Project: Proposed Residential Development
Former Gateacre School Site, Grange Lane, Liverpool

Client: Countryside Properties (UK) Ltd

Document: Transport Assessment

FIGURES AND APPENDICES

Project: Proposed Residential Development
Former Gateacre School Site, Grange Lane, Liverpool

Client: Countryside Properties (UK) Ltd

Document: Transport Assessment

FIGURES AND APPENDICES

CBO TRANSPORT

Barnett House
53 Fountain Street
Manchester
M2 2AN

T: 0161 235 6365
F: 0161 235 6366

www.cbotransport.co.uk

Doc Ref:
CBO-0245-002 app

Issue:
3

Status:
Draft

Date:
19.02.15

Figures

Figure 2.1 Site Location

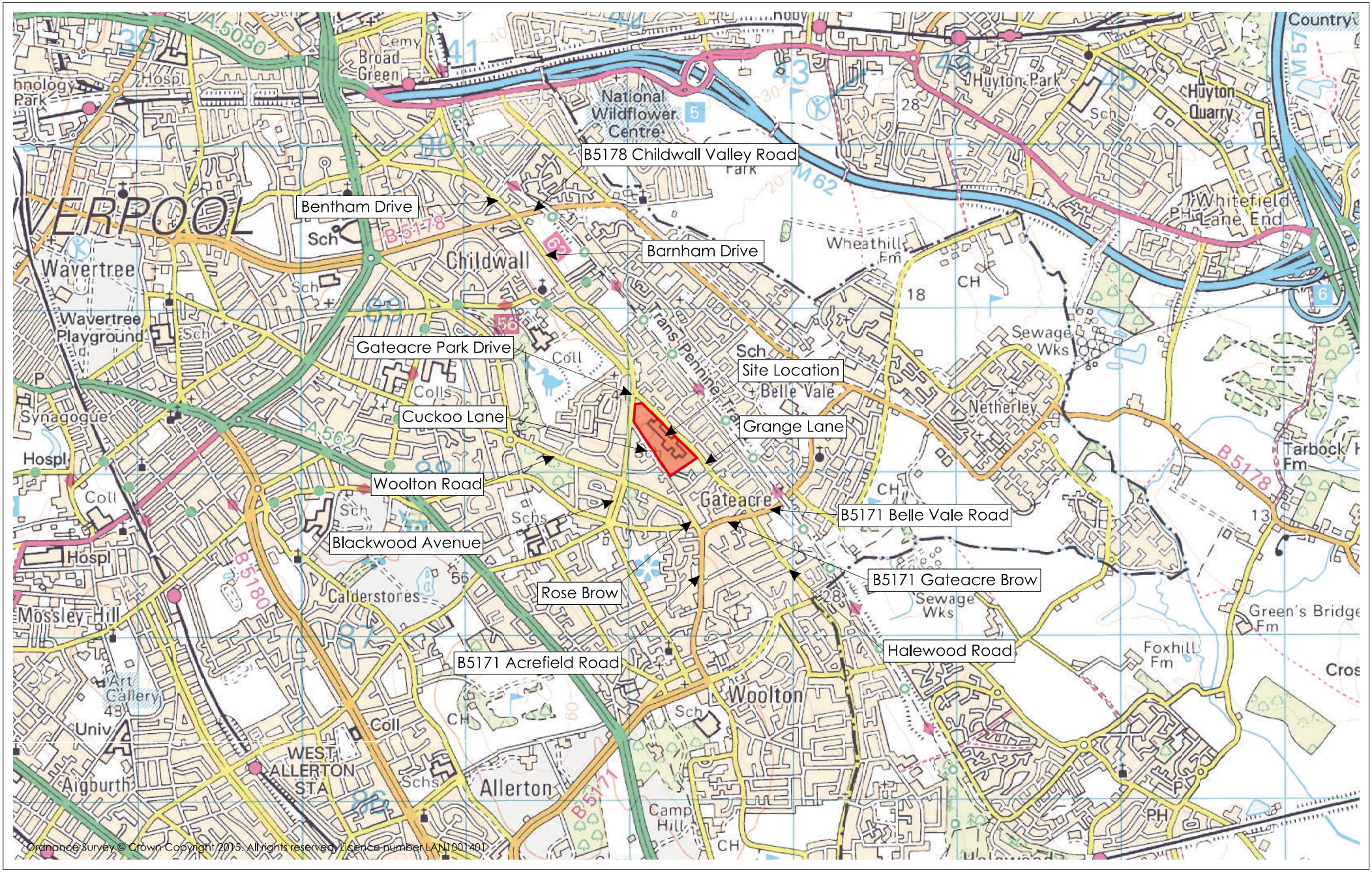


Figure 2.2 2014 Observed Traffic Flows: Weekday Morning Peak

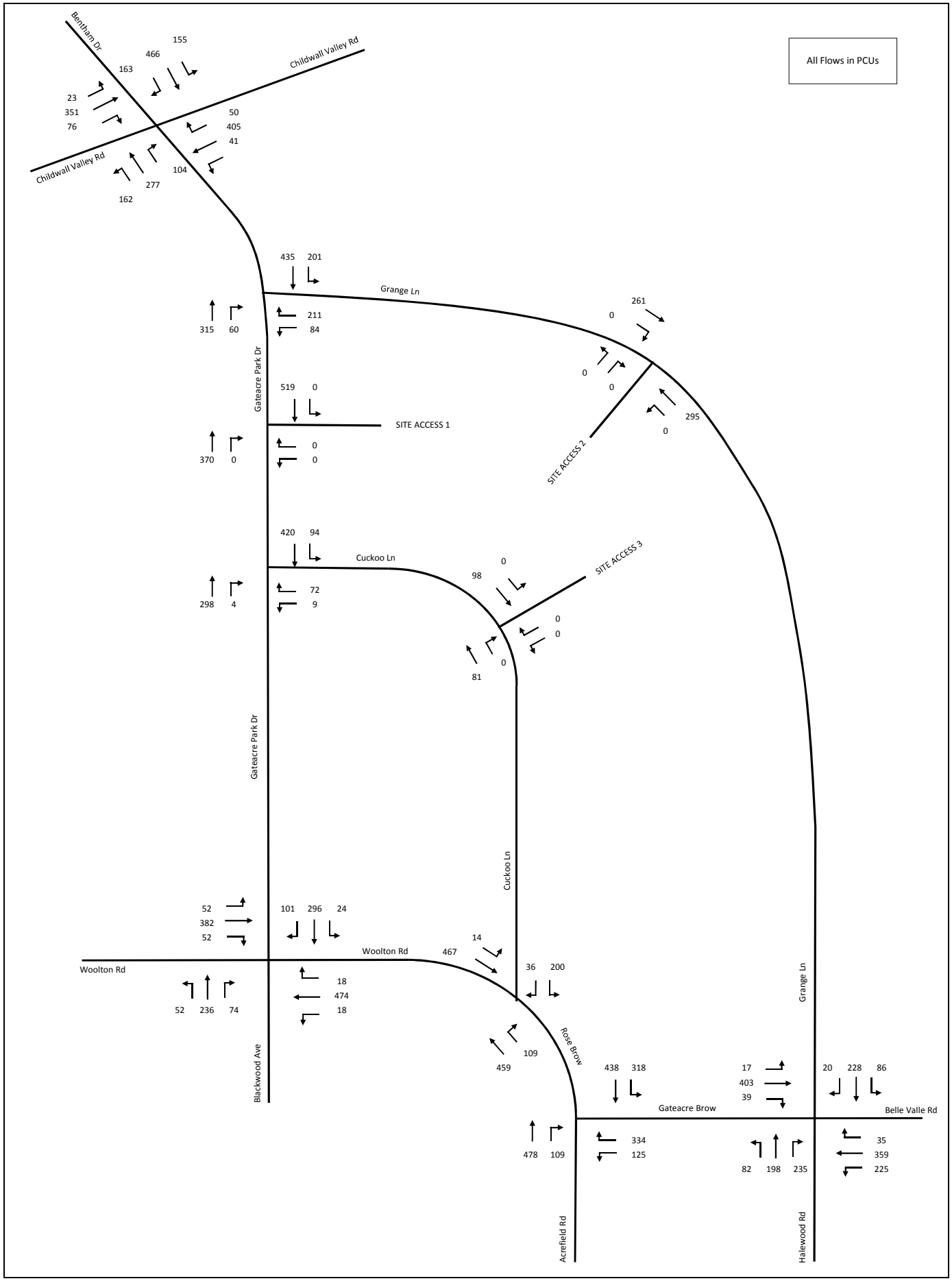


Figure 2.3 2014 Observed Traffic Flows: Weekday Evening Peak

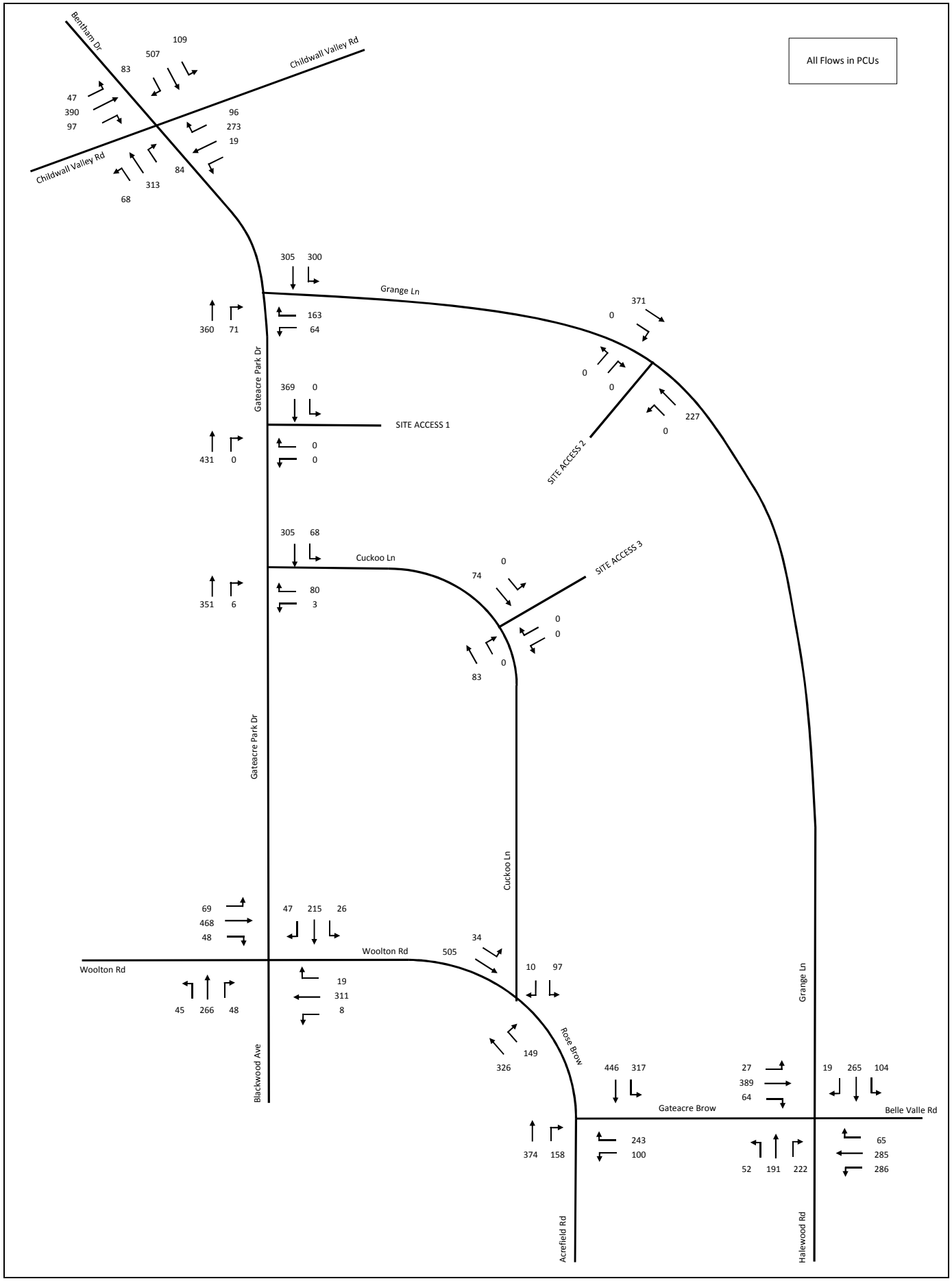


Figure 3.1 Walking Catchment and Site Accessibility

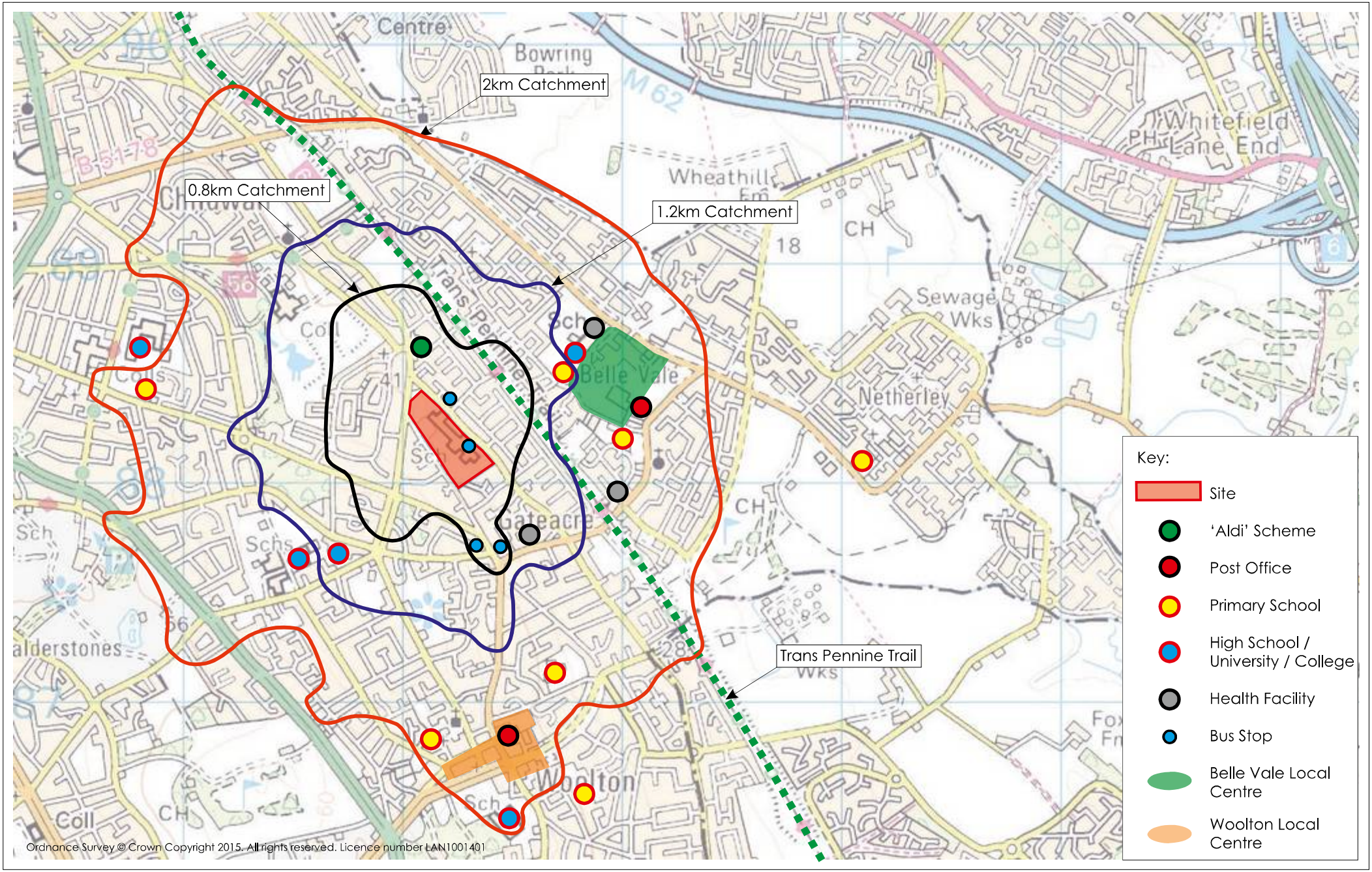


Figure 3.2 Cycle Routes and 5km Cycle Catchment

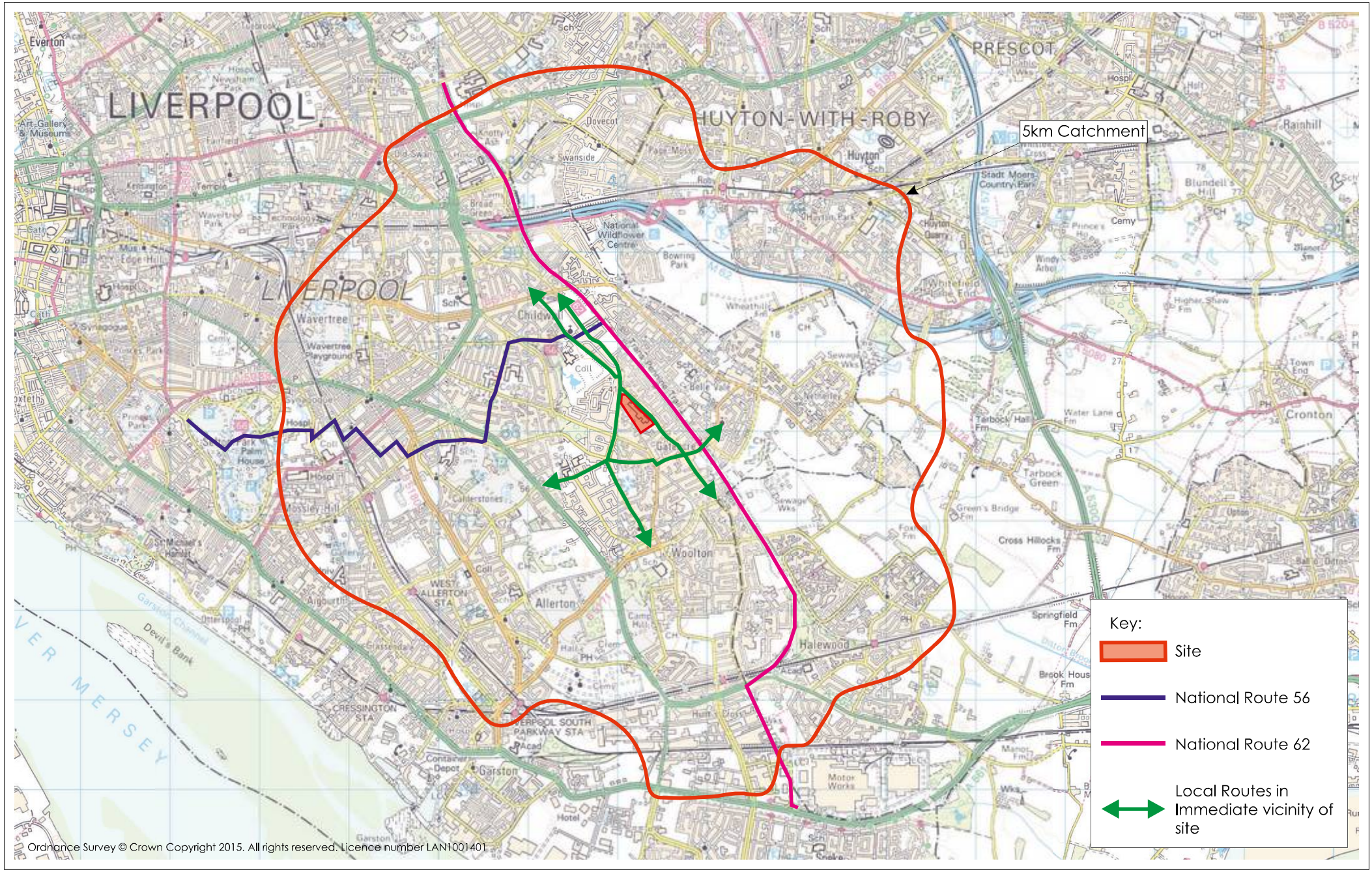


Figure 5.1 Proposed Development Traffic Distribution

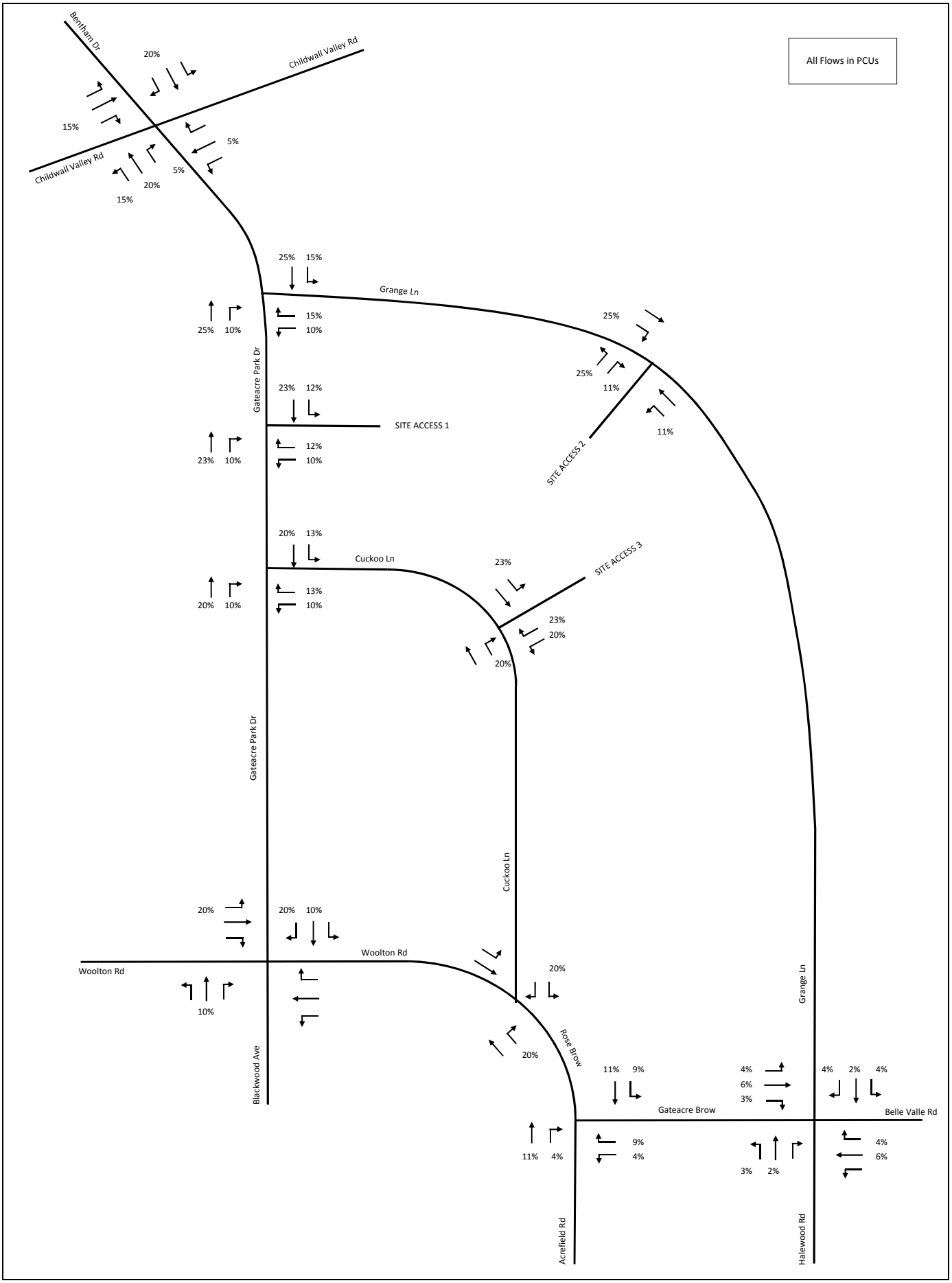


