

Appendix F

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**Camp Road: Junction  
Analyses**



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

PICADY 5.0 ANALYSIS PROGRAM  
RELEASE 3.0 (JUNE 2006)

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Run with file:-  
"J:\120000\120669-00\4 Internal Project Data\4-04 Calculations\4-04-06 Junction Analysis\Picady\HGV Jct\  
HGV Junction - Camp Rd 2013 Base + Gen AM Flows.vpi"  
(drive-on-the-left ) at 10:51:50 on Monday, 6 August 2007

RUN INFORMATION  
\*\*\*\*\*

RUN TITLE: HGV Access 2013 Base + Gen AM Flows  
LOCATION: Heyford  
DATE: 02/08/07  
CLIENT:  
ENUMERATOR: chris.morris [MCCPCCP0022J]  
JOB NUMBER: 120669  
STATUS:  
DESCRIPTION:

.MAJOR/MINOR JUNCTION CAPACITY AND DELAY  
\*\*\*\*\*

INPUT DATA  
-----

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

ARM A IS Camp Raod (W)  
ARM B IS HGV Access  
ARM C IS Camp Road (E)

STREAM LABELLING CONVENTION  
-----

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

-----  
 GEOMETRIC DATA  
 -----

I	DATA ITEM	I	MINOR ROAD B	I
I	TOTAL MAJOR ROAD CARRIAGEWAY WIDTH	I	( W ) 6.00 M.	I
I	CENTRAL RESERVE WIDTH	I	(WCR ) 0.00 M.	I
I		I		I
I	MAJOR ROAD RIGHT TURN - WIDTH	I	(WC-B) 3.70 M.	I
I	- VISIBILITY	I	(VC-B) 46.0 M.	I
I	- BLOCKS TRAFFIC	I	YES	I
I		I		I
I	MINOR ROAD - VISIBILITY TO LEFT	I	(VB-C) 70.0 M.	I
I	- VISIBILITY TO RIGHT	I	(VB-A) 53.0 M.	I
I	- LANE 1 WIDTH	I	(WB-C) -	I
I	- LANE 2 WIDTH	I	(WB-A) -	I
I	- WIDTH AT 0 M FROM JUNC.	I	10.00 M.	I
I	- WIDTH AT 5 M FROM JUNC.	I	4.50 M.	I
I	- WIDTH AT 10 M FROM JUNC.	I	3.50 M.	I
I	- WIDTH AT 15 M FROM JUNC.	I	3.00 M.	I
I	- WIDTH AT 20 M FROM JUNC.	I	3.00 M.	I
I	- LENGTH OF FLARED SECTION	I	DERIVED: 0 PCU	I

-----  
 .SLOPES AND INTERCEPT  
 -----

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

I	Intercept For Stream B-C	Slope For Opposing Stream A-C	Slope For Opposing Stream A-B	I
I	604.66	0.23	0.09	I

I	Intercept For Stream B-A	Slope For Opposing Stream A-C	Slope For Opposing Stream A-B	Slope For Opposing Stream C-A	Slope For Opposing Stream C-B	I
I	484.46	0.22	0.09	0.14	0.32	I

I	Intercept For Stream C-B	Slope For Opposing Stream A-C	Slope For Opposing Stream A-B	I
I	698.65	0.27	0.27	I

NB These values do not allow for any site specific corrections

-----  
 TRAFFIC DEMAND DATA  
 -----



TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)
08.15-08.30									
B-C	2.64	8.37	0.316		0.30	0.45	6.6		0.17
B-A	1.30	3.51	0.371		0.30	0.56	7.8		0.45
C-AB	5.89	8.40	0.702		1.13	2.31	33.1		0.38
A-B	3.19								
A-C	8.81								

TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)
08.30-08.45									
B-C	2.64	8.35	0.317		0.45	0.46	6.9		0.18
B-A	1.30	3.49	0.374		0.56	0.58	8.6		0.46
C-AB	5.89	8.40	0.702		2.31	2.41	37.2		0.40
A-B	3.19								
A-C	8.81								

TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)
08.45-09.00									
B-C	2.16	9.15	0.236		0.46	0.31	4.8		0.14
B-A	1.06	4.48	0.237		0.58	0.32	5.1		0.30
C-AB	4.81	8.99	0.535		2.41	1.20	18.6		0.25
A-B	2.61								
A-C	7.19								

TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)
09.00-09.15									
B-C	1.81	9.69	0.187		0.31	0.23	3.6		0.13
B-A	0.89	5.24	0.170		0.32	0.21	3.3		0.23
C-AB	4.03	9.42	0.427		1.20	0.76	11.6		0.19
A-B	2.18								
A-C	6.02								

QUEUE FOR STREAM B-C

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE
08.00	0.2
08.15	0.3
08.30	0.5
08.45	0.5
09.00	0.3
09.15	0.2

QUEUE FOR STREAM B-A

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE
08.00	0.2
08.15	0.3
08.30	0.6 *
08.45	0.6 *
09.00	0.3
09.15	0.2

QUEUE FOR STREAM C-AB

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE	
08.00	0.7	*
08.15	1.1	*
08.30	2.3	**
08.45	2.4	**
09.00	1.2	*
09.15	0.8	*

QUEUEING DELAY INFORMATION OVER WHOLE PERIOD

I	STREAM	I	TOTAL DEMAND	I	* QUEUEING * * DELAY *	I	* INCLUSIVE QUEUEING * * DELAY *	I		
I	I	I	I	I	I	I	I	I		
I	I	I	(VEH)	(VEH/H)	(MIN)	(MIN/VEH)	(MIN)	(MIN/VEH)		
I	B-C	I	198.2	I	132.1	I	29.5	I	0.15	I
I	B-A	I	97.7	I	65.2	I	31.9	I	0.33	I
I	C-AB	I	441.8	I	294.6	I	128.0	I	0.29	I
I	A-B	I	239.5	I	159.7	I		I		I
I	A-C	I	660.7	I	440.5	I		I		I
I	ALL	I	2050.9	I	1367.3	I	189.5	I	0.09	I

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

END OF JOB

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

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HGV Junction - Camp Rd 2013 Base + Gen PM Flows.vpi"  
(drive-on-the-left ) at 10:52:57 on Monday, 6 August 2007

RUN INFORMATION  
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RUN TITLE: HGV Access 2013 Base + Gen PM Flows  
LOCATION: Heyford  
DATE: 02/08/07  
CLIENT:  
ENUMERATOR: chris.morris [MCCPCCP0022J]  
JOB NUMBER: 120669  
STATUS:  
DESCRIPTION:

.MAJOR/MINOR JUNCTION CAPACITY AND DELAY  
\*\*\*\*\*

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

ARM A IS Camp Raod (W)  
ARM B IS HGV Access  
ARM C IS Camp Road (E)

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



-----  
 GEOMETRIC DATA  
 -----

I	DATA ITEM	I	MINOR ROAD B	I
I	TOTAL MAJOR ROAD CARRIAGEWAY WIDTH	I	( W ) 6.00 M.	I
I	CENTRAL RESERVE WIDTH	I	(WCR ) 0.00 M.	I
I		I		I
I	MAJOR ROAD RIGHT TURN - WIDTH	I	(WC-B) 3.70 M.	I
I	- VISIBILITY	I	(VC-B) 46.0 M.	I
I	- BLOCKS TRAFFIC	I	YES	I
I		I		I
I	MINOR ROAD - VISIBILITY TO LEFT	I	(VB-C) 70.0 M.	I
I	- VISIBILITY TO RIGHT	I	(VB-A) 53.0 M.	I
I	- LANE 1 WIDTH	I	(WB-C) -	I
I	- LANE 2 WIDTH	I	(WB-A) -	I
I	- WIDTH AT 0 M FROM JUNC.	I	10.00 M.	I
I	- WIDTH AT 5 M FROM JUNC.	I	4.50 M.	I
I	- WIDTH AT 10 M FROM JUNC.	I	3.50 M.	I
I	- WIDTH AT 15 M FROM JUNC.	I	3.00 M.	I
I	- WIDTH AT 20 M FROM JUNC.	I	3.00 M.	I
I	- LENGTH OF FLARED SECTION	I	DERIVED: 0 PCU	I

.SLOPES AND INTERCEPT  
 -----

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

I	Intercept For Stream B-C	Slope For Stream A-C	Slope For Opposing Stream A-B	I
I	604.66	0.23	0.09	I

I	Intercept For Stream B-A	Slope For Stream A-C	Slope For Opposing Stream A-B	Slope For Opposing Stream C-A	Slope For Opposing Stream C-B	I
I	484.46	0.22	0.09	0.14	0.32	I

I	Intercept For Stream C-B	Slope For Stream A-C	Slope For Opposing Stream A-B	I
I	698.65	0.27	0.27	I

