



827 / BICESTER
JUNE 2010
CLASSIFIED TURNING COUNT

SITE: 4 DATE: 29/06/10
 LOCATION: Neunkirchen Way / Peregrine Way DAY: Tuesday

TIME	B to A							TOT
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	
07:00	13	0	0	0	1	0	0	15
07:15	17	2	0	0	1	0	0	21
07:30	17	5	1	0	1	0	0	25.5
07:45	19	2	0	0	2	0	0	25
08:00	21	3	0	0	0	0	0	24
08:15	12	4	0	0	0	0	0	16
08:30	22	2	0	0	0	0	0	24
08:45	20	4	0	0	2	0	0	28
09:00	22	2	0	0	0	0	0	24
09:15	15	1	2	0	0	0	0	19
09:30	17	5	1	0	0	1	0	23.9
09:45	20	1	0	0	1	0	0	23
P/TOT	215	31	4	0	8	1	0	268.4

TIME	B to A							TOT
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	
16:00	39	7	0	0	0	0	0	46
16:15	50	4	0	0	0	0	0	54
16:30	36	7	0	0	0	2	0	43.8
16:45	54	6	0	0	2	0	0	64
17:00	68	13	0	0	0	0	0	81
17:15	73	4	0	0	0	1	0	77.4
17:30	70	3	0	0	0	1	0	73.4
17:45	67	4	0	0	1	2	0	73.8
18:00	58	5	0	0	0	0	0	63
18:15	61	5	0	0	0	3	0	67.2
18:30	62	2	0	0	0	1	0	64.4
18:45	53	2	0	0	0	0	0	55
P/TOT	691	62	0	0	3	10	0	763



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TIME	B to C							TOT
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	
07:00	21	6	3	3	0	0	0	38.4
07:15	26	4	0	5	0	0	1	41.7
07:30	42	6	3	8	0	0	0	70.9
07:45	60	8	4	2	1	1	0	81
08:00	45	12	4	8	1	0	1	83.6
08:15	72	12	5	9	0	2	0	113
08:30	54	10	5	6	0	0	0	85.3
08:45	56	6	3	8	0	0	0	84.9
09:00	51	4	6	4	1	0	0	75.2
09:15	34	7	4	9	0	1	0	68.1
09:30	34	5	7	6	0	1	0	63.7
09:45	38	6	4	6	0	0	0	63.8
P/TOT	533	86	48	74	3	5	2	869.6

TIME	B to C							TOT
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	
16:00	93	13	3	7	1	2	1	129.6
16:15	86	12	6	3	0	0	0	113.9
16:30	112	23	3	3	0	0	0	146.4
16:45	117	20	3	4	0	0	0	150.7
17:00	134	19	1	5	0	2	0	166.8
17:15	147	15	1	3	0	1	1	171
17:30	133	15	0	7	0	2	0	164.9
17:45	115	9	5	3	0	2	0	139.2
18:00	117	5	2	7	0	2	1	142.1
18:15	107	8	4	7	0	2	0	137.9
18:30	113	6	2	3	2	0	1	133.1
18:45	66	9	4	1	0	4	0	84.9
P/TOT	1340	154	34	53	3	17	4	1680.5



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TIME	B to B							TOT
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	
07:00	0	0	0	0	0	0	0	0
07:15	1	0	0	0	0	0	0	1
07:30	0	0	0	0	0	0	0	0
07:45	1	0	0	0	0	0	0	1
08:00	2	0	0	0	0	0	0	2
08:15	0	0	0	0	0	0	0	0
08:30	1	0	0	0	0	0	0	1
08:45	0	0	0	0	0	0	0	0
09:00	0	1	0	0	0	0	0	1
09:15	0	0	0	0	0	0	0	0
09:30	0	0	0	0	0	0	0	0
09:45	0	1	0	0	0	0	0	1
P/TOT	5	2	0	0	0	0	0	7

