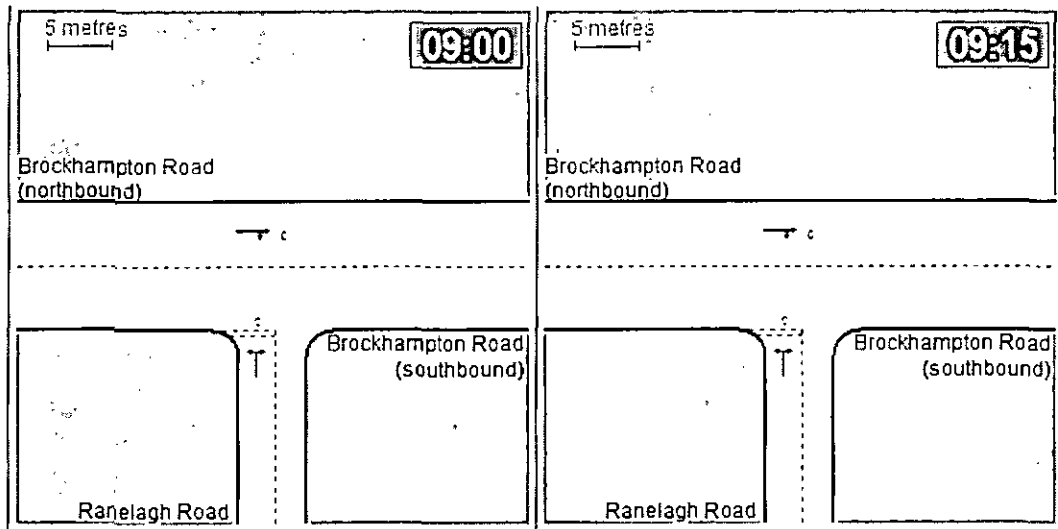
Queue Diagrams

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

Modelling Period: 07:45-09:15

View Extent: 40m

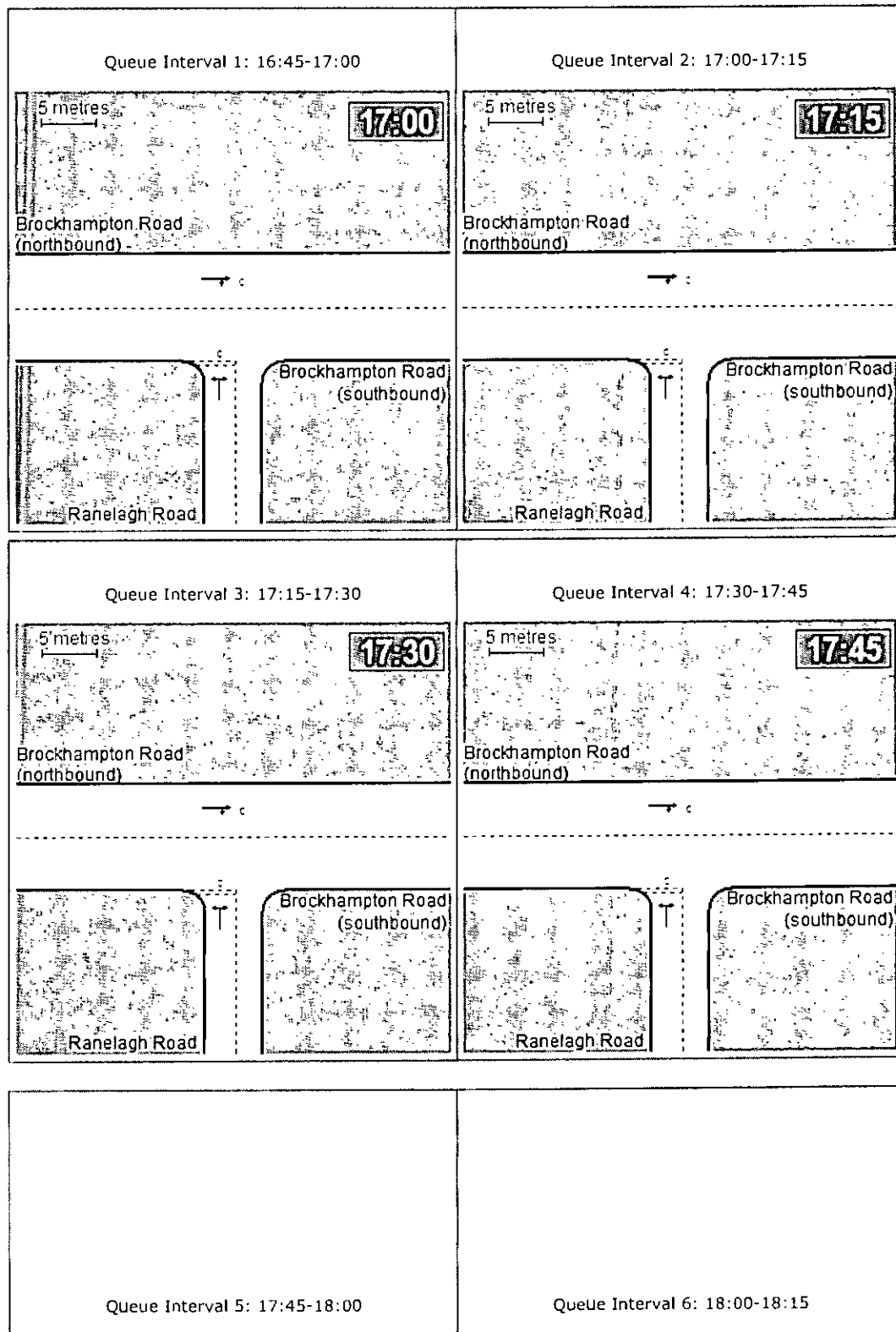


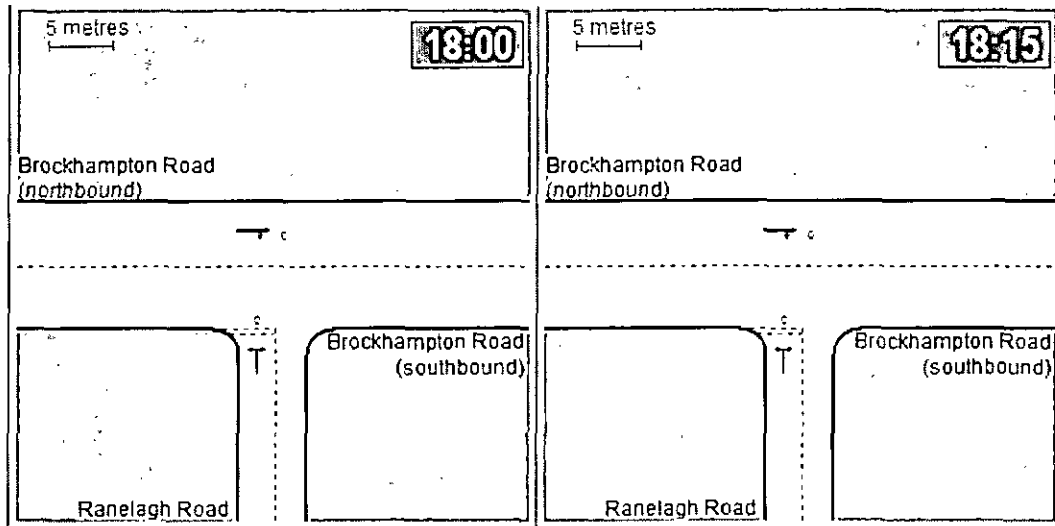


Demand Set: Sum of Demand Sets for Modelling Period: 16:45 - 18:15

Modelling Period: 16:45-18:15

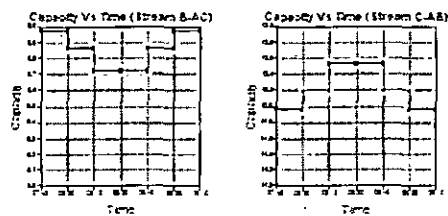
View Extent: 40m



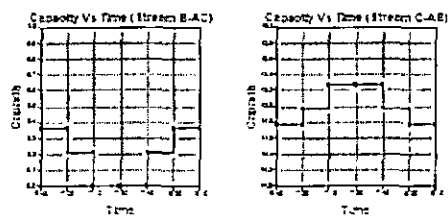


Capacity Graph

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

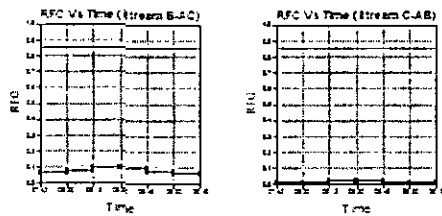


Demand Set: Sum of Demand Sets for Modelling Period: 16:45 - 18:15
Modelling Period: 16:45-18:15

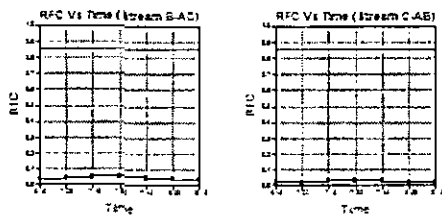


RFC Graph

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