NB These values do not allow for any site specific corrections

TRAFFIC DEMAND DATA  
 -----



TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)
17.15-17.30									
B-C	5.51	8.53	0.646		0.92	1.72	23.7		0.32
B-A	2.95	5.14	0.575		0.68	1.27	17.4		0.44
C-AB	2.64	9.45	0.280		0.28	0.38	5.7		0.15
A-B	1.38								
A-C	6.72								

TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)
17.30-17.45									
B-C	5.51	8.51	0.647		1.72	1.78	26.3		0.33
B-A	2.95	5.13	0.576		1.27	1.31	19.4		0.46
C-AB	2.64	9.45	0.280		0.38	0.39	5.8		0.15
A-B	1.38								
A-C	6.72								

TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)
17.45-18.00									
B-C	4.49	9.25	0.486		1.78	0.97	15.5		0.22
B-A	2.41	5.85	0.413		1.31	0.72	11.6		0.30
C-AB	2.16	9.86	0.219		0.39	0.28	4.3		0.13
A-B	1.12								
A-C	5.48								

TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)
18.00-18.15									
B-C	3.76	9.76	0.386		0.97	0.64	10.0		0.17
B-A	2.02	6.36	0.317		0.72	0.48	7.5		0.23
C-AB	1.81	10.15	0.178		0.28	0.22	3.3		0.12
A-B	0.94								
A-C	4.59								

QUEUE FOR STREAM B-C

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE
17.00	0.6 *
17.15	0.9 *
17.30	1.7 **
17.45	1.8 **
18.00	1.0 *
18.15	0.6 *

QUEUE FOR STREAM B-A

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE
17.00	0.5
17.15	0.7 *
17.30	1.3 *
17.45	1.3 *
18.00	0.7 *
18.15	0.5

QUEUE FOR STREAM C-AB

---

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE
17.00	0.2
17.15	0.3
17.30	0.4
17.45	0.4
18.00	0.3
18.15	0.2

QUEUEING DELAY INFORMATION OVER WHOLE PERIOD

---

I	STREAM	I	TOTAL DEMAND	I	* QUEUEING * * DELAY *	I	* INCLUSIVE QUEUEING * * DELAY *	I						
I	I	I	I	I	I	I	I	I						
I	I	I	(VEH)	(VEH/H)	(MIN)	(MIN/VEH)	(MIN)	(MIN/VEH)						
I	B-C	I	412.9	I	275.3	I	97.3	I	0.24	I	97.4	I	0.24	I
I	B-A	I	221.6	I	147.7	I	72.0	I	0.32	I	72.0	I	0.32	I
I	C-AB	I	198.2	I	132.1	I	26.5	I	0.13	I	26.5	I	0.13	I
I	A-B	I	103.2	I	68.8	I		I		I		I		I
I	A-C	I	503.8	I	335.8	I		I		I		I		I
I	ALL	I	1982.1	I	1321.4	I	195.8	I	0.10	I	195.8	I	0.10	I

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

END OF JOB

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

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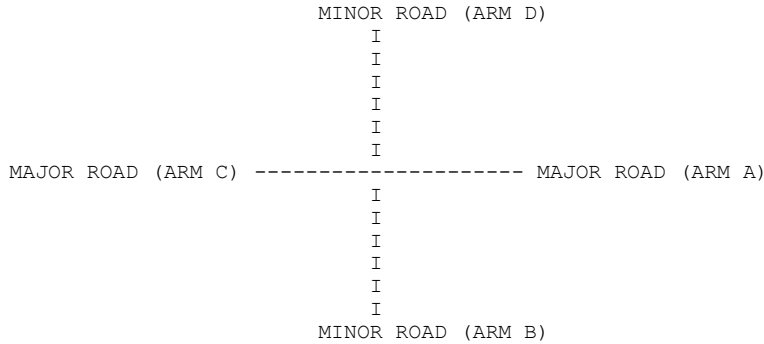
"J:\120000\120669-00\4 Internal Project Data\4-04 Calculations\4-04-06 Junction Analysis\Picady\Larsen Road Jct\  
Larsen Rd - Camp Rd Junction 2013 Base + Gen AM Flows.vpi"  
(drive-on-the-left ) at 10:10:15 on Monday, 6 August 2007

RUN INFORMATION  
\*\*\*\*\*

RUN TITLE: Camp Rd - Larsen Rd Junction 2013 Base + Gen AM Flows  
LOCATION: Heyford  
DATE: 02/08/07  
CLIENT:  
ENUMERATOR: chris.morris [MCCPCCP0022J]  
JOB NUMBER: 120669  
STATUS:  
DESCRIPTION:

.MAJOR/MINOR JUNCTION CAPACITY AND DELAY  
\*\*\*\*\*

INPUT DATA  
-----



ARM A IS Camp Road (W)  
ARM B IS Larsen Road (N)  
ARM C IS Camp Road (E)  
ARM D IS Unnamed Road (S)

STREAM LABELLING CONVENTION  
-----

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

-----  
 GEOMETRIC DATA  
 -----

I	DATA ITEM	I	MINOR ROAD B	I	MINOR ROAD D	I
I	TOTAL MAJOR ROAD CARRIAGEWAY WIDTH	I	( W ) 6.00 M.	I	( W ) 6.00 M.	I
I	CENTRAL RESERVE WIDTH	I	(WCR ) 0.00 M.	I	(WCR ) 0.00 M.	I
I		I		I		I
I	MAJOR ROAD RIGHT TURN - WIDTH	I	(WC-B) 2.20 M.	I	(WA-D) 2.20 M.	I
I	- VISIBILITY	I	(VC-B) 93.0 M.	I	(VA-D) 77.0 M.	I
I	- BLOCKS TRAFFIC	I	YES	I	YES	I
I		I		I		I
I	MINOR ROAD - VISIBILITY TO LEFT	I	(VB-C) 27.0 M.	I	(VD-A) 24.0 M.	I
I	- VISIBILITY TO RIGHT	I	(VB-A) 19.0 M.	I	(VD-C) 79.0 M.	I
I	- LANE 1 WIDTH	I	(WB-C) -	I	(WD-A) -	I
I	- LANE 2 WIDTH	I	(WB-A) -	I	(WD-C) -	I
I	- WIDTH AT 0 M FROM JUNC.	I	10.00 M.	I	7.50 M.	I
I	- WIDTH AT 5 M FROM JUNC.	I	3.75 M.	I	3.00 M.	I
I	- WIDTH AT 10 M FROM JUNC.	I	3.00 M.	I	3.00 M.	I
I	- WIDTH AT 15 M FROM JUNC.	I	3.00 M.	I	3.00 M.	I
I	- WIDTH AT 20 M FROM JUNC.	I	3.00 M.	I	3.00 M.	I
I	- LENGTH OF FLARED SECTION	I	DERIVED: 0 PCU	I	DERIVED: 0 PCU	I

.SLOPES AND INTERCPET

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

B-C Stream

I	Intercept For Stream B-C	Slope For Opposing Stream A-C	Slope For Opposing Stream A-B	I
I	584.97	0.23	0.09	I

D-A Stream

I	Intercept For Stream D-A	Slope For Opposing Stream C-A	Slope For Opposing Stream C-D	I
I	619.71	0.24	0.09	I

B-A Stream

I	Intercept For Stream B-A	Slope For Opposing Stream A-C	Slope For Opposing Stream A-D	Slope For Opposing Stream D-A	Slope For Opposing Stream D-B	I
I	455.98	0.21	0.21	0.21	0.21	I

I	Slope For Opposing Stream A-B	Slope For Opposing Stream C-A	Slope For Opposing Stream C-B	Slope For Opposing Stream D-C	I
I	0.08	0.13	0.30	0.10	I

D-C Stream

I	Intercept For Stream D-C	Slope For Opposing Stream C-A	Slope For Opposing Stream C-B	Slope For Opposing Stream B-C	Slope For Opposing Stream B-D	I
I	482.13	0.22	0.22	0.22	0.22	I

I	Slope For Opposing Stream C-D	Slope For Opposing Stream A-C	Slope For Opposing Stream A-D	Slope For Opposing Stream B-A	I
I	0.09	0.14	0.32	0.11	I

C-B Stream

I	Intercept For Stream C-B	Slope For Opposing Stream A-C	Slope For Opposing Stream A-D	I
I	627.82	0.24	0.35	I

A-D Stream

I	Intercept For Stream A-D	Slope For Opposing Stream C-A	Slope For Opposing Stream C-B	I
I	618.55	0.24	0.34	I

B-D Stream From Left Hand Lane

I	Intercept For Stream B-D	Slope For Opposing Stream A-C	Slope For Opposing Stream A-D	Slope For Opposing Stream A-B	Slope For Opposing Stream C-B	I
I	455.98	0.21	0.21	0.08	0.30	I

I	Slope For Opposing Stream C-A	Slope For Opposing Stream C-D	Slope For Opposing Stream C-B	I
I	0.13	0.13		I