TIME	B to B							TOT
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	
16:00	0	0	0	0	0	0	0	0
16:15	0	0	0	0	0	0	0	0
16:30	0	0	0	0	0	0	0	0
16:45	1	2	0	0	0	0	0	3
17:00	0	0	0	0	0	0	0	0
17:15	1	0	0	0	0	0	0	1
17:30	0	0	0	0	0	0	0	0
17:45	0	0	0	0	0	0	0	0
18:00	0	0	0	0	0	0	0	0
18:15	2	0	1	0	0	0	0	3.5
18:30	1	1	0	0	0	0	0	2
18:45	1	0	0	0	0	0	0	1
P/TOT	6	3	1	0	0	0	0	10.5



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TIME	C to B							TOT
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	
07:00	108	27	3	12	0	2	1	168.1
07:15	127	15	4	4	1	2	0	160
07:30	120	19	6	12	0	1	0	176
07:45	125	19	4	5	0	1	0	161.9
08:00	110	14	3	2	0	5	0	135.1
08:15	148	7	5	6	0	0	0	176.3
08:30	139	9	6	7	0	0	0	173.1
08:45	110	10	8	7	1	1	0	150.5
09:00	83	10	6	6	1	0	0	117.8
09:15	68	12	5	6	0	1	0	101.7
09:30	70	10	6	7	1	1	0	107.5
09:45	71	14	7	6	0	0	0	109.3
P/TOT	1279	166	63	80	4	14	1	1737.3

TIME	C to B							TOT
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	
16:00	50	11	4	7	0	1	0	83.5
16:15	54	17	5	4	0	0	0	87.7
16:30	74	15	1	6	0	0	0	104.3
16:45	58	11	4	4	0	1	1	84.8
17:00	86	17	0	6	1	0	0	118.8
17:15	75	11	1	6	0	0	0	101.3
17:30	77	4	1	4	0	2	0	92.5
17:45	81	12	3	3	1	1	0	106.8
18:00	69	7	0	2	0	1	1	81.2
18:15	61	1	2	3	0	0	0	71.9
18:30	72	6	0	2	0	0	0	82.6
18:45	55	4	1	3	0	1	0	67.8
P/TOT	812	116	22	50	2	7	2	1083.2



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TIME	C to A							TOT
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	
07:00	5	0	0	0	0	0	0	5
07:15	0	0	0	0	0	0	0	0
07:30	0	0	0	0	0	0	0	0
07:45	2	0	0	0	0	0	0	2
08:00	3	0	0	0	0	0	0	3
08:15	7	2	0	0	0	0	0	9
08:30	8	2	0	0	0	0	0	10
08:45	5	0	0	0	0	0	0	5
09:00	2	1	0	0	0	1	0	3.4
09:15	2	1	0	0	0	0	0	3
09:30	0	0	0	0	1	0	0	2
09:45	3	1	0	0	0	0	0	4
P/TOT	37	7	0	0	1	1	0	46.4

TIME	C to A							TOT
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	
16:00	7	1	0	0	0	0	0	8
16:15	6	2	0	0	0	0	0	8
16:30	7	0	0	0	0	0	0	7
16:45	7	0	0	0	0	0	0	7
17:00	14	2	0	0	0	0	0	16
17:15	18	2	0	0	0	0	0	20
17:30	10	1	0	0	0	0	0	11
17:45	10	1	0	0	0	1	0	11.4
18:00	12	1	0	0	0	0	0	13
18:15	9	0	0	0	0	0	0	9
18:30	10	1	0	0	0	0	0	11
18:45	11	0	0	0	0	0	0	11
P/TOT	121	11	0	0	0	1	0	132.4



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TIME	C to C							TOT
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	
07:00	0	0	0	0	0	0	0	0
07:15	0	0	0	0	0	0	0	0
07:30	0	0	0	0	0	0	0	0
07:45	0	0	0	0	0	0	0	0
08:00	0	0	0	0	0	0	0	0
08:15	0	0	0	0	0	0	0	0
08:30	0	0	0	0	0	0	0	0
08:45	1	0	0	0	0	0	0	1
09:00	0	0	0	0	0	0	0	0
09:15	0	0	0	0	0	0	0	0
09:30	0	0	0	0	0	0	0	0
09:45	0	0	0	0	0	0	0	0
P/TOT	1	0	0	0	0	0	0	1