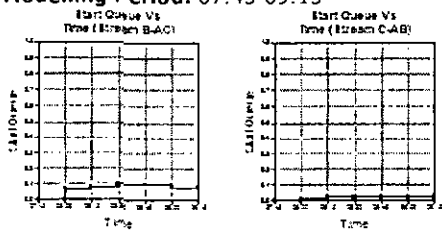


Demand Set: Sum of Demand Sets for Modelling Period: 16:45 - 18:15
Modelling Period: 16:45-18:15

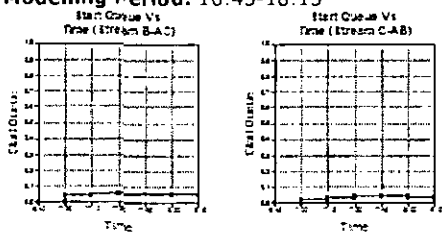


Start Queue Graph

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



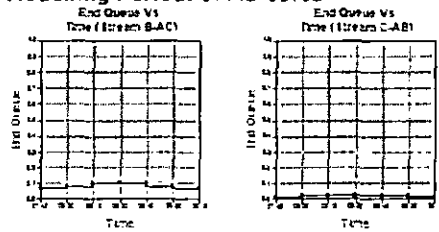
Demand Set: Sum of Demand Sets for Modelling Period: 16:45 - 18:15
Modelling Period: 16:45-18:15



End Queue Graph

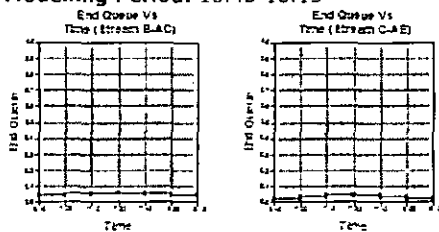
Demand Set: Sum of Demand Sets for Modelling Period: 07:45 - 09:15

Modelling Period: 07:45-09:15



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

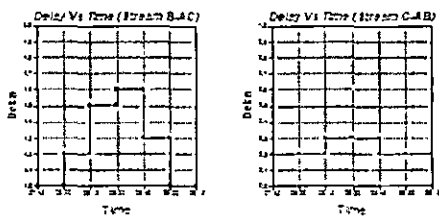
Modelling Period: 16:45-18:15



Delay Graph

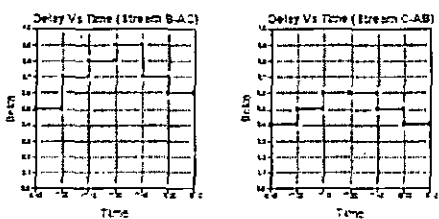
Demand Set: Sum of Demand Sets for Modelling Period: 07:45 - 09:15