B-D Stream From Right Hand Lane

I	Intercept For Stream B-D	Slope For Opposing Stream A-C	Slope For Opposing Stream A-D	Slope For Opposing Stream A-B	Slope For Opposing Stream C-B	I
I	455.98	0.21	0.21	0.08	0.30	I

I	Slope For Opposing Stream C-A	Slope For Opposing Stream C-D	Slope For Opposing Stream C-B	I
I	0.13	0.13		I

D-B Stream From Left Hand Lane

I	Intercept For Stream D-B	Slope For Opposing Stream C-A	Slope For Opposing Stream C-B	Slope For Opposing Stream D-C	Slope For Opposing Stream A-D	I
I	482.13	0.22	0.22	0.09	0.32	I

I	Slope For Opposing Stream A-C	Slope For Opposing Stream A-B	Slope For Opposing Stream A-D	I
I	0.14	0.14		I

D-B Stream From Right Hand Lane

I	Intercept For Stream D-B	Slope For Opposing Stream C-A	Slope For Opposing Stream C-B	Slope For Opposing Stream C-D	Slope For Opposing Stream A-D	I
I	482.13	0.22	0.22	0.09	0.32	I

I	Slope For Opposing Stream A-C	Slope For Opposing Stream A-B	Slope For Opposing Stream A-D	I
I	0.14	0.14		I

TRAFFIC DEMAND DATA







I	TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)	I
I	09.00-09.15										I
I	B-CD	0.15	9.11	0.017		0.02	0.02	0.3		0.11	I
I	B-AD	0.08	6.39	0.012		0.02	0.01	0.2		0.16	I
I	A-BCD	0.03	13.83	0.002		0.00	0.00	0.0		0.07	I
I	A-B	0.03									I
I	A-C	7.85									I
I	D-AB	0.08	9.19	0.008		0.01	0.01	0.1		0.11	I
I	D-BC	0.11	5.80	0.019		0.03	0.02	0.3		0.18	I
I	C-ABD	0.08	13.75	0.006		0.01	0.01	0.1		0.07	I
I	C-D	0.02									I
I	C-A	7.60									I

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

QUEUE FOR STREAM B-CD

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

QUEUE FOR STREAM B-AD

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

QUEUE FOR STREAM A-BCD

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

QUEUE FOR STREAM D-AB

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

QUEUE FOR STREAM D-BC

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

QUEUE FOR STREAM C-ABD

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

QUEUEING DELAY INFORMATION OVER WHOLE PERIOD

I	STREAM	I	TOTAL DEMAND	I	* QUEUEING * * DELAY *	I	* INCLUSIVE QUEUEING * * DELAY *	I	
I	I	I	I	I	I	I	I	I	
I	I	I	(VEH)	(VEH/H)	(MIN)	(MIN/VEH)	(MIN)	(MIN/VEH)	
I	B-CD	I	16.5	I 11.0	I 2.0	I 0.12	I 2.0	I 0.12	I
I	B-AD	I	8.3	I 5.5	I 1.5	I 0.19	I 1.5	I 0.19	I
I	A-BCD	I	3.4	I 2.3	I 0.2	I 0.07	I 0.2	I 0.07	I
I	A-B	I	2.7	I 1.8	I	I	I	I	I
I	A-C	I	861.0	I 574.0	I	I	I	I	I
I	D-AB	I	8.3	I 5.5	I 1.0	I 0.12	I 1.0	I 0.12	I
I	D-BC	I	12.4	I 8.3	I 2.5	I 0.21	I 2.5	I 0.21	I
I	C-ABD	I	9.9	I 6.6	I 0.7	I 0.07	I 0.7	I 0.07	I
I	C-D	I	2.7	I 1.8	I	I	I	I	I
I	C-A	I	832.5	I 555.0	I	I	I	I	I
I	ALL	I	1757.7	I 1171.8	I 8.0	I 0.00	I 8.0	I 0.00	I

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

END OF JOB

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

PICADY 5.0 ANALYSIS PROGRAM  
RELEASE 3.0 (JUNE 2006)

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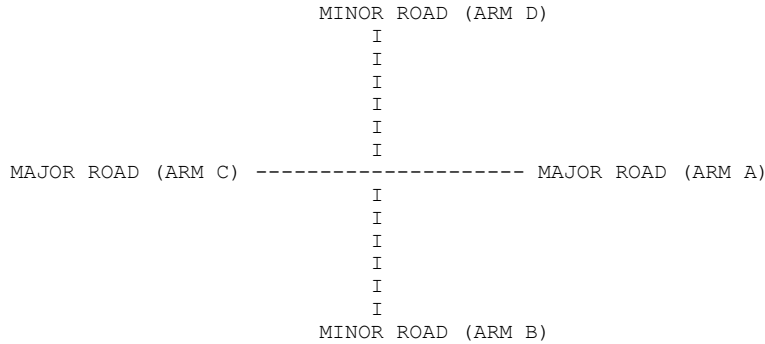
"J:\120000\120669-00\4 Internal Project Data\4-04 Calculations\4-04-06 Junction Analysis\Picady\Larsen Road Jct\  
Larsen Rd - Camp Rd Junction 2013 Base + Gen PM Flows.vpi"  
(drive-on-the-left ) at 10:10:31 on Monday, 6 August 2007

RUN INFORMATION  
\*\*\*\*\*

RUN TITLE: Camp Rd - Larsen Rd Junction 2013 Base + Gen PM Flows  
LOCATION: Heyford  
DATE: 02/08/07  
CLIENT:  
ENUMERATOR: chris.morris [MCCPCCP0022J]  
JOB NUMBER: 120669  
STATUS:  
DESCRIPTION:

.MAJOR/MINOR JUNCTION CAPACITY AND DELAY  
\*\*\*\*\*

INPUT DATA  
-----



ARM A IS Camp Road (W)  
ARM B IS Larsen Road (N)  
ARM C IS Camp Road (E)  
ARM D IS Unnamed Road (S)

STREAM LABELLING CONVENTION  
-----

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

-----  
 GEOMETRIC DATA  
 -----

I	DATA ITEM	I	MINOR ROAD B	I	MINOR ROAD D	I
I	TOTAL MAJOR ROAD CARRIAGEWAY WIDTH	I	( W ) 6.00 M.	I	( W ) 6.00 M.	I
I	CENTRAL RESERVE WIDTH	I	(WCR ) 0.00 M.	I	(WCR ) 0.00 M.	I
I		I		I		I
I	MAJOR ROAD RIGHT TURN - WIDTH	I	(WC-B) 2.20 M.	I	(WA-D) 2.20 M.	I
I	- VISIBILITY	I	(VC-B) 93.0 M.	I	(VA-D) 77.0 M.	I
I	- BLOCKS TRAFFIC	I	YES	I	YES	I
I		I		I		I
I	MINOR ROAD - VISIBILITY TO LEFT	I	(VB-C) 27.0 M.	I	(VD-A) 24.0 M.	I
I	- VISIBILITY TO RIGHT	I	(VB-A) 19.0 M.	I	(VD-C) 79.0 M.	I
I	- LANE 1 WIDTH	I	(WB-C) -	I	(WD-A) -	I
I	- LANE 2 WIDTH	I	(WB-A) -	I	(WD-C) -	I
I	- WIDTH AT 0 M FROM JUNC.	I	10.00 M.	I	7.50 M.	I
I	- WIDTH AT 5 M FROM JUNC.	I	3.75 M.	I	3.00 M.	I
I	- WIDTH AT 10 M FROM JUNC.	I	3.00 M.	I	3.00 M.	I
I	- WIDTH AT 15 M FROM JUNC.	I	3.00 M.	I	3.00 M.	I
I	- WIDTH AT 20 M FROM JUNC.	I	3.00 M.	I	3.00 M.	I
I	- LENGTH OF FLARED SECTION	I	DERIVED: 0 PCU	I	DERIVED: 0 PCU	I

.SLOPES AND INTERCPET

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

B-C Stream

I	Intercept For Stream B-C	Slope For Opposing Stream A-C	Slope For Opposing Stream A-B	I
I	584.97	0.23	0.09	I

D-A Stream

I	Intercept For Stream D-A	Slope For Opposing Stream C-A	Slope For Opposing Stream C-D	I
I	619.71	0.24	0.09	I

B-A Stream

I	Intercept For Stream B-A	Slope For Opposing Stream A-C	Slope For Opposing Stream A-D	Slope For Opposing Stream D-A	Slope For Opposing Stream D-B	I
I	455.98	0.21	0.21	0.21	0.21	I

I	Slope For Opposing Stream A-B	Slope For Opposing Stream C-A	Slope For Opposing Stream C-B	Slope For Opposing Stream D-C	I
I	0.08	0.13	0.30	0.10	I

D-C Stream

I	Intercept For Stream D-C	Slope For Opposing Stream C-A	Slope For Opposing Stream C-B	Slope For Opposing Stream B-C	Slope For Opposing Stream B-D	I
I	482.13	0.22	0.22	0.22	0.22	I