TIME	C to C							TOT
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	
16:00	0	0	0	0	0	0	0	0
16:15	0	0	0	0	0	0	0	0
16:30	0	0	0	0	0	0	0	0
16:45	0	0	0	0	0	0	0	0
17:00	0	0	0	0	0	0	0	0
17:15	0	0	0	0	0	0	0	0
17:30	0	0	0	0	0	0	0	0
17:45	0	0	0	0	0	0	0	0
18:00	0	0	0	0	0	0	0	0
18:15	0	0	0	0	0	0	0	0
18:30	0	0	0	0	0	0	0	0
18:45	0	0	0	0	0	0	0	0
P/TOT	0	0	0	0	0	0	0	0



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TIME	TO ARM A							TOT
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	
07:00	18	0	0	0	1	0	0	20
07:15	17	2	0	0	1	0	0	21
07:30	17	5	1	0	1	0	0	25.5
07:45	21	2	0	0	2	0	0	27
08:00	25	3	0	0	0	0	0	28
08:15	19	6	0	0	0	0	0	25
08:30	30	4	0	0	0	0	0	34
08:45	26	4	0	0	2	0	0	34
09:00	24	3	0	0	0	1	0	27.4
09:15	17	2	2	0	0	0	0	22
09:30	17	5	2	0	1	1	0	27.4
09:45	23	2	0	0	1	0	0	27
P/TOT	254	38	5	0	9	2	0	318.3

TIME	TO ARM A							TOT
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	
16:00	46	8	0	0	0	0	0	54
16:15	56	6	0	0	0	0	0	62
16:30	43	7	0	0	0	2	0	50.8
16:45	61	6	0	0	2	0	0	71
17:00	82	15	0	0	0	0	0	97
17:15	91	6	0	0	0	1	0	97.4
17:30	80	4	0	0	0	1	0	84.4
17:45	77	5	0	0	1	3	0	85.2
18:00	70	6	0	0	0	0	0	76
18:15	70	5	0	0	0	3	0	76.2
18:30	72	3	0	0	0	1	0	75.4
18:45	64	2	0	0	0	0	0	66
P/TOT	812	73	0	0	3	11	0	895.4



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TIME	FROM ARM A							TOT
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	
07:00	65	7	0	0	0	1	0	72.4
07:15	80	5	0	0	1	0	0	87
07:30	90	8	0	0	0	0	0	98
07:45	86	7	1	0	1	2	0	97.3
08:00	85	5	0	0	1	0	0	92
08:15	105	3	0	0	1	1	0	110.4
08:30	78	2	0	0	0	3	0	81.2
08:45	80	4	1	0	0	1	0	85.9
09:00	74	4	0	0	0	0	0	78
09:15	60	4	0	0	1	1	0	66.4
09:30	42	4	2	0	0	1	0	49.4
09:45	38	4	1	0	0	0	0	43.5
P/TOT	883	57	5	0	5	10	0	961.5

TIME	FROM ARM A							TOT
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	
16:00	31	3	0	0	2	0	0	38
16:15	33	3	0	0	1	0	0	38
16:30	39	3	0	0	0	0	0	42
16:45	27	2	0	0	0	0	0	29
17:00	40	4	0	0	1	2	0	46.8
17:15	38	5	0	0	1	0	0	45
17:30	59	3	0	0	0	0	0	62
17:45	30	4	0	0	0	0	0	34
18:00	49	0	0	0	1	0	0	51
18:15	58	1	0	0	0	0	0	59
18:30	50	6	0	0	0	0	0	56
18:45	34	2	0	0	0	0	0	36
P/TOT	488	36	0	0	6	2	0	536.8



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LOCATION: Neunkirchen Way / Peregrine Way DAY: Tuesday

TIME	TO ARM B							TOT
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	
07:00	169	34	3	12	0	2	1	236.1
07:15	200	20	4	4	2	2	0	240
07:30	198	27	6	12	0	1	0	262
07:45	198	24	5	5	1	3	0	244.2
08:00	183	19	3	2	1	5	0	215.1
08:15	230	10	5	6	1	1	0	263.7
08:30	204	11	6	7	0	1	0	240.5
08:45	175	13	9	7	1	2	0	220.4
09:00	150	14	6	6	1	0	0	188.8
09:15	117	16	5	6	1	2	0	157.1
09:30	103	13	7	7	1	2	0	145.4
09:45	102	17	8	6	0	0	0	144.8
P/TOT	2029	218	67	80	9	21	1	2558.1