Figure 5.2 Proposed Development Traffic Flows: Weekday Morning Peak

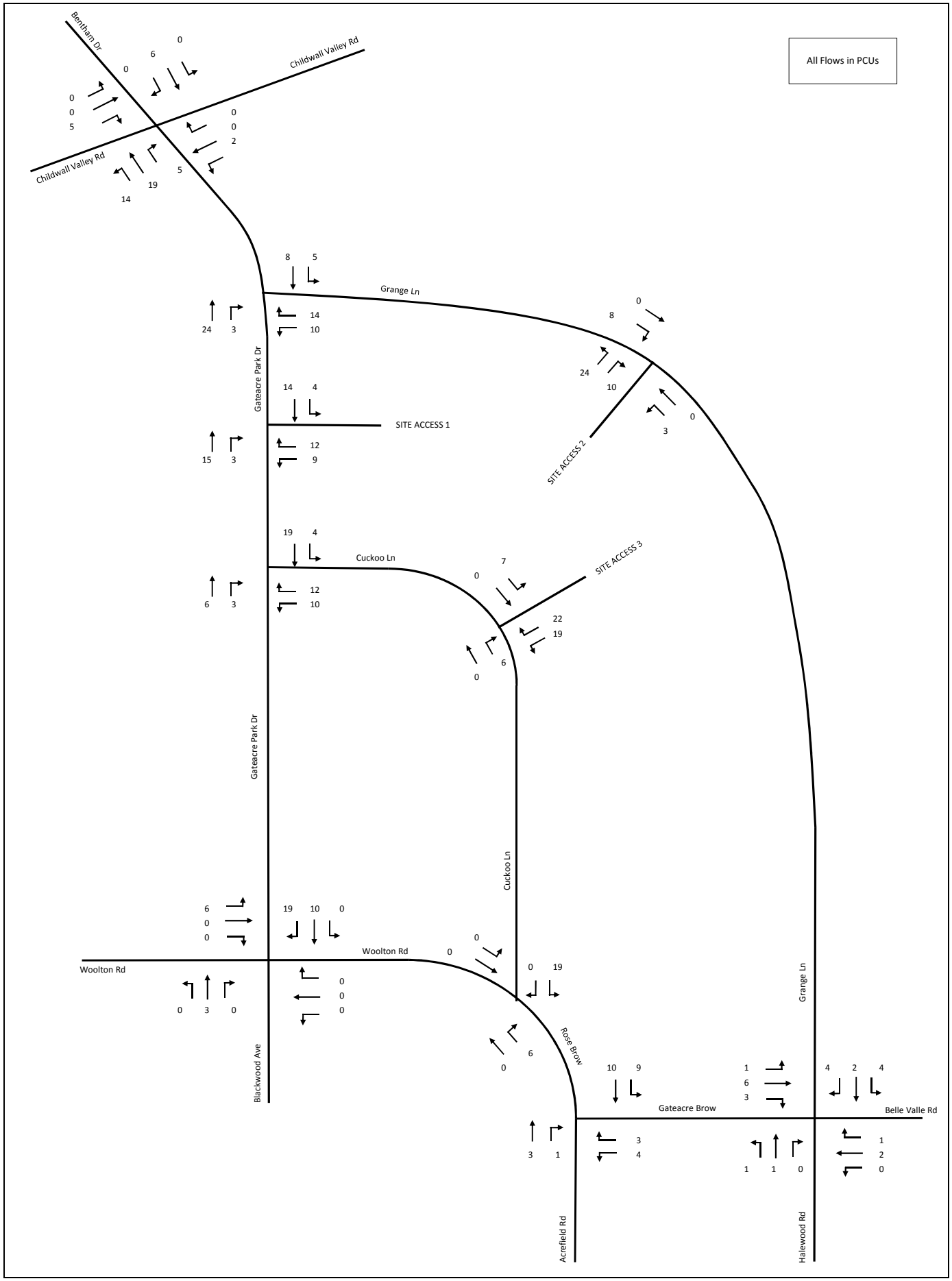


Figure 5.3 Proposed Development Traffic Flows: Weekday Evening Peak

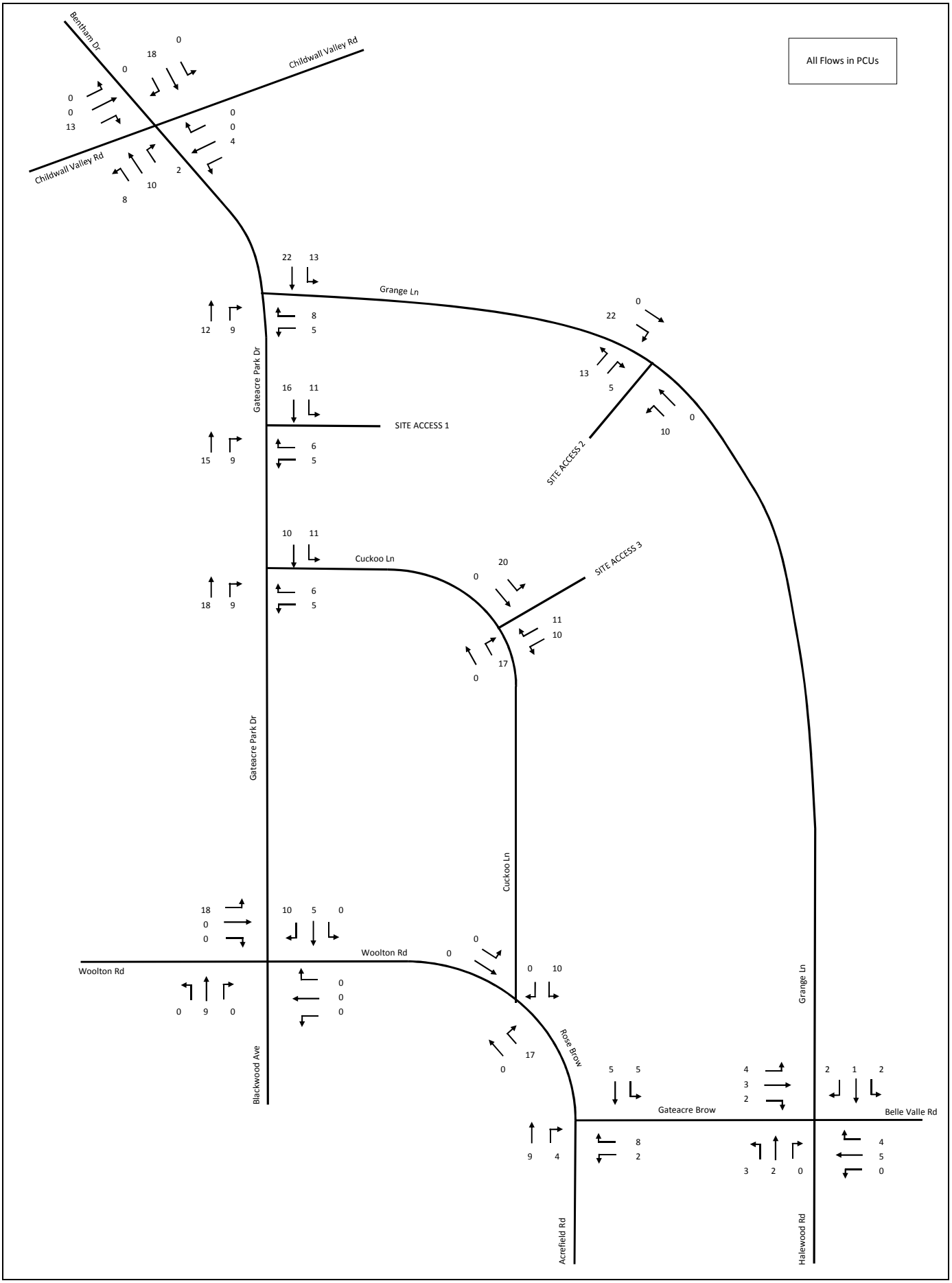


Figure 6.1 Committed Development Traffic Flows: Weekday Morning Peak

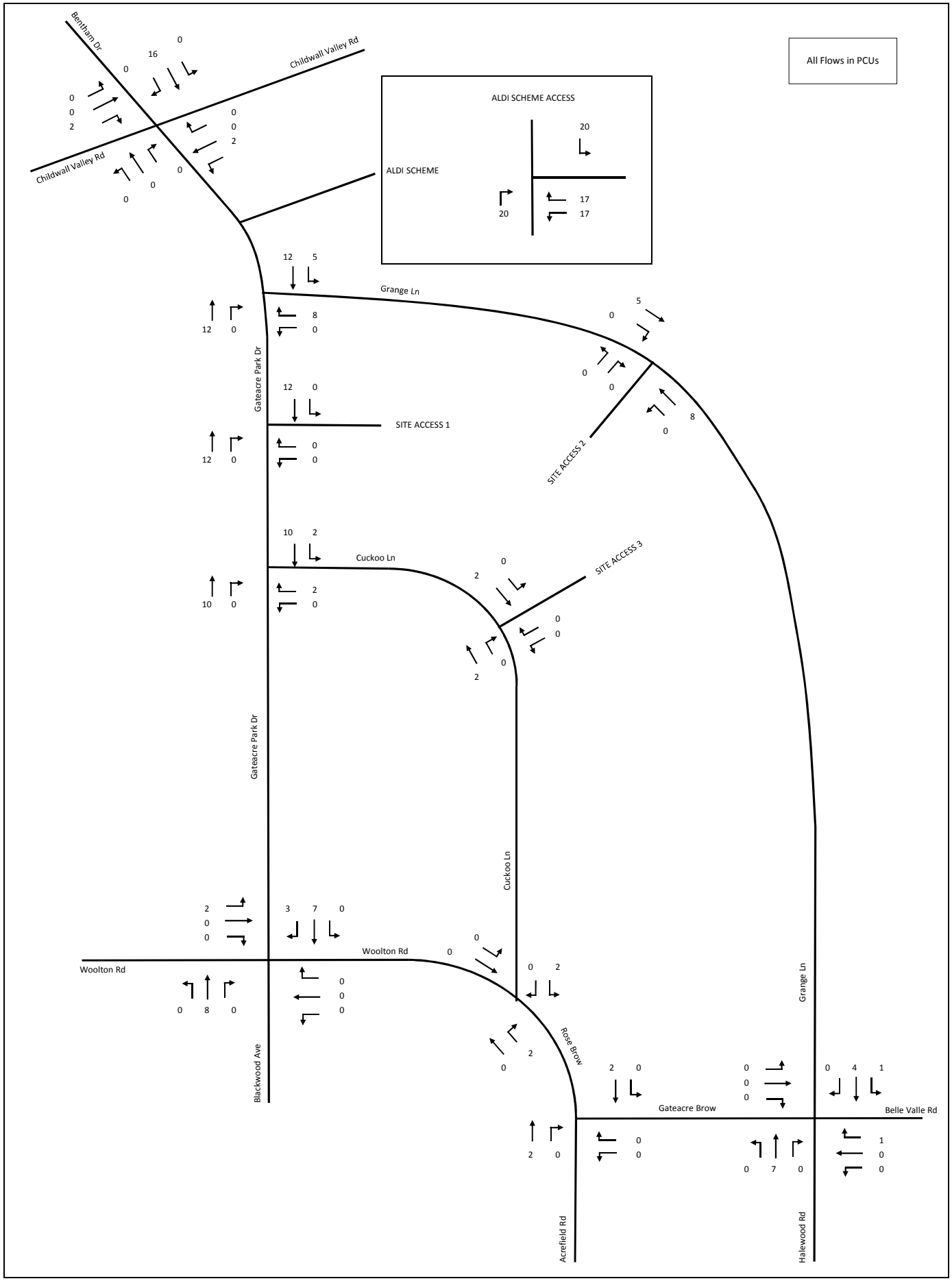


Figure 6.2 Committed Development Traffic Flows: Weekday Evening Peak

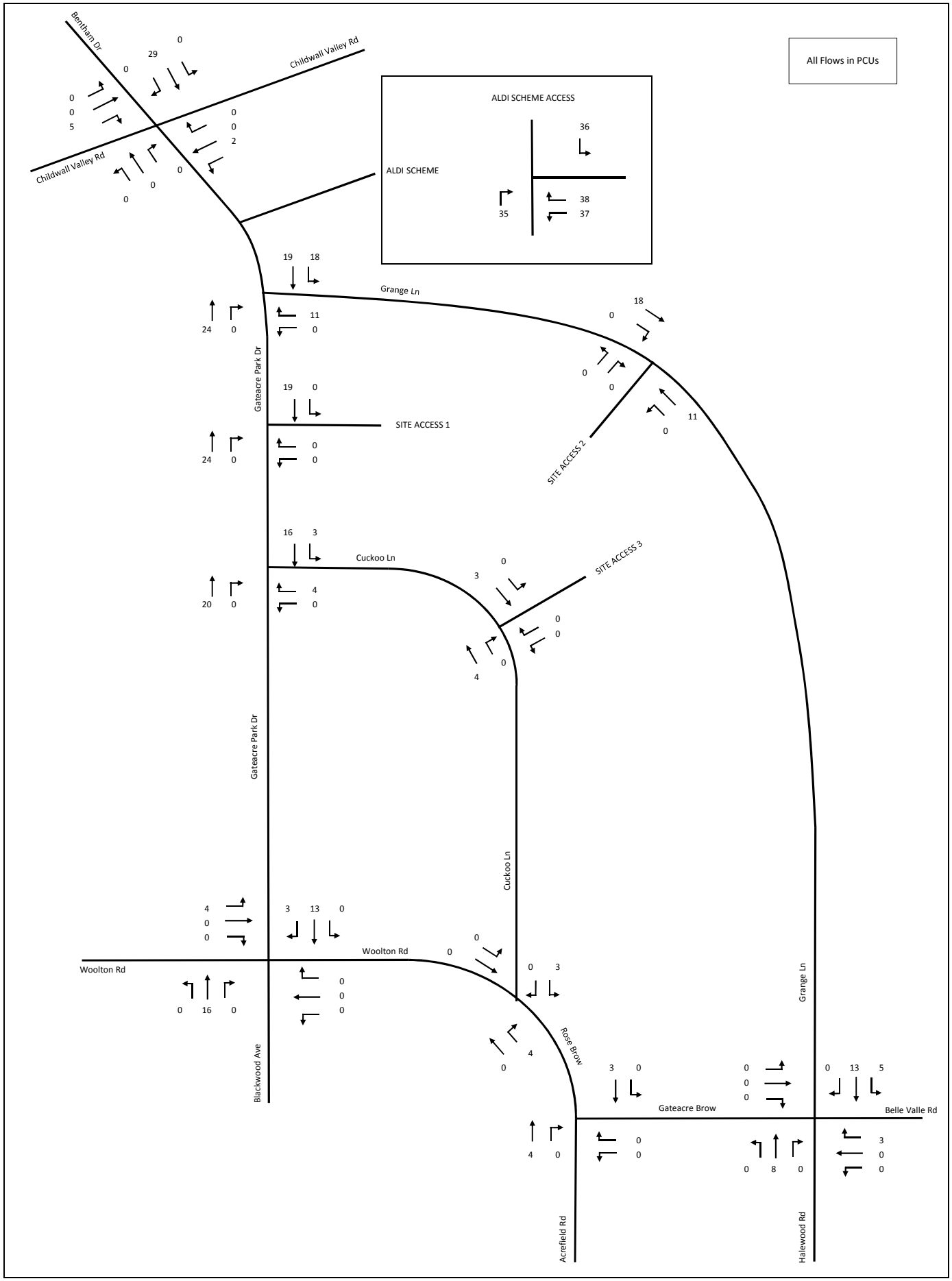


Figure 6.3 2020 TEMPRO Growthed Background Traffic Flows: Weekday Morning Peak

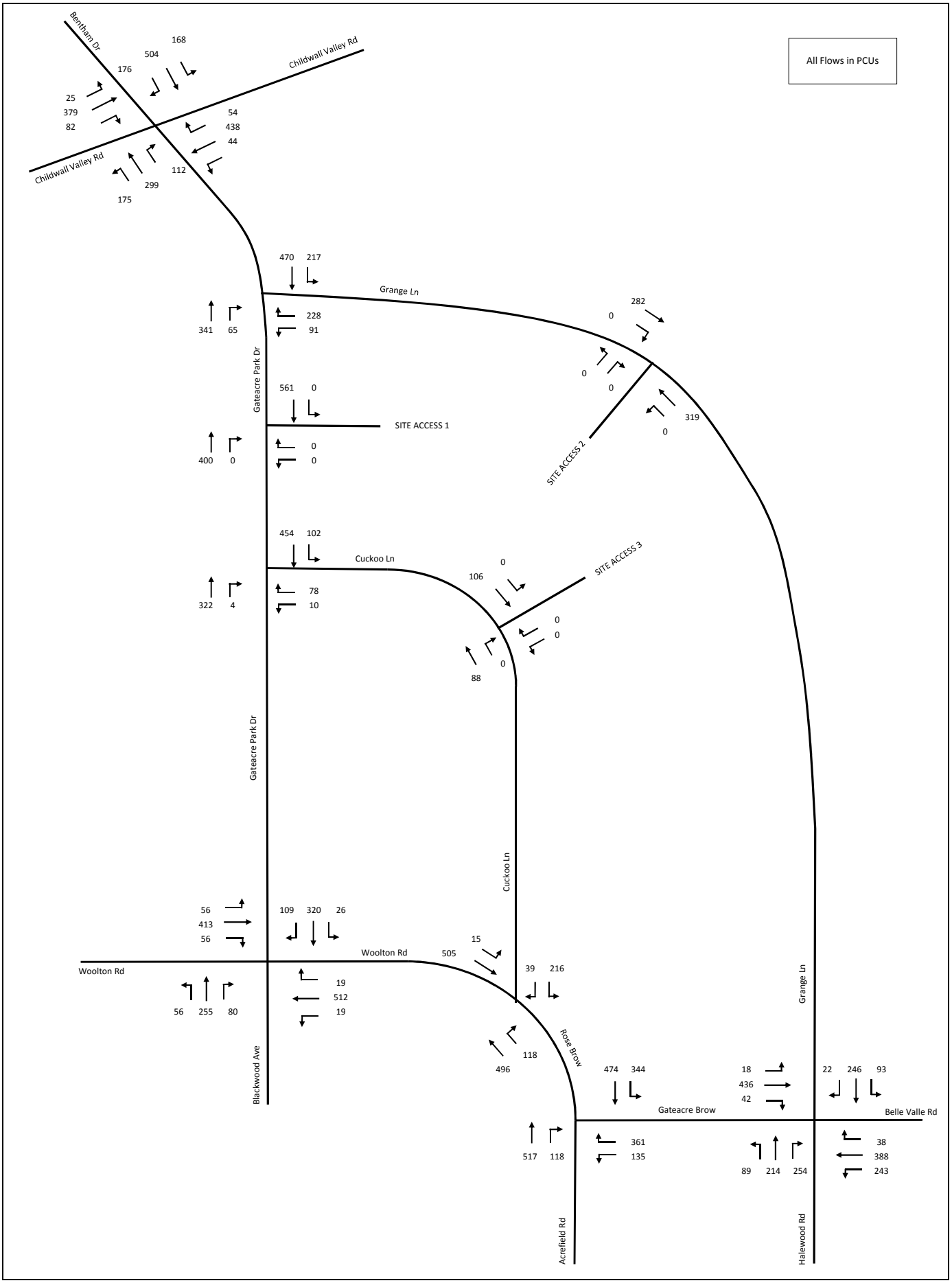


Figure 6.4 2020 TEMPRO Growthed Background Traffic Flows: Weekday Evening Peak

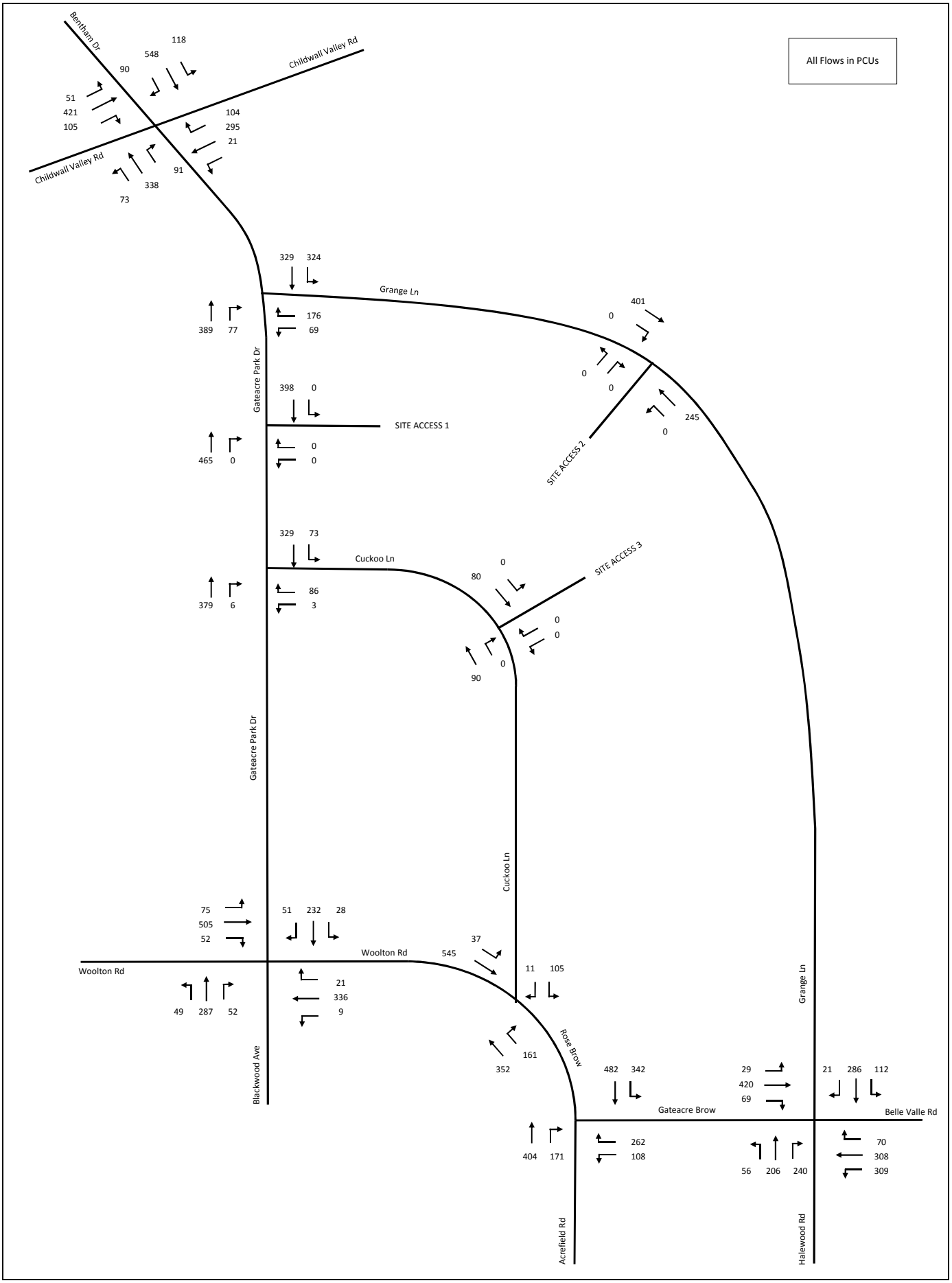


Figure 6.5 2020 Base Traffic Flows: Weekday Morning Peak

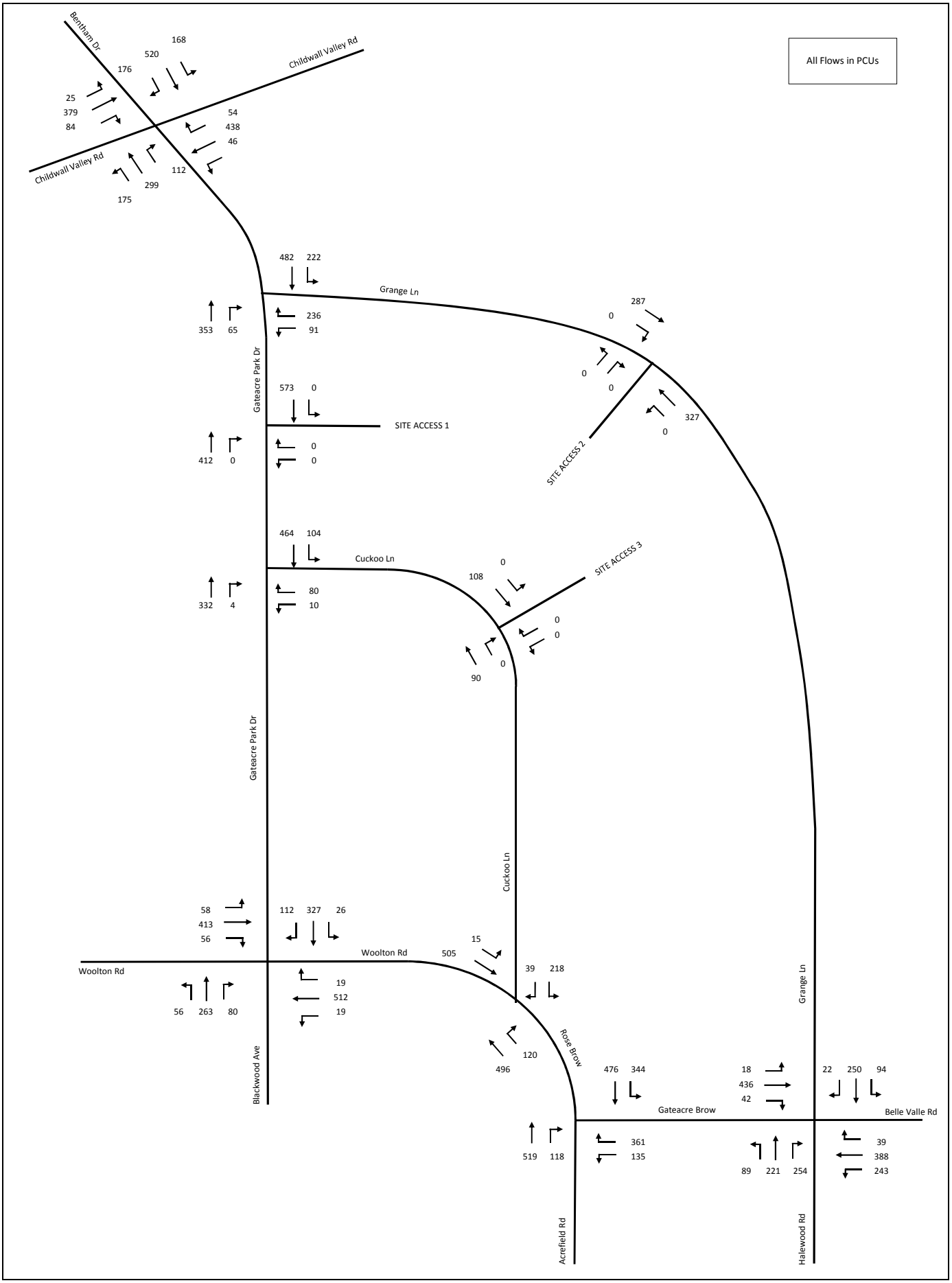


Figure 6.6 2020 Base Traffic Flows: Weekday Evening Peak

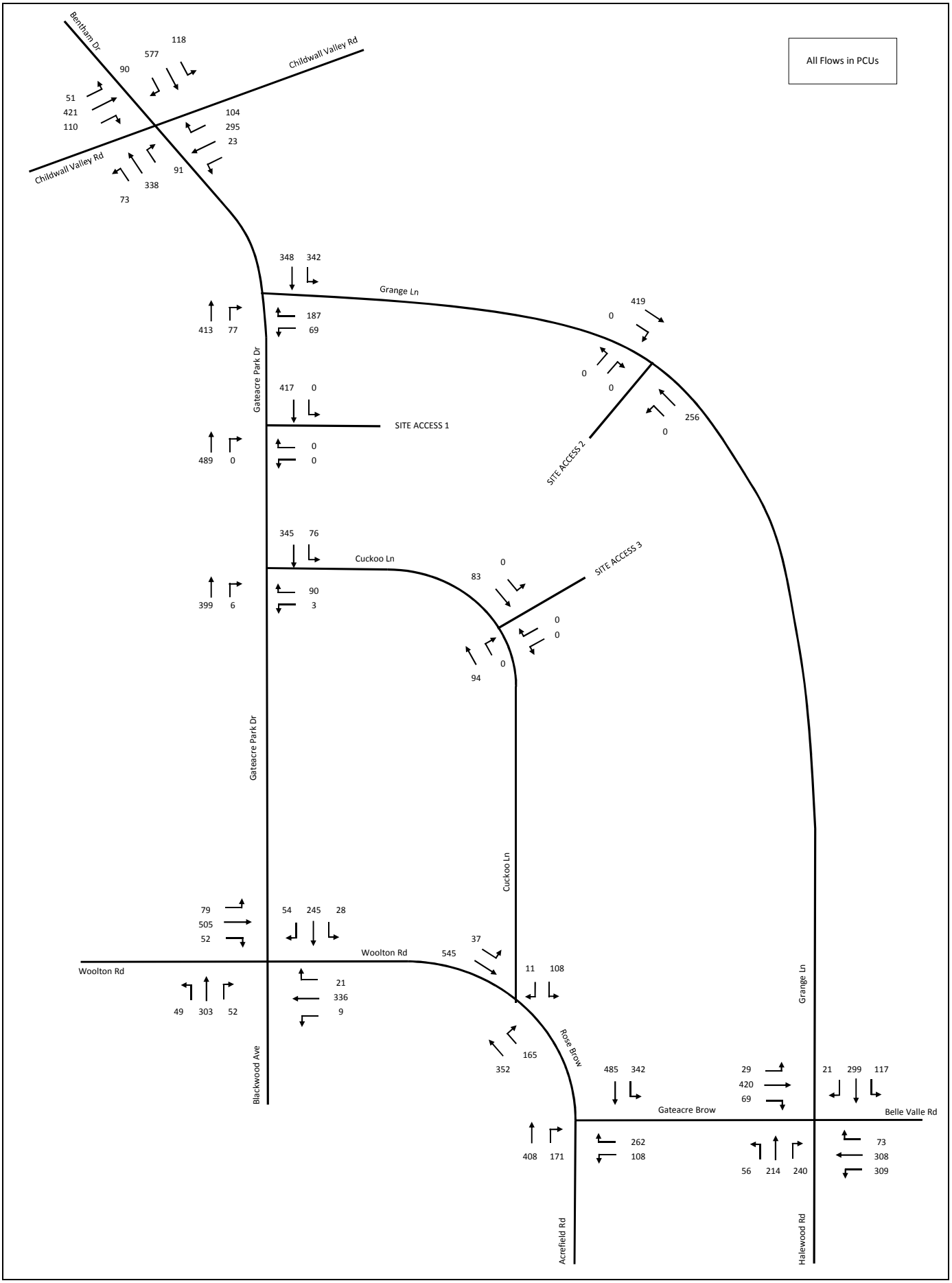


Figure 6.7 2020 Base Plus Proposed Development Traffic Flows: Weekday Morning Peak

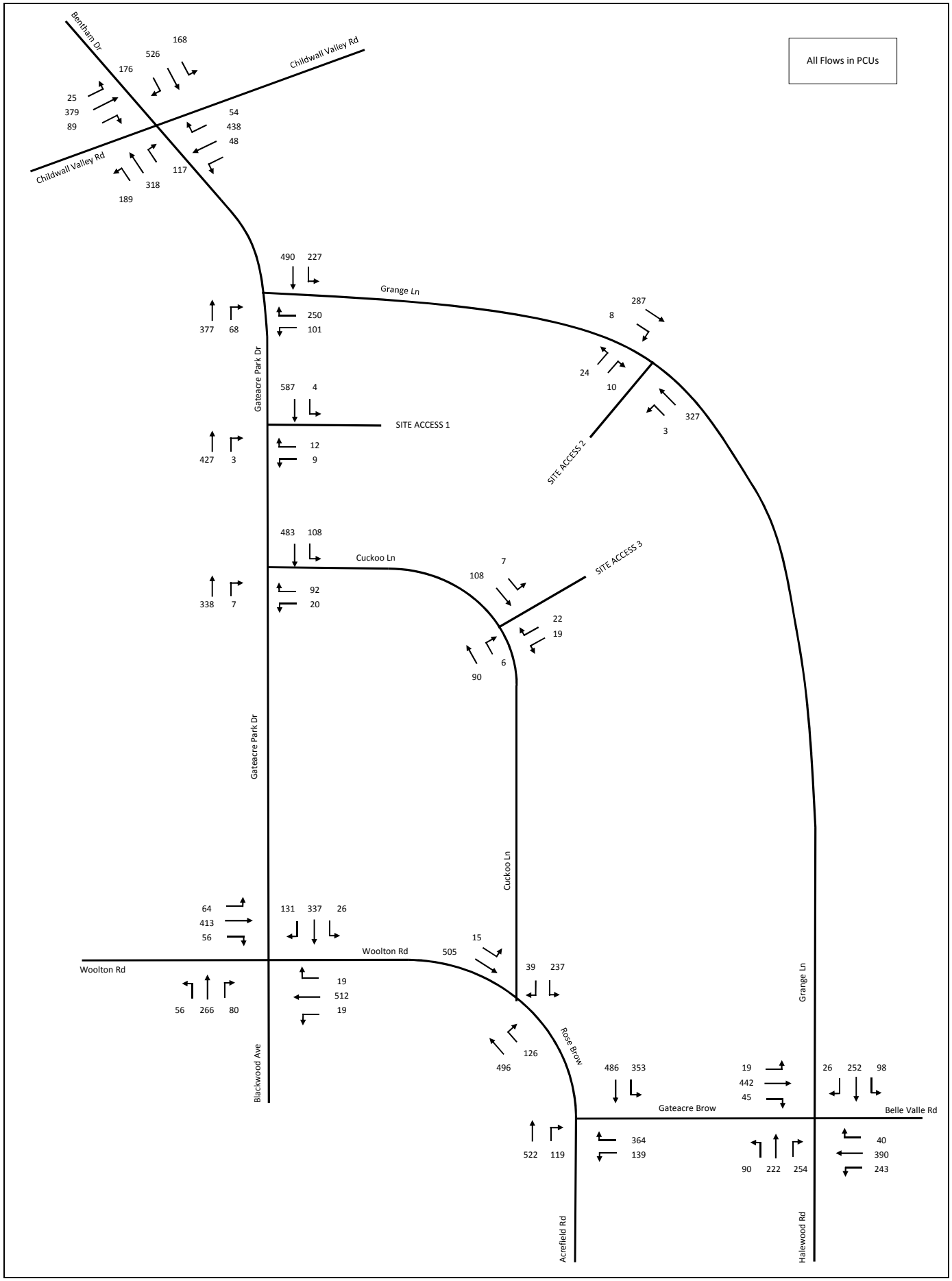


Figure 6.8 2020 Base Plus Proposed Development Traffic Flows: Weekday Evening Peak