I	Slope For Opposing Stream C-D	Slope For Opposing Stream A-C	Slope For Opposing Stream A-D	Slope For Opposing Stream B-A	I
I	0.09	0.14	0.32	0.11	I

C-B Stream

I	Intercept For Stream C-B	Slope For Opposing Stream A-C	Slope For Opposing Stream A-D	I
I	627.82	0.24	0.35	I

A-D Stream

I	Intercept For Stream A-D	Slope For Opposing Stream C-A	Slope For Opposing Stream C-B	I
I	618.55	0.24	0.34	I

B-D Stream From Left Hand Lane

I	Intercept For Stream B-D	Slope For Opposing Stream A-C	Slope For Opposing Stream A-D	Slope For Opposing Stream A-B	Slope For Opposing Stream C-B	I
I	455.98	0.21	0.21	0.08	0.30	I

I	Slope For Opposing Stream C-A	Slope For Opposing Stream C-D	Slope For Opposing Stream C-B	I
I	0.13	0.13		I

B-D Stream From Right Hand Lane

I	Intercept For Stream B-D	Slope For Opposing Stream A-C	Slope For Opposing Stream A-D	Slope For Opposing Stream A-B	Slope For Opposing Stream C-B	I
I	455.98	0.21	0.21	0.08	0.30	I

I	Slope For Opposing Stream C-A	Slope For Opposing Stream C-D	Slope For Opposing Stream C-B	I
I	0.13	0.13		I

D-B Stream From Left Hand Lane

I	Intercept For Stream D-B	Slope For Opposing Stream C-A	Slope For Opposing Stream C-B	Slope For Opposing Stream D-C	Slope For Opposing Stream A-D	I
I	482.13	0.22	0.22	0.09	0.32	I

I	Slope For Opposing Stream A-C	Slope For Opposing Stream A-B	Slope For Opposing Stream A-D	I
I	0.14	0.14		I

D-B Stream From Right Hand Lane

I	Intercept For Stream D-B	Slope For Opposing Stream C-A	Slope For Opposing Stream C-B	Slope For Opposing Stream C-D	Slope For Opposing Stream A-D	I
I	482.13	0.22	0.22	0.09	0.32	I

I	Slope For Opposing Stream A-C	Slope For Opposing Stream A-B	Slope For Opposing Stream A-D	I
I	0.14	0.14		I

TRAFFIC DEMAND DATA







I	TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)	I
I	18.00-18.15										I
I	B-CD	0.08	9.02	0.008		0.01	0.01	0.1		0.11	I
I	B-AD	0.04	6.42	0.006		0.01	0.01	0.1		0.16	I
I	A-BCD	0.13	14.21	0.009		0.01	0.01	0.2		0.07	I
I	A-B	0.06									I
I	A-C	8.17									I
I	D-AB	0.01	8.98	0.001		0.00	0.00	0.0		0.11	I
I	D-BC	0.03	6.00	0.004		0.01	0.00	0.1		0.17	I
I	C-ABD	0.24	13.14	0.018		0.03	0.02	0.3		0.08	I
I	C-D	0.10									I
I	C-A	6.62									I

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

QUEUE FOR STREAM B-CD

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

QUEUE FOR STREAM B-AD

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

QUEUE FOR STREAM A-BCD

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

QUEUE FOR STREAM D-AB

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

QUEUE FOR STREAM D-BC

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

QUEUE FOR STREAM C-ABD

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

QUEUEING DELAY INFORMATION OVER WHOLE PERIOD

I	STREAM	I	TOTAL DEMAND	I	* QUEUEING * * DELAY *	I	* INCLUSIVE QUEUEING * * DELAY *	I	
I	I	I	I	I	I	I	I	I	
I	I	I	(VEH)	(VEH/H)	(MIN)	(MIN/VEH)	(MIN)	(MIN/VEH)	
I	B-CD	I	8.3	I 5.5	I 1.0	I 0.12	I 1.0	I 0.12	I
I	B-AD	I	4.1	I 2.8	I 0.8	I 0.18	I 0.8	I 0.18	I
I	A-BCD	I	17.2	I 11.5	I 1.3	I 0.07	I 1.3	I 0.07	I
I	A-B	I	6.8	I 4.5	I	I	I	I	I
I	A-C	I	894.1	I 596.0	I	I	I	I	I
I	D-AB	I	1.4	I 0.9	I 0.2	I 0.12	I 0.2	I 0.12	I
I	D-BC	I	2.8	I 1.8	I 0.5	I 0.19	I 0.5	I 0.19	I
I	C-ABD	I	31.2	I 20.8	I 2.9	I 0.09	I 2.9	I 0.09	I
I	C-D	I	10.8	I 7.2	I	I	I	I	I
I	C-A	I	722.0	I 481.3	I	I	I	I	I
I	ALL	I	1698.5	I 1132.3	I 6.6	I 0.00	I 6.6	I 0.00	I

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

END OF JOB

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

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

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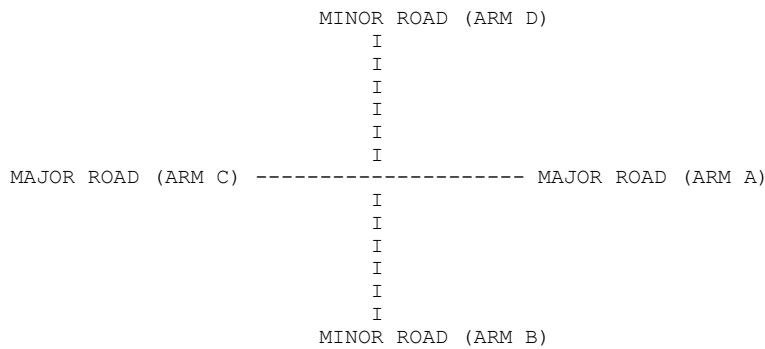
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Main Access Junction - Camp Rd 2013 Base + Gen AM Flows.vpi"  
(drive-on-the-left ) at 10:07:38 on Monday, 6 August 2007

RUN INFORMATION  
\*\*\*\*\*

RUN TITLE: Main Access Junction - Camp Road 2013 Base + Gen AM Flows  
LOCATION: Heyford  
DATE: 02/08/07  
CLIENT:  
ENUMERATOR:  
JOB NUMBER: 120669  
STATUS:  
DESCRIPTION:

.MAJOR/MINOR JUNCTION CAPACITY AND DELAY  
\*\*\*\*\*

INPUT DATA  
-----



ARM A IS Camp Road (W)  
ARM B IS Main Access (N)  
ARM C IS Camp Road (E)  
ARM D IS New Access (S)

STREAM LABELLING CONVENTION  
-----

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

GEOMETRIC DATA

DATA ITEM	MINOR ROAD B	MINOR ROAD D
TOTAL MAJOR ROAD CARRIAGEWAY WIDTH	( W ) 6.00 M.	( W ) 6.00 M.
CENTRAL RESERVE WIDTH	(WCR ) 0.00 M.	(WCR ) 0.00 M.
MAJOR ROAD RIGHT TURN - WIDTH	(WC-B) 2.20 M.	(WA-D) 2.20 M.
- VISIBILITY	(VC-B) 58.0 M.	(VA-D) 76.0 M.
- BLOCKS TRAFFIC	YES	YES
MINOR ROAD - VISIBILITY TO LEFT	(VB-C) 33.0 M.	(VD-A) 26.0 M.
- VISIBILITY TO RIGHT	(VB-A) 61.0 M.	(VD-C) 37.0 M.
- LANE 1 WIDTH	(WB-C) -	(WD-A) -
- LANE 2 WIDTH	(WB-A) -	(WD-C) -
- WIDTH AT 0 M FROM JUNC.	10.00 M.	10.00 M.
- WIDTH AT 5 M FROM JUNC.	3.50 M.	3.00 M.
- WIDTH AT 10 M FROM JUNC.	3.00 M.	3.00 M.
- WIDTH AT 15 M FROM JUNC.	3.00 M.	3.00 M.
- WIDTH AT 20 M FROM JUNC.	3.00 M.	3.00 M.
- LENGTH OF FLARED SECTION	DERIVED: 0 PCU	DERIVED: 0 PCU

.SLOPES AND INTERCPET

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

B-C Stream

Intercept For Stream B-C	Slope For Opposing Stream A-C	Slope For Opposing Stream A-B
609.29	0.24	0.09

D-A Stream

Intercept For Stream D-A	Slope For Opposing Stream C-A	Slope For Opposing Stream C-D
595.39	0.23	0.09

B-A Stream

Intercept For Stream B-A	Slope For Opposing Stream A-C	Slope For Opposing Stream A-D	Slope For Opposing Stream D-A	Slope For Opposing Stream D-B
476.79	0.22	0.22	0.22	0.22