Modelling Period: 07:45-09:15



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

Modelling Period: 16:45-18:15



Queues & Delays

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

Modelling Period: 07:45-09:15

Segment	Stream	Demand (veh/min)	Capacity (veh/min)	RFC	Ped. Flow (ped/min)	Start Queue (veh)	End Queue (veh)	Geometric Delay (veh.min/ segment)	Delay (veh.min/ segment)	Mean Arriving Vehicle Delay (min)
07:45- 08:00	B-AC	0.56	8.97	0.063	-	0.00	0.07	-	1.0	0.12
	C-AB	0.14	11.95	0.012	-	0.00	0.01	-	0.2	0.08
	C-A	2.41	-	-	-	-	-	-	-	-
	A-B	0.15	-	-	-	-	-	-	-	-
	A-C	1.39	-	-	-	-	-	-	-	-
Segment	Stream	Demand (veh/min)	Capacity (veh/min)	RFC	Ped. Flow (ped/min)	Start Queue (veh)	End Queue (veh)	Geometric Delay (veh.min/ segment)	Delay (veh.min/ segment)	Mean Arriving Vehicle Delay (min)
08:00- 08:15	B-AC	0.67	8.86	0.076	-	0.07	0.08	-	1.2	0.12
	C-AB	0.18	12.19	0.014	-	0.01	0.02	-	0.2	0.08
	C-A	2.87	-	-	-	-	-	-	-	-
	A-B	0.18	-	-	-	-	-	-	-	-
	A-C	1.66	-	-	-	-	-	-	-	-
Segment	Stream	Demand (veh/min)	Capacity (veh/min)	RFC	Ped. Flow (ped/min)	Start Queue (veh)	End Queue (veh)	Geometric Delay (veh.min/ segment)	Delay (veh.min/ segment)	Mean Arriving Vehicle Delay (min)
08:15- 08:30	B-AC	0.83	8.72	0.095	-	0.08	0.10	-	1.5	0.13
	C-AB	0.23	12.52	0.018	-	0.02	0.02	-	0.3	0.08
	C-A	3.50	-	-	-	-	-	-	-	-
	A-B	0.22	-	-	-	-	-	-	-	-
	A-C	2.04	-	-	-	-	-	-	-	-
Segment	Stream	Demand (veh/min)	Capacity (veh/min)	RFC	Ped. Flow (ped/min)	Start Queue (veh)	End Queue (veh)	Geometric Delay (veh.min/ segment)	Delay (veh.min/ segment)	Mean Arriving Vehicle Delay (min)
08:30- 08:45	B-AC	0.83	8.72	0.095	-	0.10	0.10	-	1.6	0.13
	C-AB	0.23	12.52	0.018	-	0.02	0.02	-	0.3	0.08
	C-A	3.50	-	-	-	-	-	-	-	-
	A-B	0.22	-	-	-	-	-	-	-	-
	A-C	2.04	-	-	-	-	-	-	-	-

Segment	Stream	Demand (veh/min)	Capacity (veh/min)	RFC	Ped. Flow (ped/min)	Start Queue (veh)	End Queue (veh)	Geometric Delay (veh.min/ segment)	Delay (veh.min/ segment)	Mean Arriving Vehicle Delay (min)
08:45- 09:00	B-AC	0.67	8.86	0.076	-	0.10	0.08	-	1.3	0.12
	C-AB	0.18	12.19	0.014	-	0.02	0.02	-	0.2	0.08
	C-A	2.87	-	-	-	-	-	-	-	-
	A-B	0.18	-	-	-	-	-	-	-	-
	A-C	1.66	-	-	-	-	-	-	-	-

Segment	Stream	Demand (veh/min)	Capacity (veh/min)	RFC	Ped. Flow (ped/min)	Start Queue (veh)	End Queue (veh)	Geometric Delay (veh.min/ segment)	Delay (veh.min/ segment)	Mean Arriving Vehicle Delay (min)
09:00- 09:15	B-AC	0.56	8.97	0.063	-	0.08	0.07	-	1.0	0.12
	C-AB	0.14	11.95	0.012	-	0.02	0.01	-	0.2	0.08
	C-A	2.41	-	-	-	-	-	-	-	-
	A-B	0.15	-	-	-	-	-	-	-	-
	A-C	1.39	-	-	-	-	-	-	-	-

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

Modelling Period: 16:45-18:15

Segment	Stream	Demand (veh/min)	Capacity (veh/min)	RFC	Ped. Flow (ped/min)	Start Queue (veh)	End Queue (veh)	Geometric Delay (veh.min/ segment)	Delay (veh.min/ segment)	Mean Arriving Vehicle Delay (min)
16:45- 17:00	B-AC	0.30	8.36	0.036	-	0.00	0.04	-	0.5	0.12
	C-AB	0.23	11.76	0.020	-	0.00	0.02	-	0.4	0.09
	C-A	2.35	-	-	-	-	-	-	-	-
	A-B	0.33	-	-	-	-	-	-	-	-
	A-C	1.98	-	-	-	-	-	-	-	-

Segment	Stream	Demand (veh/min)	Capacity (veh/min)	RFC	Ped. Flow (ped/min)	Start Queue (veh)	End Queue (veh)	Geometric Delay (veh.min/ segment)	Delay (veh.min/ segment)	Mean Arriving Vehicle Delay (min)
17:00- 17:15	B-AC	0.36	8.21	0.044	-	0.04	0.05	-	0.7	0.13
	C-AB	0.29	11.97	0.024	-	0.02	0.03	-	0.5	0.09
	C-A	2.79	-	-	-	-	-	-	-	-
	A-B	0.39	-	-	-	-	-	-	-	-
	A-C	2.37	-	-	-	-	-	-	-	-

Segment	Stream	Demand (veh/min)	Capacity (veh/min)	RFC	Ped. Flow (ped/min)	Start Queue (veh)	End Queue (veh)	Geometric Delay (veh.min/ segment)	Delay (veh.min/ segment)	Mean Arriving Vehicle Delay (min)
17:15- 17:30	B-AC	0.44	8.00	0.055	-	0.05	0.06	-	0.8	0.13
	C-AB	0.38	12.26	0.031	-	0.03	0.04	-	0.6	0.08
	C-A	3.40	-	-	-	-	-	-	-	-
	A-B	0.48	-	-	-	-	-	-	-	-
	A-C	2.90	-	-	-	-	-	-	-	-
Segment	Stream	Demand (veh/min)	Capacity (veh/min)	RFC	Ped. Flow (ped/min)	Start Queue (veh)	End Queue (veh)	Geometric Delay (veh.min/ segment)	Delay (veh.min/ segment)	Mean Arriving Vehicle Delay (min)
17:30- 17:45	B-AC	0.44	8.00	0.055	-	0.06	0.06	-	0.9	0.13
	C-AB	0.38	12.26	0.031	-	0.04	0.04	-	0.6	0.08
	C-A	3.40	-	-	-	-	-	-	-	-
	A-B	0.48	-	-	-	-	-	-	-	-
	A-C	2.90	-	-	-	-	-	-	-	-
Segment	Stream	Demand (veh/min)	Capacity (veh/min)	RFC	Ped. Flow (ped/min)	Start Queue (veh)	End Queue (veh)	Geometric Delay (veh.min/ segment)	Delay (veh.min/ segment)	Mean Arriving Vehicle Delay (min)
17:45- 18:00	B-AC	0.36	8.21	0.044	-	0.06	0.05	-	0.7	0.13
	C-AB	0.29	11.97	0.024	-	0.04	0.03	-	0.5	0.09
	C-A	2.79	-	-	-	-	-	-	-	-
	A-B	0.39	-	-	-	-	-	-	-	-
	A-C	2.37	-	-	-	-	-	-	-	-
Segment	Stream	Demand (veh/min)	Capacity (veh/min)	RFC	Ped. Flow (ped/min)	Start Queue (veh)	End Queue (veh)	Geometric Delay (veh.min/ segment)	Delay (veh.min/ segment)	Mean Arriving Vehicle Delay (min)
18:00- 18:15	B-AC	0.30	8.36	0.036	-	0.05	0.04	-	0.6	0.12
	C-AB	0.24	11.76	0.020	-	0.03	0.02	-	0.4	0.09
	C-A	2.35	-	-	-	-	-	-	-	-
	A-B	0.33	-	-	-	-	-	-	-	-
	A-C	1.98	-	-	-	-	-	-	-	-