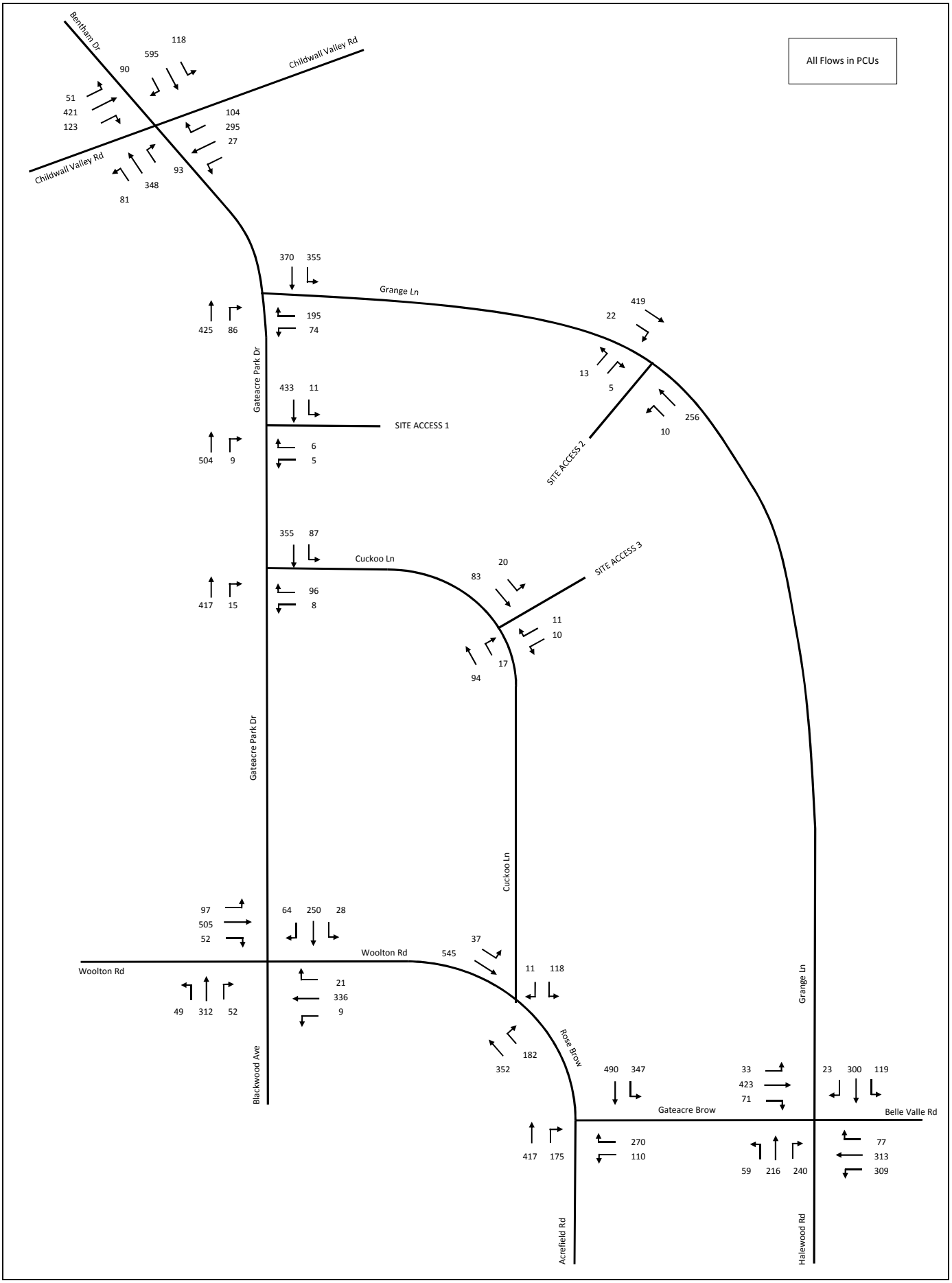


Figure 7.1 Proposed Development Traffic Impact: Weekday Morning Peak

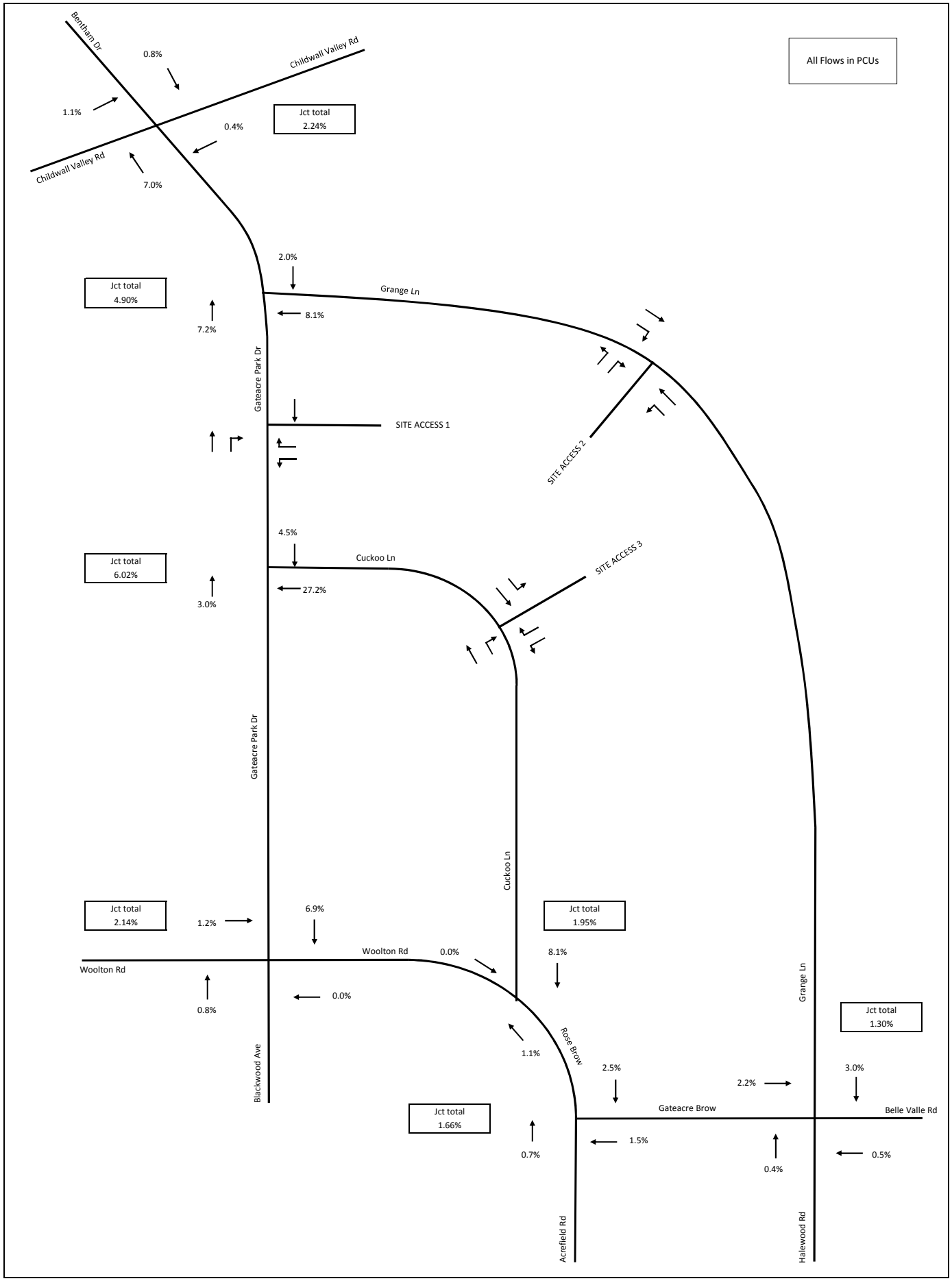
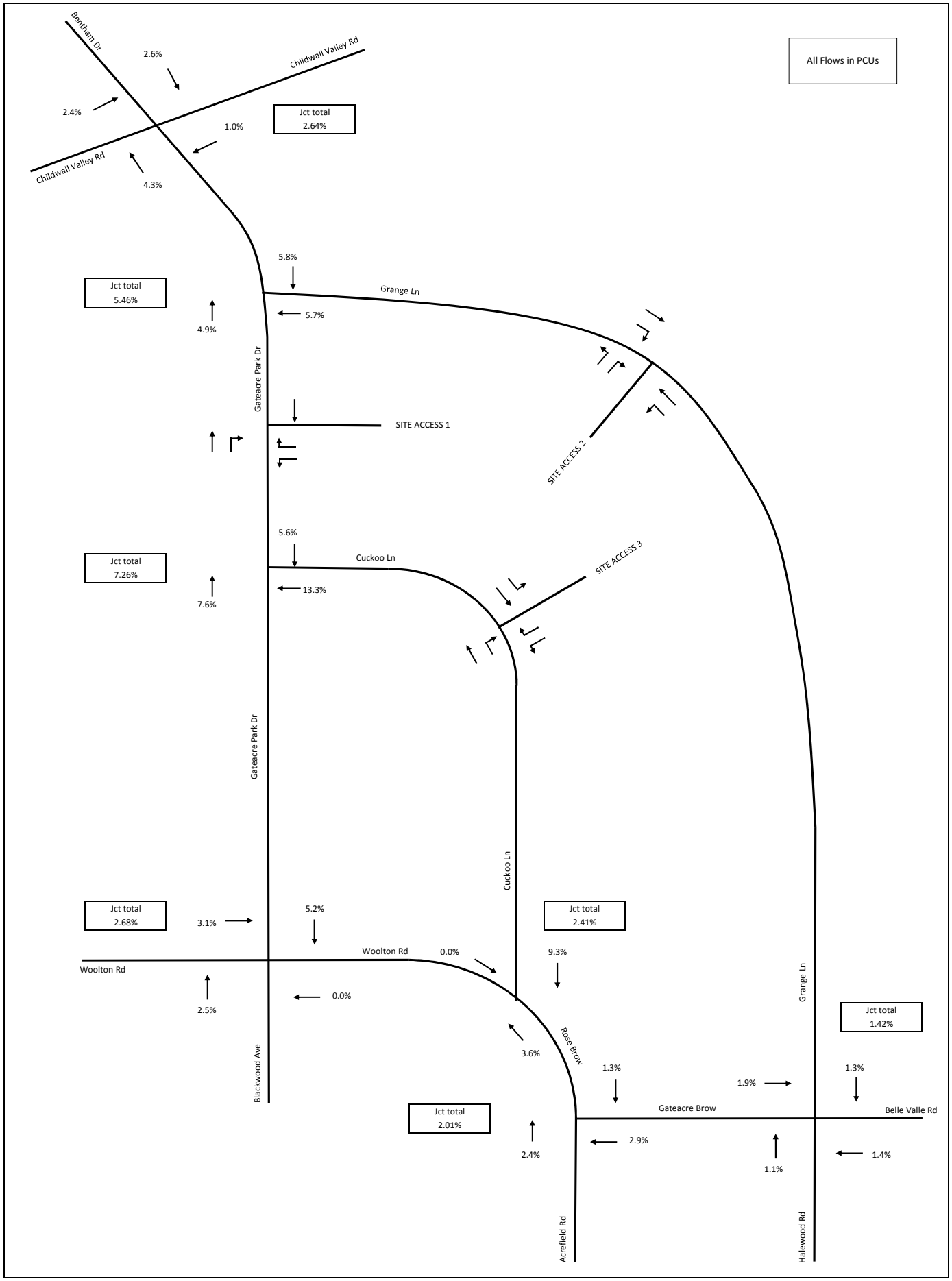


Figure 7.2 Proposed Development Traffic Impact: Weekday Evening Peak



Appendix A: Speed Survey Data

Sky High
Count On Us

Client :	CBO Transport
Project :	Gateacre Park Drive
Location:	Northbound Speeds
Date:	Tuesday 3rd June 2014
Job No:	9315
Incidents:	None Reported
Weather:	Mild and Cloudy
Speed Limit:	30

	Northbound			Northbound			Northbound			Northbound		
	Speed (Mph)	Veh Cat		Speed (Mph)	Veh Cat		Speed (Mph)	Veh Cat		Speed (Mph)	Veh Cat	
1)	33	car	51)	30	car	101)	30	car	151)	30	LGV	
2)	28	car	52)	30	LGV	102)	27	car	152)	30	car	
3)	34	car	53)	26	car	103)	30	car	153)	29	car	
4)	26	car	54)	38	car	104)	29	car	154)	27	car	
5)	40	car	55)	27	car	105)	32	car	155)	26	car	
6)	36	car	56)	27	car	106)	29	car	156)	30	car	
7)	30	car	57)	29	car	107)	30	car	157)	31	car	
8)	38	car	58)	30	car	108)	32	car	158)	28	LGV	
9)	29	car	59)	30	car	109)	28	car	159)	28	car	
10)	30	car	60)	31	car	110)	33	car	160)	27	car	
11)	28	car	61)	32	car	111)	29	car	161)	29	car	
12)	30	car	62)	29	car	112)	28	car	162)	30	car	
13)	30	car	63)	31	car	113)	30	car	163)	28	car	
14)	33	car	64)	34	car	114)	28	car	164)	28	car	
15)	34	car	65)	31	car	115)	28	car	165)	31	car	
16)	30	car	66)	35	car	116)	30	car	166)	32	car	
17)	30	car	67)	30	car	117)	30	car	167)	29	car	
18)	31	car	68)	27	car	118)	30	mini bus	168)	32	car	
19)	29	car	69)	28	car	119)	27	car	169)	28	car	
20)	30	car	70)	30	car	120)	30	car	170)	31	car	
21)	32	car	71)	31	car	121)	32	car	171)	29	car	
22)	29	car	72)	32	car	122)	34	car	172)	30	car	
23)	30	car	73)	29	car	123)	32	car	173)	32	LGV	
24)	29	car	74)	28	car	124)	30	car	174)	27	car	
25)	28	car	75)	30	car	125)	29	car	175)	30	car	
26)	28	car	76)	30	mini bus	126)	29	car	176)	28	car	
27)	30	car	77)	27	mini bus	127)	29	car	177)	31	LGV	
28)	28	car	78)	28	car	128)	31	car	178)	30	car	
29)	32	car	79)	30	car	129)	28	car	179)	28	car	
30)	29	car	80)	30	car	130)	31	car	180)	29	car	
31)	28	car	81)	29	car	131)	29	car	181)	29	car	
32)	29	car	82)	29	car	132)	27	car	182)	31	car	
33)	25	car	83)	28	car	133)	33	car	183)	32	car	
34)	27	car	84)	29	car	134)	29	car	184)	27	car	
35)	33	car	85)	26	car	135)	30	car	185)	31	car	
36)	30	car	86)	24	car	136)	28	car	186)	30	car	
37)	29	car	87)	28	LGV	137)	31	car	187)	30	car	
38)	29	car	88)	29	car	138)	30	car	188)	27	car	
39)	28	car	89)	28	car	139)	29	car	189)	28	car	
40)	31	car	90)	32	car	140)	30	car	190)	26	car	
41)	30	car	91)	31	LGV	141)	27	car	191)	34	car	
42)	30	car	92)	28	car	142)	29	car	192)	29	car	
43)	28	car	93)	29	car	143)	26	car	193)	30	car	
44)	27	car	94)	30	car	144)	28	car	194)	32	car	
45)	30	car	95)	28	mini bus	145)	30	car	195)	30	car	
46)	27	car	96)	29	mini bus	146)	31	car	196)	28	car	
47)	28	car	97)	30	car	147)	29	car	197)	29	car	
48)	30	car	98)	29	car	148)	30	car	198)	29	car	
49)	29	car	99)	32	car	149)	28	car	199)	31	car	
50)	29	car	100)	29	car	150)	32	car	200)	28	car	

85th PERCENTILE	32.0
Average speed	29.6
Maximum speed	40.0
Vehicles above limit	49
Vehicles 7mph above limit	3

Sky High
Count On Us

Client :	CBO Transport
Project :	Gateacre Park Drive
Location:	Southbound Speeds
Date:	Tuesday 3rd June 2014
Job No:	9315
Incidents:	None Reported
Weather:	Mild and Cloudy
Speed Limit:	30

	Southbound			Southbound			Southbound			Southbound		
	Speed (Mph)	Veh Cat		Speed (Mph)	Veh Cat		Speed (Mph)	Veh Cat		Speed (Mph)	Veh Cat	
1)	28	car	51)	30	car	101)	34	car	151)	33	car	
2)	31	car	52)	37	car	102)	28	car	152)	25	car	
3)	38	car	53)	28	LGV	103)	29	car	153)	27	car	
4)	29	car	54)	30	car	104)	28	car	154)	27	car	
5)	29	car	55)	26	mini bus	105)	36	car	155)	27	car	
6)	30	car	56)	27	car	106)	31	car	156)	26	car	
7)	21	car	57)	34	car	107)	29	car	157)	30	car	
8)	25	car	58)	33	car	108)	30	car	158)	28	car	
9)	34	car	59)	31	car	109)	31	car	159)	31	car	
10)	41	LGV	60)	28	car	110)	28	car	160)	30	car	
11)	29	car	61)	27	car	111)	29	car	161)	28	car	
12)	30	car	62)	34	car	112)	28	car	162)	33	car	
13)	31	car	63)	32	car	113)	30	car	163)	29	car	
14)	31	car	64)	35	car	114)	24	car	164)	31	car	
15)	36	car	65)	28	car	115)	26	OGV1	165)	27	car	
16)	34	car	66)	39	car	116)	28	car	166)	28	LGV	
17)	30	car	67)	32	car	117)	27	car	167)	29	car	
18)	25	OGV1	68)	31	car	118)	29	car	168)	28	mini bus	
19)	26	car	69)	29	car	119)	22	car	169)	30	car	
20)	29	car	70)	30	car	120)	25	car	170)	27	car	
21)	37	LGV	71)	31	car	121)	28	car	171)	28	car	
22)	29	car	72)	32	car	122)	27	car	172)	31	car	
23)	35	LGV	73)	37	car	123)	35	car	173)	32	car	
24)	40	car	74)	27	car	124)	29	car	174)	28	car	
25)	36	car	75)	35	car	125)	27	car	175)	27	car	
26)	29	car	76)	28	car	126)	38	car	176)	28	car	
27)	30	car	77)	27	car	127)	27	car	177)	26	car	
28)	30	car	78)	31	car	128)	30	car	178)	27	car	
29)	27	car	79)	30	OGV1	129)	34	car	179)	28	car	
30)	27	car	80)	39	car	130)	29	car	180)	27	car	
31)	29	car	81)	33	car	131)	30	car	181)	31	car	
32)	27	car	82)	27	car	132)	29	car	182)	30	car	
33)	36	car	83)	26	car	133)	30	car	183)	28	car	
34)	26	car	84)	28	car	134)	34	car	184)	32	car	
35)	33	LGV	85)	32	LGV	135)	28	LGV	185)	27	car	
36)	22	car	86)	29	car	136)	28	car	186)	28	car	
37)	31	car	87)	29	car	137)	32	car	187)	30	car	
38)	32	car	88)	30	car	138)	26	mini bus	188)	27	car	
39)	22	car	89)	27	car	139)	30	car	189)	33	car	
40)	33	car	90)	31	car	140)	28	car	190)	30	car	
41)	30	car	91)	30	car	141)	27	car	191)	30	car	
42)	31	LGV	92)	29	car	142)	31	car	192)	29	car	
43)	29	LGV	93)	28	car	143)	28	car	193)	36	OGV1	
44)	28	car	94)	33	LGV	144)	30	car	194)	29	car	
45)	27	car	95)	30	car	145)	27	LGV	195)	26	car	
46)	30	car	96)	27	car	146)	30	car	196)	28	car	
47)	31	car	97)	29	car	147)	29	car	197)	28	car	
48)	32	car	98)	32	car	148)	28	car	198)	29	car	
49)	27	car	99)	30	car	149)	28	LGV	199)	27	car	
50)	29	car	100)	28	car	150)	31	car	200)	31	car	

85th PERCENTILE	33.0
Average speed	29.7
Maximum speed	41.0
Vehicles above limit	63
Vehicles 7mph above limit	6

Appendix B: Completed Minimum Accessibility Standard Assessment

Address:

Completed By:

Access Diagram				
Has a diagram been submitted which shows how people move to and through the development and how this links to the surrounding roads, footpaths and sight lines? (This can be included within the Design and Access Statement, see Section 2.25.) If a diagram has not been submitted your application may not be processed.				**Yes / No**
Access on Foot			**Points**	**Score**
Safety	Is there safe pedestrian access to and within the site, and for pedestrians passing the site (2m minimum width footpath on both sides of the road)? If no your application must address safe pedestrian access.		Yes	Yes / No
Location	Housing Development: Is the development within 500m of a district or local centre (see Accessibility Map 1 in Appendix F) Other development: Is the density of existing local housing (i.e. within 800m) more than 50 houses per hectare (see Accessibility Map 4 in Appendix F)	Yes	2	0
		No	0	
Internal Layout	Does 'circulation' and access inside the sites reflect direct, safe and easy to use pedestrian routes for all; with priority given to pedestrians when they have to cross roads or cycle routes?	Yes	1	1
		No	0	
External Layout	Are there barriers between site and local facilities or housing which restrict pedestrian access? (see Merseyside Code of Practice on Access and Mobility)e.g. • No dropped kerbs at crossings or on desire lines; • Steep gradients; • A lack of a formal crossing where there is heavy traffic; • Security concerns, e.g. lack of lighting.	There are barriers	-2	-2 due to no dropped kerbs
		There are no barriers	1	
Other	The development links to identified recreational walking network (see Accessibility Map 1). If no, please provide reasons why not.		Yes	Yes / No
			Total (B)	

Summary			**Comments or action needed to correct any shortfall**
	Box A: Minimum Standard (from Table 3.1)	4	
	Box B: Actual Score	-1	See text in Transport Assessment

Access by Cycle			**Points**	**Score**
Safety	Are there safety issues for cyclists either turning into or out of the site or a road junctions within 400m of the site (e.g. dangerous right turns for cyclists due to the level of traffic)? If yes, you must address safety issues in your application.		No	Yes / No
Cycle Parking	Does the development meet cycle parking standards, in a secure location with natural surveillance, or where appropriate contribute to communal cycle parking facilities? If no, you must address cycle parking standards and cycle parking facilities.		Yes	Yes / No
Location	Housing Development: Is the development within 1 mile of a district or local centre (see Accessibility Map 1) Other Development: Is the density of local housing (e.g. within 1 mile) more than 50 houses per hectare (see Accessibility Map 4 in Appendix F)	Yes	2	2
		No	0	
Internal layout	Does 'circulation' and access inside the site reflect direct and safe cycle routes; with priority given to cyclists where they meet motor vehicles?	Yes	1	1
		No	0	
External Access	The development is within 400m of an existing or proposed cycle route (see Accessibility Map 1 in Appendix F) and / or proposes to create a link to a cycle route, or develop a route?		1	1
	The development is not within 400m of an existing or proposed cycle route (see Accessibility Map 1 in Appendix F)		-1	
Other	Development includes shower facilities and lockers for cyclists	Yes	1	1
		No	0	
			Total (B)	

Summary			**Comments or action needed to correct any shortfall**
	Box A: **Minimum Standard** (From Table 3.1)	5	

	Box B: **Actual Score**	5	

Access by Public Transport			**Points**	**Score**
Location and access to public transport	Is the site within a 200m safe and convenient walking distance of a bus stop, and/or within 400m of a rail station? (See Accessibility Map 2 in Appendix F).	Yes	2	2
		No	0	
	Are there barriers on direct and safe pedestrian routes to bus stops or rail stations i.e. • A lack of dropped kerbs; • Pavements less than 2m wide; • A lack of formal crossings where there is heavy traffic; or • Bus access kerbs.	There are barriers	0	0
		There are no barriers	1	
Frequency	High (four or more bus services or trains an hour)		2	1
	Medium (two or three bus services or trains an hour)		1	
	Low (less than two bus services or trains an hour)		0	
Other	The proposal contributes to bus priority measures serving the site		1	0
	The proposal contributes to bus stops, bus interchange or bus or rail stations in the vicinity and/or provides bus stops or bus interchange in the site		1	0
	The proposal contributes to an existing or new bus service		1	0
			Total (B):	

Summary			**Comments or action needed to correct any shortfall**
	Box A: **Minimum Standard** (from Table 3.1)	5	
	Box B: **Total Score**	3	See text in Transport Assessment

Vehicle Access and Parking		**Points**	**Score**
Vehicle access and circulation	Is there safe access to and from the road? If no, you must address safety issues.	Yes	Yes / No
	Can the site be adequately serviced? If no, you must address service issues.	Yes	Yes / No
	Is the safety and convenience of other users (pedestrians, cyclists and public transport) affected by the proposal? If yes, you must address safety issues.	No	Yes / No
	Has access for the emergency services been provided? If no, you must provide emergency service provision.	Yes	Yes / No
	For development which generates significant freight movements, is the site easily accessed from the road or rail freight route networks (i.e. minimising the impact of traffic on local roads and neighbourhoods) (see Accessibility Map 3 in Appendix F)? If no, please provide an explanation.	NA	Yes / No
Parking	The off-street parking provided is more than advised in Section 4 for that development type. If yes, parking provision must be reassessed.	No	Yes / No

	The off-street parking provided is as advised in Section 4 for that development type	1	Yes / No
	The off-street parking provided is less than 75% of the amount advised in Section 4 for that development type (or shares parking provision with another development)	2	Yes / No
	For development in controlled parking zones:	NA	Yes / No
	• Is it a car free development?	1	Yes / No
	• Supports the control or removal of on-street parking spaces (inc provision of disabled spaces), or contributes to other identified measures in the local parking strategy (including car clubs)	1	Yes / No
		Total (B):	1

Summary	Box A: **Minimum Standard** (From Table 3.1)	1	**Comments or action needed to correct any shortfall. If conditions are appropriate for the reduced level of parking (see section 4), but this has not been provided, please explain why.**

Appendix C: Proposed Site Layout

LEGEND

- FOOTPATHS AND PATIOS TO BE MARSHALLS 450x450mm STANDARD B.S. CONCRETE FLAGS BUTT JOINTED, ON 50mm THICK SAND BED ON 100mm THICK LAYER OF WELL CONSOLIDATED HARDCORE. PATHS GENERALLY TO BE 900mm WIDE: COLOUR GREY.
- HATCH DENTOES LANDSCAPING, PLEASE REFER TO SPECIALIST CONTRACT ORS DRAWING
- PARKING BAYS / DRIVEWAYS IN TRAFFICABLE BLACK BITUMEN MACADAM WEARING SURFACE TO LOCAL AUTHORITY STANDARDS, REFER TO CIVIL ENGINEERS DRAWINGS.
- 1800mm HIGH TIMBER FENCE, SEE RSD 9102A (TYPE A)
- 600mm HIGH KNEE RAIL, SEE RSD 9105
- 1800mm HIGH CLOSE BOARDED GATE, SLAM TO LOCK WITH ACCESS KEY. GATES MARKED WITH AN TO BE SLAM TO LOCK WITH COMMUNAL ACCESS KEY.
- FRONT ENTRANCE DOOR, ALL DOORS TO HAVE FLUSH THRESHOLD. UNLESS NOTED OTHERWISE PROVIDE 1200 x 1200mm LEVEL PLATFORM AT ENTRANCE TO DWELLING.
- PATIO / FRENCH DOORS, ALL DOORS TO HAVE FLUSH THRESHOLD.
- TREES TO BE REMOVED (REFER TO TREE SURVEY).
- 1800mm HIGH BRICK WALL, SEE RSD 9001 TYPE 1.
- HATCH DENTOES EXTENT OF GABION RETAINING STRUCTURE
- HATCH DENTOES EASEMENT SURFACE (TBC)

NOTES

- PATHS GENERALLY TO BE 900mm WIDE.
- PATIOS GENERALLY TO BE 2700 x 1800mm UNLESS INDICATED OTHERWISE.
- PAVING SLABS TO ABUT HOUSE WHERE FOOTPATH OR PATIO IS ADJACENT TO DWELLING.
- MOWING STRIP TO BE PROVIDED WHERE TURFED AREAS ABUT HOUSE, TO CONSIST OF 150mm WIDE WHITE STONE CHIPPINGS.
- GROUND LEVEL ADJACENT TO HOUSE TO BE 150mm BELOW S.S.L UNLESS OTHERWISE NOTED.
- FOR SURFACE FINISHES TO ADOPTABLE ROADS , ADOPTABLE FOOTPAHS AND SERVICE VERGES PLEASE REFER TO CIVIL ENGINEERS DETAILS.
- ALL DWELLING ENTRANCES TO HAVE LEVEL THRESHOLDS.