Slope For Opposing Stream A-B	Slope For Opposing Stream C-A	Slope For Opposing Stream C-B	Slope For Opposing Stream D-C
0.09	0.14	0.31	0.11

D-C Stream

Intercept For Stream D-C	Slope For Opposing Stream C-A	Slope For Opposing Stream C-B	Slope For Opposing Stream B-C	Slope For Opposing Stream B-D
463.81	0.21	0.21	0.21	0.21

Slope For Opposing Stream C-D	Slope For Opposing Stream A-C	Slope For Opposing Stream A-D	Slope For Opposing Stream B-A
0.08	0.13	0.31	0.11

C-B Stream

Intercept For Stream C-B	Slope For Opposing Stream A-C	Slope For Opposing Stream A-D
607.55	0.24	0.34

A-D Stream

I	Intercept For Stream A-D	Slope For Opposing Stream C-A	Slope For Opposing Stream C-B	I
I	617.98	0.24	0.34	I

B-D Stream From Left Hand Lane

I	Intercept For Stream B-D	Slope For Opposing Stream A-C	Slope For Opposing Stream A-D	Slope For Opposing Stream A-B	Slope For Opposing Stream C-B	I
I	476.79	0.22	0.22	0.09	0.31	I

I	Slope For Opposing Stream C-A	Slope For Opposing Stream C-D	Slope For Opposing Stream C-B	I
I	0.14	0.14		I

B-D Stream From Right Hand Lane

I	Intercept For Stream B-D	Slope For Opposing Stream A-C	Slope For Opposing Stream A-D	Slope For Opposing Stream A-B	Slope For Opposing Stream C-B	I
I	476.79	0.22	0.22	0.09	0.31	I

I	Slope For Opposing Stream C-A	Slope For Opposing Stream C-D	Slope For Opposing Stream C-B	I
I	0.14	0.14		I

D-B Stream From Left Hand Lane

I	Intercept For Stream D-B	Slope For Opposing Stream C-A	Slope For Opposing Stream C-B	Slope For Opposing Stream D-C	Slope For Opposing Stream A-D	I
I	463.81	0.21	0.21	0.08	0.31	I

I	Slope For Opposing Stream A-C	Slope For Opposing Stream A-B	Slope For Opposing Stream C-B	I
I	0.13	0.13		I

D-B Stream From Right Hand Lane

I	Intercept For Stream D-B	Slope For Opposing Stream C-A	Slope For Opposing Stream C-B	Slope For Opposing Stream C-D	Slope For Opposing Stream A-D	I
I	463.81	0.21	0.21	0.08	0.31	I

I	Slope For Opposing Stream A-C	Slope For Opposing Stream A-B	Slope For Opposing Stream C-B	I
I	0.13	0.13		I

TRAFFIC DEMAND DATA





I	TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)	I
I	09.00-09.15										I
I	B-CD	1.07	9.78	0.110		0.16	0.12	1.9		0.11	I
I	B-AD	0.50	7.04	0.070		0.10	0.08	1.2		0.15	I
I	A-BCD	0.27	13.36	0.020		0.03	0.02	0.4		0.08	I
I	A-B	0.91									I
I	A-C	5.45									I
I	D-AB	0.60	11.16	0.054		0.07	0.06	0.9		0.09	I
I	D-BC	1.53	6.45	0.238		0.45	0.32	4.9		0.20	I
I	C-ABD	2.48	10.60	0.234		0.58	0.40	6.1		0.12	I
I	C-D	0.32									I
I	C-A	1.87									I
I											I

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

QUEUE FOR STREAM B-CD

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE
08.00	0.1
08.15	0.2
08.30	0.2
08.45	0.2
09.00	0.2
09.15	0.1

QUEUE FOR STREAM B-AD

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE
08.00	0.1
08.15	0.1
08.30	0.1
08.45	0.2
09.00	0.1
09.15	0.1

QUEUE FOR STREAM A-BCD

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

QUEUE FOR STREAM D-AB

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

QUEUE FOR STREAM D-BC

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE	
08.00	0.3	
08.15	0.4	
08.30	0.7	*
08.45	0.7	*
09.00	0.4	
09.15	0.3	



QUEUE FOR STREAM C-ABD

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE	
08.00	0.4	
08.15	0.6	*
08.30	0.9	*
08.45	0.9	*
09.00	0.6	*
09.15	0.4	

QUEUEING DELAY INFORMATION OVER WHOLE PERIOD

I	STREAM	I	TOTAL DEMAND	I	* QUEUEING * * DELAY *	I	* INCLUSIVE QUEUEING * * DELAY *	I
I		I	(VEH)	I	(MIN)	I	(MIN)	I
I		I	(VEH/H)	I	(MIN/VEH)	I	(MIN/VEH)	I
I	B-CD	I	117.8	I	78.5	I	14.7	I
I	B-AD	I	54.3	I	36.2	I	9.7	I
I	A-BCD	I	34.4	I	22.9	I	3.1	I
I	A-B	I	99.3	I	66.2	I		I
I	A-C	I	594.4	I	396.3	I		I
I	D-AB	I	66.1	I	44.0	I	6.6	I
I	D-BC	I	167.9	I	111.9	I	42.6	I
I	C-ABD	I	298.3	I	198.9	I	55.9	I
I	C-D	I	30.9	I	20.6	I		I
I	C-A	I	182.8	I	121.9	I		I
I	ALL	I	1646.2	I	1097.5	I	132.7	I

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

END OF JOB

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

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

PICADY 5.0 ANALYSIS PROGRAM  
RELEASE 3.0 (JUNE 2006)

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Run with file:-

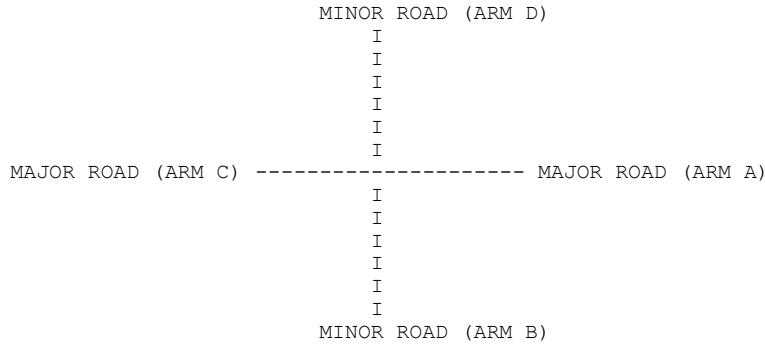
"J:\120000\120669-00\4 Internal Project Data\4-04 Calculations\4-04-06 Junction Analysis\Picady\Main Access Jct\  
Main Access Junction - Camp Rd 2013 Base + Gen PM Flows.vpi"  
(drive-on-the-left ) at 10:07:55 on Monday, 6 August 2007

RUN INFORMATION  
\*\*\*\*\*

RUN TITLE: Main Access Junction - Camp Road 2013 Base + Gen PM Flows  
LOCATION: Heyford  
DATE: 02/08/07  
CLIENT:  
ENUMERATOR:  
JOB NUMBER: 120669  
STATUS:  
DESCRIPTION:

.MAJOR/MINOR JUNCTION CAPACITY AND DELAY  
\*\*\*\*\*

INPUT DATA  
-----



ARM A IS Camp Road (W)  
ARM B IS Main Access (N)  
ARM C IS Camp Road (E)  
ARM D IS New Access (S)

STREAM LABELLING CONVENTION  
-----

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

GEOMETRIC DATA

DATA ITEM	MINOR ROAD B	MINOR ROAD D
TOTAL MAJOR ROAD CARRIAGEWAY WIDTH	( W ) 6.00 M.	( W ) 6.00 M.
CENTRAL RESERVE WIDTH	(WCR ) 0.00 M.	(WCR ) 0.00 M.
MAJOR ROAD RIGHT TURN - WIDTH	(WC-B) 2.20 M.	(WA-D) 2.20 M.
- VISIBILITY	(VC-B) 58.0 M.	(VA-D) 76.0 M.
- BLOCKS TRAFFIC	YES	YES
MINOR ROAD - VISIBILITY TO LEFT	(VB-C) 33.0 M.	(VD-A) 26.0 M.
- VISIBILITY TO RIGHT	(VB-A) 61.0 M.	(VD-C) 37.0 M.
- LANE 1 WIDTH	(WB-C) -	(WD-A) -
- LANE 2 WIDTH	(WB-A) -	(WD-C) -
- WIDTH AT 0 M FROM JUNC.	10.00 M.	10.00 M.
- WIDTH AT 5 M FROM JUNC.	3.50 M.	3.00 M.
- WIDTH AT 10 M FROM JUNC.	3.00 M.	3.00 M.
- WIDTH AT 15 M FROM JUNC.	3.00 M.	3.00 M.
- WIDTH AT 20 M FROM JUNC.	3.00 M.	3.00 M.
- LENGTH OF FLARED SECTION	DERIVED: 0 PCU	DERIVED: 0 PCU

