

TRL LIMITED

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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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PROGRAM ADVICE AND MAINTENANCE CONTACT:

TRL SOFTWARE BUREAU
TEL: CROWTHORNE (01344) 770758, FAX: 770864
EMAIL: SoftwareBureau@trl.co.uk

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Run with file:-
"C:\E DRIVE DOCS\WORKING JOB FILES\Bicester\Oct 2010 onwards\Junction Capacity\Site 2b\Existing Junction\
Site 2b Howes Lane rev1 ms edit.vpi"
(drive-on-the-left) at 08:24:32 on Wednesday, 24 November 2010

RUN INFORMATION

RUN TITLE: Howes Lane
LOCATION:
DATE: 06/07/10
CLIENT:
ENUMERATOR: mba24773 [HCL56181]
JOB NUMBER:
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 (S) Bucknell Road A4095 (South)
ARM B IS Howes Lane
ARM C IS (N) Bucknell Road A4095 (North)

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)	7.80 M.	I
I	CENTRAL RESERVE WIDTH	I (WCR)	0.00 M.	I
I		I		I
I	MAJOR ROAD RIGHT TURN - WIDTH	I (WC-B)	2.20 M.	I
I	- VISIBILITY	I (VC-B)	250.0 M.	I
I	- BLOCKS TRAFFIC	I	YES	I
I		I		I
I	MINOR ROAD - VISIBILITY TO LEFT	I (VB-C)	19.0 M.	I
I	- VISIBILITY TO RIGHT	I (VB-A)	97.0 M.	I
I	- LANE 1 WIDTH	I (WB-C)	3.50 M.	I
I	- LANE 2 WIDTH	I (WB-A)	0.00 M.	I

.SLOPES AND INTERCEPT

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

I	Intercept For	Slope For	Opposing	Slope For	Opposing	I
I	Stream B-C	Stream	A-C	Stream	A-B	I
I	719.29		0.26		0.10	I

I	Intercept For	Slope For	Opposing	Slope For	Opposing	Slope For	Opposing	Slope For	Opposing	I
I	Stream B-A	Stream	A-C	Stream	A-B	Stream	C-A	Stream	C-B	I
I	557.78		0.24		0.09		0.15		0.34	I

I	Intercept For	Slope For	Opposing	Slope For	Opposing	I
I	Stream C-B	Stream	A-C	Stream	A-B	I
I	718.74		0.26		0.26	I

NB These values do not allow for any site specific corrections

TRAFFIC DEMAND DATA

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

Demand set: 2016 w/o Exemplar AM

TIME PERIOD BEGINS 07.45 AND ENDS 09.15

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

DEMAND FLOW PROFILES ARE SYNTHESISED FROM TURNING COUNT DATA

ARM	NUMBER OF MINUTES FROM START WHEN FLOW STARTS TO RISE	TOP OF PEAK IS REACHED	FLOW STOPS FALLING	RATE OF FLOW (VEH/MIN) BEFORE PEAK	AT TOP OF PEAK	AFTER PEAK
ARM A	15.00	45.00	75.00	2.94	4.41	2.94
ARM B	15.00	45.00	75.00	3.85	5.77	3.85
ARM C	15.00	45.00	75.00	8.40	12.60	8.40

TIME	FROM/TO	ARM A	ARM B	ARM C
07.45 - 09.15	ARM A	0.000 0.0 (0.0)	0.213 50.0 (4.0)	0.787 185.0 (2.7)
	ARM B	0.062 19.0 (0.0)	0.000 0.0 (0.0)	0.938 289.0 (3.1)
	ARM C	0.275 185.0 (1.0)	0.725 487.0 (1.8)	0.000 0.0 (0.0)

TURNING PROPORTIONS ARE CALCULATED FROM TURNING COUNT DATA

THE PERCENTAGE OF HEAVY VEHICLES VARIES OVER TURNING MOVEMENTS

QUEUE AND DELAY INFORMATION FOR EACH 15 MIN TIME SEGMENT

FOR COMBINED DEMAND SETS
AND FOR TIME PERIOD 1

TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)
07.45-08.00									
B-AC	3.86	10.48	0.369		0.00	0.58	8.2		0.15
C-AB	6.11	11.00	0.555		0.00	1.29	18.7		0.20
A-B	0.63								
A-C	2.32								

TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)
08.00-08.15									
B-AC	4.61	10.25	0.450		0.58	0.80	11.6		0.18
C-AB	7.30	10.85	0.672		1.29	2.15	31.9		0.27
A-B	0.75								
A-C	2.77								

TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)
08.15-08.30									
B-AC	5.65	9.90	0.571		0.80	1.29	18.2		0.23
C-AB	8.94	10.65	0.839		2.15	5.27	72.6		0.50
A-B	0.92								
A-C	3.39								

TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)
08.30-08.45									
B-AC	5.65	9.88	0.572		1.29	1.31	19.5		0.24
C-AB	8.94	10.65	0.839		5.27	5.73	89.0		0.59
A-B	0.92								
A-C	3.39								

TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)
08.45-09.00									
B-AC	4.61	10.23	0.451		1.31	0.84	13.2		0.18
C-AB	7.30	10.85	0.672		5.73	2.43	38.9		0.32
A-B	0.75								
A-C	2.77								

TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)
09.00-09.15									
B-AC	3.86	10.47	0.369		0.84	0.59	9.2		0.15
C-AB	6.11	11.00	0.555		2.43	1.38	21.2		0.21
A-B	0.63								
A-C	2.32								

QUEUE FOR STREAM B-AC

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE
08.00	0.6 *
08.15	0.8 *
08.30	1.3 *
08.45	1.3 *
09.00	0.8 *
09.15	0.6 *

QUEUE FOR STREAM C-AB

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE
08.00	1.3 *
08.15	2.2 **
08.30	5.3 *****
08.45	5.7 *****
09.00	2.4 **
09.15	1.4 *

QUEUEING DELAY INFORMATION OVER WHOLE PERIOD

I	STREAM	I	TOTAL	I	DEMAND	I	* QUEUEING *	I	* INCLUSIVE QUEUEING *	I
I		I		I		I	* DELAY *	I	* DELAY *	I
I		I		I		I		I		I
I		I	(VEH)	I	(VEH/H)	I	(MIN)	I	(MIN)	I
I		I		I		I	(MIN/VEH)	I	(MIN/VEH)	I
I	B-AC	I	423.9	I	282.6	I	79.9	I	79.9	I
I	C-AB	I	670.3	I	446.9	I	0.19	I	272.4	I
I	A-B	I	68.8	I	45.9	I	0.41	I		I
I	A-C	I	254.6	I	169.8	I		I		I
I	ALL	I	1672.4	I	1114.9	I		I		I
							352.2		352.3	
							0.21		0.21	

* 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

.SLOPES AND INTERCEPT

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

I	Intercept For	Slope For Opposing	Slope For Opposing	I
I	Stream B-C	Stream A-C	Stream A-B	I
I	719.29	0.26	0.10	I

I	Intercept For	Slope For Opposing	Slope For Opposing	Slope For Opposing	Slope For Opposing	I
I	Stream B-A	Stream A-C	Stream A-B	Stream C-A	Stream C-B	I
I	557.78	0.24	0.09	0.15	0.34	I

I	Intercept For	Slope For Opposing	Slope For Opposing	I
I	Stream C-B	Stream A-C	Stream A-B	I
I	718.74	0.26	0.26	I

NB These values do not allow for any site specific corrections

TRAFFIC DEMAND DATA

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

Demand set: 2016 w/o Exemplar PM

TIME PERIOD BEGINS 16.45 AND ENDS 18.15

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

DEMAND FLOW PROFILES ARE SYNTHESISED FROM TURNING COUNT DATA

ARM	NUMBER OF MINUTES FROM START WHEN FLOW STARTS TO RISE	TOP OF PEAK IS REACHED	FLOW STOPS FALLING	RATE OF FLOW (VEH/MIN) BEFORE PEAK	AT TOP OF PEAK	AFTER PEAK
A	15.00	45.00	75.00	3.09	4.63	3.09
B	15.00	45.00	75.00	8.84	13.26	8.84
C	15.00	45.00	75.00	7.82	11.74	7.82