N

0 2.5 5 10 15 25 m

SCALE BAR 1:500

Red dotted lines show 2.4 x 59m visibility splays

5.5m wide access road with 6m radii

Existing bus stop to potentially be upgraded pending discussions with Merseytravel

SALES AREA

Red dotted lines show 2.4 x 43m visibility splays

5.5m wide access road with 6m radii

Existing bus stop to potentially be upgraded pending discussions with Merseytravel

SALES AREA

DRAINAGE EASEMENT

COUNTRYSIDE
Places People Love

Countryside Properties (UK) Limited
Regeneration North
600 Lakeside Drive
Centre Park
Warrington WA1 1RW
Tel: 01925 248900 Fax: 01925 248901
www.countryside-properties.com

site: **Former Gateacre Community Comprehensive School, Grange Lane, Gateacre**

title: **Proposed Access Layout**

scale: @A0 **1:500**

drawn by: **AC**

date: **February 2015**

checked:

drawing no: **SK384-AL-01**

FS 53054 EMS 615529 ISO 9001:2008 ISO 14001:2004

sheet no: **Sheet 1 of 1**

revision:

c:\users\pw7\appdata\local\microsoft\windows\temporary internet files\content.outlook\i1n4d7nq\sk384-pl-01 - planning layout (09-02-15)_cbo edit planning.dwg

Appendix D: TRICS Outputs

TRIP RATE CALCULATION SELECTION PARAMETERS:

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

Selected regions and areas:

02	SOUTH EAST		
	EX	ESSEX	1 days
04	EAST ANGLIA		
	SF	SUFFOLK	1 days
05	EAST MIDLANDS		
	NT	NOTTINGHAMSHIRE	1 days
06	WEST MIDLANDS		
	WO	WORCESTERSHIRE	1 days
10	WALES		
	CF	CARDIFF	1 days
11	SCOTLAND		
	FI	FIFE	1 days
	SR	STIRLING	1 days

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

Filtering Stage 2 selection:

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

Parameter: Number of dwellings
Actual Range: 115 to 237 (units:)
Range Selected by User: 100 to 400 (units:)

Public Transport Provision:
Selection by: Include all surveys

Date Range: 01/01/05 to 29/05/13

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

Selected survey days:

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

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

Selected survey types:

Manual count	7 days
Directional ATC Count	0 days

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

Selected Locations:

Suburban Area (PPS6 Out of Centre)	1
Edge of Town	6

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

Selected Location Sub Categories:

Residential Zone	6
No Sub Category	1

This data displays the number of surveys per location sub-category within the selected set. The location sub-categories consist of Commercial Zone, Industrial Zone, Development Zone, Residential Zone, Retail Zone, Built-Up Zone, Village, Out

Filtering Stage 3 selection:

Use Class:

C3	7 days

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

Population within 1 mile:

10,001 to 15,000	2 days
15,001 to 20,000	4 days
20,001 to 25,000	1 days

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

Population within 5 miles:

50,001 to 75,000	1 days
75,001 to 100,000	2 days
125,001 to 250,000	4 days

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

Car ownership within 5 miles:

0.6 to 1.0	4 days
1.1 to 1.5	3 days

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

Travel Plan:

No	7 days

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

LIST OF SITES relevant to selection parameters

1 CF-03-A-02 MIXED HOUSES CARDIFF
DROPE ROAD

CARDIFF
Edge of Town
Residential Zone
Total Number of dwellings: 196
Survey date: FRIDAY 05/10/07 Survey Type: MANUAL

2 EX-03-A-01 SEMI-DET. ESSEX
MILTON ROAD
CORRINGHAM
STANFORD-LE-HOPE
Edge of Town
Residential Zone
Total Number of dwellings: 237
Survey date: TUESDAY 13/05/08 Survey Type: MANUAL

3 FI-03-A-03 MIXED HOUSES FIFE
WOODMILL ROAD

DUNFERMLINE
Edge of Town
Residential Zone
Total Number of dwellings: 155
Survey date: MONDAY 30/04/07 Survey Type: MANUAL

4 NT-03-A-03 SEMI DETACHED NOTTINGHAMSHIRE
B6018 SUTTON ROAD

KIRKBY-IN-ASHFIELD
Edge of Town
Residential Zone
Total Number of dwellings: 166
Survey date: WEDNESDAY 28/06/06 Survey Type: MANUAL

5 SF-03-A-02 SEMI DET./TERRACED SUFFOLK
STOKE PARK DRIVE
MAIDENHALL
IPSWICH
Edge of Town
Residential Zone
Total Number of dwellings: 230
Survey date: THURSDAY 24/05/07 Survey Type: MANUAL

6 SR-03-A-01 DETACHED STIRLING
BENVIEW

STIRLING
Suburban Area (PPS6 Out of Centre)
Residential Zone
Total Number of dwellings: 115
Survey date: MONDAY 23/04/07 Survey Type: MANUAL

7 WO-03-A-06 DET./TERRACED WORCESTERSHIRE
ST GODWALDS ROAD
ASTON FIELDS
BROMSGROVE
Edge of Town
No Sub Category
Total Number of dwellings: 232
Survey date: THURSDAY 30/06/05 Survey Type: MANUAL

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

MANUALLY DESELECTED SITES

Site Ref	Reason for Deselection
CH-03-A-06	Bungalow
FA-03-A-02	Flats
LN-03-A-01	Bungalows
LN-03-A-02	Bungalows
MS-03-A-01	Terraced
NY-03-A-06	Bungalow
SF-03-A-03	Bungalows
SH-03-A-04	Terraced
TV-03-A-01	Flats
WO-03-A-03	bungalows

TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED
MULTI-MODAL VEHICLES
Calculation factor: 1 DWELLS
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	7	190	0.092	7	190	0.331	7	190	0.423
08:00 - 09:00	7	190	0.155	7	190	0.479	7	190	0.634
09:00 - 10:00	7	190	0.159	7	190	0.225	7	190	0.384
10:00 - 11:00	7	190	0.150	7	190	0.201	7	190	0.351
11:00 - 12:00	7	190	0.185	7	190	0.173	7	190	0.358
12:00 - 13:00	7	190	0.181	7	190	0.183	7	190	0.364
13:00 - 14:00	7	190	0.183	7	190	0.180	7	190	0.363
14:00 - 15:00	7	190	0.181	7	190	0.177	7	190	0.358
15:00 - 16:00	7	190	0.341	7	190	0.221	7	190	0.562
16:00 - 17:00	7	190	0.355	7	190	0.223	7	190	0.578
17:00 - 18:00	7	190	0.440	7	190	0.249	7	190	0.689
18:00 - 19:00	7	190	0.310	7	190	0.238	7	190	0.548
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			2.732			2.880			5.612

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

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

Parameter summary

Trip rate parameter range selected:	115 - 237 (units:)
Survey date date range:	01/01/05 - 29/05/13
Number of weekdays (Monday-Friday):	7
Number of Saturdays:	0
Number of Sundays:	0
Surveys manually removed from selection:	10

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

TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED
MULTI-MODAL OGVS
Calculation factor: 1 DWELLS
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	7	190	0.004	7	190	0.004	7	190	0.008
08:00 - 09:00	7	190	0.002	7	190	0.002	7	190	0.004
09:00 - 10:00	7	190	0.002	7	190	0.002	7	190	0.004
10:00 - 11:00	7	190	0.003	7	190	0.002	7	190	0.005
11:00 - 12:00	7	190	0.001	7	190	0.002	7	190	0.003
12:00 - 13:00	7	190	0.005	7	190	0.005	7	190	0.010
13:00 - 14:00	7	190	0.003	7	190	0.005	7	190	0.008
14:00 - 15:00	7	190	0.002	7	190	0.002	7	190	0.004
15:00 - 16:00	7	190	0.001	7	190	0.001	7	190	0.002
16:00 - 17:00	7	190	0.002	7	190	0.002	7	190	0.004
17:00 - 18:00	7	190	0.000	7	190	0.000	7	190	0.000
18:00 - 19:00	7	190	0.000	7	190	0.000	7	190	0.000
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.025			0.027			0.052

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

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

Parameter summary

Trip rate parameter range selected:	115 - 237 (units:)
Survey date date range:	01/01/05 - 29/05/13
Number of weekdays (Monday-Friday):	7
Number of Saturdays:	0
Number of Sundays:	0
Surveys manually removed from selection:	10

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

TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED
MULTI-MODAL PSVS
Calculation factor: 1 DWELLS
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	7	190	0.000	7	190	0.000	7	190	0.000
08:00 - 09:00	7	190	0.002	7	190	0.002	7	190	0.004
09:00 - 10:00	7	190	0.000	7	190	0.000	7	190	0.000
10:00 - 11:00	7	190	0.001	7	190	0.001	7	190	0.002
11:00 - 12:00	7	190	0.000	7	190	0.000	7	190	0.000
12:00 - 13:00	7	190	0.000	7	190	0.000	7	190	0.000
13:00 - 14:00	7	190	0.000	7	190	0.000	7	190	0.000
14:00 - 15:00	7	190	0.001	7	190	0.000	7	190	0.001
15:00 - 16:00	7	190	0.001	7	190	0.001	7	190	0.002
16:00 - 17:00	7	190	0.001	7	190	0.001	7	190	0.002
17:00 - 18:00	7	190	0.000	7	190	0.000	7	190	0.000
18:00 - 19:00	7	190	0.001	7	190	0.001	7	190	0.002
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.007			0.006			0.013

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

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

Parameter summary

Trip rate parameter range selected:	115 - 237 (units:)
Survey date date range:	01/01/05 - 29/05/13
Number of weekdays (Monday-Friday):	7
Number of Saturdays:	0
Number of Sundays:	0
Surveys manually removed from selection:	10

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

TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED
MULTI-MODAL CYCLISTS
Calculation factor: 1 DWELLS
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	7	190	0.005	7	190	0.007	7	190	0.012
08:00 - 09:00	7	190	0.003	7	190	0.008	7	190	0.011
09:00 - 10:00	7	190	0.005	7	190	0.002	7	190	0.007
10:00 - 11:00	7	190	0.001	7	190	0.003	7	190	0.004
11:00 - 12:00	7	190	0.002	7	190	0.004	7	190	0.006
12:00 - 13:00	7	190	0.005	7	190	0.002	7	190	0.007
13:00 - 14:00	7	190	0.002	7	190	0.004	7	190	0.006
14:00 - 15:00	7	190	0.002	7	190	0.002	7	190	0.004
15:00 - 16:00	7	190	0.016	7	190	0.016	7	190	0.032
16:00 - 17:00	7	190	0.009	7	190	0.008	7	190	0.017
17:00 - 18:00	7	190	0.017	7	190	0.011	7	190	0.028
18:00 - 19:00	7	190	0.014	7	190	0.011	7	190	0.025
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.081			0.078			0.159

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

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

Parameter summary

Trip rate parameter range selected:	115 - 237 (units:)
Survey date date range:	01/01/05 - 29/05/13
Number of weekdays (Monday-Friday):	7
Number of Saturdays:	0
Number of Sundays:	0
Surveys manually removed from selection:	10

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

TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED
MULTI-MODAL VEHICLE OCCUPANTS
Calculation factor: 1 DWELLS
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	7	190	0.100	7	190	0.388	7	190	0.488
08:00 - 09:00	7	190	0.195	7	190	0.757	7	190	0.952
09:00 - 10:00	7	190	0.192	7	190	0.287	7	190	0.479
10:00 - 11:00	7	190	0.189	7	190	0.264	7	190	0.453
11:00 - 12:00	7	190	0.230	7	190	0.222	7	190	0.452
12:00 - 13:00	7	190	0.229	7	190	0.240	7	190	0.469
13:00 - 14:00	7	190	0.229	7	190	0.228	7	190	0.457
14:00 - 15:00	7	190	0.237	7	190	0.224	7	190	0.461
15:00 - 16:00	7	190	0.554	7	190	0.319	7	190	0.873
16:00 - 17:00	7	190	0.500	7	190	0.334	7	190	0.834
17:00 - 18:00	7	190	0.578	7	190	0.346	7	190	0.924
18:00 - 19:00	7	190	0.421	7	190	0.353	7	190	0.774
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			3.654			3.962			7.616

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

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

Parameter summary

Trip rate parameter range selected:	115 - 237 (units:)
Survey date date range:	01/01/05 - 29/05/13
Number of weekdays (Monday-Friday):	7
Number of Saturdays:	0
Number of Sundays:	0
Surveys manually removed from selection:	10

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

TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED
MULTI-MODAL PEDESTRIANS
Calculation factor: 1 DWELLS
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	7	190	0.038	7	190	0.058	7	190	0.096
08:00 - 09:00	7	190	0.052	7	190	0.199	7	190	0.251
09:00 - 10:00	7	190	0.058	7	190	0.059	7	190	0.117
10:00 - 11:00	7	190	0.036	7	190	0.045	7	190	0.081
11:00 - 12:00	7	190	0.039	7	190	0.039	7	190	0.078
12:00 - 13:00	7	190	0.032	7	190	0.027	7	190	0.059
13:00 - 14:00	7	190	0.035	7	190	0.034	7	190	0.069
14:00 - 15:00	7	190	0.041	7	190	0.040	7	190	0.081
15:00 - 16:00	7	190	0.228	7	190	0.075	7	190	0.303
16:00 - 17:00	7	190	0.082	7	190	0.061	7	190	0.143
17:00 - 18:00	7	190	0.063	7	190	0.062	7	190	0.125
18:00 - 19:00	7	190	0.078	7	190	0.078	7	190	0.156
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.782			0.777			1.559

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

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

Parameter summary

Trip rate parameter range selected:	115 - 237 (units:)
Survey date date range:	01/01/05 - 29/05/13
Number of weekdays (Monday-Friday):	7
Number of Saturdays:	0
Number of Sundays:	0
Surveys manually removed from selection:	10

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

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

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	7	190	0.000	7	190	0.021	7	190	0.021
08:00 - 09:00	7	190	0.003	7	190	0.024	7	190	0.027
09:00 - 10:00	7	190	0.005	7	190	0.008	7	190	0.013
10:00 - 11:00	7	190	0.003	7	190	0.008	7	190	0.011
11:00 - 12:00	7	190	0.002	7	190	0.008	7	190	0.010
12:00 - 13:00	7	190	0.010	7	190	0.010	7	190	0.020
13:00 - 14:00	7	190	0.012	7	190	0.004	7	190	0.016
14:00 - 15:00	7	190	0.007	7	190	0.001	7	190	0.008
15:00 - 16:00	7	190	0.011	7	190	0.008	7	190	0.019
16:00 - 17:00	7	190	0.019	7	190	0.005	7	190	0.024
17:00 - 18:00	7	190	0.020	7	190	0.008	7	190	0.028
18:00 - 19:00	7	190	0.009	7	190	0.002	7	190	0.011
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.101			0.107			0.208

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

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

Parameter summary

Trip rate parameter range selected:	115 - 237 (units:)
Survey date date range:	01/01/05 - 29/05/13
Number of weekdays (Monday-Friday):	7
Number of Saturdays:	0
Number of Sundays:	0
Surveys manually removed from selection:	10

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

TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED
MULTI-MODAL TOTAL PEOPLE
Calculation factor: 1 DWELLS
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	7	190	0.143	7	190	0.474	7	190	0.617
08:00 - 09:00	7	190	0.253	7	190	0.987	7	190	1.240
09:00 - 10:00	7	190	0.258	7	190	0.355	7	190	0.613
10:00 - 11:00	7	190	0.229	7	190	0.320	7	190	0.549
11:00 - 12:00	7	190	0.273	7	190	0.273	7	190	0.546
12:00 - 13:00	7	190	0.276	7	190	0.279	7	190	0.555
13:00 - 14:00	7	190	0.279	7	190	0.270	7	190	0.549
14:00 - 15:00	7	190	0.286	7	190	0.267	7	190	0.553
15:00 - 16:00	7	190	0.808	7	190	0.418	7	190	1.226
16:00 - 17:00	7	190	0.609	7	190	0.407	7	190	1.016
17:00 - 18:00	7	190	0.678	7	190	0.426	7	190	1.104
18:00 - 19:00	7	190	0.522	7	190	0.443	7	190	0.965
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			4.614			4.919			9.533

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

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

Parameter summary

Trip rate parameter range selected:	115 - 237 (units:)
Survey date date range:	01/01/05 - 29/05/13
Number of weekdays (Monday-Friday):	7
Number of Saturdays:	0
Number of Sundays:	0
Surveys manually removed from selection:	10

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

Appendix E: PICADY Outputs: Site Access

PICADY

GUI Version: 5.1 AE
Analysis Program Release: 5.0 (MAY 2010)

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

Run Analysis

Parameter	Values
File Run	C:\Users\Steve\Desktop\PICADY\Gateacre\Site Access 2020\Site Access.vpi
Date Run	12 February 2015
Time Run	16:03:42
Driving Side	Drive On The Left

Arm Names and Flow Scaling Factors

Arm	Arm Name	Flow Scaling Factor (%)
Arm A	Gateacre Park Drive North	100
Arm B	Site Access	100
Arm C	Gateacre Park Drive South	100

Stream Labelling Convention

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

Run Information

Parameter	Values
Run Title	Site Access to Gateacre Park Drive
Location	Gateacre School
Date	12 February 2015
Enumerator	-
Job Number	CBO 0245
Status	Preliminary
Client	Countryside
Description	-

Errors and Warnings

Parameter	Values
Warning	No Errors Or Warnings

Geometric Data

Geometric Parameters

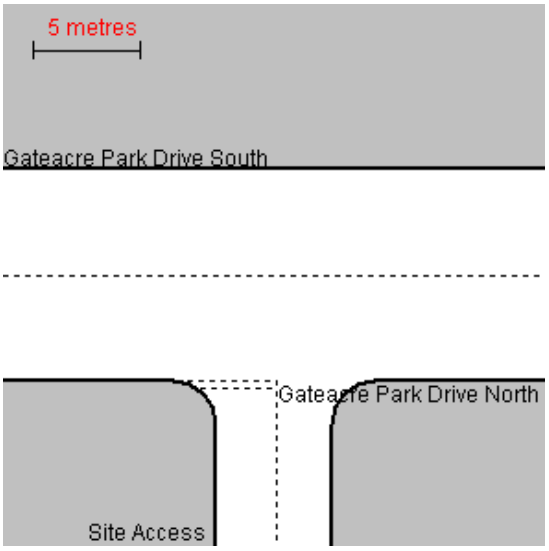
Parameter	Minor Arm B
Major Road Carriageway Width (m)	7.46
Major Road Kerbed Central Reserve Width (m)	0.00
Major Road Right Turning Lane Width (m)	2.20
Minor Road First Lane Width (m)	2.75
Minor Road Visibility To Right (m)	26
Minor Road Visibility To Left (m)	26
Major Road Right Turn Visibility (m)	100
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	486.309	0.083	0.210	0.132	0.300
B-C	624.278	0.090	0.227	-	-
C-B	631.874	0.229	0.229	-	-

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	08:00-09:00	60	15
Second Modelling Period	16:45-17:45	60	15

Direct Entry Flows

Demand Set: 2020 AM Peak Development
Modelling Period: 08:00-09:00

Segment: 08:00-08:15

Arm	Flow (veh/min)
Arm A	9.29
Arm B	0.35
Arm C	6.77

Segment: 08:15-08:30

Arm	Flow (veh/min)
Arm A	10.80
Arm B	0.35
Arm C	7.42

Segment: 08:30-08:45

Arm	Flow (veh/min)
Arm A	9.87
Arm B	0.35
Arm C	8.14

Segment: 08:45-09:00

Arm	Flow (veh/min)
Arm A	9.44
Arm B	0.35
Arm C	6.34

Demand Set: 2020 PM Peak Development
Modelling Period: 16:45-17:45

Segment: 16:45-17:00

Arm	Flow (veh/min)
Arm A	7.39
Arm B	0.18
Arm C	7.52

Segment: 17:00-17:15

Arm	Flow (veh/min)
Arm A	6.31
Arm B	0.18
Arm C	8.24

Segment: 17:15-17:30

Arm	Flow (veh/min)
Arm A	8.25
Arm B	0.18
Arm C	8.81

Segment: 17:30-17:45

Arm	Flow (veh/min)
Arm A	7.68
Arm B	0.18
Arm C	9.75

Turning Counts

Demand Set: 2020 AM Peak Development
Modelling Period: 08:00-09:00

From/To	Arm A	Arm B	Arm C
Arm A	-	4	587
Arm B	12	-	9
Arm C	427	3	-

Demand Set: 2020 PM Peak Development
Modelling Period: 16:45-17:45

From/To	Arm A	Arm B	Arm C
Arm A	-	11	433
Arm B	6	-	5
Arm C	505	9	-

Turning proportions are calculated from turning count data

Turning Proportions

Demand Set: 2020 AM Peak Development
Modelling Period: 08:00-09:00

From/To	Arm A	Arm B	Arm C
Arm A	0.000	0.007	0.993
Arm B	0.571	0.000	0.429
Arm C	0.993	0.007	0.000

Demand Set: 2020 PM Peak Development
Modelling Period: 16:45-17:45

From/To	Arm A	Arm B	Arm C
Arm A	0.000	0.025	0.975
Arm B	0.545	0.000	0.455
Arm C	0.982	0.018	0.000

Heavy Vehicles Percentages

Demand Set: 2020 AM Peak Development
Modelling Period: 08:00-09:00

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: 2020 PM Peak Development
Modelling Period: 16:45-17:45

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	-

Queues & Delays

Demand Set: 2020 AM Peak Development
Modelling Period: 08:00-09:00

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	0.35	6.25	0.056	-	0.00	0.06	-	0.8	0.17
	C-AB	0.09	13.05	0.007	-	0.00	0.01	-	0.1	0.08
	C-A	6.68	-	-	-	-	-	-	-	-
	A-B	0.06	-	-	-	-	-	-	-	-
	A-C	9.23	-	-	-	-	-	-	-	-

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	0.35	5.84	0.060	-	0.06	0.06	-	0.9	0.18
	C-AB	0.11	13.20	0.008	-	0.01	0.01	-	0.1	0.08
	C-A	7.31	-	-	-	-	-	-	-	-
	A-B	0.07	-	-	-	-	-	-	-	-
	A-C	10.73	-	-	-	-	-	-	-	-

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	0.35	5.97	0.059	-	0.06	0.06	-	0.9	0.18
	C-AB	0.12	13.81	0.009	-	0.01	0.01	-	0.1	0.07
	C-A	8.02	-	-	-	-	-	-	-	-
	A-B	0.07	-	-	-	-	-	-	-	-
	A-C	9.80	-	-	-	-	-	-	-	-

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	0.35	6.26	0.056	-	0.06	0.06	-	0.9	0.17
	C-AB	0.08	12.75	0.006	-	0.01	0.01	-	0.1	0.08
	C-A	6.26	-	-	-	-	-	-	-	-
	A-B	0.06	-	-	-	-	-	-	-	-
	A-C	9.38	-	-	-	-	-	-	-	-

Demand Set: 2020 PM Peak Development
Modelling Period: 16:45-17:45

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	0.18	6.67	0.027	-	0.00	0.03	-	0.4	0.15
	C-AB	0.26	13.81	0.019	-	0.00	0.02	-	0.3	0.07
	C-A	7.26	-	-	-	-	-	-	-	-
	A-B	0.18	-	-	-	-	-	-	-	-
	A-C	7.21	-	-	-	-	-	-	-	-

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	0.18	6.83	0.026	-	0.03	0.03	-	0.4	0.15
	C-AB	0.29	14.42	0.020	-	0.02	0.02	-	0.4	0.07
	C-A	7.95	-	-	-	-	-	-	-	-
	A-B	0.16	-	-	-	-	-	-	-	-
	A-C	6.15	-	-	-	-	-	-	-	-

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)
17:15-17:30	B-AC	0.18	6.34	0.028	-	0.03	0.03	-	0.4	0.16
	C-AB	0.33	14.43	0.023	-	0.02	0.03	-	0.4	0.07
	C-A	8.48	-	-	-	-	-	-	-	-
	A-B	0.20	-	-	-	-	-	-	-	-
	A-C	8.05	-	-	-	-	-	-	-	-

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	0.18	6.36	0.028	-	0.03	0.03	-	0.4	0.16
	C-AB	0.39	15.06	0.026	-	0.03	0.03	-	0.5	0.07
	C-A	9.36	-	-	-	-	-	-	-	-
	A-B	0.19	-	-	-	-	-	-	-	-
	A-C	7.49	-	-	-	-	-	-	-	-

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: 2020 AM Peak Development
Modelling Period: 08:00-09:00

Stream	Total Demand (veh)	Total Demand (veh/h)	Queueing Delay (min)	Queueing Delay (min/veh)	Inclusive Delay (min)	Inclusive Delay (min/veh)
B-AC	21.0	21.0	3.6	0.2	3.6	0.2
C-AB	6.0	6.0	0.5	0.1	0.5	0.1
C-A	424.1	424.1	-	-	-	-
A-B	4.0	4.0	-	-	-	-
A-C	587.0	587.0	-	-	-	-
All	**1042.1**	**1042.1**	**4.1**	**0.0**	**4.1**	**0.0**

Demand Set: 2020 PM Peak Development
Modelling Period: 16:45-17:45

Stream	Total Demand (veh)	Total Demand (veh/h)	Queueing Delay (min)	Queueing Delay (min/veh)	Inclusive Delay (min)	Inclusive Delay (min/veh)
B-AC	10.8	10.8	1.7	0.2	1.7	0.2
C-AB	19.0	19.0	1.6	0.1	1.6	0.1
C-A	495.8	495.8	-	-	-	-
A-B	11.0	11.0	-	-	-	-
A-C	433.4	433.4	-	-	-	-
All	**970.0**	**970.0**	**3.3**	**0.0**	**3.3**	**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

Appendix F: PICADY Outputs:
Gateacre Park Drive / Grange Lane

PICADY

GUI Version: 5.1 AE
Analysis Program Release: 5.0 (MAY 2010)

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

Run Analysis

Parameter	Values
File Run	C:\Users\Steve\Desktop\PICADY\Gateacre\Grange Lane Junction 2020\Grange Lane.vpi
Date Run	12 February 2015
Time Run	16:15:48
Driving Side	Drive On The Left

Arm Names and Flow Scaling Factors

Arm	Arm Name	Flow Scaling Factor (%)
Arm A	Gateacre Park Drive North	100
Arm B	Grange Lane	100
Arm C	Gateacre Park Drive South	100

Stream Labelling Convention

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

Run Information

Parameter	Values
Run Title	Grange Lane Junction
Location	Gateacre School
Date	12 February 2015
Enumerator	-
Job Number	CBO 0245
Status	Preliminary
Client	Countryside
Description	-

Errors and Warnings

Parameter	Values
Warning	No Errors Or Warnings

Geometric Data

Geometric Parameters

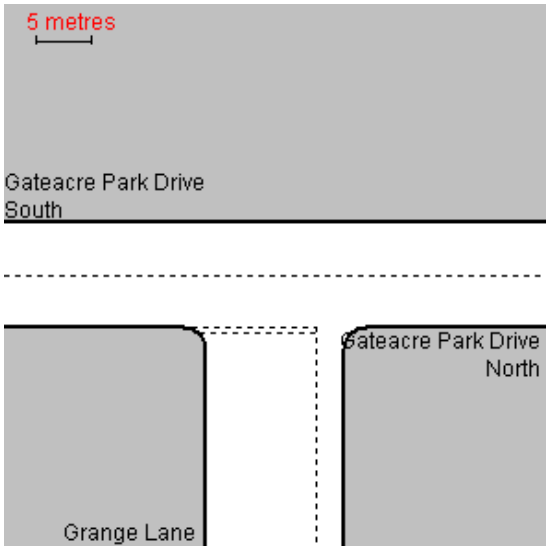
Parameter	Minor Arm B
Major Road Carriageway Width (m)	7.47
Major Road Kerbed Central Reserve Width (m)	0.00
Major Road Right Turning Lane Width (m)	2.20
Minor Road Width 0m Back from Junction (m)	10.00
Minor Road Width 5m Back from Junction (m)	7.10
Minor Road Width 10m Back from Junction (m)	6.30
Minor Road Width 15m Back from Junction (m)	4.80
Minor Road Width 20m Back from Junction (m)	4.00
Minor Road Derived Flare Length (PCU)	3.000
Minor Road Visibility To Right (m)	47
Minor Road Visibility To Left (m)	54
Major Road Right Turn Visibility (m)	100
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	0.000	0.000	0.000	0.000	0.000
B-C	0.000	0.000	0.000	-	-
C-B	631.874	0.229	0.229	-	-

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	08:00-09:00	60	15
Second Modelling Period	16:45-17:45	60	15

Direct Entry Flows

Demand Set: AM Peak Existing
Modelling Period: 08:00-09:00

Segment: 08:00-08:15

Arm	Flow (veh/min)
Arm A	10.07
Arm B	4.67
Arm C	5.87

Segment: 08:15-08:30

Arm	Flow (veh/min)
Arm A	11.80
Arm B	5.07
Arm C	6.47

Segment: 08:30-08:45

Arm	Flow (veh/min)
Arm A	10.80
Arm B	5.07
Arm C	7.20

Segment: 08:45-09:00

Arm	Flow (veh/min)
Arm A	9.73
Arm B	4.87
Arm C	5.47

Demand Set: PM Peak Existing
Modelling Period: 16:45-17:45

Segment: 16:45-17:00

Arm	Flow (veh/min)
Arm A	10.07
Arm B	3.40
Arm C	6.27

Segment: 17:00-17:15

Arm	Flow (veh/min)
Arm A	9.27
Arm B	3.93
Arm C	7.00

Segment: 17:15-17:30

Arm	Flow (veh/min)
Arm A	10.87
Arm B	4.07
Arm C	7.47

Segment: 17:30-17:45

Arm	Flow (veh/min)
Arm A	10.13
Arm B	3.73
Arm C	8.00

Demand Set: 2020 AM Peak Base
Modelling Period: 08:00-09:00

Segment: 08:00-08:15

Arm	Flow (veh/min)
Arm A	11.17
Arm B	5.18
Arm C	6.55

Segment: 08:15-08:30

Arm	Flow (veh/min)
Arm A	13.04
Arm B	5.61
Arm C	7.19

Segment: 08:30-08:45

Arm	Flow (veh/min)
Arm A	11.96
Arm B	5.61
Arm C	7.98

Segment: 08:45-09:00

Arm	Flow (veh/min)
Arm A	10.80
Arm B	5.40
Arm C	6.11

Demand Set: 2020 PM Peak Base
Modelling Period: 16:45-17:45

Segment: 16:45-17:00

Arm	Flow (veh/min)
Arm A	11.49
Arm B	3.85
Arm C	7.17

Segment: 17:00-17:15

Arm	Flow (veh/min)
Arm A	10.63
Arm B	4.42
Arm C	7.96

Segment: 17:15-17:30

Arm	Flow (veh/min)
Arm A	12.36
Arm B	4.58
Arm C	8.47

Segment: 17:30-17:45

Arm	Flow (veh/min)
Arm A	11.56
Arm B	4.21
Arm C	9.04

Demand Set: 2020 AM Peak Development
Modelling Period: 08:00-09:00

Segment: 08:00-08:15

Arm	Flow (veh/min)
Arm A	11.39
Arm B	5.58
Arm C	7.00

Segment: 08:15-08:30

Arm	Flow (veh/min)
Arm A	13.26
Arm B	6.01
Arm C	7.64

Segment: 08:30-08:45

Arm	Flow (veh/min)
Arm A	12.18
Arm B	6.01
Arm C	8.43

Segment: 08:45-09:00

Arm	Flow (veh/min)
Arm A	11.02
Arm B	5.80
Arm C	6.56

Demand Set: 2020 PM Peak Development
Modelling Period: 16:45-17:45

Segment: 16:45-17:00

Arm	Flow (veh/min)
Arm A	12.07
Arm B	4.07
Arm C	7.52

Segment: 17:00-17:15

Arm	Flow (veh/min)
Arm A	11.21
Arm B	4.64
Arm C	8.31

Segment: 17:15-17:30

Arm	Flow (veh/min)
Arm A	12.94
Arm B	4.80
Arm C	8.82

Segment: 17:30-17:45

Arm	Flow (veh/min)
Arm A	12.14
Arm B	4.43
Arm C	9.39

Turning Counts

Demand Set: AM Peak Existing
Modelling Period: 08:00-09:00

From/To	Arm A	Arm B	Arm C
Arm A	-	201	435
Arm B	211	-	84
Arm C	315	60	-

Demand Set: PM Peak Existing
Modelling Period: 16:45-17:45

From/To	Arm A	Arm B	Arm C
Arm A	-	300	305
Arm B	163	-	64
Arm C	360	71	-

Demand Set: 2020 AM Peak Base
Modelling Period: 08:00-09:00

From/To	Arm A	Arm B	Arm C
Arm A	-	222	482
Arm B	236	-	91
Arm C	353	65	-

Demand Set: 2020 PM Peak Base
Modelling Period: 16:45-17:45

From/To	Arm A	Arm B	Arm C
Arm A	-	342	348
Arm B	187	-	69
Arm C	413	77	-

Demand Set: 2020 AM Peak Development
Modelling Period: 08:00-09:00

From/To	Arm A	Arm B	Arm C
Arm A	-	227	490
Arm B	250	-	101
Arm C	377	68	-

Demand Set: 2020 PM Peak Development
Modelling Period: 16:45-17:45

From/To	Arm A	Arm B	Arm C
Arm A	-	355	370
Arm B	195	-	74
Arm C	425	86	-

Turning proportions are calculated from turning count data

Turning Proportions

Demand Set: AM Peak Existing
Modelling Period: 08:00-09:00

From/To	Arm A	Arm B	Arm C
Arm A	0.000	0.316	0.684
Arm B	0.715	0.000	0.285
Arm C	0.840	0.160	0.000