.SLOPES AND INTERCPET

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

B-C Stream

Intercept For Stream B-C	Slope For Opposing Stream A-C	Slope For Opposing Stream A-B
609.29	0.24	0.09

D-A Stream

Intercept For Stream D-A	Slope For Opposing Stream C-A	Slope For Opposing Stream C-D
595.39	0.23	0.09

B-A Stream

Intercept For Stream B-A	Slope For Opposing Stream A-C	Slope For Opposing Stream A-D	Slope For Opposing Stream D-A	Slope For Opposing Stream D-B
476.79	0.22	0.22	0.22	0.22

Slope For Opposing Stream A-B	Slope For Opposing Stream C-A	Slope For Opposing Stream C-B	Slope For Opposing Stream D-C
0.09	0.14	0.31	0.11

D-C Stream

Intercept For Stream D-C	Slope For Opposing Stream C-A	Slope For Opposing Stream C-B	Slope For Opposing Stream B-C	Slope For Opposing Stream B-D
463.81	0.21	0.21	0.21	0.21

Slope For Opposing Stream C-D	Slope For Opposing Stream A-C	Slope For Opposing Stream A-D	Slope For Opposing Stream B-A
0.08	0.13	0.31	0.11

C-B Stream

Intercept For Stream C-B	Slope For Opposing Stream A-C	Slope For Opposing Stream A-D
607.55	0.24	0.34

A-D Stream

I	Intercept For Stream A-D	Slope For Opposing Stream C-A	Slope For Opposing Stream C-B	I
I	617.98	0.24	0.34	I

B-D Stream From Left Hand Lane

I	Intercept For Stream B-D	Slope For Opposing Stream A-C	Slope For Opposing Stream A-D	Slope For Opposing Stream A-B	Slope For Opposing Stream C-B	I
I	476.79	0.22	0.22	0.09	0.31	I

I	Slope For Opposing Stream C-A	Slope For Opposing Stream C-D	Slope For Opposing Stream C-B	I
I	0.14	0.14		I

B-D Stream From Right Hand Lane

I	Intercept For Stream B-D	Slope For Opposing Stream A-C	Slope For Opposing Stream A-D	Slope For Opposing Stream A-B	Slope For Opposing Stream C-B	I
I	476.79	0.22	0.22	0.09	0.31	I

I	Slope For Opposing Stream C-A	Slope For Opposing Stream C-D	Slope For Opposing Stream C-B	I
I	0.14	0.14		I

D-B Stream From Left Hand Lane

I	Intercept For Stream D-B	Slope For Opposing Stream C-A	Slope For Opposing Stream C-B	Slope For Opposing Stream D-C	Slope For Opposing Stream A-D	I
I	463.81	0.21	0.21	0.08	0.31	I

I	Slope For Opposing Stream A-C	Slope For Opposing Stream A-B	Slope For Opposing Stream C-B	I
I	0.13	0.13		I

D-B Stream From Right Hand Lane

I	Intercept For Stream D-B	Slope For Opposing Stream C-A	Slope For Opposing Stream C-B	Slope For Opposing Stream C-D	Slope For Opposing Stream A-D	I
I	463.81	0.21	0.21	0.08	0.31	I

I	Slope For Opposing Stream A-C	Slope For Opposing Stream A-B	Slope For Opposing Stream C-B	I
I	0.13	0.13		I

TRAFFIC DEMAND DATA





I	TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)	I
I	18.00-18.15										I
I	B-CD	1.76	10.35	0.170		0.27	0.21	3.2		0.12	I
I	B-AD	0.90	7.85	0.115		0.17	0.13	2.0		0.14	I
I	A-BCD	0.68	11.05	0.061		0.15	0.10	1.5		0.10	I
I	A-B	0.45									I
I	A-C	2.90									I
I	D-AB	0.27	10.91	0.025		0.03	0.03	0.4		0.09	I
I	D-BC	0.71	6.08	0.117		0.18	0.13	2.1		0.19	I
I	C-ABD	1.81	13.22	0.137		0.40	0.28	4.2		0.09	I
I	C-D	1.07									I
I	C-A	4.03									I

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

QUEUE FOR STREAM B-CD

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE
17.00	0.2
17.15	0.3
17.30	0.4
17.45	0.4
18.00	0.3
18.15	0.2

QUEUE FOR STREAM B-AD

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE
17.00	0.1
17.15	0.2
17.30	0.2
17.45	0.2
18.00	0.2
18.15	0.1

QUEUE FOR STREAM A-BCD

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE
17.00	0.1
17.15	0.1
17.30	0.2
17.45	0.2
18.00	0.1
18.15	0.1

QUEUE FOR STREAM D-AB

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

QUEUE FOR STREAM D-BC

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE
17.00	0.1
17.15	0.2
17.30	0.3
17.45	0.3
18.00	0.2
18.15	0.1

QUEUE FOR STREAM C-ABD

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE
17.00	0.3
17.15	0.4
17.30	0.6 *
17.45	0.6 *
18.00	0.4
18.15	0.3

QUEUEING DELAY INFORMATION OVER WHOLE PERIOD

I	STREAM	I	TOTAL DEMAND	I	* QUEUEING * * DELAY *	I	* INCLUSIVE QUEUEING * * DELAY *	I		
I	I	I	I	I	I	I	I	I		
I	I	I	(VEH)	(VEH/H)	(MIN)	(MIN/VEH)	(MIN)	(MIN/VEH)		
I	B-CD	I	192.9	I	128.6	I	24.5	I	0.13	I
I	B-AD	I	98.9	I	65.9	I	16.2	I	0.16	I
I	A-BCD	I	83.3	I	55.5	I	14.0	I	0.17	I
I	A-B	I	48.0	I	32.0	I		I		I
I	A-C	I	310.6	I	207.0	I		I		I
I	D-AB	I	29.7	I	19.8	I	2.9	I	0.10	I
I	D-BC	I	77.7	I	51.8	I	17.2	I	0.22	I
I	C-ABD	I	231.8	I	154.5	I	38.1	I	0.16	I
I	C-D	I	110.7	I	73.8	I		I		I
I	C-A	I	415.9	I	277.3	I		I		I
I	ALL	I	1599.4	I	1066.3	I	112.9	I	0.07	I

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

END OF JOB

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



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

PICADY 5.0 ANALYSIS PROGRAM  
RELEASE 3.0 (JUNE 2006)

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Run with file:-

"J:\120000\120669-00\4 Internal Project Data\4-04 Calculations\4-04-06 Junction Analysis\Picady\Main Access Jct\  
Alternative Priority - Main Access - Camp Rd 2013 Base + Gen AM Flows.vpi"  
(drive-on-the-left ) at 14:46:51 on Thursday, 2 August 2007

RUN INFORMATION

\*\*\*\*\*

RUN TITLE: Alternative Priority - Main Access \_ Camp Road 2013 Base + Gen AM Flows

LOCATION: Heyford

DATE: 02/08/07

CLIENT:

ENUMERATOR: chris.morris [MCCPCCP0022J]

JOB NUMBER: 120699

STATUS:

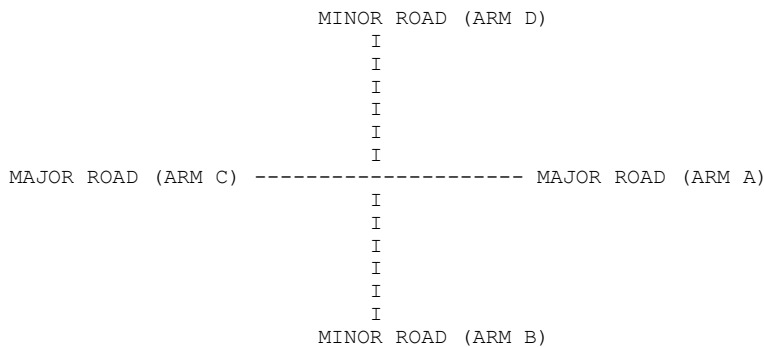
DESCRIPTION:

.MAJOR/MINOR JUNCTION CAPACITY AND DELAY

\*\*\*\*\*

INPUT DATA

-----



- ARM A IS New Access (S)
- ARM B IS Camp Road (W)
- ARM C IS Main Access (N)
- ARM D IS Camp Road (E)