TIME	FROM/TO	ARM A	ARM B	ARM C
16.45 - 18.15	ARM A	0.000 0.0 (0.0)	0.158 39.0 (0.0)	0.842 208.0 (0.5)
	ARM B	0.106 75.0 (1.3)	0.000 0.0 (0.0)	0.894 632.0 (1.4)
	ARM C	0.347 217.0 (0.9)	0.653 409.0 (0.2)	0.000 0.0 (0.0)

TURNING PROPORTIONS ARE CALCULATED FROM TURNING COUNT DATA

THE PERCENTAGE OF HEAVY VEHICLES VARIES OVER TURNING MOVEMENTS

QUEUE AND DELAY INFORMATION FOR EACH 15 MIN TIME SEGMENT

FOR COMBINED DEMAND SETS
AND FOR TIME PERIOD 2

TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)
16.45-17.00									
B-AC	8.87	10.30	0.861		0.00	4.86	57.8		0.50
C-AB	5.13	11.16	0.460		0.00	0.88	12.8		0.16
A-B	0.49								
A-C	2.61								

TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)
17.00-17.15									
B-AC	10.59	10.04	1.056		4.86	18.42	184.0		0.00
C-AB	6.13	11.00	0.557		0.88	1.33	19.8		0.20
A-B	0.58								
A-C	3.12								

TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)
17.15-17.30									
B-AC	12.97	9.63	1.347		18.42	68.85	655.5		0.00
C-AB	7.51	10.79	0.696		1.33	2.51	36.7		0.29
A-B	0.72								
A-C	3.82								

TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)
17.30-17.45									
B-AC	12.97	9.62	1.348		68.85	119.15	1410.1		0.00
C-AB	7.51	10.79	0.696		2.51	2.59	39.9		0.31
A-B	0.72								
A-C	3.82								

TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)
17.45-18.00									
B-AC	10.59	10.02	1.057		119.15	127.84	1852.5		0.00
C-AB	6.13	11.00	0.557		2.59	1.42	21.9		0.21
A-B	0.58								
A-C	3.12								

TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)
18.00-18.15									
B-AC	8.87	10.30	0.862		127.84	107.67	1766.3		11.54
C-AB	5.13	11.16	0.460		1.42	0.92	13.9		0.17
A-B	0.49								
A-C	2.61								

QUEUE FOR STREAM B-AC

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE	
17.00	4.9	*****
17.15	18.4	*****
17.30	68.9	*****
17.45	119.2	*****
18.00	127.8	*****
18.15	107.7	*****

QUEUE FOR STREAM C-AB

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE	
17.00	0.9	*
17.15	1.3	*
17.30	2.5	***
17.45	2.6	***
18.00	1.4	*
18.15	0.9	*

QUEUEING DELAY INFORMATION OVER WHOLE PERIOD

I	STREAM	I	TOTAL DEMAND		I	* QUEUEING *		I	* INCLUSIVE QUEUEING *		I
I		I			I	* DELAY *		I	* DELAY *		I
I		I			I			I			I
I		I	(VEH)	(VEH/H)	I	(MIN)	(MIN/VEH)	I	(MIN)	(MIN/VEH)	I
I	B-AC	I	973.1	I 648.8	I	5926.2	I 6.09	I	6489.2	I 6.67	I
I	C-AB	I	563.0	I 375.3	I	145.1	I 0.26	I	145.1	I 0.26	I
I	A-B	I	53.7	I 35.8	I		I	I		I	I
I	A-C	I	286.3	I 190.9	I		I	I		I	I
I	ALL	I	2174.8	I 1449.8	I	6071.3	I 2.79	I	6634.3	I 3.05	I

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END OF JOB

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[Printed at 08:25:18 on 24/11/2010]