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

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

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

Overall Queues & Delays

Queueing Delay Information Over Whole Period

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

Modelling Period: 07:45-09:15

Stream	Total Demand (veh)	Total Demand (veh/h)	Queueing Delay (min)	Queueing Delay (min/veh)	Inclusive Delay (min)	Inclusive Delay (min/veh)
B-AC	61.9	41.3	7.6	0.1	7.6	0.1
C-AB	16.3	10.9	1.5	0.1	1.5	0.1
C-A	263.1	175.4	-	-	-	-
A-B	16.5	11.0	-	-	-	-
A-C	152.8	101.9	-	-	-	-
All	510.7	340.4	9.1	0.0	9.1	0.0

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

Modelling Period: 16:45-18:15

Stream	Total Demand (veh)	Total Demand (veh/h)	Queueing Delay (min)	Queueing Delay (min/veh)	Inclusive Delay (min)	Inclusive Delay (min/veh)
B-AC	33.0	22.0	4.2	0.1	4.2	0.1
C-AB	27.2	18.1	2.9	0.1	2.9	0.1
C-A	256.3	170.9	-	-	-	-
A-B	35.8	23.9	-	-	-	-
A-C	217.5	145.0	-	-	-	-
All	569.8	379.9	7.1	0.0	7.1	0.0

Delay is that occurring only within the time period.

Inclusive delay includes delay suffered by vehicles which are still queuing after the end of the time period.

These will only be significantly different if there is a large queue remaining at the end of the time period.

PICADY 5 Run Successful

PICADY		
GUI Version: 5.1 AE Analysis Program Release: 5.0 (MAY 2010)		
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TRL Limited Crowthorne House Nine Mile Ride Wokingham, Berks. RG40 3GA, UK		Tel: +44 (0)1344 770758 Fax: +44 (0)1344 770864 E-mail: software@trl.co.uk Web: www.trlsoftware.co.uk
The user of this computer program for the solution of an engineering problem is in no way relieved of their responsibility for the correctness of the solution		

Run Analysis

Parameter	Values
File Run	\\N..\\060612\\PICADY - Existing + Development + Phase 2 2018 AM & PM.vpi
Date Run	06 June 2012
Time Run	17:18:01
Driving Side	Drive On The Left

Arm Names and Flow Scaling Factors

Arm	Arm Name	Flow Scaling Factor (%)
Arm A	Brockhampton Road (southbound)	100
Arm B	Ranelagh Road	100
Arm C	Brockhampton Road (northbound)	100

Stream Labelling Convention

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

Run Information

Parameter	Values
Run Title	Ranelagh Road, Havant 2012 & 2015 Baseline + Development
Location	Ranelagh Road/Brockhampton Road
Date	06 June 2012
Enumerator	ANDY
Job Number	025.0025
Status	Completed
Client	Orchard Homes and Developments Ltd
Description	-

Errors and Warnings

Parameter	Values
Warning	No Errors Or Warnings

Geometric Data**Geometric Parameters**

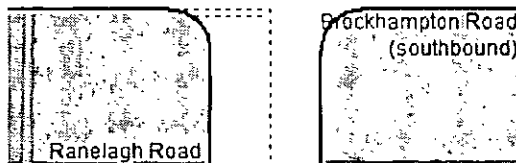
Parameter	Minor Arm B
Major Road Carriageway Width (m)	7.60
Major Road Kerbed Central Reserve Width (m)	0.00
Major Road Right Turning Lane Width (m)	2.20
Minor Road First Lane Width (m)	2.80
Minor Road Visibility To Right (m)	45
Minor Road Visibility To Left (m)	43
Major Road Right Turn Visibility (m)	120
Major Road Right Turn Blocks Traffic	Yes (if over 0 veh)

Slope and Intercept Values

Stream	Intercept for Stream	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
B-A	503.425	0.085	0.216	0.136	0.308
B-C	639.205	0.091	0.230	-	-
C-B	643.456	0.232	0.232	-	-

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

Junction Diagram



Demand Data

Modelling Periods

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

ODTAB Turning Counts

Demand Set: Ranelagh Road, Havant AM 2018 Baseline + Development + Phase 2
Modelling Period: 07:45-09:15

From/To	Arm A	Arm B	Arm C
Arm A	0.0	17.0	113.0
Arm B	30.0	0.0	34.0
Arm C	197.0	11.0	0.0

Demand Set: Ranelagh Road, Havant PM 2012 Baseline + Development + Phase 2

Modelling Period: 16:45-18:15

From/To	Arm A	Arm B	Arm C
Arm A	0.0	35.0	160.0
Arm B	20.0	0.0	13.0
Arm C	133.0	20.0	0.0

ODTAB Synthesised Flows

Demand Set: Ranelagh Road, Havant AM 2018 Baseline + Development + Phase 2

Modelling Period: 07:45-09:15

Arm	Rising Time	Rising Flow (veh/min)	Peak Time	Peak Flow (veh/min)	Falling Time	Falling Flow (veh/min)
Arm A	08:00	1.625	08:30	2.438	09:00	1.625
Arm B	08:00	0.800	08:30	1.200	09:00	0.800
Arm C	08:00	2.600	08:30	3.900	09:00	2.600