STREAM LABELLING CONVENTION

-----

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

GEOMETRIC DATA

DATA ITEM	MINOR ROAD B	MINOR ROAD D
TOTAL MAJOR ROAD CARRIAGEWAY WIDTH	( W ) 6.00 M.	( W ) 6.00 M.
CENTRAL RESERVE WIDTH	(WCR ) 0.00 M.	(WCR ) 0.00 M.
MAJOR ROAD RIGHT TURN - WIDTH	(WC-B) 2.20 M.	(WA-D) 2.20 M.
- VISIBILITY	(VC-B) 37.0 M.	(VA-D) 67.0 M.
- BLOCKS TRAFFIC	YES	YES
MINOR ROAD - VISIBILITY TO LEFT	(VB-C) 71.0 M.	(VD-A) 27.0 M.
- VISIBILITY TO RIGHT	(VB-A) 18.0 M.	(VD-C) 44.0 M.
- LANE 1 WIDTH	(WB-C) -	(WD-A) -
- LANE 2 WIDTH	(WB-A) -	(WD-C) -
- WIDTH AT 0 M FROM JUNC.	10.00 M.	10.00 M.
- WIDTH AT 5 M FROM JUNC.	4.00 M.	4.00 M.
- WIDTH AT 10 M FROM JUNC.	3.00 M.	3.00 M.
- WIDTH AT 15 M FROM JUNC.	3.00 M.	3.00 M.
- WIDTH AT 20 M FROM JUNC.	3.00 M.	3.00 M.
- LENGTH OF FLARED SECTION	DERIVED: 0 PCU	DERIVED: 0 PCU

.SLOPES AND INTERCPET

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

B-C Stream

Intercept For Stream B-C	Slope For Opposing Stream A-C	Slope For Opposing Stream A-B
584.39	0.23	0.09

D-A Stream

Intercept For Stream D-A	Slope For Opposing Stream C-A	Slope For Opposing Stream C-D
599.44	0.23	0.09

B-A Stream

Intercept For Stream B-A	Slope For Opposing Stream A-C	Slope For Opposing Stream A-D	Slope For Opposing Stream D-A	Slope For Opposing Stream D-B
468.51	0.22	0.22	0.22	0.22

Slope For Opposing Stream A-B	Slope For Opposing Stream C-A	Slope For Opposing Stream C-B	Slope For Opposing Stream D-C
0.09	0.14	0.31	0.11

D-C Stream

Intercept For Stream D-C	Slope For Opposing Stream C-A	Slope For Opposing Stream C-B	Slope For Opposing Stream B-C	Slope For Opposing Stream B-D
467.27	0.22	0.22	0.22	0.22

Slope For Opposing Stream C-D	Slope For Opposing Stream A-C	Slope For Opposing Stream A-D	Slope For Opposing Stream B-A
0.09	0.14	0.31	0.11

C-B Stream

Intercept For Stream C-B	Slope For Opposing Stream A-C	Slope For Opposing Stream A-D
595.39	0.23	0.33

A-D Stream

I	Intercept For Stream A-D	Slope For Opposing Stream C-A	Slope For Opposing Stream C-B	I
I	612.76	0.23	0.34	I

B-D Stream From Left Hand Lane

I	Intercept For Stream B-D	Slope For Opposing Stream A-C	Slope For Opposing Stream A-D	Slope For Opposing Stream A-B	Slope For Opposing Stream C-B	I
I	468.51	0.22	0.22	0.09	0.31	I

I	Slope For Opposing Stream C-A	Slope For Opposing Stream C-D	Slope For Opposing Stream C-B	I
I	0.14	0.14		I

B-D Stream From Right Hand Lane

I	Intercept For Stream B-D	Slope For Opposing Stream A-C	Slope For Opposing Stream A-D	Slope For Opposing Stream A-B	Slope For Opposing Stream C-B	I
I	468.51	0.22	0.22	0.09	0.31	I

I	Slope For Opposing Stream C-A	Slope For Opposing Stream C-D	Slope For Opposing Stream C-B	I
I	0.14	0.14		I

D-B Stream From Left Hand Lane

I	Intercept For Stream D-B	Slope For Opposing Stream C-A	Slope For Opposing Stream C-B	Slope For Opposing Stream D-C	Slope For Opposing Stream A-D	I
I	467.27	0.22	0.22	0.09	0.31	I

I	Slope For Opposing Stream A-C	Slope For Opposing Stream A-B	Slope For Opposing Stream C-B	I
I	0.14	0.14		I

D-B Stream From Right Hand Lane

I	Intercept For Stream D-B	Slope For Opposing Stream C-A	Slope For Opposing Stream C-B	Slope For Opposing Stream C-D	Slope For Opposing Stream A-D	I
I	467.27	0.22	0.22	0.09	0.31	I

I	Slope For Opposing Stream A-C	Slope For Opposing Stream A-B	Slope For Opposing Stream C-B	I
I	0.14	0.14		I

TRAFFIC DEMAND DATA





I	TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)	I
I	09.00-09.15										I
I	B-CD	3.76	8.08	0.465		1.42	0.89	14.2		0.24	I
I	B-AD	2.88	9.24	0.312		0.62	0.46	7.1		0.16	I
I	A-BCD	1.62	10.20	0.158		0.26	0.20	3.0		0.12	I
I	A-B	0.49									I
I	A-C	0.03									I
I	D-AB	1.98	8.80	0.225		0.43	0.29	4.6		0.15	I
I	D-BC	2.68	6.97	0.385		0.93	0.64	10.1		0.24	I
I	C-ABD	0.55	10.02	0.055		0.09	0.07	1.0		0.11	I
I	C-D	1.01									I
I	C-A	0.01									I

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

QUEUE FOR STREAM B-CD

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE	
08.00	0.8	*
08.15	1.3	*
08.30	2.6	***
08.45	2.8	***
09.00	1.4	*
09.15	0.9	*

QUEUE FOR STREAM B-AD

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE	
08.00	0.4	
08.15	0.6	*
08.30	0.9	*
08.45	0.9	*
09.00	0.6	*
09.15	0.5	

QUEUE FOR STREAM A-BCD

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE	
08.00	0.2	
08.15	0.2	
08.30	0.3	
08.45	0.3	
09.00	0.3	
09.15	0.2	

QUEUE FOR STREAM D-AB

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE	
08.00	0.3	
08.15	0.4	
08.30	0.7	*
08.45	0.7	*
09.00	0.4	
09.15	0.3	

QUEUE FOR STREAM D-BC

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE	
08.00	0.6	*
08.15	0.9	*
08.30	1.4	*
08.45	1.5	*
09.00	0.9	*
09.15	0.6	*

QUEUE FOR STREAM C-ABD

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

QUEUEING DELAY INFORMATION OVER WHOLE PERIOD

I	STREAM	I	TOTAL DEMAND	I	* QUEUEING *	I	* INCLUSIVE QUEUEING *	I		
I	I	I	I	I	* DELAY *	I	* DELAY *	I		
I	I	I	(VEH)	(VEH/H)	(MIN)	(MIN/VEH)	(MIN)	(MIN/VEH)		
I	B-CD	I	414.1	I	276.0	I	142.3	I	0.34	I
I	B-AD	I	314.1	I	209.4	I	57.6	I	0.18	I
I	A-BCD	I	180.1	I	120.1	I	23.6	I	0.13	I
I	A-B	I	50.6	I	33.7	I		I		I
I	A-C	I	3.3	I	2.2	I		I		I
I	D-AB	I	232.6	I	155.1	I	42.0	I	0.18	I
I	D-BC	I	279.5	I	186.3	I	87.6	I	0.31	I
I	C-ABD	I	61.9	I	41.3	I	8.0	I	0.13	I
I	C-D	I	108.8	I	72.6	I		I		I
I	C-A	I	1.3	I	0.9	I		I		I
I	ALL	I	1646.2	I	1097.5	I	361.0	I	0.22	I

\* DELAY IS THAT OCCURRING ONLY WITHIN THE TIME PERIOD .

\* INCLUSIVE DELAY INCLUDES DELAY SUFFERED BY VEHICLES WHICH ARE STILL QUEUEING AFTER THE END OF THE TIME PERIOD.

\* THESE WILL ONLY BE SIGNIFICANTLY DIFFERENT IF THERE IS A LARGE QUEUE REMAINING AT THE END OF THE TIME PERIOD.