Demand Set: PM Peak Existing
Modelling Period: 16:45-17:45

From/To	Arm A	Arm B	Arm C
Arm A	0.000	0.496	0.504
Arm B	0.718	0.000	0.282
Arm C	0.835	0.165	0.000

Demand Set: 2020 AM Peak Base
Modelling Period: 08:00-09:00

From/To	Arm A	Arm B	Arm C
Arm A	0.000	0.315	0.685
Arm B	0.722	0.000	0.278
Arm C	0.844	0.156	0.000

Demand Set: 2020 PM Peak Base
Modelling Period: 16:45-17:45

From/To	Arm A	Arm B	Arm C
Arm A	0.000	0.496	0.504
Arm B	0.730	0.000	0.270
Arm C	0.843	0.157	0.000

Demand Set: 2020 AM Peak Development
Modelling Period: 08:00-09:00

From/To	Arm A	Arm B	Arm C
Arm A	0.000	0.317	0.683
Arm B	0.712	0.000	0.288
Arm C	0.847	0.153	0.000

Demand Set: 2020 PM Peak Development
Modelling Period: 16:45-17:45

From/To	Arm A	Arm B	Arm C
Arm A	0.000	0.490	0.510
Arm B	0.725	0.000	0.275
Arm C	0.832	0.168	0.000

Heavy Vehicles Percentages

Demand Set: AM Peak Existing
Modelling Period: 08:00-09:00

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: PM Peak Existing
Modelling Period: 16:45-17:45

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: 2020 AM Peak Base
Modelling Period: 08:00-09:00

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: 2020 PM Peak Base
Modelling Period: 16:45-17:45

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: 2020 AM Peak Development
Modelling Period: 08:00-09:00

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: 2020 PM Peak Development
Modelling Period: 16:45-17:45

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	-

Queues & Delays

Demand Set: AM Peak Existing
Modelling Period: 08:00-09:00

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-A	3.34	6.69	0.499	-	0.00	0.96	-	13.2	0.29
	B-C	1.33	7.34	0.181	-	0.00	0.22	-	3.1	0.17
	C-AB	1.60	11.79	0.136	-	0.00	0.26	-	3.9	0.10
	C-A	4.27	-	-	-	-	-	-	-	-
	A-B	3.18	-	-	-	-	-	-	-	-
	A-C	6.89	-	-	-	-	-	-	-	-

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-A	3.63	6.21	0.584	-	0.96	1.33	-	18.7	0.38
	B-C	1.44	6.67	0.216	-	0.22	0.27	-	4.0	0.19
	C-AB	1.91	11.83	0.161	-	0.26	0.33	-	5.1	0.10
	C-A	4.56	-	-	-	-	-	-	-	-
	A-B	3.73	-	-	-	-	-	-	-	-
	A-C	8.07	-	-	-	-	-	-	-	-

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-A	3.63	6.27	0.578	-	1.33	1.34	-	20.1	0.38
	B-C	1.44	6.83	0.211	-	0.27	0.27	-	4.1	0.19
	C-AB	2.22	12.46	0.178	-	0.33	0.38	-	5.8	0.10
	C-A	4.98	-	-	-	-	-	-	-	-
	A-B	3.41	-	-	-	-	-	-	-	-
	A-C	7.39	-	-	-	-	-	-	-	-

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)
08:45-09:00	B-A	3.48	6.83	0.510	-	1.34	1.08	-	16.9	0.30
	B-C	1.39	7.31	0.190	-	0.27	0.24	-	3.6	0.17
	C-AB	1.45	11.62	0.125	-	0.38	0.24	-	3.6	0.10
	C-A	4.02	-	-	-	-	-	-	-	-
	A-B	3.08	-	-	-	-	-	-	-	-
	A-C	6.65	-	-	-	-	-	-	-	-

Demand Set: PM Peak Existing
Modelling Period: 16:45-17:45

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-A	2.44	6.89	0.354	-	0.00	0.54	-	7.5	0.22
	B-C	0.96	8.00	0.120	-	0.00	0.13	-	1.9	0.14
	C-AB	1.82	12.01	0.151	-	0.00	0.30	-	4.5	0.10
	C-A	4.45	-	-	-	-	-	-	-	-
	A-B	4.99	-	-	-	-	-	-	-	-
	A-C	5.08	-	-	-	-	-	-	-	-

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-A	2.82	6.89	0.410	-	0.54	0.68	-	9.8	0.24
	B-C	1.11	7.94	0.139	-	0.13	0.16	-	2.4	0.15
	C-AB	2.14	12.60	0.170	-	0.30	0.35	-	5.3	0.10
	C-A	4.86	-	-	-	-	-	-	-	-
	A-B	4.60	-	-	-	-	-	-	-	-
	A-C	4.67	-	-	-	-	-	-	-	-

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-A	2.92	6.51	0.449	-	0.68	0.79	-	11.5	0.28
	B-C	1.15	7.59	0.151	-	0.16	0.18	-	2.6	0.16
	C-AB	2.42	12.58	0.192	-	0.35	0.42	-	6.4	0.10
	C-A	5.05	-	-	-	-	-	-	-	-
	A-B	5.39	-	-	-	-	-	-	-	-
	A-C	5.48	-	-	-	-	-	-	-	-

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-A	2.68	6.54	0.410	-	0.79	0.71	-	10.9	0.26
	B-C	1.05	7.81	0.135	-	0.18	0.16	-	2.4	0.15
	C-AB	2.67	13.03	0.205	-	0.42	0.46	-	7.0	0.10
	C-A	5.33	-	-	-	-	-	-	-	-
	A-B	5.02	-	-	-	-	-	-	-	-
	A-C	5.11	-	-	-	-	-	-	-	-

Demand Set: 2020 AM Peak Base
Modelling Period: 08:00-09:00

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-A	3.74	6.34	0.589	-	0.00	1.35	-	18.1	0.36
	B-C	1.44	6.78	0.213	-	0.00	0.27	-	3.8	0.19
	C-AB	1.87	12.01	0.156	-	0.00	0.32	-	4.8	0.10
	C-A	4.68	-	-	-	-	-	-	-	-
	A-B	3.52	-	-	-	-	-	-	-	-
	A-C	7.65	-	-	-	-	-	-	-	-

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-A	4.05	5.82	0.696	-	1.35	2.07	-	28.3	0.53
	B-C	1.56	5.76	0.271	-	0.27	0.36	-	5.3	0.24
	C-AB	2.23	12.07	0.185	-	0.32	0.41	-	6.3	0.10
	C-A	4.96	-	-	-	-	-	-	-	-
	A-B	4.11	-	-	-	-	-	-	-	-
	A-C	8.93	-	-	-	-	-	-	-	-

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-A	4.05	5.89	0.687	-	2.07	2.12	-	31.5	0.54
	B-C	1.56	5.90	0.264	-	0.36	0.36	-	5.4	0.23
	C-AB	2.60	12.75	0.204	-	0.41	0.47	-	7.2	0.10
	C-A	5.38	-	-	-	-	-	-	-	-
	A-B	3.77	-	-	-	-	-	-	-	-
	A-C	8.19	-	-	-	-	-	-	-	-

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-A	3.90	6.50	0.600	-	2.12	1.58	-	25.3	0.40
	B-C	1.50	6.66	0.226	-	0.36	0.30	-	4.6	0.19
	C-AB	1.69	11.83	0.143	-	0.47	0.29	-	4.4	0.10
	C-A	4.42	-	-	-	-	-	-	-	-
	A-B	3.41	-	-	-	-	-	-	-	-
	A-C	7.39	-	-	-	-	-	-	-	-

Demand Set: 2020 PM Peak Base
Modelling Period: 16:45-17:45

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-A	2.81	6.49	0.433	-	0.00	0.74	-	10.3	0.26
	B-C	1.04	7.55	0.138	-	0.00	0.16	-	2.3	0.15
	C-AB	2.18	12.32	0.177	-	0.00	0.39	-	5.7	0.10
	C-A	4.99	-	-	-	-	-	-	-	-
	A-B	5.70	-	-	-	-	-	-	-	-
	A-C	5.79	-	-	-	-	-	-	-	-

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-A	3.23	6.49	0.498	-	0.74	0.96	-	13.7	0.30
	B-C	1.19	7.42	0.161	-	0.16	0.19	-	2.8	0.16
	C-AB	2.56	12.96	0.198	-	0.39	0.45	-	6.8	0.10
	C-A	5.40	-	-	-	-	-	-	-	-
	A-B	5.27	-	-	-	-	-	-	-	-
	A-C	5.36	-	-	-	-	-	-	-	-

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)
17:15-17:30	B-A	3.35	6.07	0.551	-	0.96	1.17	-	16.8	0.36
	B-C	1.23	6.95	0.178	-	0.19	0.21	-	3.1	0.17
	C-AB	2.92	12.96	0.225	-	0.45	0.54	-	8.3	0.10
	C-A	5.55	-	-	-	-	-	-	-	-
	A-B	6.13	-	-	-	-	-	-	-	-
	A-C	6.23	-	-	-	-	-	-	-	-

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-A	3.08	6.11	0.504	-	1.17	1.05	-	16.2	0.33
	B-C	1.13	7.24	0.157	-	0.21	0.19	-	2.9	0.16
	C-AB	3.27	13.50	0.242	-	0.54	0.60	-	9.2	0.10
	C-A	5.77	-	-	-	-	-	-	-	-
	A-B	5.73	-	-	-	-	-	-	-	-
	A-C	5.83	-	-	-	-	-	-	-	-

Demand Set: 2020 AM Peak Development
Modelling Period: 08:00-09:00

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-A	3.97	6.20	0.641	-	0.00	1.66	-	21.7	0.41
	B-C	1.61	6.49	0.247	-	0.00	0.32	-	4.6	0.20
	C-AB	2.05	12.26	0.167	-	0.00	0.36	-	5.3	0.10
	C-A	4.95	-	-	-	-	-	-	-	-
	A-B	3.61	-	-	-	-	-	-	-	-
	A-C	7.78	-	-	-	-	-	-	-	-

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-A	4.28	5.67	0.755	-	1.66	2.67	-	35.6	0.65
	B-C	1.73	5.24	0.330	-	0.32	0.48	-	6.8	0.28
	C-AB	2.44	12.32	0.198	-	0.36	0.46	-	6.9	0.10
	C-A	5.20	-	-	-	-	-	-	-	-
	A-B	4.20	-	-	-	-	-	-	-	-
	A-C	9.06	-	-	-	-	-	-	-	-

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-A	4.28	5.74	0.745	-	2.67	2.75	-	40.7	0.67
	B-C	1.73	5.34	0.324	-	0.48	0.48	-	7.2	0.28
	C-AB	2.82	13.00	0.217	-	0.46	0.52	-	7.9	0.10
	C-A	5.61	-	-	-	-	-	-	-	-
	A-B	3.86	-	-	-	-	-	-	-	-
	A-C	8.32	-	-	-	-	-	-	-	-

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-A	4.13	6.35	0.651	-	2.75	2.00	-	32.3	0.47
	B-C	1.67	6.30	0.265	-	0.48	0.37	-	5.7	0.22
	C-AB	1.86	12.07	0.154	-	0.52	0.33	-	5.0	0.10
	C-A	4.70	-	-	-	-	-	-	-	-
	A-B	3.49	-	-	-	-	-	-	-	-
	A-C	7.53	-	-	-	-	-	-	-	-

Demand Set: 2020 PM Peak Development
Modelling Period: 16:45-17:45

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-A	2.95	6.28	0.470	-	0.00	0.85	-	11.7	0.29
	B-C	1.12	7.35	0.152	-	0.00	0.18	-	2.5	0.16
	C-AB	2.52	12.37	0.204	-	0.00	0.46	-	6.7	0.10
	C-A	5.00	-	-	-	-	-	-	-	-
	A-B	5.91	-	-	-	-	-	-	-	-
	A-C	6.16	-	-	-	-	-	-	-	-

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-A	3.36	6.27	0.536	-	0.85	1.11	-	15.8	0.34
	B-C	1.28	7.18	0.178	-	0.18	0.21	-	3.1	0.17
	C-AB	2.95	13.00	0.227	-	0.46	0.53	-	8.1	0.10
	C-A	5.36	-	-	-	-	-	-	-	-
	A-B	5.49	-	-	-	-	-	-	-	-
	A-C	5.72	-	-	-	-	-	-	-	-

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-A	3.48	5.86	0.594	-	1.11	1.38	-	19.7	0.41
	B-C	1.32	6.66	0.198	-	0.21	0.24	-	3.6	0.19
	C-AB	3.40	13.05	0.260	-	0.53	0.66	-	10.0	0.10
	C-A	5.42	-	-	-	-	-	-	-	-
	A-B	6.34	-	-	-	-	-	-	-	-
	A-C	6.60	-	-	-	-	-	-	-	-

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-A	3.21	5.89	0.545	-	1.38	1.25	-	19.3	0.38
	B-C	1.22	6.98	0.175	-	0.24	0.21	-	3.3	0.17
	C-AB	3.74	13.54	0.276	-	0.66	0.72	-	10.9	0.10
	C-A	5.65	-	-	-	-	-	-	-	-
	A-B	5.94	-	-	-	-	-	-	-	-
	A-C	6.20	-	-	-	-	-	-	-	-

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: AM Peak Existing
Modelling Period: 08:00-09:00

Stream	Total Demand (veh)	Total Demand (veh/h)	Queueing Delay (min)	Queueing Delay (min/veh)	Inclusive Delay (min)	Inclusive Delay (min/veh)
B-A	211.1	211.1	68.9	0.3	69.0	0.3
B-C	84.1	84.1	14.8	0.2	14.8	0.2
C-AB	107.8	107.8	18.4	0.2	18.4	0.2
C-A	267.4	267.4	-	-	-	-
A-B	201.0	201.0	-	-	-	-
A-C	435.0	435.0	-	-	-	-
All	**1306.3**	**1306.3**	**102.1**	**0.1**	**102.2**	**0.1**

Demand Set: PM Peak Existing
Modelling Period: 16:45-17:45

Stream	Total Demand (veh)	Total Demand (veh/h)	Queueing Delay (min)	Queueing Delay (min/veh)	Inclusive Delay (min)	Inclusive Delay (min/veh)
B-A	163.0	163.0	39.7	0.2	39.8	0.2
B-C	64.0	64.0	9.3	0.1	9.3	0.1
C-AB	135.8	135.8	23.2	0.2	23.2	0.2
C-A	295.3	295.3	-	-	-	-
A-B	300.0	300.0	-	-	-	-
A-C	305.1	305.1	-	-	-	-
All	**1263.2**	**1263.2**	**72.3**	**0.1**	**72.3**	**0.1**

Demand Set: 2020 AM Peak Base
Modelling Period: 08:00-09:00

Stream	Total Demand (veh)	Total Demand (veh/h)	Queueing Delay (min)	Queueing Delay (min/veh)	Inclusive Delay (min)	Inclusive Delay (min/veh)
B-A	236.0	236.0	103.1	0.4	103.3	0.4
B-C	91.0	91.0	19.1	0.2	19.1	0.2
C-AB	125.9	125.9	22.7	0.2	22.7	0.2
C-A	291.6	291.6	-	-	-	-
A-B	222.2	222.2	-	-	-	-
A-C	482.4	482.4	-	-	-	-
All	**1449.0**	**1449.0**	**144.9**	**0.1**	**145.1**	**0.1**

Demand Set: 2020 PM Peak Base
Modelling Period: 16:45-17:45

Stream	Total Demand (veh)	Total Demand (veh/h)	Queueing Delay (min)	Queueing Delay (min/veh)	Inclusive Delay (min)	Inclusive Delay (min/veh)
B-A	186.9	186.9	57.0	0.3	57.0	0.3
B-C	69.0	69.0	11.1	0.2	11.1	0.2
C-AB	163.9	163.9	29.9	0.2	29.9	0.2
C-A	325.7	325.7	-	-	-	-
A-B	342.3	342.3	-	-	-	-
A-C	348.3	348.3	-	-	-	-
All	**1436.1**	**1436.1**	**97.9**	**0.1**	**98.0**	**0.1**

Demand Set: 2020 AM Peak Development
Modelling Period: 08:00-09:00

Stream	Total Demand (veh)	Total Demand (veh/h)	Queueing Delay (min)	Queueing Delay (min/veh)	Inclusive Delay (min)	Inclusive Delay (min/veh)
B-A	250.0	250.0	130.3	0.5	130.6	0.5
B-C	101.0	101.0	24.3	0.2	24.3	0.2
C-AB	137.3	137.3	25.1	0.2	25.1	0.2
C-A	307.1	307.1	-	-	-	-
A-B	227.2	227.2	-	-	-	-
A-C	490.5	490.5	-	-	-	-
All	**1513.2**	**1513.2**	**179.8**	**0.1**	**180.1**	**0.1**

Demand Set: 2020 PM Peak Development
Modelling Period: 16:45-17:45

Stream	Total Demand (veh)	Total Demand (veh/h)	Queueing Delay (min)	Queueing Delay (min/veh)	Inclusive Delay (min)	Inclusive Delay (min/veh)
B-A	195.1	195.1	66.5	0.3	66.6	0.3
B-C	74.0	74.0	12.5	0.2	12.5	0.2
C-AB	189.1	189.1	35.7	0.2	35.7	0.2
C-A	321.5	321.5	-	-	-	-
A-B	355.2	355.2	-	-	-	-
A-C	370.2	370.2	-	-	-	-
All	**1505.1**	**1505.1**	**114.7**	**0.1**	**114.9**	**0.1**

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

Appendix G: PICADY Outputs:
Gateacre Park Drive / Cuckoo Lane

PICADY

GUI Version: 5.1 AE
Analysis Program Release: 5.0 (MAY 2010)

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

Run Analysis

Parameter	Values
File Run	C:\..\Gateacre Cuckoo Lane Junction 2020\Cuckoo Lane.vpi
Date Run	12 February 2015
Time Run	16:24:31
Driving Side	Drive On The Left

Arm Names and Flow Scaling Factors

Arm	Arm Name	Flow Scaling Factor (%)
Arm A	Gateacre Park Drive North	100
Arm B	Cuckoo Lane	100
Arm C	Gateacre Park Drive South	100

Stream Labelling Convention

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

Run Information

Parameter	Values
Run Title	Cuckoo Lane Gateacre Park Drive Junction
Location	Gateacre School
Date	12 February 2015
Enumerator	-
Job Number	CBO 0245
Status	Preliminary
Client	Countryside
Description	-

Errors and Warnings

Parameter	Values
Warning	No Errors Or Warnings

Geometric Data

Geometric Parameters

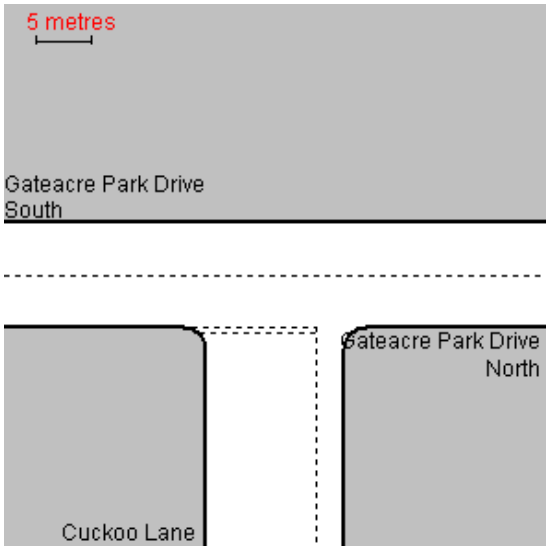
Parameter	Minor Arm B
Major Road Carriageway Width (m)	7.37
Major Road Kerbed Central Reserve Width (m)	0.00
Major Road Right Turning Lane Width (m)	2.20
Minor Road Width 0m Back from Junction (m)	10.00
Minor Road Width 5m Back from Junction (m)	4.20
Minor Road Width 10m Back from Junction (m)	3.10
Minor Road Width 15m Back from Junction (m)	3.10
Minor Road Width 20m Back from Junction (m)	3.10
Minor Road Derived Flare Length (PCU)	0.000
Minor Road Visibility To Right (m)	89
Minor Road Visibility To Left (m)	50
Major Road Right Turn Visibility (m)	100
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	0.000	0.000	0.000	0.000	0.000
B-C	0.000	0.000	0.000	-	-
C-B	631.874	0.230	0.230	-	-

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	08:00-09:00	60	15
Second Modelling Period	16:45-17:45	60	15

Direct Entry Flows

Demand Set: AM Peak Existing
Modelling Period: 08:00-09:00

Segment: 08:00-08:15

Arm	Flow (veh/min)
Arm A	8.33
Arm B	1.13
Arm C	4.87

Segment: 08:15-08:30

Arm	Flow (veh/min)
Arm A	9.40
Arm B	1.53
Arm C	5.13

Segment: 08:30-08:45

Arm	Flow (veh/min)
Arm A	8.73
Arm B	1.53
Arm C	5.73

Segment: 08:45-09:00

Arm	Flow (veh/min)
Arm A	7.80
Arm B	1.20
Arm C	4.40

Demand Set: PM Peak Existing
Modelling Period: 16:45-17:45

Segment: 16:45-17:00

Arm	Flow (veh/min)
Arm A	5.93
Arm B	1.15
Arm C	4.67

Segment: 17:00-17:15

Arm	Flow (veh/min)
Arm A	5.40
Arm B	0.87
Arm C	6.13

Segment: 17:15-17:30

Arm	Flow (veh/min)
Arm A	7.20
Arm B	1.53
Arm C	6.27

Segment: 17:30-17:45

Arm	Flow (veh/min)
Arm A	6.33
Arm B	1.60
Arm C	6.73

Demand Set: 2020 AM Peak Base
Modelling Period: 08:00-09:00

Segment: 08:00-08:15

Arm	Flow (veh/min)
Arm A	9.21
Arm B	1.25
Arm C	5.43

Segment: 08:15-08:30

Arm	Flow (veh/min)
Arm A	10.36
Arm B	1.68
Arm C	5.72

Segment: 08:30-08:45

Arm	Flow (veh/min)
Arm A	9.64
Arm B	1.68
Arm C	6.36

Segment: 08:45-09:00

Arm	Flow (veh/min)
Arm A	8.63
Arm B	1.33
Arm C	4.93

Demand Set: 2020 PM Peak Base
Modelling Period: 16:45-17:45

Segment: 16:45-17:00

Arm	Flow (veh/min)
Arm A	6.72
Arm B	1.72
Arm C	5.37

Segment: 17:00-17:15

Arm	Flow (veh/min)
Arm A	6.15
Arm B	1.01
Arm C	6.95

Segment: 17:15-17:30

Arm	Flow (veh/min)
Arm A	8.10
Arm B	1.72
Arm C	7.10

Segment: 17:30-17:45

Arm	Flow (veh/min)
Arm A	7.16
Arm B	1.80
Arm C	7.60

Demand Set: 2020 AM Peak Development
Modelling Period: 08:00-09:00

Segment: 08:00-08:15

Arm	Flow (veh/min)
Arm A	9.59
Arm B	1.62
Arm C	5.58

Segment: 08:15-08:30

Arm	Flow (veh/min)
Arm A	10.74
Arm B	2.05
Arm C	5.87

Segment: 08:30-08:45

Arm	Flow (veh/min)
Arm A	10.02
Arm B	2.05
Arm C	6.51

Segment: 08:45-09:00

Arm	Flow (veh/min)
Arm A	9.01
Arm B	1.70
Arm C	5.08

Demand Set: 2020 PM Peak Development
Modelling Period: 16:45-17:45

Segment: 16:45-17:00

Arm	Flow (veh/min)
Arm A	7.07
Arm B	1.90
Arm C	5.82

Segment: 17:00-17:15

Arm	Flow (veh/min)
Arm A	6.50
Arm B	1.19
Arm C	7.40

Segment: 17:15-17:30

Arm	Flow (veh/min)
Arm A	8.45
Arm B	1.90
Arm C	7.55

Segment: 17:30-17:45

Arm	Flow (veh/min)
Arm A	7.51
Arm B	1.98
Arm C	8.05

Turning Counts

Demand Set: AM Peak Existing
Modelling Period: 08:00-09:00

From/To	Arm A	Arm B	Arm C
Arm A	-	94	420
Arm B	72	-	9
Arm C	298	4	-

Demand Set: PM Peak Existing
Modelling Period: 16:45-17:45

From/To	Arm A	Arm B	Arm C
Arm A	-	68	305
Arm B	80	-	3
Arm C	351	6	-

Demand Set: 2020 AM Peak Base
Modelling Period: 08:00-09:00

From/To	Arm A	Arm B	Arm C
Arm A	-	104	464
Arm B	80	-	10
Arm C	332	4	-

Demand Set: 2020 PM Peak Base
Modelling Period: 16:45-17:45

From/To	Arm A	Arm B	Arm C
Arm A	-	76	345
Arm B	90	-	3
Arm C	399	6	-

Demand Set: 2020 AM Peak Development
Modelling Period: 08:00-09:00

From/To	Arm A	Arm B	Arm C
Arm A	-	108	483
Arm B	92	-	20
Arm C	338	7	-

Demand Set: 2020 PM Peak Development
Modelling Period: 16:45-17:45

From/To	Arm A	Arm B	Arm C
Arm A	-	87	355
Arm B	96	-	8
Arm C	417	15	-

Turning proportions are calculated from turning count data

Turning Proportions

Demand Set: AM Peak Existing
Modelling Period: 08:00-09:00

From/To	Arm A	Arm B	Arm C
Arm A	0.000	0.183	0.817
Arm B	0.889	0.000	0.111
Arm C	0.987	0.013	0.000

Demand Set: PM Peak Existing
Modelling Period: 16:45-17:45

From/To	Arm A	Arm B	Arm C
Arm A	0.000	0.182	0.818
Arm B	0.964	0.000	0.036
Arm C	0.983	0.017	0.000

Demand Set: 2020 AM Peak Base
Modelling Period: 08:00-09:00

From/To	Arm A	Arm B	Arm C
Arm A	0.000	0.183	0.817
Arm B	0.889	0.000	0.111
Arm C	0.988	0.012	0.000

Demand Set: 2020 PM Peak Base
Modelling Period: 16:45-17:45

From/To	Arm A	Arm B	Arm C
Arm A	0.000	0.181	0.819
Arm B	0.968	0.000	0.032
Arm C	0.985	0.015	0.000

Demand Set: 2020 AM Peak Development
Modelling Period: 08:00-09:00

From/To	Arm A	Arm B	Arm C
Arm A	0.000	0.183	0.817
Arm B	0.821	0.000	0.179
Arm C	0.980	0.020	0.000

Demand Set: 2020 PM Peak Development
Modelling Period: 16:45-17:45

From/To	Arm A	Arm B	Arm C
Arm A	0.000	0.197	0.803
Arm B	0.923	0.000	0.077
Arm C	0.965	0.035	0.000

Heavy Vehicles Percentages

Demand Set: AM Peak Existing
Modelling Period: 08:00-09:00

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: PM Peak Existing
Modelling Period: 16:45-17:45

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: 2020 AM Peak Base
Modelling Period: 08:00-09:00

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: 2020 PM Peak Base
Modelling Period: 16:45-17:45

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: 2020 AM Peak Development
Modelling Period: 08:00-09:00

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: 2020 PM Peak Development
Modelling Period: 16:45-17:45

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	-

Queues & Delays

Demand Set: AM Peak Existing
Modelling Period: 08:00-09:00

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-A	1.00	6.97	0.144	-	0.00	0.17	-	2.4	0.17
	B-C	0.13	10.99	0.011	-	0.00	0.01	-	0.2	0.09
	C-AB	0.10	11.97	0.009	-	0.00	0.01	-	0.1	0.08
	C-A	4.77	-	-	-	-	-	-	-	-
	A-B	1.52	-	-	-	-	-	-	-	-
	A-C	6.81	-	-	-	-	-	-	-	-