Heavy Vehicles Percentages

Demand Set: Ranelagh Road, Havant AM 2018 Baseline + Development + Phase 2

Modelling Period: 07:45-09:15

From/To	Arm A	Arm B	Arm C
Arm A	-	0.0	0.0
Arm B	0.0	-	0.0
Arm C	0.0	0.0	-

Demand Set: Ranelagh Road, Havant PM 2012 Baseline + Development + Phase 2

Modelling Period: 16:45-18:15

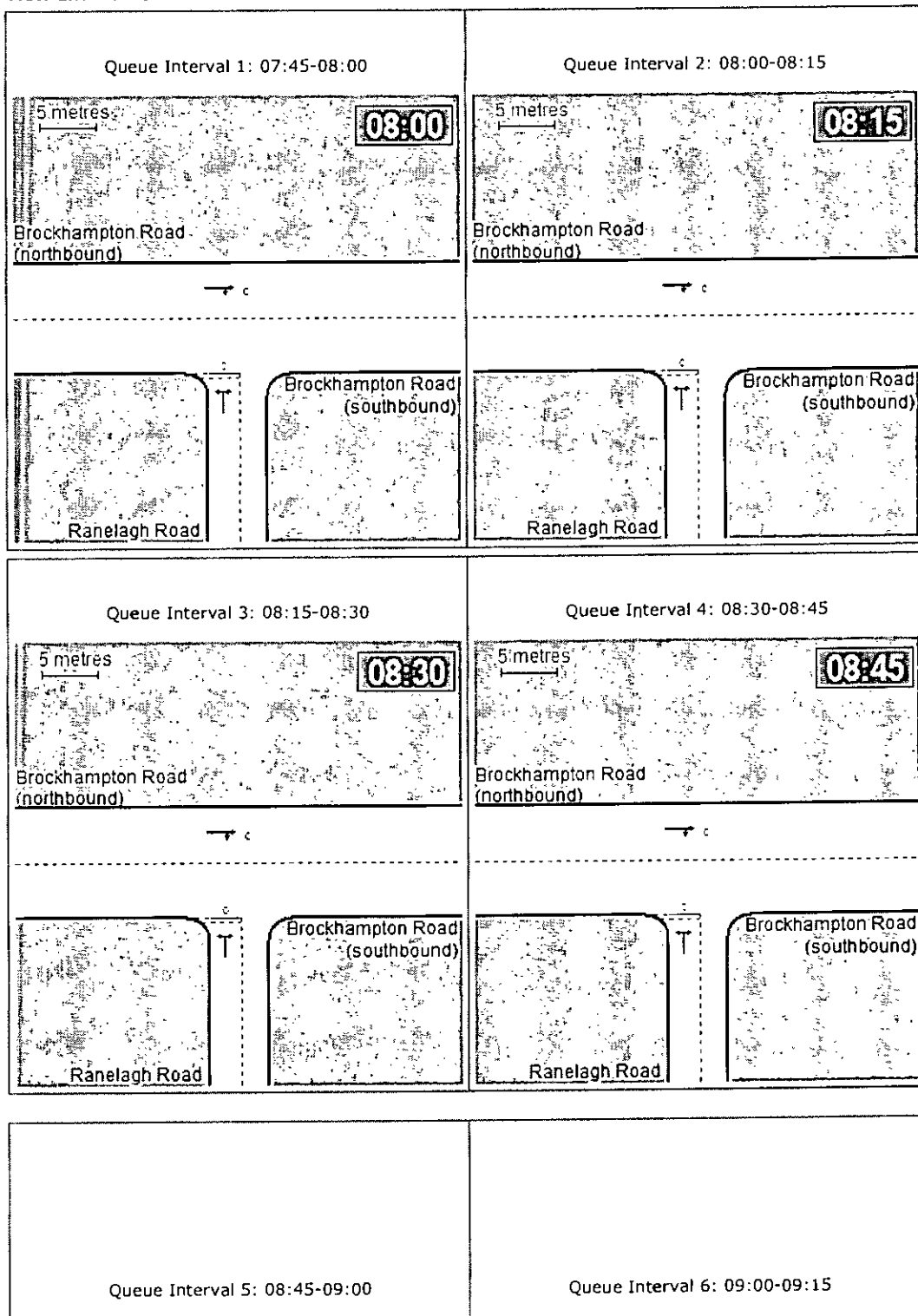
From/To	Arm A	Arm B	Arm C
Arm A	-	0.0	0.0
Arm B	0.0	-	0.0
Arm C	0.0	0.0	-