END OF JOB

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

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

PICADY 5.0 ANALYSIS PROGRAM  
RELEASE 3.0 (JUNE 2006)

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-----

THE USER OF THIS COMPUTER PROGRAM FOR THE SOLUTION OF AN ENGINEERING PROBLEM IS  
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Run with file:-

"J:\120000\120669-00\4 Internal Project Data\4-04 Calculations\4-04-06 Junction Analysis\Picady\Main Access Jct\  
Alternative Priority - Main Access - Camp Rd 2013 Base + Gen PM Flows.vpi"  
(drive-on-the-left ) at 10:10:02 on Monday, 6 August 2007

RUN INFORMATION

\*\*\*\*\*

RUN TITLE: Alternative Priority - Main Access \_ Camp Road 2013 Base + Gen PM Flows

LOCATION: Heyford

DATE: 02/08/07

CLIENT:

ENUMERATOR: chris.morris [MCCPCCP0022J]

JOB NUMBER: 120699

STATUS:

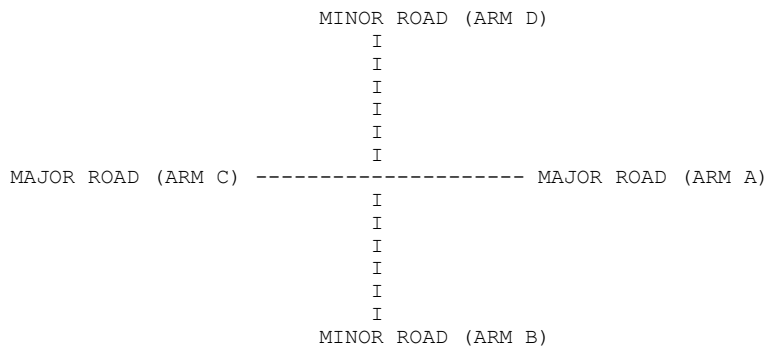
DESCRIPTION:

.MAJOR/MINOR JUNCTION CAPACITY AND DELAY

\*\*\*\*\*

INPUT DATA

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- ARM A IS New Access (S)
- ARM B IS Camp Road (W)
- ARM C IS Main Access (N)
- ARM D IS Camp Road (E)

STREAM LABELLING CONVENTION

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



GEOMETRIC DATA

DATA ITEM	MINOR ROAD B	MINOR ROAD D
TOTAL MAJOR ROAD CARRIAGEWAY WIDTH	( W ) 6.00 M.	( W ) 6.00 M.
CENTRAL RESERVE WIDTH	(WCR ) 0.00 M.	(WCR ) 0.00 M.
MAJOR ROAD RIGHT TURN - WIDTH	(WC-B) 2.20 M.	(WA-D) 2.20 M.
- VISIBILITY	(VC-B) 37.0 M.	(VA-D) 67.0 M.
- BLOCKS TRAFFIC	YES	YES
MINOR ROAD - VISIBILITY TO LEFT	(VB-C) 71.0 M.	(VD-A) 27.0 M.
- VISIBILITY TO RIGHT	(VB-A) 18.0 M.	(VD-C) 44.0 M.
- LANE 1 WIDTH	(WB-C) -	(WD-A) -
- LANE 2 WIDTH	(WB-A) -	(WD-C) -
- WIDTH AT 0 M FROM JUNC.	10.00 M.	10.00 M.
- WIDTH AT 5 M FROM JUNC.	4.00 M.	4.00 M.
- WIDTH AT 10 M FROM JUNC.	3.00 M.	3.00 M.
- WIDTH AT 15 M FROM JUNC.	3.00 M.	3.00 M.
- WIDTH AT 20 M FROM JUNC.	3.00 M.	3.00 M.
- LENGTH OF FLARED SECTION	DERIVED: 0 PCU	DERIVED: 0 PCU

.SLOPES AND INTERCPET

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

B-C Stream

Intercept For Stream B-C	Slope For Opposing Stream A-C	Slope For Opposing Stream A-B
584.39	0.23	0.09

D-A Stream

Intercept For Stream D-A	Slope For Opposing Stream C-A	Slope For Opposing Stream C-D
599.44	0.23	0.09

B-A Stream

Intercept For Stream B-A	Slope For Opposing Stream A-C	Slope For Opposing Stream A-D	Slope For Opposing Stream D-A	Slope For Opposing Stream D-B
468.51	0.22	0.22	0.22	0.22

Slope For Opposing Stream A-B	Slope For Opposing Stream C-A	Slope For Opposing Stream C-B	Slope For Opposing Stream D-C
0.09	0.14	0.31	0.11

D-C Stream

Intercept For Stream D-C	Slope For Opposing Stream C-A	Slope For Opposing Stream C-B	Slope For Opposing Stream B-C	Slope For Opposing Stream B-D
467.27	0.22	0.22	0.22	0.22

Slope For Opposing Stream C-D	Slope For Opposing Stream A-C	Slope For Opposing Stream A-D	Slope For Opposing Stream B-A
0.09	0.14	0.31	0.11

C-B Stream

Intercept For Stream C-B	Slope For Opposing Stream A-C	Slope For Opposing Stream A-D
595.39	0.23	0.33

A-D Stream

I	Intercept For Stream A-D	Slope For Opposing Stream C-A	Slope For Opposing Stream C-B	I
I	612.76	0.23	0.34	I

B-D Stream From Left Hand Lane

I	Intercept For Stream B-D	Slope For Opposing Stream A-C	Slope For Opposing Stream A-D	Slope For Opposing Stream A-B	Slope For Opposing Stream C-B	I
I	468.51	0.22	0.22	0.09	0.31	I

I	Slope For Opposing Stream C-A	Slope For Opposing Stream C-D	Slope For Opposing Stream C-B	I
I	0.14	0.14		I

B-D Stream From Right Hand Lane

I	Intercept For Stream B-D	Slope For Opposing Stream A-C	Slope For Opposing Stream A-D	Slope For Opposing Stream A-B	Slope For Opposing Stream C-B	I
I	468.51	0.22	0.22	0.09	0.31	I

I	Slope For Opposing Stream C-A	Slope For Opposing Stream C-D	Slope For Opposing Stream C-B	I
I	0.14	0.14		I

D-B Stream From Left Hand Lane

I	Intercept For Stream D-B	Slope For Opposing Stream C-A	Slope For Opposing Stream C-B	Slope For Opposing Stream D-C	Slope For Opposing Stream A-D	I
I	467.27	0.22	0.22	0.09	0.31	I

I	Slope For Opposing Stream A-C	Slope For Opposing Stream A-B	Slope For Opposing Stream C-B	I
I	0.14	0.14		I

D-B Stream From Right Hand Lane

I	Intercept For Stream D-B	Slope For Opposing Stream C-A	Slope For Opposing Stream C-B	Slope For Opposing Stream C-D	Slope For Opposing Stream A-D	I
I	467.27	0.22	0.22	0.09	0.31	I

I	Slope For Opposing Stream A-C	Slope For Opposing Stream A-B	Slope For Opposing Stream C-B	I
I	0.14	0.14		I

TRAFFIC DEMAND DATA





I	TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)	I
I	18.00-18.15										I
I	B-CD	2.11	8.25	0.256		0.48	0.35	5.4		0.16	I
I	B-AD	1.91	8.86	0.216		0.36	0.28	4.3		0.14	I
I	A-BCD	0.72	9.68	0.075		0.10	0.08	1.3		0.11	I
I	A-B	0.24									I
I	A-C	0.01									I
I	D-AB	3.86	8.28	0.466		1.49	0.90	14.3		0.23	I
I	D-BC	3.05	9.01	0.339		0.70	0.52	8.1		0.17	I
I	C-ABD	1.06	10.82	0.098		0.17	0.13	2.0		0.10	I
I	C-D	1.57									I
I	C-A	0.02									I
I											I

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

QUEUE FOR STREAM B-CD

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE
17.00	0.3
17.15	0.5
17.30	0.7 *
17.45	0.7 *
18.00	0.5
18.15	0.3

QUEUE FOR STREAM B-AD

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE
17.00	0.3
17.15	0.4
17.30	0.5
17.45	0.5
18.00	0.4
18.15	0.3

QUEUE FOR STREAM A-BCD

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

QUEUE FOR STREAM D-AB

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE
17.00	0.8 *
17.15	1.4 *
17.30	3.0 ***
17.45	3.2 ***
18.00	1.5 *
18.15	0.9 *

QUEUE FOR STREAM D-BC

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE
17.00	0.5 *
17.15	0.7 *
17.30	1.0 *
17.45	1.0 *
18.00	0.7 *
18.15	0.5 *

QUEUE FOR STREAM C-ABD

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE
17.00	0.1
17.15	0.2
17.30	0.2
17.45	0.2
18.00	0.2
18.15	0.1

QUEUEING DELAY INFORMATION OVER WHOLE PERIOD

I	STREAM	I	TOTAL DEMAND	I	* QUEUEING *	I	* INCLUSIVE QUEUEING *	I		
I	I	I	I	I	* DELAY *	I	* DELAY *	I		
I	I	I	(VEH)	(VEH/H)	(MIN)	(MIN/VEH)	(MIN)	(MIN/VEH)		
I	B-CD	I	235.7	I	157.1	I	44.8	I	0.19	I
I	B-AD	I	206.2	I	137.4	I	33.3	I	0.16	I
I	A-BCD	I	80.0	I	53.3	I	9.6	I	0.12	I
I	A-B	I	26.1	I	17.4	I		I		I
I	A-C	I	1.2	I	0.8	I		I		I
I	D-AB	I	433.8	I	289.2	I	154.6	I	0.36	I
I	D-BC	I	324.6	I	216.4	I	64.4	I	0.20	I
I	C-ABD	I	122.0	I	81.3	I	15.9	I	0.13	I
I	C-D	I	167.4	I	111.6	I		I		I
I	C-A	I	2.4	I	1.6	I		I		I
I	ALL	I	1599.4	I	1066.3	I	322.6	I	0.20	I
I		I		I		I		I		I

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END OF JOB

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