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)
08:15-08:30	B-A	1.36	6.69	0.203	-	0.17	0.25	-	3.6	0.19
	B-C	0.17	10.55	0.016	-	0.01	0.02	-	0.2	0.10
	C-AB	0.11	11.93	0.010	-	0.01	0.01	-	0.2	0.08
	C-A	5.02	-	-	-	-	-	-	-	-
	A-B	1.72	-	-	-	-	-	-	-	-
	A-C	7.68	-	-	-	-	-	-	-	-

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-A	1.36	6.75	0.202	-	0.25	0.25	-	3.8	0.19
	B-C	0.17	10.72	0.016	-	0.02	0.02	-	0.2	0.09
	C-AB	0.13	12.45	0.011	-	0.01	0.01	-	0.2	0.08
	C-A	5.60	-	-	-	-	-	-	-	-
	A-B	1.60	-	-	-	-	-	-	-	-
	A-C	7.13	-	-	-	-	-	-	-	-

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-A	1.07	7.16	0.149	-	0.25	0.18	-	2.7	0.16
	B-C	0.13	11.10	0.012	-	0.02	0.01	-	0.2	0.09
	C-AB	0.09	11.76	0.008	-	0.01	0.01	-	0.1	0.09
	C-A	4.31	-	-	-	-	-	-	-	-
	A-B	1.43	-	-	-	-	-	-	-	-
	A-C	6.37	-	-	-	-	-	-	-	-

Demand Set: PM Peak Existing
Modelling Period: 16:45-17:45

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-A	1.11	7.53	0.147	-	0.00	0.17	-	2.5	0.16
	B-C	0.04	11.59	0.004	-	0.00	0.00	-	0.1	0.09
	C-AB	0.12	12.29	0.010	-	0.00	0.01	-	0.2	0.08
	C-A	4.55	-	-	-	-	-	-	-	-
	A-B	1.08	-	-	-	-	-	-	-	-
	A-C	4.85	-	-	-	-	-	-	-	-

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-A	0.84	7.41	0.113	-	0.17	0.13	-	2.0	0.15
	B-C	0.03	11.82	0.003	-	0.00	0.00	-	0.0	0.08
	C-AB	0.18	13.31	0.013	-	0.01	0.02	-	0.2	0.08
	C-A	5.95	-	-	-	-	-	-	-	-
	A-B	0.98	-	-	-	-	-	-	-	-
	A-C	4.42	-	-	-	-	-	-	-	-

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)
17:15-17:30	B-A	1.47	6.99	0.211	-	0.13	0.26	-	3.8	0.18
	B-C	0.06	11.08	0.005	-	0.00	0.00	-	0.1	0.09
	C-AB	0.19	13.07	0.014	-	0.02	0.02	-	0.2	0.08
	C-A	6.08	-	-	-	-	-	-	-	-
	A-B	1.31	-	-	-	-	-	-	-	-
	A-C	5.89	-	-	-	-	-	-	-	-

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-A	1.54	7.11	0.217	-	0.26	0.27	-	4.1	0.18
	B-C	0.06	11.27	0.005	-	0.00	0.01	-	0.1	0.09
	C-AB	0.21	13.51	0.015	-	0.02	0.02	-	0.3	0.08
	C-A	6.52	-	-	-	-	-	-	-	-
	A-B	1.15	-	-	-	-	-	-	-	-
	A-C	5.18	-	-	-	-	-	-	-	-

Demand Set: 2020 AM Peak Base
Modelling Period: 08:00-09:00

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-A	1.11	6.69	0.166	-	0.00	0.20	-	2.8	0.18
	B-C	0.14	10.70	0.013	-	0.00	0.01	-	0.2	0.09
	C-AB	0.11	12.17	0.009	-	0.00	0.01	-	0.1	0.08
	C-A	5.32	-	-	-	-	-	-	-	-
	A-B	1.69	-	-	-	-	-	-	-	-
	A-C	7.52	-	-	-	-	-	-	-	-

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-A	1.49	6.39	0.234	-	0.20	0.30	-	4.3	0.20
	B-C	0.19	10.22	0.018	-	0.01	0.02	-	0.3	0.10
	C-AB	0.12	12.14	0.010	-	0.01	0.01	-	0.2	0.08
	C-A	5.60	-	-	-	-	-	-	-	-
	A-B	1.90	-	-	-	-	-	-	-	-
	A-C	8.46	-	-	-	-	-	-	-	-

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-A	1.49	6.44	0.232	-	0.30	0.30	-	4.5	0.20
	B-C	0.19	10.40	0.018	-	0.02	0.02	-	0.3	0.10
	C-AB	0.14	12.70	0.011	-	0.01	0.01	-	0.2	0.08
	C-A	6.22	-	-	-	-	-	-	-	-
	A-B	1.77	-	-	-	-	-	-	-	-
	A-C	7.87	-	-	-	-	-	-	-	-

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-A	1.18	6.90	0.171	-	0.30	0.21	-	3.3	0.18
	B-C	0.15	10.83	0.014	-	0.02	0.01	-	0.2	0.09
	C-AB	0.10	11.95	0.008	-	0.01	0.01	-	0.1	0.08
	C-A	4.83	-	-	-	-	-	-	-	-
	A-B	1.58	-	-	-	-	-	-	-	-
	A-C	7.05	-	-	-	-	-	-	-	-

Demand Set: 2020 PM Peak Base
Modelling Period: 16:45-17:45

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-A	1.66	7.24	0.230	-	0.00	0.29	-	4.2	0.18
	B-C	0.06	11.14	0.005	-	0.00	0.00	-	0.1	0.09
	C-AB	0.13	12.59	0.010	-	0.00	0.01	-	0.2	0.08
	C-A	5.24	-	-	-	-	-	-	-	-
	A-B	1.21	-	-	-	-	-	-	-	-
	A-C	5.51	-	-	-	-	-	-	-	-

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-A	0.98	7.12	0.137	-	0.29	0.16	-	2.5	0.16
	B-C	0.03	11.55	0.003	-	0.00	0.00	-	0.0	0.09
	C-AB	0.19	13.69	0.014	-	0.01	0.02	-	0.2	0.07
	C-A	6.76	-	-	-	-	-	-	-	-
	A-B	1.11	-	-	-	-	-	-	-	-
	A-C	5.04	-	-	-	-	-	-	-	-

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)
17:15-17:30	B-A	1.66	6.66	0.250	-	0.16	0.33	-	4.7	0.20
	B-C	0.06	10.74	0.005	-	0.00	0.01	-	0.1	0.09
	C-AB	0.20	13.43	0.015	-	0.02	0.02	-	0.3	0.08
	C-A	6.90	-	-	-	-	-	-	-	-
	A-B	1.46	-	-	-	-	-	-	-	-
	A-C	6.64	-	-	-	-	-	-	-	-

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-A	1.74	6.79	0.257	-	0.33	0.34	-	5.1	0.20
	B-C	0.06	10.95	0.005	-	0.01	0.01	-	0.1	0.09
	C-AB	0.22	13.90	0.016	-	0.02	0.02	-	0.3	0.07
	C-A	7.38	-	-	-	-	-	-	-	-
	A-B	1.29	-	-	-	-	-	-	-	-
	A-C	5.87	-	-	-	-	-	-	-	-

Demand Set: 2020 AM Peak Development
Modelling Period: 08:00-09:00

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-A	1.33	6.57	0.203	-	0.00	0.25	-	3.6	0.19
	B-C	0.29	10.50	0.028	-	0.00	0.03	-	0.4	0.10
	C-AB	0.20	12.17	0.016	-	0.00	0.02	-	0.3	0.08
	C-A	5.38	-	-	-	-	-	-	-	-
	A-B	1.75	-	-	-	-	-	-	-	-
	A-C	7.84	-	-	-	-	-	-	-	-

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-A	1.68	6.27	0.269	-	0.25	0.36	-	5.2	0.22
	B-C	0.37	10.03	0.036	-	0.03	0.04	-	0.6	0.10
	C-AB	0.21	12.14	0.018	-	0.02	0.02	-	0.3	0.08
	C-A	5.66	-	-	-	-	-	-	-	-
	A-B	1.96	-	-	-	-	-	-	-	-
	A-C	8.78	-	-	-	-	-	-	-	-

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-A	1.68	6.33	0.266	-	0.36	0.36	-	5.4	0.22
	B-C	0.37	10.21	0.036	-	0.04	0.04	-	0.6	0.10
	C-AB	0.25	12.69	0.020	-	0.02	0.02	-	0.4	0.08
	C-A	6.26	-	-	-	-	-	-	-	-
	A-B	1.83	-	-	-	-	-	-	-	-
	A-C	8.19	-	-	-	-	-	-	-	-

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-A	1.40	6.78	0.206	-	0.36	0.26	-	4.1	0.19
	B-C	0.30	10.63	0.029	-	0.04	0.03	-	0.5	0.10
	C-AB	0.17	11.95	0.014	-	0.02	0.02	-	0.2	0.08
	C-A	4.91	-	-	-	-	-	-	-	-
	A-B	1.65	-	-	-	-	-	-	-	-
	A-C	7.36	-	-	-	-	-	-	-	-

Demand Set: 2020 PM Peak Development
Modelling Period: 16:45-17:45

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-A	1.75	7.09	0.247	-	0.00	0.32	-	4.6	0.19
	B-C	0.15	11.02	0.013	-	0.00	0.01	-	0.2	0.09
	C-AB	0.34	12.74	0.027	-	0.00	0.03	-	0.5	0.08
	C-A	5.48	-	-	-	-	-	-	-	-
	A-B	1.39	-	-	-	-	-	-	-	-
	A-C	5.68	-	-	-	-	-	-	-	-

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-A	1.10	6.95	0.158	-	0.32	0.19	-	3.0	0.17
	B-C	0.09	11.42	0.008	-	0.01	0.01	-	0.1	0.09
	C-AB	0.49	13.81	0.035	-	0.03	0.05	-	0.7	0.08
	C-A	6.91	-	-	-	-	-	-	-	-
	A-B	1.28	-	-	-	-	-	-	-	-
	A-C	5.22	-	-	-	-	-	-	-	-

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-A	1.75	6.50	0.270	-	0.19	0.36	-	5.2	0.21
	B-C	0.15	10.61	0.014	-	0.01	0.01	-	0.2	0.10
	C-AB	0.52	13.55	0.038	-	0.05	0.05	-	0.8	0.08
	C-A	7.03	-	-	-	-	-	-	-	-
	A-B	1.66	-	-	-	-	-	-	-	-
	A-C	6.79	-	-	-	-	-	-	-	-

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-A	1.83	6.63	0.276	-	0.36	0.38	-	5.6	0.21
	B-C	0.15	10.82	0.014	-	0.01	0.01	-	0.2	0.09
	C-AB	0.56	14.02	0.040	-	0.05	0.06	-	0.9	0.07
	C-A	7.49	-	-	-	-	-	-	-	-
	A-B	1.48	-	-	-	-	-	-	-	-
	A-C	6.03	-	-	-	-	-	-	-	-

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: AM Peak Existing
Modelling Period: 08:00-09:00

Stream	Total Demand (veh)	Total Demand (veh/h)	Queueing Delay (min)	Queueing Delay (min/veh)	Inclusive Delay (min)	Inclusive Delay (min/veh)
B-A	71.9	71.9	12.5	0.2	12.5	0.2
B-C	9.0	9.0	0.8	0.1	0.8	0.1
C-AB	6.6	6.6	0.6	0.1	0.6	0.1
C-A	295.4	295.4	-	-	-	-
A-B	94.0	94.0	-	-	-	-
A-C	419.9	419.9	-	-	-	-
All	**896.7**	**896.7**	**14.0**	**0.0**	**14.0**	**0.0**

Demand Set: PM Peak Existing
Modelling Period: 16:45-17:45

Stream	Total Demand (veh)	Total Demand (veh/h)	Queueing Delay (min)	Queueing Delay (min/veh)	Inclusive Delay (min)	Inclusive Delay (min/veh)
B-A	74.5	74.5	12.3	0.2	12.3	0.2
B-C	2.8	2.8	0.2	0.1	0.2	0.1
C-AB	10.4	10.4	0.9	0.1	0.9	0.1
C-A	346.6	346.6	-	-	-	-
A-B	68.0	68.0	-	-	-	-
A-C	304.9	304.9	-	-	-	-
All	**807.2**	**807.2**	**13.4**	**0.0**	**13.4**	**0.0**

Demand Set: 2020 AM Peak Base
Modelling Period: 08:00-09:00

Stream	Total Demand (veh)	Total Demand (veh/h)	Queueing Delay (min)	Queueing Delay (min/veh)	Inclusive Delay (min)	Inclusive Delay (min/veh)
B-A	79.2	79.2	14.9	0.2	14.9	0.2
B-C	9.9	9.9	1.0	0.1	1.0	0.1
C-AB	7.0	7.0	0.6	0.1	0.6	0.1
C-A	329.6	329.6	-	-	-	-
A-B	103.9	103.9	-	-	-	-
A-C	463.7	463.7	-	-	-	-
All	**993.3**	**993.3**	**16.5**	**0.0**	**16.5**	**0.0**

Demand Set: 2020 PM Peak Base
Modelling Period: 16:45-17:45

Stream	Total Demand (veh)	Total Demand (veh/h)	Queueing Delay (min)	Queueing Delay (min/veh)	Inclusive Delay (min)	Inclusive Delay (min/veh)
B-A	90.7	90.7	16.5	0.2	16.5	0.2
B-C	3.0	3.0	0.3	0.1	0.3	0.1
C-AB	11.2	11.2	0.9	0.1	0.9	0.1
C-A	394.1	394.1	-	-	-	-
A-B	76.2	76.2	-	-	-	-
A-C	345.8	345.8	-	-	-	-
All	**921.0**	**921.0**	**17.7**	**0.0**	**17.7**	**0.0**

Demand Set: 2020 AM Peak Development
Modelling Period: 08:00-09:00

Stream	Total Demand (veh)	Total Demand (veh/h)	Queueing Delay (min)	Queueing Delay (min/veh)	Inclusive Delay (min)	Inclusive Delay (min/veh)
B-A	91.4	91.4	18.3	0.2	18.3	0.2
B-C	19.9	19.9	2.0	0.1	2.0	0.1
C-AB	12.4	12.4	1.2	0.1	1.2	0.1
C-A	333.2	333.2	-	-	-	-
A-B	107.9	107.9	-	-	-	-
A-C	482.5	482.5	-	-	-	-
All	**1047.3**	**1047.3**	**21.4**	**0.0**	**21.4**	**0.0**

Demand Set: 2020 PM Peak Development
Modelling Period: 16:45-17:45

Stream	Total Demand (veh)	Total Demand (veh/h)	Queueing Delay (min)	Queueing Delay (min/veh)	Inclusive Delay (min)	Inclusive Delay (min/veh)
B-A	96.5	96.5	18.3	0.2	18.4	0.2
B-C	8.0	8.0	0.7	0.1	0.7	0.1
C-AB	28.6	28.6	2.9	0.1	2.9	0.1
C-A	403.7	403.7	-	-	-	-
A-B	87.2	87.2	-	-	-	-
A-C	355.8	355.8	-	-	-	-
All	**979.8**	**979.8**	**22.0**	**0.0**	**22.0**	**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

Appendix H: PICADY Outputs:
Woolton Road / Cuckoo Lane

PICADY

GUI Version: 5.1 AE
Analysis Program Release: 5.0 (MAY 2010)

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

Run Analysis

Parameter	Values
File Run	C:\Users\Steve\Desktop\PICADY\Gateacre\Cuckoo Lane Junction 2020\Cuckoo Lane.vpi
Date Run	12 February 2015
Time Run	16:40:58
Driving Side	Drive On The Left

Arm Names and Flow Scaling Factors

Arm	Arm Name	Flow Scaling Factor (%)
Arm A	Woolton Road	100
Arm B	Cuckoo Lane	100
Arm C	Rose Brow	100

Stream Labelling Convention

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

Run Information

Parameter	Values
Run Title	Cuckoo Lane Junction
Location	Gateacre School
Date	12 February 2015
Enumerator	-
Job Number	CBO 0245
Status	Preliminary
Client	Countryside
Description	-

Errors and Warnings

Parameter	Values
Warning	No Errors Or Warnings

Geometric Data

Geometric Parameters

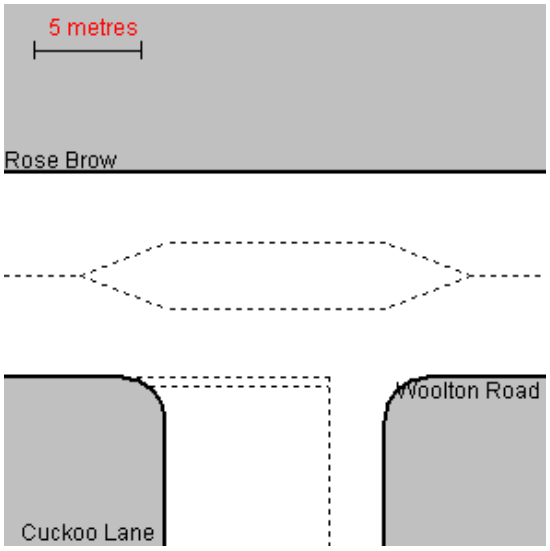
Parameter	Minor Arm B
Major Road Carriageway Width (m)	6.40
Major Road Kerbed Central Reserve Width (m)	0.00
Major Road Right Turning Lane Width (m)	3.00
Minor Road Width 0m Back from Junction (m)	7.50
Minor Road Width 5m Back from Junction (m)	4.50
Minor Road Width 10m Back from Junction (m)	3.70
Minor Road Width 15m Back from Junction (m)	3.70
Minor Road Width 20m Back from Junction (m)	3.00
Minor Road Derived Flare Length (PCU)	0.000
Minor Road Visibility To Right (m)	57
Minor Road Visibility To Left (m)	150
Major Road Right Turn Visibility (m)	100
Major Road Right Turn Blocks Traffic	No

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	0.000	0.000	0.000	0.000	0.000
B-C	0.000	0.000	0.000	-	-
C-B	686.890	0.262	0.262	-	-

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	08:00-09:00	60	15
Second Modelling Period	16:45-17:45	60	15

Direct Entry Flows

Demand Set: AM Peak Existing
Modelling Period: 08:00-09:00

Segment: 08:00-08:15

Arm	Flow (veh/min)
Arm A	7.53
Arm B	3.80
Arm C	9.93

Segment: 08:15-08:30

Arm	Flow (veh/min)
Arm A	7.53
Arm B	4.40
Arm C	8.87

Segment: 08:30-08:45

Arm	Flow (veh/min)
Arm A	8.73
Arm B	4.13
Arm C	10.20

Segment: 08:45-09:00

Arm	Flow (veh/min)
Arm A	8.27
Arm B	3.40
Arm C	8.87

Demand Set: PM Peak Existing
Modelling Period: 16:45-17:45

Segment: 16:45-17:00

Arm	Flow (veh/min)
Arm A	8.20
Arm B	1.53
Arm C	7.87

Segment: 17:00-17:15

Arm	Flow (veh/min)
Arm A	10.07
Arm B	1.33
Arm C	6.40

Segment: 17:15-17:30

Arm	Flow (veh/min)
Arm A	9.40
Arm B	2.40
Arm C	7.53

Segment: 17:30-17:45

Arm	Flow (veh/min)
Arm A	8.27
Arm B	1.87
Arm C	9.87

Demand Set: 2020 AM Peak Base
Modelling Period: 08:00-09:00

Segment: 08:00-08:15

Arm	Flow (veh/min)
Arm A	8.14
Arm B	4.14
Arm C	10.77

Segment: 08:15-08:30

Arm	Flow (veh/min)
Arm A	8.14
Arm B	4.79
Arm C	9.62

Segment: 08:30-08:45

Arm	Flow (veh/min)
Arm A	9.44
Arm B	4.49
Arm C	11.06

Segment: 08:45-09:00

Arm	Flow (veh/min)
Arm A	8.94
Arm B	3.71
Arm C	9.62

Demand Set: 2020 PM Peak Base
Modelling Period: 16:45-17:45

Segment: 16:45-17:00

Arm	Flow (veh/min)
Arm A	8.86
Arm B	1.70
Arm C	8.57

Segment: 17:00-17:15

Arm	Flow (veh/min)
Arm A	10.87
Arm B	1.49
Arm C	6.98

Segment: 17:15-17:30

Arm	Flow (veh/min)
Arm A	10.15
Arm B	2.64
Arm C	8.20

Segment: 17:30-17:45

Arm	Flow (veh/min)
Arm A	8.93
Arm B	2.07
Arm C	10.73

Demand Set: 2020 AM Peak Development
Modelling Period: 08:00-09:00

Segment: 08:00-08:15

Arm	Flow (veh/min)
Arm A	8.14
Arm B	4.46
Arm C	10.87

Segment: 08:15-08:30

Arm	Flow (veh/min)
Arm A	8.14
Arm B	5.11
Arm C	9.72

Segment: 08:30-08:45

Arm	Flow (veh/min)
Arm A	9.44
Arm B	4.81
Arm C	11.16

Segment: 08:45-09:00

Arm	Flow (veh/min)
Arm A	8.94
Arm B	4.03
Arm C	9.72

Demand Set: 2020 PM Peak Development
Modelling Period: 16:45-17:45

Segment: 16:45-17:00

Arm	Flow (veh/min)
Arm A	8.86
Arm B	1.87
Arm C	8.85

Segment: 17:00-17:15

Arm	Flow (veh/min)
Arm A	10.87
Arm B	1.66
Arm C	7.26

Segment: 17:15-17:30

Arm	Flow (veh/min)
Arm A	10.15
Arm B	2.81
Arm C	8.48

Segment: 17:30-17:45

Arm	Flow (veh/min)
Arm A	8.93
Arm B	2.24
Arm C	11.01

Turning Counts

Demand Set: AM Peak Existing
Modelling Period: 08:00-09:00

From/To	Arm A	Arm B	Arm C
Arm A	-	14	467
Arm B	36	-	200
Arm C	459	109	-

Demand Set: PM Peak Existing
Modelling Period: 16:45-17:45

From/To	Arm A	Arm B	Arm C
Arm A	-	34	505
Arm B	10	-	97
Arm C	326	149	-

Demand Set: 2020 AM Peak Base
Modelling Period: 08:00-09:00

From/To	Arm A	Arm B	Arm C
Arm A	-	15	505
Arm B	39	-	218
Arm C	496	120	-

Demand Set: 2020 PM Peak Base
Modelling Period: 16:45-17:45

From/To	Arm A	Arm B	Arm C
Arm A	-	37	545
Arm B	11	-	108
Arm C	352	165	-

Demand Set: 2020 AM Peak Development
Modelling Period: 08:00-09:00

From/To	Arm A	Arm B	Arm C
Arm A	-	15	505
Arm B	39	-	237
Arm C	496	126	-

Demand Set: 2020 PM Peak Development
Modelling Period: 16:45-17:45

From/To	Arm A	Arm B	Arm C
Arm A	-	37	545
Arm B	11	-	118
Arm C	352	182	-

Turning proportions are calculated from turning count data

Turning Proportions

Demand Set: AM Peak Existing
Modelling Period: 08:00-09:00

From/To	Arm A	Arm B	Arm C
Arm A	0.000	0.029	0.971
Arm B	0.153	0.000	0.847
Arm C	0.808	0.192	0.000

Demand Set: PM Peak Existing
Modelling Period: 16:45-17:45

From/To	Arm A	Arm B	Arm C
Arm A	0.000	0.063	0.937
Arm B	0.093	0.000	0.907
Arm C	0.686	0.314	0.000

Demand Set: 2020 AM Peak Base
Modelling Period: 08:00-09:00

From/To	Arm A	Arm B	Arm C
Arm A	0.000	0.029	0.971
Arm B	0.152	0.000	0.848
Arm C	0.805	0.195	0.000

Demand Set: 2020 PM Peak Base
Modelling Period: 16:45-17:45

From/To	Arm A	Arm B	Arm C
Arm A	0.000	0.064	0.936
Arm B	0.092	0.000	0.908
Arm C	0.681	0.319	0.000

Demand Set: 2020 AM Peak Development
Modelling Period: 08:00-09:00

From/To	Arm A	Arm B	Arm C
Arm A	0.000	0.029	0.971
Arm B	0.141	0.000	0.859
Arm C	0.797	0.203	0.000

Demand Set: 2020 PM Peak Development
Modelling Period: 16:45-17:45

From/To	Arm A	Arm B	Arm C
Arm A	0.000	0.064	0.936
Arm B	0.085	0.000	0.915
Arm C	0.659	0.341	0.000

Heavy Vehicles Percentages

Demand Set: AM Peak Existing
Modelling Period: 08:00-09:00

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: PM Peak Existing
Modelling Period: 16:45-17:45

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: 2020 AM Peak Base
Modelling Period: 08:00-09:00

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: 2020 PM Peak Base
Modelling Period: 16:45-17:45

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: 2020 AM Peak Development
Modelling Period: 08:00-09:00

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: 2020 PM Peak Development
Modelling Period: 16:45-17:45

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	-

Queues & Delays

Demand Set: AM Peak Existing
Modelling Period: 08:00-09:00

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-A	0.58	4.68	0.124	-	0.00	0.14	-	2.0	0.24
	B-C	3.22	9.60	0.335	-	0.00	0.50	-	7.1	0.16
	C-A	8.02	-	-	-	-	-	-	-	-
	C-B	1.91	9.48	0.201	-	0.00	0.25	-	3.6	0.13
	A-B	0.22	-	-	-	-	-	-	-	-
	A-C	7.31	-	-	-	-	-	-	-	-

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-A	0.67	4.85	0.138	-	0.14	0.16	-	2.3	0.24
	B-C	3.73	9.56	0.390	-	0.50	0.63	-	9.1	0.17
	C-A	7.17	-	-	-	-	-	-	-	-
	C-B	1.70	9.48	0.180	-	0.25	0.22	-	3.4	0.13
	A-B	0.22	-	-	-	-	-	-	-	-
	A-C	7.31	-	-	-	-	-	-	-	-

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-A	0.63	4.37	0.144	-	0.16	0.17	-	2.5	0.27
	B-C	3.50	9.24	0.379	-	0.63	0.62	-	9.3	0.17
	C-A	8.24	-	-	-	-	-	-	-	-
	C-B	1.96	9.17	0.214	-	0.22	0.27	-	3.9	0.14
	A-B	0.25	-	-	-	-	-	-	-	-
	A-C	8.48	-	-	-	-	-	-	-	-

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-A	0.52	4.69	0.110	-	0.17	0.13	-	2.0	0.24
	B-C	2.88	9.44	0.305	-	0.62	0.45	-	6.9	0.15
	C-A	7.17	-	-	-	-	-	-	-	-
	C-B	1.70	9.29	0.183	-	0.27	0.23	-	3.5	0.13
	A-B	0.24	-	-	-	-	-	-	-	-
	A-C	8.03	-	-	-	-	-	-	-	-

Demand Set: PM Peak Existing
Modelling Period: 16:45-17:45

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-A	0.14	4.68	0.031	-	0.00	0.03	-	0.4	0.22
	B-C	1.39	9.75	0.142	-	0.00	0.16	-	2.4	0.12
	C-A	5.40	-	-	-	-	-	-	-	-
	C-B	2.47	9.30	0.265	-	0.00	0.36	-	5.1	0.15
	A-B	0.52	-	-	-	-	-	-	-	-
	A-C	7.68	-	-	-	-	-	-	-	-

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-A	0.12	4.57	0.027	-	0.03	0.03	-	0.4	0.22
	B-C	1.21	9.27	0.130	-	0.16	0.15	-	2.3	0.12
	C-A	4.39	-	-	-	-	-	-	-	-
	C-B	2.01	8.81	0.228	-	0.36	0.30	-	4.6	0.15
	A-B	0.64	-	-	-	-	-	-	-	-
	A-C	9.43	-	-	-	-	-	-	-	-

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-A	0.22	4.49	0.050	-	0.03	0.05	-	0.7	0.23
	B-C	2.18	9.39	0.232	-	0.15	0.30	-	4.3	0.14
	C-A	5.17	-	-	-	-	-	-	-	-
	C-B	2.36	8.99	0.263	-	0.30	0.35	-	5.2	0.15
	A-B	0.59	-	-	-	-	-	-	-	-
	A-C	8.81	-	-	-	-	-	-	-	-

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-A	0.17	4.29	0.041	-	0.05	0.04	-	0.7	0.24
	B-C	1.70	9.70	0.175	-	0.30	0.21	-	3.3	0.13
	C-A	6.77	-	-	-	-	-	-	-	-
	C-B	3.10	9.29	0.333	-	0.35	0.49	-	7.1	0.16
	A-B	0.52	-	-	-	-	-	-	-	-
	A-C	7.75	-	-	-	-	-	-	-	-

Demand Set: 2020 AM Peak Base
Modelling Period: 08:00-09:00

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-A	0.63	4.40	0.143	-	0.00	0.16	-	2.3	0.26
	B-C	3.51	9.40	0.374	-	0.00	0.59	-	8.3	0.17
	C-A	8.67	-	-	-	-	-	-	-	-
	C-B	2.10	9.32	0.225	-	0.00	0.29	-	4.1	0.14
	A-B	0.23	-	-	-	-	-	-	-	-
	A-C	7.91	-	-	-	-	-	-	-	-

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-A	0.73	4.59	0.158	-	0.16	0.18	-	2.7	0.26
	B-C	4.06	9.36	0.434	-	0.59	0.75	-	10.9	0.19
	C-A	7.75	-	-	-	-	-	-	-	-
	C-B	1.87	9.32	0.201	-	0.29	0.25	-	3.9	0.13
	A-B	0.23	-	-	-	-	-	-	-	-
	A-C	7.91	-	-	-	-	-	-	-	-