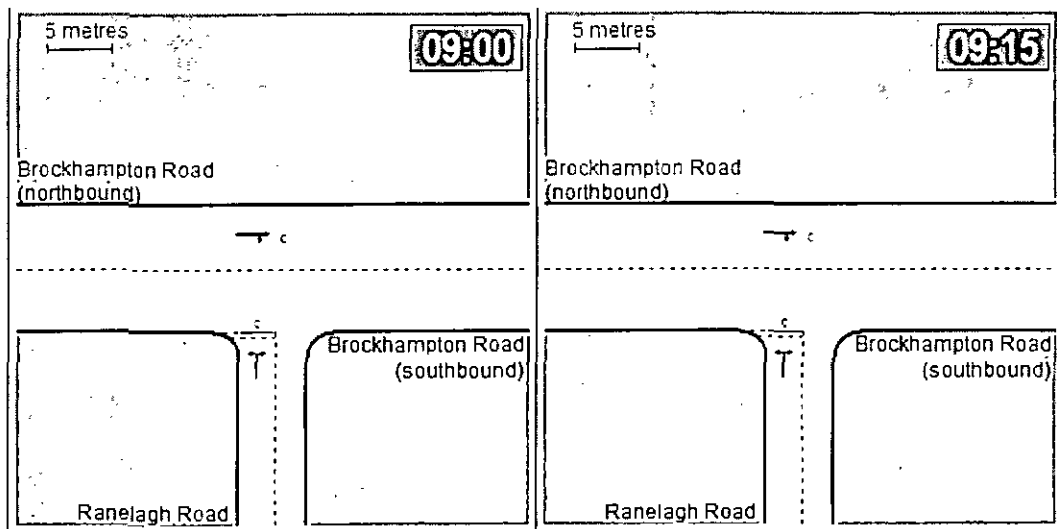
Queue Diagrams

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

Modelling Period: 07:45-09:15

View Extent: 40m

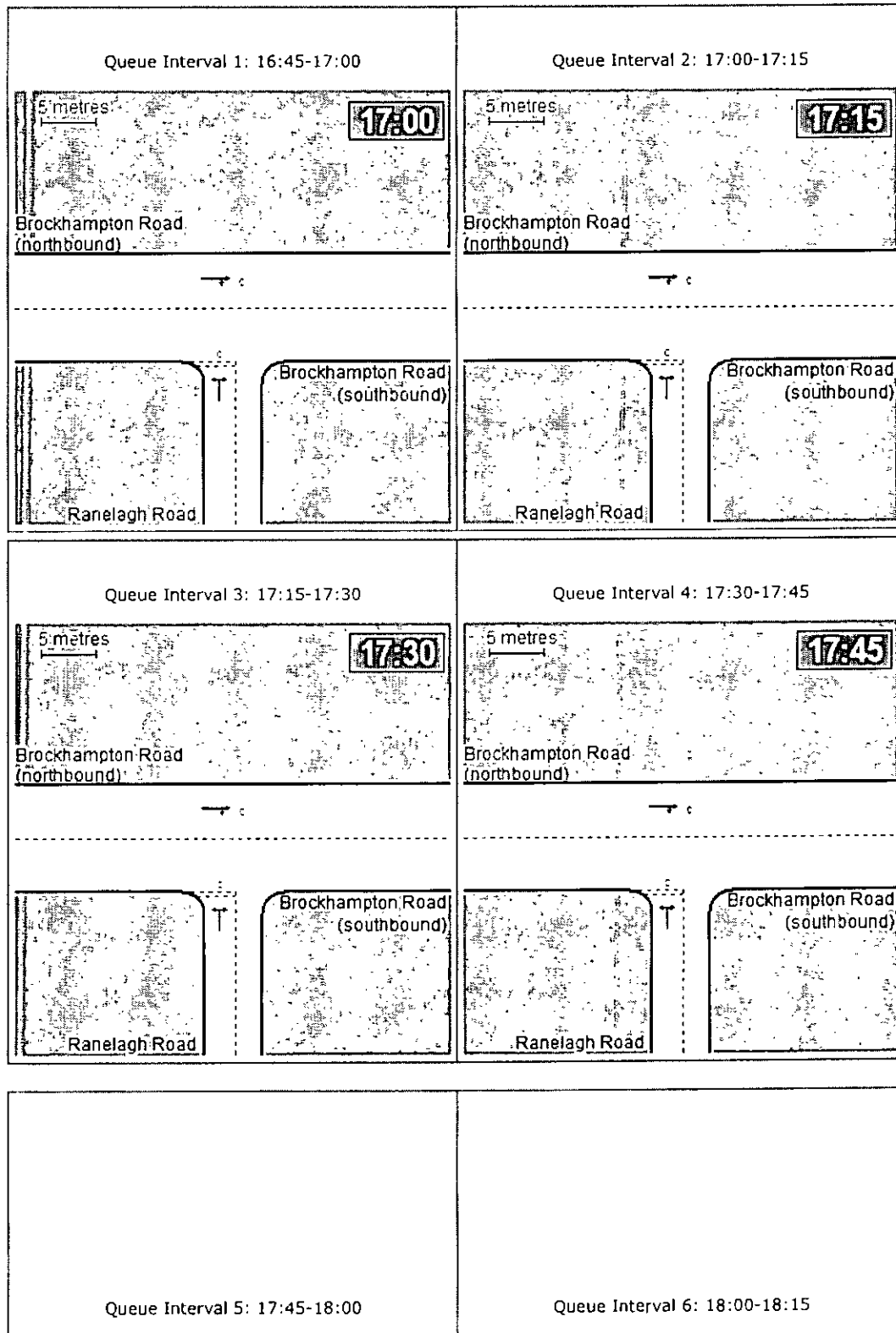


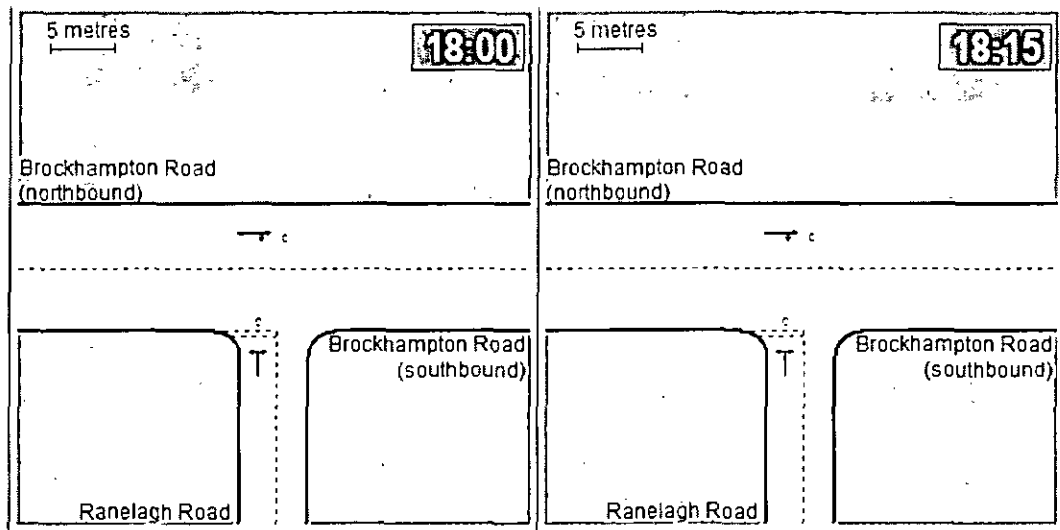


Demand Set: Sum of Demand Sets for Modelling Period: 16:45 - 18:15

Modelling Period: 16:45-18:15

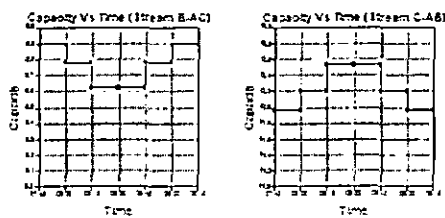
View Extent: 40m



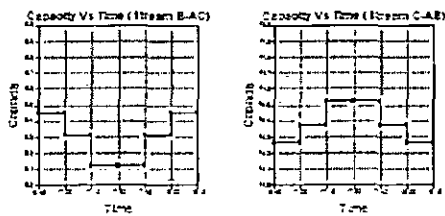


Capacity Graph

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



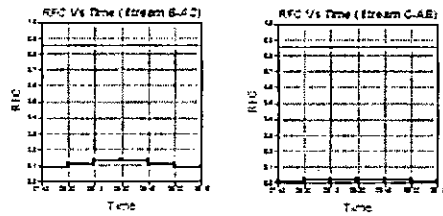
Demand Set: Sum of Demand Sets for Modelling Period: 16:45 - 18:15
Modelling Period: 16:45-18:15



RFC Graph

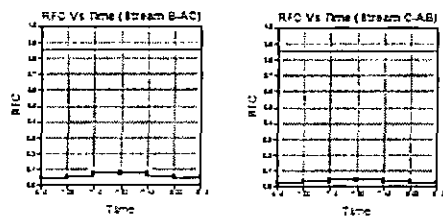
Demand Set: Sum of Demand Sets for Modelling Period: 07:45 - 09:15

Modelling Period: 07:45-09:15



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

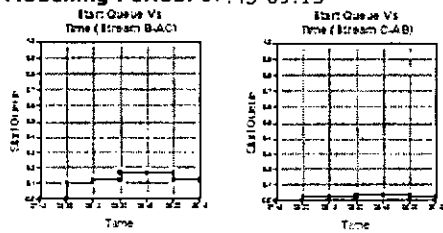
Modelling Period: 16:45-18:15



Start Queue Graph

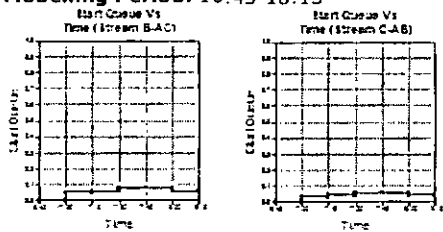
Demand Set: Sum of Demand Sets for Modelling Period: 07:45 - 09:15

Modelling Period: 07:45-09:15



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

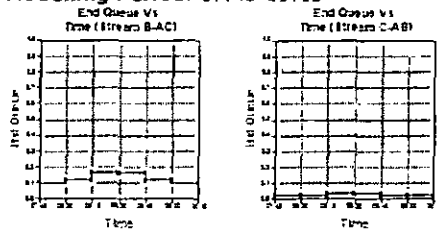
Modelling Period: 16:45-18:15



End Queue Graph

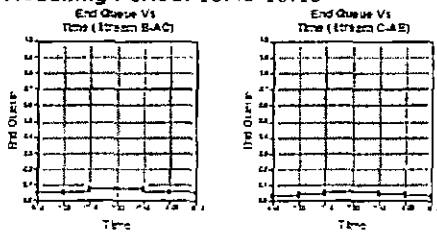
Demand Set: Sum of Demand Sets for Modelling Period: 07:45 - 09:15

Modelling Period: 07:45-09:15



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

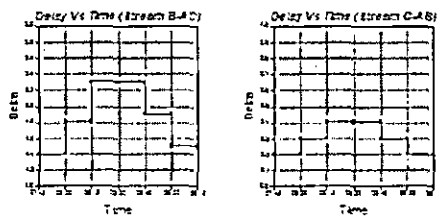
Modelling Period: 16:45-18:15



Delay Graph

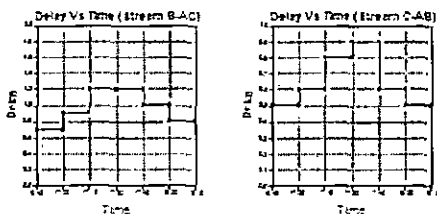
Demand Set: Sum of Demand Sets for Modelling Period: 07:45 - 09:15

Modelling Period: 07:45-09:15



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

Modelling Period: 16:45-18:15



Queues & Delays

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

Modelling Period: 07:45-09:15

Segment	Stream	Demand (veh/min)	Capacity (veh/min)	RFC	Ped. Flow (ped/min)	Start Queue (veh)	End Queue (veh)	Geometric Delay (veh.min/ segment)	Delay (veh.min/ segment)	Mean Arriving Vehicle Delay (min)
07:45- 08:00	B-AC	0.80	8.89	0.090	-	0.00	0.10	-	1.4	0.12
	C-AB	0.17	11.96	0.014	-	0.00	0.02	-	0.2	0.08
	C-A	2.44	-	-	-	-	-	-	-	-
	A-B	0.21	-	-	-	-	-	-	-	-
	A-C	1.42	-	-	-	-	-	-	-	-

Segment	Stream	Demand (veh/min)	Capacity (veh/min)	RFC	Ped. Flow (ped/min)	Start Queue (veh)	End Queue (veh)	Geometric Delay (veh.min/ segment)	Delay (veh.min/ segment)	Mean Arriving Vehicle Delay (min)
08:00- 08:15	B-AC	0.96	8.78	0.109	-	0.10	0.12	-	1.8	0.13
	C-AB	0.22	12.20	0.018	-	0.02	0.02	-	0.3	0.08
	C-A	2.90	-	-	-	-	-	-	-	-
	A-B	0.25	-	-	-	-	-	-	-	-
	A-C	1.69	-	-	-	-	-	-	-	-

Segment	Stream	Demand (veh/min)	Capacity (veh/min)	RFC	Ped. Flow (ped/min)	Start Queue (veh)	End Queue (veh)	Geometric Delay (veh.min/ segment)	Delay (veh.min/ segment)	Mean Arriving Vehicle Delay (min)
08:15- 08:30	B-AC	1.17	8.62	0.136	-	0.12	0.16	-	2.3	0.13
	C-AB	0.28	12.53	0.022	-	0.02	0.03	-	0.4	0.08
	C-A	3.54	-	-	-	-	-	-	-	-
	A-B	0.31	-	-	-	-	-	-	-	-
	A-C	2.07	-	-	-	-	-	-	-	-

Segment	Stream	Demand (veh/min)	Capacity (veh/min)	RFC	Ped. Flow (ped/min)	Start Queue (veh)	End Queue (veh)	Geometric Delay (veh.min/ segment)	Delay (veh.min/ segment)	Mean Arriving Vehicle Delay (min)
08:30- 08:45	B-AC	1.17	8.62	0.136	-	0.16	0.16	-	2.3	0.13
	C-AB	0.28	12.53	0.022	-	0.03	0.03	-	0.4	0.08
	C-A	3.54	-	-	-	-	-	-	-	-
	A-B	0.31	-	-	-	-	-	-	-	-
	A-C	2.07	-	-	-	-	-	-	-	-

Segment	Stream	Demand (veh/min)	Capacity (veh/min)	RFC	Ped. Flow (ped/min)	Start Queue (veh)	End Queue (veh)	Geometric Delay (veh.min/ segment)	Delay (veh.min/ segment)	Mean Arriving Vehicle Delay (min)
08:45- 09:00	B-AC	0.96	8.78	0.109	-	0.16	0.12	-	1.9	0.13
	C-AB	0.22	12.20	0.018	-	0.03	0.02	-	0.3	0.08
	C-A	2.90	-	-	-	-	-	-	-	-
	A-B	0.25	-	-	-	-	-	-	-	-
	A-C	1.69	-	-	-	-	-	-	-	-