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-A	0.68	4.07	0.167	-	0.18	0.20	-	2.9	0.29
	B-C	3.81	9.00	0.423	-	0.75	0.74	-	11.2	0.19
	C-A	8.91	-	-	-	-	-	-	-	-
	C-B	2.15	8.98	0.240	-	0.25	0.31	-	4.6	0.15
	A-B	0.27	-	-	-	-	-	-	-	-
	A-C	9.17	-	-	-	-	-	-	-	-

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-A	0.56	4.42	0.127	-	0.20	0.15	-	2.3	0.26
	B-C	3.15	9.22	0.341	-	0.74	0.53	-	8.2	0.17
	C-A	7.75	-	-	-	-	-	-	-	-
	C-B	1.87	9.11	0.206	-	0.31	0.26	-	4.0	0.14
	A-B	0.26	-	-	-	-	-	-	-	-
	A-C	8.68	-	-	-	-	-	-	-	-

Demand Set: 2020 PM Peak Base
Modelling Period: 16:45-17:45

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-A	0.16	4.41	0.036	-	0.00	0.04	-	0.5	0.23
	B-C	1.54	9.57	0.161	-	0.00	0.19	-	2.8	0.12
	C-A	5.83	-	-	-	-	-	-	-	-
	C-B	2.74	9.13	0.300	-	0.00	0.42	-	6.0	0.16
	A-B	0.56	-	-	-	-	-	-	-	-
	A-C	8.30	-	-	-	-	-	-	-	-

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-A	0.14	4.29	0.032	-	0.04	0.03	-	0.5	0.24
	B-C	1.35	9.05	0.149	-	0.19	0.18	-	2.7	0.13
	C-A	4.75	-	-	-	-	-	-	-	-
	C-B	2.23	8.61	0.259	-	0.42	0.35	-	5.4	0.16
	A-B	0.69	-	-	-	-	-	-	-	-
	A-C	10.18	-	-	-	-	-	-	-	-

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-A	0.24	4.21	0.058	-	0.03	0.06	-	0.9	0.25
	B-C	2.40	9.18	0.261	-	0.18	0.35	-	5.0	0.15
	C-A	5.58	-	-	-	-	-	-	-	-
	C-B	2.62	8.79	0.298	-	0.35	0.42	-	6.1	0.16
	A-B	0.65	-	-	-	-	-	-	-	-
	A-C	9.50	-	-	-	-	-	-	-	-

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-A	0.19	3.98	0.048	-	0.06	0.05	-	0.8	0.26
	B-C	1.88	9.52	0.197	-	0.35	0.25	-	3.8	0.13
	C-A	7.31	-	-	-	-	-	-	-	-
	C-B	3.42	9.11	0.376	-	0.42	0.59	-	8.5	0.18
	A-B	0.57	-	-	-	-	-	-	-	-
	A-C	8.36	-	-	-	-	-	-	-	-

Demand Set: 2020 AM Peak Development
Modelling Period: 08:00-09:00

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-A	0.63	4.36	0.145	-	0.00	0.17	-	2.3	0.27
	B-C	3.83	9.40	0.407	-	0.00	0.67	-	9.5	0.18
	C-A	8.67	-	-	-	-	-	-	-	-
	C-B	2.20	9.32	0.236	-	0.00	0.31	-	4.4	0.14
	A-B	0.23	-	-	-	-	-	-	-	-
	A-C	7.91	-	-	-	-	-	-	-	-

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-A	0.72	4.55	0.159	-	0.17	0.19	-	2.7	0.26
	B-C	4.39	9.36	0.469	-	0.67	0.86	-	12.5	0.20
	C-A	7.75	-	-	-	-	-	-	-	-
	C-B	1.97	9.32	0.211	-	0.31	0.27	-	4.1	0.14
	A-B	0.23	-	-	-	-	-	-	-	-
	A-C	7.91	-	-	-	-	-	-	-	-

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-A	0.68	4.03	0.169	-	0.19	0.20	-	2.9	0.30
	B-C	4.13	9.00	0.459	-	0.86	0.86	-	12.9	0.21
	C-A	8.90	-	-	-	-	-	-	-	-
	C-B	2.26	8.98	0.252	-	0.27	0.33	-	4.9	0.15
	A-B	0.27	-	-	-	-	-	-	-	-
	A-C	9.17	-	-	-	-	-	-	-	-

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-A	0.57	4.38	0.130	-	0.20	0.15	-	2.4	0.26
	B-C	3.46	9.22	0.375	-	0.86	0.61	-	9.5	0.17
	C-A	7.75	-	-	-	-	-	-	-	-
	C-B	1.97	9.11	0.216	-	0.33	0.28	-	4.3	0.14
	A-B	0.26	-	-	-	-	-	-	-	-
	A-C	8.68	-	-	-	-	-	-	-	-

Demand Set: 2020 PM Peak Development
Modelling Period: 16:45-17:45

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-A	0.16	4.31	0.037	-	0.00	0.04	-	0.5	0.24
	B-C	1.71	9.57	0.179	-	0.00	0.22	-	3.1	0.13
	C-A	5.83	-	-	-	-	-	-	-	-
	C-B	3.02	9.13	0.330	-	0.00	0.49	-	6.9	0.16
	A-B	0.56	-	-	-	-	-	-	-	-
	A-C	8.30	-	-	-	-	-	-	-	-

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-A	0.14	4.20	0.034	-	0.04	0.04	-	0.5	0.25
	B-C	1.52	9.05	0.168	-	0.22	0.20	-	3.1	0.13
	C-A	4.79	-	-	-	-	-	-	-	-
	C-B	2.47	8.61	0.288	-	0.49	0.41	-	6.3	0.16
	A-B	0.69	-	-	-	-	-	-	-	-
	A-C	10.18	-	-	-	-	-	-	-	-

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-A	0.24	4.11	0.058	-	0.04	0.06	-	0.9	0.26
	B-C	2.57	9.18	0.280	-	0.20	0.38	-	5.5	0.15
	C-A	5.59	-	-	-	-	-	-	-	-
	C-B	2.89	8.79	0.329	-	0.41	0.48	-	7.1	0.17
	A-B	0.65	-	-	-	-	-	-	-	-
	A-C	9.50	-	-	-	-	-	-	-	-

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-A	0.19	3.88	0.049	-	0.06	0.05	-	0.8	0.27
	B-C	2.05	9.52	0.215	-	0.38	0.28	-	4.3	0.13
	C-A	7.26	-	-	-	-	-	-	-	-
	C-B	3.75	9.11	0.412	-	0.48	0.69	-	9.9	0.19
	A-B	0.57	-	-	-	-	-	-	-	-
	A-C	8.36	-	-	-	-	-	-	-	-

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: AM Peak Existing
Modelling Period: 08:00-09:00

Stream	Total Demand (veh)	Total Demand (veh/h)	Queueing Delay (min)	Queueing Delay (min/veh)	Inclusive Delay (min)	Inclusive Delay (min/veh)
B-A	36.0	36.0	8.7	0.2	8.7	0.2
B-C	200.0	200.0	32.4	0.2	32.5	0.2
C-A	459.0	459.0	-	-	-	-
C-B	109.0	109.0	14.4	0.1	14.4	0.1
A-B	14.0	14.0	-	-	-	-
A-C	466.9	466.9	-	-	-	-
All	**1284.9**	**1284.9**	**55.5**	**0.0**	**55.5**	**0.0**

Demand Set: PM Peak Existing
Modelling Period: 16:45-17:45

Stream	Total Demand (veh)	Total Demand (veh/h)	Queueing Delay (min)	Queueing Delay (min/veh)	Inclusive Delay (min)	Inclusive Delay (min/veh)
B-A	10.0	10.0	2.3	0.2	2.3	0.2
B-C	97.0	97.0	12.3	0.1	12.3	0.1
C-A	326.0	326.0	-	-	-	-
C-B	149.0	149.0	22.0	0.1	22.0	0.1
A-B	34.0	34.0	-	-	-	-
A-C	505.1	505.1	-	-	-	-
All	**1121.1**	**1121.1**	**36.6**	**0.0**	**36.6**	**0.0**

Demand Set: 2020 AM Peak Base
Modelling Period: 08:00-09:00

Stream	Total Demand (veh)	Total Demand (veh/h)	Queueing Delay (min)	Queueing Delay (min/veh)	Inclusive Delay (min)	Inclusive Delay (min/veh)
B-A	39.0	39.0	10.2	0.3	10.2	0.3
B-C	218.0	218.0	38.6	0.2	38.6	0.2
C-A	496.0	496.0	-	-	-	-
C-B	120.0	120.0	16.6	0.1	16.6	0.1
A-B	15.0	15.0	-	-	-	-
A-C	504.9	504.9	-	-	-	-
All	**1392.9**	**1392.9**	**65.4**	**0.0**	**65.5**	**0.0**

Demand Set: 2020 PM Peak Base
Modelling Period: 16:45-17:45

Stream	Total Demand (veh)	Total Demand (veh/h)	Queueing Delay (min)	Queueing Delay (min/veh)	Inclusive Delay (min)	Inclusive Delay (min/veh)
B-A	11.0	11.0	2.7	0.2	2.7	0.2
B-C	107.5	107.5	14.3	0.1	14.3	0.1
C-A	352.1	352.1	-	-	-	-
C-B	165.1	165.1	26.1	0.2	26.2	0.2
A-B	37.0	37.0	-	-	-	-
A-C	545.1	545.1	-	-	-	-
All	**1217.8**	**1217.8**	**43.2**	**0.0**	**43.2**	**0.0**

Demand Set: 2020 AM Peak Development
Modelling Period: 08:00-09:00

Stream	Total Demand (veh)	Total Demand (veh/h)	Queueing Delay (min)	Queueing Delay (min/veh)	Inclusive Delay (min)	Inclusive Delay (min/veh)
B-A	39.0	39.0	10.4	0.3	10.4	0.3
B-C	237.1	237.1	44.4	0.2	44.4	0.2
C-A	496.0	496.0	-	-	-	-
C-B	126.0	126.0	17.7	0.1	17.7	0.1
A-B	15.0	15.0	-	-	-	-
A-C	504.9	504.9	-	-	-	-
All	**1418.1**	**1418.1**	**72.4**	**0.1**	**72.5**	**0.1**

Demand Set: 2020 PM Peak Development
Modelling Period: 16:45-17:45

Stream	Total Demand (veh)	Total Demand (veh/h)	Queueing Delay (min)	Queueing Delay (min/veh)	Inclusive Delay (min)	Inclusive Delay (min/veh)
B-A	11.0	11.0	2.8	0.3	2.8	0.3
B-C	117.7	117.7	16.0	0.1	16.0	0.1
C-A	352.0	352.0	-	-	-	-
C-B	182.0	182.0	30.2	0.2	30.2	0.2
A-B	37.0	37.0	-	-	-	-
A-C	545.1	545.1	-	-	-	-
All	**1244.8**	**1244.8**	**49.0**	**0.0**	**49.0**	**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.

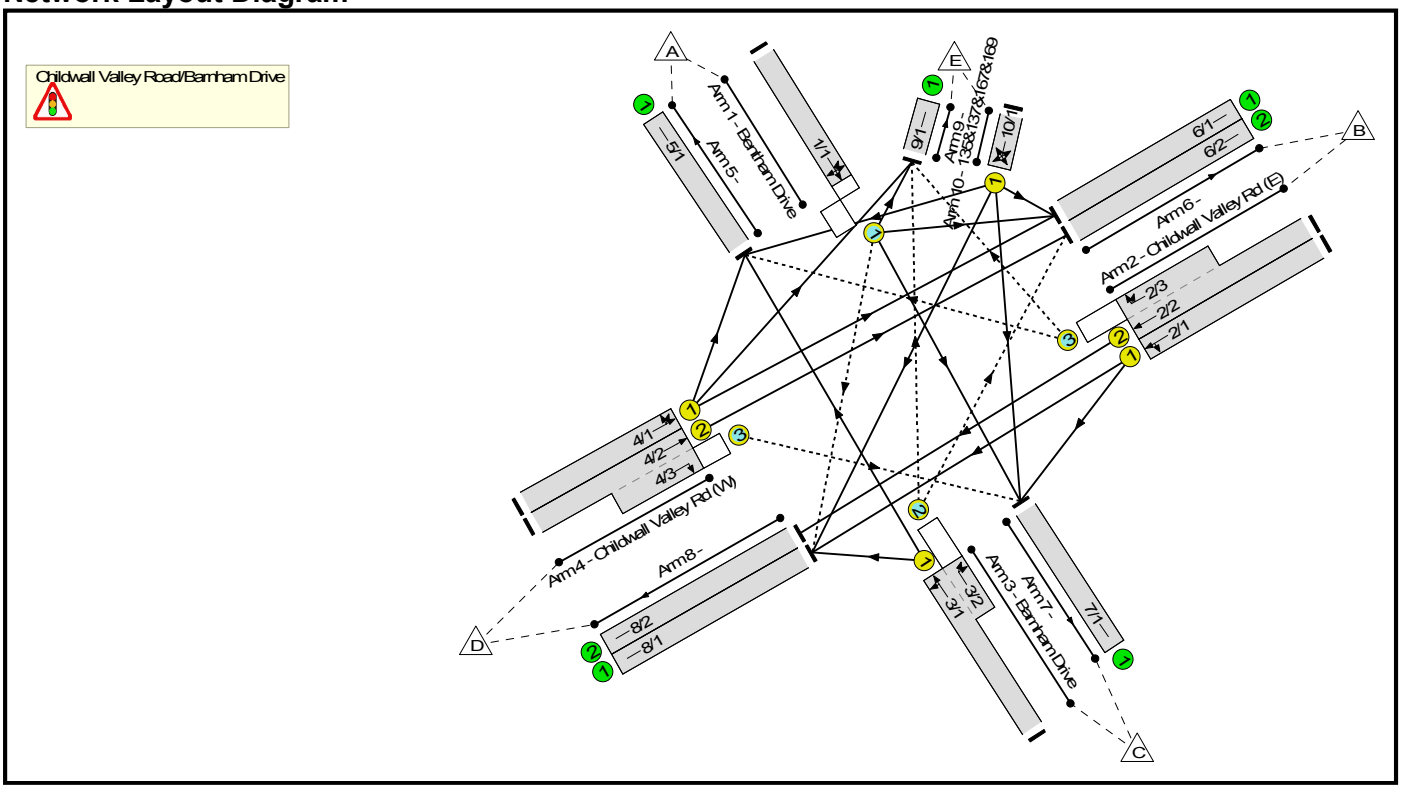
PICADY 5 Run Successful

Appendix I: LINSIG Outputs:
Barnham Drive / Bentham Drive / Childwall Valley Road

Project and User Details

Project:	**Former Gateacre School**
Title:	**Childwall Valley Road/Barnham Drive Junction**
Author:	

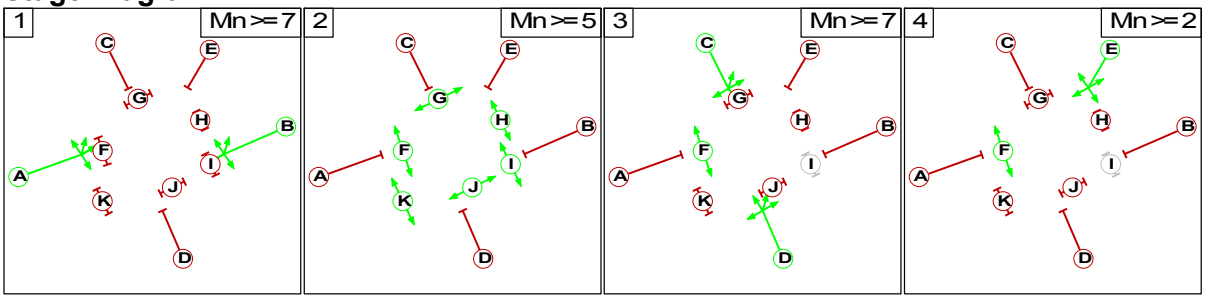
Network Layout Diagram



Phase Intergreens Matrix

		Starting Phase										
		A	B	C	D	E	F	G	H	I	J	K
Terminating Phase	A		-	7	7	4	5	7	9	-	12	9
	B	-		9	9	4	-	12	9	5	7	9
	C	8	8		-	4	-	5	9	-	10	12
	D	8	8	-		4	-	10	12	-	5	8
	E	12	8	7	8		-	12	9	-	12	12
	F	10	-	-	-	-		-	-	-	-	-
	G	12	12	12	12	4	-		-	-	-	-
	H	8	-	8	8	4	-	-		-	-	-
	I	-	11	-	-	-	-	-	-		-	-
	J	13	13	13	13	4	-	-	-	-		-
	K	-	10	10	10	4	-	-	-	-	-	

Stage Diagram



Lane Input Data

Junction: Childwall Valley Road/Barnham Drive												
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 (Bentham Drive)	O	C	2	3	60.0	Geom	-	3.65	0.00	Y	Arm 6 Left	15.00
											Arm 7 Ahead	Inf
											Arm 8 Right	15.00
											Arm 9 Left	Inf
2/1 (Childwall Valley Rd (E))	U	B	2	3	60.0	Geom	-	3.25	0.00	Y	Arm 7 Left	12.00
											Arm 8 Ahead	Inf
2/2 (Childwall Valley Rd (E))	U	B	2	3	60.0	Geom	-	3.00	0.00	N	Arm 8 Ahead	Inf
2/3 (Childwall Valley Rd (E))	O	B	2	3	7.0	Geom	-	3.25	0.00	Y	Arm 5 Right	25.00
											Arm 9 U-Turn	Inf
3/1 (Barnham Drive)	U	D	2	3	60.0	Geom	-	3.50	0.00	Y	Arm 5 Ahead	Inf
											Arm 8 Left	16.00
3/2 (Barnham Drive)	O	D	2	3	4.0	Geom	-	3.00	0.00	N	Arm 6 Right	15.00
											Arm 9 Right	Inf
4/1 (Childwall Valley Rd (W))	U	A	2	3	60.0	Geom	-	3.00	0.00	Y	Arm 5 Left	12.00
											Arm 6 Ahead	Inf
											Arm 9 Left	Inf
4/2 (Childwall Valley Rd (W))	U	A	2	3	60.0	Geom	-	3.00	0.00	N	Arm 6 Ahead	Inf
4/3 (Childwall Valley Rd (W))	O	A	2	3	6.1	Geom	-	3.00	0.00	N	Arm 7 Right	16.00
5/1	U		2	3	60.0	Inf	-	-	-	-	-	-
6/1	U		2	3	60.0	Inf	-	-	-	-	-	-
6/2	U		2	3	60.0	Inf	-	-	-	-	-	-
7/1	U		2	3	60.0	Inf	-	-	-	-	-	-
8/1	U		2	3	60.0	Inf	-	-	-	-	-	-

8/2	U		2	3	60.0	Inf	-	-	-	-	-	-
9/1	U		2	3	60.0	Inf	-	-	-	-	-	-
10/1 (135&137&167&169)	U	E	2	3	4.0	User	1800	-	-	-	-	-

Network Results

Scenario 1: '2014 Existing Flows AM' (FG1: '2014 Existing Flows AM', Plan 1: 'Proxy for peds and drives')

Item	Lane Description	Lane Type	Full Phase	Arrow Phase	Total Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Max Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Mean Max Queue (pcu)
Network: Childwall Valley Road/Barnham Drive Junction	-	-	-		-	-	-	-	-	**78.5%**	**15.8**	**4.2**	**21.0**	-	-	-
Childwall Valley Road/Barnham Drive	-	-	-		-	-	-	-	-	**78.5%**	**15.8**	**4.2**	**21.0**	-	-	-
1/1	Bentham Drive Left Ahead Right Left2	O	C		58	784	1903	1903	998	78.5%	4.3	1.8	6.3	29.1	18.9	20.7
2/1	Childwall Valley Rd (E) Left Ahead	U	B		26	203	1892	1892	473	42.9%	1.9	0.4	2.3	40.7	5.1	5.4
2/2+2/3	Childwall Valley Rd (E) Right Ahead U-Turn	U+O	B		26	293	2055:1830	2055	561	52.2%	2.8	0.5	3.4	41.6	6.1	6.7
3/1+3/2	Barnham Drive Ahead Right Left Right2	U+O	D		58	543	1899:1868	1899	1059	51.3%	2.2	0.5	3.3	21.7	9.0	9.5
4/1	Childwall Valley Rd (W) Left Ahead Left2	U	A		22	181	1885	1885	401	45.1%	1.9	0.4	2.3	45.1	4.7	5.1
4/2+4/3	Childwall Valley Rd (W) Ahead Right	U+O	A		22	269	2055:1879	2055	505	53.3%	2.7	0.6	3.4	46.1	5.0	5.6
5/1		U	-		-	350	Inf	Inf	Inf	0.0%	0.0	0.0	0.0	0.0	0.0	0.0
6/1		U	-		-	313	Inf	Inf	Inf	0.0%	0.0	0.0	0.0	0.0	0.0	0.0
6/2		U	-		-	297	Inf	Inf	Inf	0.0%	0.0	0.0	0.0	0.0	0.0	0.0
7/1		U	-		-	583	Inf	Inf	Inf	0.0%	0.0	0.0	0.0	0.0	0.0	0.0
8/1		U	-		-	487	Inf	Inf	Inf	0.0%	0.0	0.0	0.0	0.0	0.0	0.0
8/2		U	-		-	243	Inf	Inf	Inf	0.0%	0.0	0.0	0.0	0.0	0.0	0.0
9/1		U	-		-	0	Inf	Inf	Inf	0.0%	0.0	0.0	0.0	0.0	0.0	0.0
10/1	135&137&167&169 Right Left Left2 Right2	U	E		3	0	1800	1800	67	0.0%	0.0	0.0	0.0	0.0	0.0	0.0

C1 PRC for Signalled Lanes (%): 14.6 Total Delay for Signalled Lanes (pcuHr): 21.01 Cycle Time (s): 108
PRC Over All Lanes (%): 14.6 Total Delay Over All Lanes(pcuHr): 21.01

Scenario 2: '2014 Existing Flows PM' (FG2: '2014 Existng Flows PM', Plan 1: 'Proxy for peds and drives')

Item	Lane Description	Lane Type	Full Phase	Arrow Phase	Total Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Max Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Mean Max Queue (pcu)
Network: Childwall Valley Road/Barnham Drive Junction	-	-	-		-	-	-	-	-	**72.9%**	**14.3**	**3.3**	**18.5**	-	-	-
Childwall Valley Road/Barnham Drive	-	-	-		-	-	-	-	-	**72.9%**	**14.3**	**3.3**	**18.5**	-	-	-
1/1	Bentham Drive Left Ahead Right Left2	O	C		53	699	1927	1927	958	72.9%	4.1	1.3	5.5	28.6	16.5	17.8
2/1	Childwall Valley Rd (E) Left Ahead	U	B		31	196	1917	1917	568	34.5%	1.6	0.3	1.9	34.6	4.6	4.8
2/2+2/3	Childwall Valley Rd (E) Right Ahead U-Turn	U+O	B		31	192	2055:1830	2055	503	38.2%	1.5	0.3	2.1	38.6	2.1	2.4
3/1+3/2	Barnham Drive Ahead Right Left Right2	U+O	D		53	465	1933:1868	1933	999	46.6%	2.2	0.4	3.1	23.6	7.9	8.3
4/1	Childwall Valley Rd (W) Left Ahead Left2	U	A		27	216	1864	1864	483	44.7%	2.0	0.4	2.4	40.2	5.4	5.8
4/2+4/3	Childwall Valley Rd (W) Ahead Right	U+O	A		27	318	2055:1879	2055	606	52.5%	2.9	0.6	3.6	40.5	5.5	6.0
5/1		U	-		-	456	Inf	Inf	Inf	0.0%	0.0	0.0	0.0	0.0	0.0	0.0
6/1		U	-		-	278	Inf	Inf	Inf	0.0%	0.0	0.0	0.0	0.0	0.0	0.0
6/2		U	-		-	305	Inf	Inf	Inf	0.0%	0.0	0.0	0.0	0.0	0.0	0.0
7/1		U	-		-	623	Inf	Inf	Inf	0.0%	0.0	0.0	0.0	0.0	0.0	0.0
8/1		U	-		-	328	Inf	Inf	Inf	0.0%	0.0	0.0	0.0	0.0	0.0	0.0
8/2		U	-		-	96	Inf	Inf	Inf	0.0%	0.0	0.0	0.0	0.0	0.0	0.0
9/1		U	-		-	0	Inf	Inf	Inf	0.0%	0.0	0.0	0.0	0.0	0.0	0.0
10/1	135&137&167&169 Right Left Left2 Right2	U	E		3	0	1800	1800	67	0.0%	0.0	0.0	0.0	0.0	0.0	0.0

C1 PRC for Signalled Lanes (%): 23.4 Total Delay for Signalled Lanes (pcuHr): 18.53 Cycle Time (s): 108
PRC Over All Lanes (%): 23.4 Total Delay Over All Lanes(pcuHr): 18.53

Scenario 3: '2020 Base Flows AM' (FG3: '2020 Base Flows AM', Plan 1: 'Proxy for peds and drives')

Item	Lane Description	Lane Type	Full Phase	Arrow Phase	Total Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Max Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Mean Max Queue (pcu)
Network: Childwall Valley Road/Barnham Drive Junction	-	-	-		-	-	-	-	-	**86.4%**	**17.8**	**6.1**	**25.0**	-	-	-
Childwall Valley Road/Barnham Drive	-	-	-		-	-	-	-	-	**86.4%**	**17.8**	**6.1**	**25.0**	-	-	-
1/1	Bentham Drive Left Ahead Right Left2	O	C		59	864	1904	1904	1000	86.4%	5.0	3.0	8.3	34.7	22.6	25.6
2/1	Childwall Valley Rd (E) Left Ahead	U	B		25	227	1892	1892	455	49.8%	2.2	0.5	2.7	43.2	5.9	6.4
2/2+2/3	Childwall Valley Rd (E) Right Ahead U-Turn	U+O	B		25	309	2055:1830	2055	544	56.9%	3.0	0.7	3.8	43.8	6.6	7.2
3/1+3/2	Barnham Drive Ahead Right Left Right2	U+O	D		59	586	1899:1868	1899	1068	54.8%	2.4	0.6	3.6	22.4	10.0	10.6
4/1	Childwall Valley Rd (W) Left Ahead Left2	U	A		21	193	1884	1884	384	50.3%	2.0	0.5	2.5	47.5	5.1	5.6
4/2+4/3	Childwall Valley Rd (W) Ahead Right	U+O	A		21	295	2055:1879	2055	487	60.6%	3.1	0.8	4.1	49.4	5.6	6.3
5/1		U	-		-	378	Inf	Inf	Inf	0.0%	0.0	0.0	0.0	0.0	0.0	0.0
6/1		U	-		-	336	Inf	Inf	Inf	0.0%	0.0	0.0	0.0	0.0	0.0	0.0
6/2		U	-		-	323	Inf	Inf	Inf	0.0%	0.0	0.0	0.0	0.0	0.0	0.0
7/1		U	-		-	650	Inf	Inf	Inf	0.0%	0.0	0.0	0.0	0.0	0.0	0.0
8/1		U	-		-	532	Inf	Inf	Inf	0.0%	0.0	0.0	0.0	0.0	0.0	0.0
8/2		U	-		-	255	Inf	Inf	Inf	0.0%	0.0	0.0	0.0	0.0	0.0	0.0
9/1		U	-		-	0	Inf	Inf	Inf	0.0%	0.0	0.0	0.0	0.0	0.0	0.0
10/1	135&137&167&169 Right Left Left2 Right2	U	E		3	0	1800	1800	67	0.0%	0.0	0.0	0.0	0.0	0.0	0.0

C1 PRC for Signalled Lanes (%): 4.2 Total Delay for Signalled Lanes (pcuHr): 25.04 Cycle Time (s): 108
PRC Over All Lanes (%): 4.2 Total Delay Over All Lanes(pcuHr): 25.04

Scenario 4: '2020 Base Flows PM' (FG4: '2020 Base Flows PM', Plan 1: 'Proxy for peds and drives')

Item	Lane Description	Lane Type	Full Phase	Arrow Phase	Total Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Max Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Mean Max Queue (pcu)
Network: Childwall Valley Road/Barnham Drive Junction	-	-	-		-	-	-	-	-	**80.4%**	**16.2**	**4.4**	**21.8**	-	-	-
Childwall Valley Road/Barnham Drive	-	-	-		-	-	-	-	-	**80.4%**	**16.2**	**4.4**	**21.8**	-	-	-
1/1	Bentham Drive Left Ahead Right Left2	O	C		54	785	1929	1929	976	80.4%	4.9	2.0	6.9	31.9	19.6	21.6
2/1	Childwall Valley Rd (E) Left Ahead	U	B		30	206	1913	1913	549	37.5%	1.8	0.3	2.1	36.0	4.9	5.2
2/2+2/3	Childwall Valley Rd (E) Right Ahead U-Turn	U+O	B		30	216	2055:1830	2055	474	45.6%	1.7	0.4	2.5	41.3	2.5	2.9
3/1+3/2	Barnham Drive Ahead Right Left Right2	U+O	D		54	502	1933:1868	1933	1017	49.4%	2.3	0.5	3.4	24.4	8.6	9.1
4/1	Childwall Valley Rd (W) Left Ahead Left2	U	A		26	227	1863	1863	466	48.7%	2.2	0.5	2.7	42.1	5.8	6.3
4/2+4/3	Childwall Valley Rd (W) Ahead Right	U+O	A		26	355	2055:1879	2055	589	60.3%	3.4	0.8	4.3	43.4	6.4	7.1
5/1		U	-		-	493	Inf	Inf	Inf	0.0%	0.0	0.0	0.0	0.0	0.0	0.0
6/1		U	-		-	294	Inf	Inf	Inf	0.0%	0.0	0.0	0.0	0.0	0.0	0.0
6/2		U	-		-	336	Inf	Inf	Inf	0.0%	0.0	0.0	0.0	0.0	0.0	0.0
7/1		U	-		-	710	Inf	Inf	Inf	0.0%	0.0	0.0	0.0	0.0	0.0	0.0
8/1		U	-		-	346	Inf	Inf	Inf	0.0%	0.0	0.0	0.0	0.0	0.0	0.0
8/2		U	-		-	112	Inf	Inf	Inf	0.0%	0.0	0.0	0.0	0.0	0.0	0.0
9/1		U	-		-	0	Inf	Inf	Inf	0.0%	0.0	0.0	0.0	0.0	0.0	0.0
10/1	135&137&167&169 Right Left Left2 Right2	U	E		3	0	1800	1800	67	0.0%	0.0	0.0	0.0	0.0	0.0	0.0

C1 PRC for Signalled Lanes (%): 11.9 Total Delay for Signalled Lanes (pcuHr): 21.83 Cycle Time (s): 108
PRC Over All Lanes (%): 11.9 Total Delay Over All Lanes(pcuHr): 21.83

Scenario 5: '2020 Base + Dev Traffic AM' (FG5: '2020 Base + Dev Traffic AM', Plan 1: 'Proxy for peds and drives')

Item	Lane Description	Lane Type	Full Phase	Arrow Phase	Total Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Max Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Mean Max Queue (pcu)
Network: Childwall Valley Road/Barnham Drive Junction	-	-	-		-	-	-	-	-	**89.4%**	**18.3**	**7.1**	**26.6**	-	-	-
Childwall Valley Road/Barnham Drive	-	-	-		-	-	-	-	-	**89.4%**	**18.3**	**7.1**	**26.6**	-	-	-
1/1	Bentham Drive Left Ahead Right Left2	O	C		59	870	1905	1905	973	89.4%	5.3	3.9	9.5	39.2	23.4	27.4
2/1	Childwall Valley Rd (E) Left Ahead	U	B		25	228	1890	1890	455	50.1%	2.2	0.5	2.7	43.3	5.9	6.4
2/2+2/3	Childwall Valley Rd (E) Right Ahead U-Turn	U+O	B		25	312	2055:1830	2055	543	57.5%	3.0	0.7	3.8	43.9	6.7	7.3
3/1+3/2	Barnham Drive Ahead Right Left Right2	U+O	D		59	624	1899:1868	1899	1068	58.4%	2.6	0.7	3.9	22.5	11.0	11.7
4/1	Childwall Valley Rd (W) Left Ahead Left2	U	A		21	193	1884	1884	384	50.3%	2.0	0.5	2.5	47.5	5.1	5.6
4/2+4/3	Childwall Valley Rd (W) Ahead Right	U+O	A		21	300	2055:1879	2055	491	61.0%	3.2	0.8	4.1	49.6	5.6	6.3
5/1		U	-		-	397	Inf	Inf	Inf	0.0%	0.0	0.0	0.0	0.0	0.0	0.0
6/1		U	-		-	336	Inf	Inf	Inf	0.0%	0.0	0.0	0.0	0.0	0.0	0.0
6/2		U	-		-	328	Inf	Inf	Inf	0.0%	0.0	0.0	0.0	0.0	0.0	0.0
7/1		U	-		-	663	Inf	Inf	Inf	0.0%	0.0	0.0	0.0	0.0	0.0	0.0
8/1		U	-		-	545	Inf	Inf	Inf	0.0%	0.0	0.0	0.0	0.0	0.0	0.0
8/2		U	-		-	258	Inf	Inf	Inf	0.0%	0.0	0.0	0.0	0.0	0.0	0.0
9/1		U	-		-	0	Inf	Inf	Inf	0.0%	0.0	0.0	0.0	0.0	0.0	0.0
10/1	135&137&167&169 Right Left Left2 Right2	U	E		3	0	1800	1800	67	0.0%	0.0	0.0	0.0	0.0	0.0	0.0

C1 PRC for Signalled Lanes (%): 0.7 Total Delay for Signalled Lanes (pcuHr): 26.61 Cycle Time (s): 108
PRC Over All Lanes (%): 0.7 Total Delay Over All Lanes(pcuHr): 26.61

Scenario 6: '2020 Base + Dev Traffic PM' (FG6: '2020 Base + Dev Traffic PM', Plan 1: 'Proxy for peds and drives')

Item	Lane Description	Lane Type	Full Phase	Arrow Phase	Total Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Max Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Mean Max Queue (pcu)
Network: Childwall Valley Road/Barnham Drive Junction	-	-	-		-	-	-	-	-	**82.2%**	**16.7**	**4.8**	**22.7**	-	-	-
Childwall Valley Road/Barnham Drive	-	-	-		-	-	-	-	-	**82.2%**	**16.7**	**4.8**	**22.7**	-	-	-
1/1	Bentham Drive Left Ahead Right Left2	O	C		54	803	1930	1930	976	82.2%	5.1	2.3	7.4	33.2	20.5	22.8
2/1	Childwall Valley Rd (E) Left Ahead	U	B		30	200	1908	1908	548	36.5%	1.7	0.3	2.0	35.8	4.8	5.1
2/2+2/3	Childwall Valley Rd (E) Right Ahead U-Turn	U+O	B		30	226	2055:1830	2055	496	45.6%	1.8	0.4	2.6	40.8	2.7	3.2
3/1+3/2	Barnham Drive Ahead Right Left Right2	U+O	D		54	522	1931:1868	1931	1013	51.5%	2.4	0.5	3.6	25.0	9.1	9.7
4/1	Childwall Valley Rd (W) Left Ahead Left2	U	A		26	228	1863	1863	466	49.0%	2.2	0.5	2.7	42.2	5.8	6.3
4/2+4/3	Childwall Valley Rd (W) Ahead Right	U+O	A		26	367	2055:1879	2055	600	61.2%	3.5	0.8	4.4	43.6	6.4	7.2
5/1		U	-		-	503	Inf	Inf	Inf	0.0%	0.0	0.0	0.0	0.0	0.0	0.0
6/1		U	-		-	295	Inf	Inf	Inf	0.0%	0.0	0.0	0.0	0.0	0.0	0.0
6/2		U	-		-	337	Inf	Inf	Inf	0.0%	0.0	0.0	0.0	0.0	0.0	0.0
7/1		U	-		-	745	Inf	Inf	Inf	0.0%	0.0	0.0	0.0	0.0	0.0	0.0
8/1		U	-		-	344	Inf	Inf	Inf	0.0%	0.0	0.0	0.0	0.0	0.0	0.0
8/2		U	-		-	122	Inf	Inf	Inf	0.0%	0.0	0.0	0.0	0.0	0.0	0.0
9/1		U	-		-	0	Inf	Inf	Inf	0.0%	0.0	0.0	0.0	0.0	0.0	0.0
10/1	135&137&167&169 Right Left Left2 Right2	U	E		3	0	1800	1800	67	0.0%	0.0	0.0	0.0	0.0	0.0	0.0

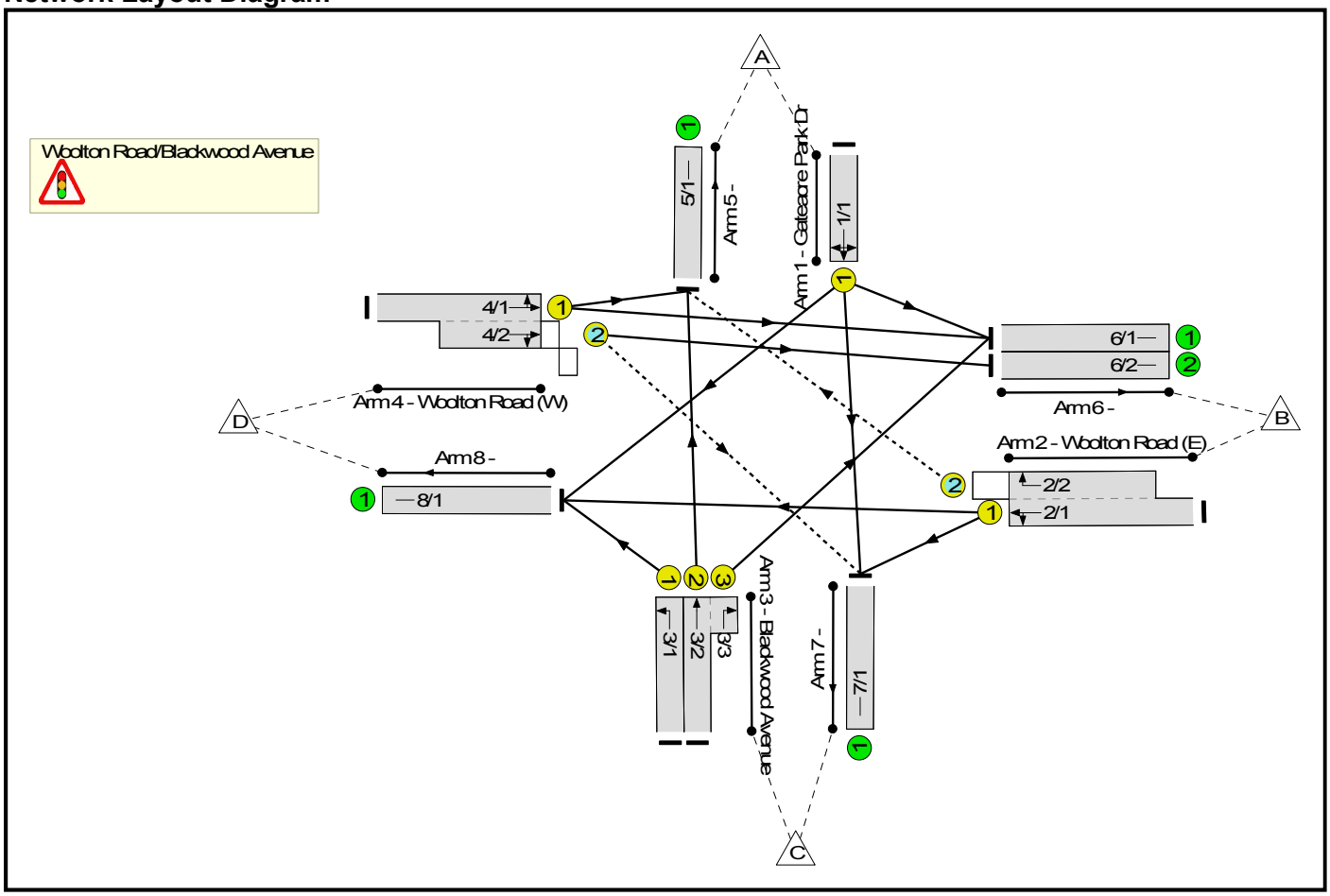
C1 PRC for Signalled Lanes (%): 9.4 Total Delay for Signalled Lanes (pcuHr): 22.69 Cycle Time (s): 108
PRC Over All Lanes (%): 9.4 Total Delay Over All Lanes(pcuHr): 22.69

Appendix J: LINSIG Outputs:
Gateacre Park Drive / Woolton Road /
Blackwood Avenue

Project and User Details

Project:	**Former Gateacre School**
Title:	**Woolton Road/Blackwood Avenue/Gateacre Park Drive Junction**
Author:	

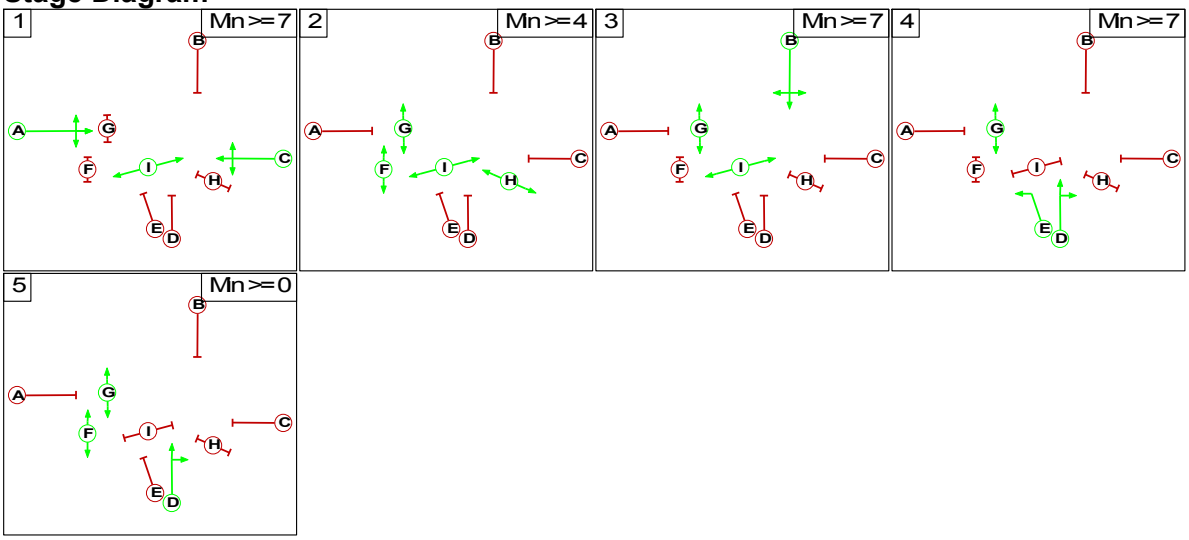
Network Layout Diagram



Phase Intergreens Matrix

		Starting Phase								
		A	B	C	D	E	F	G	H	I
Terminating Phase	A		6	-	6	-	10	5	9	-
	B	6		6	7	8	10	-	7	-
	C	-	6		6	7	9	-	5	-
	D	6	6	6		-	-	-	10	5
	E	-	5	5	-		7	-	-	5
	F	5	6	6	-	7		-	-	-
	G	7	-	7	-	-	-		-	-
	H	6	6	7	6	-	-	-		-
	I	-	-	-	8	8	-	-	-	

Stage Diagram



Lane Input Data

Junction: Woolton Road/Blackwood Avenue

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 (Gateacre Park Dr)	U	B	2	3	60.0	Geom	-	4.75	0.00	Y	Arm 6 Left	12.00
											Arm 7 Ahead	Inf
											Arm 8 Right	15.00
2/1 (Woolton Road (E))	U	C	2	3	60.0	Geom	-	3.50	0.00	Y	Arm 7 Left	24.00
											Arm 8 Ahead	Inf
2/2 (Woolton Road (E))	O	C	2	3	10.4	Geom	-	3.50	0.00	N	Arm 5 Right	12.00
3/1 (Blackwood Avenue)	U	E	2	3	60.0	Geom	-	3.25	0.00	Y	Arm 8 Left	15.00
3/2 (Blackwood Avenue)	U	D	2	3	60.0	Geom	-	3.25	0.00	N	Arm 5 Ahead	Inf
3/3 (Blackwood Avenue)	U	D	2	3	2.0	Geom	-	3.00	0.00	N	Arm 6 Right	12.00
4/1 (Woolton Road (W))	U	A	2	3	60.0	Geom	-	3.25	0.00	Y	Arm 5 Left	14.00
											Arm 6 Ahead	Inf
4/2 (Woolton Road (W))	O	A	2	3	5.6	Geom	-	3.25	0.00	N	Arm 6 Ahead	Inf
											Arm 7 Right	14.00
5/1	U		2	3	60.0	Inf	-	-	-	-	-	-
6/1	U		2	3	60.0	Inf	-	-	-	-	-	-
6/2	U		2	3	60.0	Inf	-	-	-	-	-	-
7/1	U		2	3	60.0	Inf	-	-	-	-	-	-
8/1	U		2	3	60.0	Inf	-	-	-	-	-	-

Network Results

Scenario 1: '2014 Existing Flows AM' (FG1: '2014 Existing Flows AM', Plan 3: 'No peds')

Item	Lane Description	Lane Type	Full Phase	Arrow Phase	Total Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Max Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Mean Max Queue (pcu)
Network: Woolton Road/Blackwood Avenue/Gateacre Park Drive Junction	-	-	-		-	-	-	-	-	**80.8%**	**11.2**	**7.0**	**18.4**	-	-	-
Woolton Road/Blackwood Avenue	-	-	-		-	-	-	-	-	**80.8%**	**11.2**	**7.0**	**18.4**	-	-	-
1/1	Gateacre Park Dr Left Ahead Right	U	B		17	421	2027	2027	521	80.8%	2.9	2.0	4.9	41.6	7.6	9.6
2/1+2/2	Woolton Road (E) Right Left Ahead	U+O	C		21	510	1961:1871	1961	639	79.8%	3.1	1.9	5.0	35.6	8.7	10.7
3/1	Blackwood Avenue Left	U	E		11	52	1764	1764	302	17.2%	0.4	0.1	0.5	32.0	0.9	1.0
3/2+3/3	Blackwood Avenue Ahead Right	U	D		11	310	2080:1827	2080	394	78.7%	2.3	1.8	4.1	47.8	5.1	6.8
4/1+4/2	Woolton Road (W) Left Ahead Right	U+O	A		21	486	1895:2035	1895	692	70.2%	2.5	1.2	3.9	28.8	3.8	4.9
5/1		U	-		-	306	Inf	Inf	Inf	0.0%	0.0	0.0	0.0	0.0	0.0	0.0
6/1		U	-		-	280	Inf	Inf	Inf	0.0%	0.0	0.0	0.0	0.0	0.0	0.0
6/2		U	-		-	200	Inf	Inf	Inf	0.0%	0.0	0.0	0.0	0.0	0.0	0.0
7/1		U	-		-	366	Inf	Inf	Inf	0.0%	0.0	0.0	0.0	0.0	0.0	0.0
8/1		U	-		-	627	Inf	Inf	Inf	0.0%	0.0	0.0	0.0	0.0	0.0	0.0

C1 PRC for Signalled Lanes (%): 11.4 Total Delay for Signalled Lanes (pcuHr): 18.38 Cycle Time (s): 70

PRC Over All Lanes (%): 11.4 Total Delay Over All Lanes(pcuHr): 18.38

Scenario 2: '2014 Existing Flows PM' (FG2: '2014 Existing Flows PM', Plan 3: 'No peds')

Item	Lane Description	Lane Type	Full Phase	Arrow Phase	Total Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Max Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Mean Max Queue (pcu)
Network: Woolton Road/Blackwood Avenue/Gateacre Park Drive Junction	-	-	-		-	-	-	-	-	**66.6%**	**9.6**	**3.4**	**13.1**	-	-	-
Woolton Road/Blackwood Avenue	-	-	-		-	-	-	-	-	**66.6%**	**9.6**	**3.4**	**13.1**	-	-	-
1/1	Gateacre Park Dr Left Ahead Right	U	B		14	288	2034	2034	436	66.1%	2.0	1.0	3.0	37.2	5.1	6.1
2/1+2/2	Woolton Road (E) Right Left Ahead	U+O	C		20	338	1962:1871	1962	624	54.2%	1.9	0.6	2.5	27.1	5.1	5.7
3/1	Blackwood Avenue Left	U	E		15	45	1764	1764	403	11.2%	0.3	0.1	0.3	26.5	0.7	0.8
3/2+3/3	Blackwood Avenue Ahead Right	U	D		15	314	2080:1827	2080	500	62.8%	2.1	0.8	2.9	33.5	5.0	5.9
4/1+4/2	Woolton Road (W) Left Ahead Right	U+O	A		20	585	1890:2045	1890	879	66.6%	3.3	1.0	4.3	26.7	4.8	5.8
5/1		U	-		-	354	Inf	Inf	Inf	0.0%	0.0	0.0	0.0	0.0	0.0	0.0
6/1		U	-		-	286	Inf	Inf	Inf	0.0%	0.0	0.0	0.0	0.0	0.0	0.0
6/2		U	-		-	256	Inf	Inf	Inf	0.0%	0.0	0.0	0.0	0.0	0.0	0.0
7/1		U	-		-	271	Inf	Inf	Inf	0.0%	0.0	0.0	0.0	0.0	0.0	0.0
8/1		U	-		-	403	Inf	Inf	Inf	0.0%	0.0	0.0	0.0	0.0	0.0	0.0

C1 PRC for Signalled Lanes (%): 35.2 Total Delay for Signalled Lanes (pcuHr): 13.12 Cycle Time (s): 70
PRC Over All Lanes (%): 35.2 Total Delay Over All Lanes(pcuHr): 13.12

Scenario 3: '2020 Base Flows AM' (FG3: '2020 Base Flows AM', Plan 3: 'No peds')

Item	Lane Description	Lane Type	Full Phase	Arrow Phase	Total Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Max Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Mean Max Queue (pcu)
Network: Woolton Road/Blackwood Avenue/Gateacre Park Drive Junction	-	-	-		-	-	-	-	-	**90.4%**	**12.5**	**13.8**	**26.6**	-	-	-
Woolton Road/Blackwood Avenue	-	-	-		-	-	-	-	-	**90.4%**	**12.5**	**13.8**	**26.6**	-	-	-
1/1	Gateacre Park Dr Left Ahead Right	U	B		17	465	2027	2027	521	89.2%	3.2	3.7	6.9	53.4	8.7	12.3
2/1+2/2	Woolton Road (E) Right Left Ahead	U+O	C		21	550	1961:1871	1961	638	86.2%	3.4	2.9	6.4	41.7	9.6	12.5
3/1	Blackwood Avenue Left	U	E		11	56	1764	1764	302	18.5%	0.4	0.1	0.5	32.1	0.9	1.0
3/2+3/3	Blackwood Avenue Ahead Right	U	D		11	343	2080:1827	2080	393	87.2%	2.6	3.0	5.7	59.8	5.8	8.8
4/1+4/2	Woolton Road (W) Left Ahead Right	U+O	A		21	527	1894:2035	1894	583	90.4%	2.8	4.1	7.1	48.5	4.2	8.3
5/1		U	-		-	340	Inf	Inf	Inf	0.0%	0.0	0.0	0.0	0.0	0.0	0.0
6/1		U	-		-	302	Inf	Inf	Inf	0.0%	0.0	0.0	0.0	0.0	0.0	0.0
6/2		U	-		-	217	Inf	Inf	Inf	0.0%	0.0	0.0	0.0	0.0	0.0	0.0
7/1		U	-		-	402	Inf	Inf	Inf	0.0%	0.0	0.0	0.0	0.0	0.0	0.0
8/1		U	-		-	680	Inf	Inf	Inf	0.0%	0.0	0.0	0.0	0.0	0.0	0.0

C1 PRC for Signalled Lanes (%): -0.4 Total Delay for Signalled Lanes (pcuHr): 26.57 Cycle Time (s): 70
PRC Over All Lanes (%): -0.4 Total Delay Over All Lanes(pcuHr): 26.57

Scenario 4: '2020 Base Flows PM' (FG4: '2020 Base Flows PM', Plan 3: 'No peds')

Item	Lane Description	Lane Type	Full Phase	Arrow Phase	Total Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Max Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Mean Max Queue (pcu)
Network: Woolton Road/Blackwood Avenue/Gateacre Park Drive Junction	-	-	-		-	-	-	-	-	**74.8%**	**10.9**	**4.7**	**15.8**	-	-	-
Woolton Road/Blackwood Avenue	-	-	-		-	-	-	-	-	**74.8%**	**10.9**	**4.7**	**15.8**	-	-	-
1/1	Gateacre Park Dr Left Ahead Right	U	B		15	327	2035	2035	465	70.3%	2.3	1.2	3.4	37.6	5.8	7.0
2/1+2/2	Woolton Road (E) Right Left Ahead	U+O	C		19	366	1962:1871	1962	595	61.5%	2.2	0.8	3.0	29.9	5.7	6.5
3/1	Blackwood Avenue Left	U	E		15	49	1764	1764	403	12.2%	0.3	0.1	0.4	26.6	0.7	0.8
3/2+3/3	Blackwood Avenue Ahead Right	U	D		15	355	2080:1827	2080	499	71.1%	2.4	1.2	3.6	36.8	6.0	7.2
4/1+4/2	Woolton Road (W) Left Ahead Right	U+O	A		19	636	1888:2046	1888	850	74.8%	3.8	1.5	5.3	30.2	5.4	6.9
5/1		U	-		-	403	Inf	Inf	Inf	0.0%	0.0	0.0	0.0	0.0	0.0	0.0
6/1		U	-		-	306	Inf	Inf	Inf	0.0%	0.0	0.0	0.0	0.0	0.0	0.0
6/2		U	-		-	279	Inf	Inf	Inf	0.0%	0.0	0.0	0.0	0.0	0.0	0.0
7/1		U	-		-	306	Inf	Inf	Inf	0.0%	0.0	0.0	0.0	0.0	0.0	0.0
8/1		U	-		-	439	Inf	Inf	Inf	0.0%	0.0	0.0	0.0	0.0	0.0	0.0

C1 PRC for Signalled Lanes (%): 20.3 Total Delay for Signalled Lanes (pcuHr): 15.78 Cycle Time (s): 70
PRC Over All Lanes (%): 20.3 Total Delay Over All Lanes(pcuHr): 15.78

Scenario 5: '2020 Base + Dev Traffic AM' (FG5: '2020 Base + Dev Traffic AM', Plan 3: 'No peds')

Item	Lane Description	Lane Type	Full Phase	Arrow Phase	Total Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Max Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Mean Max Queue (pcu)
Network: Woolton Road/Blackwood Avenue/Gateacre Park Drive Junction	-	-	-		-	-	-	-	-	**90.5%**	**12.9**	**15.5**	**28.7**	-	-	-
Woolton Road/Blackwood Avenue	-	-	-		-	-	-	-	-	**90.5%**	**12.9**	**15.5**	**28.7**	-	-	-
1/1	Gateacre Park Dr Left Ahead Right	U	B		18	494	2023	2023	549	90.0%	3.4	3.9	7.3	53.2	9.2	13.1
2/1+2/2	Woolton Road (E) Right Left Ahead	U+O	C		20	550	1961:1871	1961	609	90.3%	3.6	4.1	7.7	50.2	9.9	14.0
3/1	Blackwood Avenue Left	U	E		11	56	1764	1764	302	18.5%	0.4	0.1	0.5	32.1	0.9	1.0
3/2+3/3	Blackwood Avenue Ahead Right	U	D		11	346	2080:1827	2080	393	88.1%	2.7	3.2	5.9	61.5	5.9	9.2
4/1+4/2	Woolton Road (W) Left Ahead Right	U+O	A		20	533	1890:2036	1890	589	90.5%	2.9	4.2	7.3	49.5	4.3	8.4
5/1		U	-		-	349	Inf	Inf	Inf	0.0%	0.0	0.0	0.0	0.0	0.0	0.0
6/1		U	-		-	299	Inf	Inf	Inf	0.0%	0.0	0.0	0.0	0.0	0.0	0.0
6/2		U	-		-	220	Inf	Inf	Inf	0.0%	0.0	0.0	0.0	0.0	0.0	0.0
7/1		U	-		-	412	Inf	Inf	Inf	0.0%	0.0	0.0	0.0	0.0	0.0	0.0
8/1		U	-		-	699	Inf	Inf	Inf	0.0%	0.0	0.0	0.0	0.0	0.0	0.0

C1 PRC for Signalled Lanes (%): -0.6 Total Delay for Signalled Lanes (pcuHr): 28.71 Cycle Time (s): 70
PRC Over All Lanes (%): -0.6 Total Delay Over All Lanes(pcuHr): 28.71

Scenario 6: '2020 Base + Dev Traffic PM' (FG6: '2020 Base + Dev Traffic PM', Plan 3: 'No peds')

Item	Lane Description	Lane Type	Full Phase	Arrow Phase	Total Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Max Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Mean Max Queue (pcu)
Network: Woolton Road/Blackwood Avenue/Gateacre Park Drive Junction	-	-	-		-	-	-	-	-	**77.1%**	**11.2**	**5.2**	**16.6**	-	-	-
Woolton Road/Blackwood Avenue	-	-	-		-	-	-	-	-	**77.1%**	**11.2**	**5.2**	**16.6**	-	-	-
1/1	Gateacre Park Dr Left Ahead Right	U	B		15	342	2031	2031	464	73.7%	2.4	1.4	3.7	39.5	6.1	7.4
2/1+2/2	Woolton Road (E) Right Left Ahead	U+O	C		19	366	1962:1871	1962	595	61.5%	2.2	0.8	3.1	30.0	5.7	6.5
3/1	Blackwood Avenue Left	U	E		15	49	1764	1764	403	12.2%	0.3	0.1	0.4	26.6	0.7	0.8
3/2+3/3	Blackwood Avenue Ahead Right	U	D		15	364	2080:1827	2080	499	73.0%	2.5	1.3	3.8	37.7	6.1	7.5
4/1+4/2	Woolton Road (W) Left Ahead Right	U+O	A		19	654	1878:2047	1878	849	77.1%	3.9	1.7	5.6	31.0	5.8	7.4
5/1		U	-		-	430	Inf	Inf	Inf	0.0%	0.0	0.0	0.0	0.0	0.0	0.0
6/1		U	-		-	296	Inf	Inf	Inf	0.0%	0.0	0.0	0.0	0.0	0.0	0.0
6/2		U	-		-	289	Inf	Inf	Inf	0.0%	0.0	0.0	0.0	0.0	0.0	0.0
7/1		U	-		-	311	Inf	Inf	Inf	0.0%	0.0	0.0	0.0	0.0	0.0	0.0
8/1		U	-		-	449	Inf	Inf	Inf	0.0%	0.0	0.0	0.0	0.0	0.0	0.0

C1 PRC for Signalled Lanes (%): 16.8 Total Delay for Signalled Lanes (pcuHr): 16.62 Cycle Time (s): 70
PRC Over All Lanes (%): 16.8 Total Delay Over All Lanes(pcuHr): 16.62