Segment	Stream	Demand (veh/min)	Capacity (veh/min)	RFC	Ped. Flow (ped/min)	Start Queue (veh)	End Queue (veh)	Geometric Delay (veh.min/ segment)	Delay (veh.min/ segment)	Mean Arriving Vehicle Delay (min)
09:00- 09:15	B-AC	0.80	8.89	0.090	-	0.12	0.10	-	1.5	0.12
	C-AB	0.17	11.96	0.014	-	0.02	0.02	-	0.2	0.08
	C-A	2.44	-	-	-	-	-	-	-	-
	A-B	0.21	-	-	-	-	-	-	-	-
	A-C	1.42	-	-	-	-	-	-	-	-

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

Modelling Period: 16:45-18:15

Segment	Stream	Demand (veh/min)	Capacity (veh/min)	RFC	Ped. Flow (ped/min)	Start Queue (veh)	End Queue (veh)	Geometric Delay (veh.min/ segment)	Delay (veh.min/ segment)	Mean Arriving Vehicle Delay (min)
16:45- 17:00	B-AC	0.41	8.45	0.049	-	0.00	0.05	-	0.7	0.12
	C-AB	0.29	11.26	0.026	-	0.00	0.03	-	0.5	0.09
	C-A	1.63	-	-	-	-	-	-	-	-
	A-B	0.44	-	-	-	-	-	-	-	-
	A-C	2.01	-	-	-	-	-	-	-	-

Segment	Stream	Demand (veh/min)	Capacity (veh/min)	RFC	Ped. Flow (ped/min)	Start Queue (veh)	End Queue (veh)	Geometric Delay (veh.min/ segment)	Delay (veh.min/ segment)	Mean Arriving Vehicle Delay (min)
17:00- 17:15	B-AC	0.49	8.31	0.060	-	0.05	0.06	-	0.9	0.13
	C-AB	0.36	11.37	0.032	-	0.03	0.04	-	0.6	0.09
	C-A	1.93	-	-	-	-	-	-	-	-
	A-B	0.52	-	-	-	-	-	-	-	-
	A-C	2.40	-	-	-	-	-	-	-	-

Segment	Stream	Demand (veh/min)	Capacity (veh/min)	RFC	Ped. Flow (ped/min)	Start Queue (veh)	End Queue (veh)	Geometric Delay (veh.min/ segment)	Delay (veh.min/ segment)	Mean Arriving Vehicle Delay (min)
17:15- 17:30	B-AC	0.61	8.12	0.075	-	0.06	0.08	-	1.2	0.13
	C-AB	0.46	11.52	0.040	-	0.04	0.06	-	0.8	0.09
	C-A	2.34	-	-	-	-	-	-	-	-
	A-B	0.64	-	-	-	-	-	-	-	-
	A-C	2.94	-	-	-	-	-	-	-	-
Segment	Stream	Demand (veh/min)	Capacity (veh/min)	RFC	Ped. Flow (ped/min)	Start Queue (veh)	End Queue (veh)	Geometric Delay (veh.min/ segment)	Delay (veh.min/ segment)	Mean Arriving Vehicle Delay (min)
17:30- 17:45	B-AC	0.61	8.12	0.075	-	0.08	0.08	-	1.2	0.13
	C-AB	0.46	11.52	0.040	-	0.06	0.06	-	0.9	0.09
	C-A	2.34	-	-	-	-	-	-	-	-
	A-B	0.64	-	-	-	-	-	-	-	-
	A-C	2.94	-	-	-	-	-	-	-	-
Segment	Stream	Demand (veh/min)	Capacity (veh/min)	RFC	Ped. Flow (ped/min)	Start Queue (veh)	End Queue (veh)	Geometric Delay (veh.min/ segment)	Delay (veh.min/ segment)	Mean Arriving Vehicle Delay (min)
17:45- 18:00	B-AC	0.49	8.31	0.060	-	0.08	0.06	-	1.0	0.13
	C-AB	0.36	11.37	0.032	-	0.06	0.04	-	0.6	0.09
	C-A	1.93	-	-	-	-	-	-	-	-
	A-B	0.52	-	-	-	-	-	-	-	-
	A-C	2.40	-	-	-	-	-	-	-	-
Segment	Stream	Demand (veh/min)	Capacity (veh/min)	RFC	Ped. Flow (ped/min)	Start Queue (veh)	End Queue (veh)	Geometric Delay (veh.min/ segment)	Delay (veh.min/ segment)	Mean Arriving Vehicle Delay (min)
18:00- 18:15	B-AC	0.41	8.45	0.049	-	0.06	0.05	-	0.8	0.12
	C-AB	0.29	11.26	0.026	-	0.04	0.03	-	0.5	0.09
	C-A	1.63	-	-	-	-	-	-	-	-
	A-B	0.44	-	-	-	-	-	-	-	-
	A-C	2.01	-	-	-	-	-	-	-	-

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

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

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

Overall Queues & Delays

Queueing Delay Information Over Whole Period

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

Modelling Period: 07:45-09:15

Stream	Total Demand (veh)	Total Demand (veh/h)	Queueing Delay (min)	Queueing Delay (min/veh)	Inclusive Delay (min)	Inclusive Delay (min/veh)
B-AC	88.1	58.7	11.3	0.1	11.3	0.1
C-AB	20.0	13.3	1.9	0.1	1.9	0.1
C-A	266.3	177.5	-	-	-	-
A-B	23.4	15.6	-	-	-	-
A-C	155.5	103.7	-	-	-	-
All	553.3	368.9	13.2	0.0	13.2	0.0

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

Modelling Period: 16:45-18:15

Stream	Total Demand (veh)	Total Demand (veh/h)	Queueing Delay (min)	Queueing Delay (min/veh)	Inclusive Delay (min)	Inclusive Delay (min/veh)
B-AC	45.4	30.3	5.8	0.1	5.8	0.1
C-AB	33.6	22.4	4.0	0.1	4.0	0.1
C-A	177.0	118.0	-	-	-	-
A-B	48.2	32.1	-	-	-	-
A-C	220.2	146.8	-	-	-	-
All	524.4	349.6	9.8	0.0	9.8	0.0

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.

PICADY 5 Run Successful