TIME	TO ARM B							TOT
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	
16:00	75	13	4	7	2	1	0	114.5
16:15	79	19	5	4	1	0	0	116.7
16:30	100	16	1	6	0	0	0	131.3
16:45	82	15	4	4	0	1	1	112.8
17:00	118	19	0	6	2	2	0	155.6
17:15	105	15	1	6	1	0	0	137.3
17:30	130	6	1	4	0	2	0	147.5
17:45	106	15	3	3	1	1	0	134.8
18:00	108	7	0	2	1	1	1	122.2
18:15	107	2	3	3	0	0	0	120.4
18:30	112	10	0	2	0	0	0	126.6
18:45	86	6	1	3	0	1	0	100.8
P/TOT	1208	143	23	50	8	9	2	1520.5



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TIME	FROM ARM B							TOT
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	
07:00	34	6	3	3	1	0	0	53.4
07:15	44	6	0	5	1	0	1	63.7
07:30	59	11	4	8	1	0	0	96.4
07:45	80	10	4	2	3	1	0	107
08:00	68	15	4	8	1	0	1	109.6
08:15	84	16	5	9	0	2	0	129
08:30	77	12	5	6	0	0	0	110.3
08:45	76	10	3	8	2	0	0	112.9
09:00	73	7	6	4	1	0	0	100.2
09:15	49	8	6	9	0	1	0	87.1
09:30	51	10	8	6	0	2	0	87.6
09:45	58	8	4	6	1	0	0	87.8
P/TOT	753	119	52	74	11	6	2	1145

TIME	FROM ARM B							TOT
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	
16:00	132	20	3	7	1	2	1	175.6
16:15	136	16	6	3	0	0	0	167.9
16:30	148	30	3	3	0	2	0	190.2
16:45	172	28	3	4	2	0	0	217.7
17:00	202	32	1	5	0	2	0	247.8
17:15	221	19	1	3	0	2	1	249.4
17:30	203	18	0	7	0	3	0	238.3
17:45	182	13	5	3	1	4	0	213
18:00	175	10	2	7	0	2	1	205.1
18:15	170	13	5	7	0	5	0	208.6
18:30	176	9	2	3	2	1	1	199.5
18:45	120	11	4	1	0	4	0	140.9
P/TOT	2037	219	35	53	6	27	4	2454



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TIME	TO ARM C							TOT
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	
07:00	25	6	3	3	0	1	0	42.8
07:15	34	4	0	5	0	0	1	49.7
07:30	54	6	3	8	0	0	0	82.9
07:45	74	10	4	2	1	1	0	97
08:00	58	12	4	8	1	0	1	96.6
08:15	95	12	5	9	0	2	0	136
08:30	68	10	5	6	0	2	0	100.1
08:45	71	7	3	8	0	0	0	100.9
09:00	58	5	6	4	1	0	0	83.2
09:15	45	7	4	9	0	1	0	79.1
09:30	43	6	7	6	0	1	0	73.7
09:45	45	8	4	6	0	0	0	72.8
P/TOT	670	93	48	74	3	8	2	1014.8

TIME	TO ARM C							TOT
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	
16:00	99	14	3	7	1	2	1	136.6
16:15	94	13	6	3	0	0	0	122.9
16:30	125	25	3	3	0	0	0	161.4
16:45	121	20	3	4	0	0	0	154.7
17:00	142	21	1	5	0	2	0	176.8
17:15	156	16	1	3	0	1	1	181
17:30	139	16	0	7	0	2	0	171.9
17:45	120	10	5	3	0	2	0	145.2
18:00	127	5	2	7	0	2	1	152.1
18:15	121	8	4	7	0	2	0	151.9
18:30	124	9	2	3	2	0	1	147.1
18:45	70	9	4	1	0	4	0	88.9
P/TOT	1438	166	34	53	3	17	4	1790.5



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TIME	FROM ARM C							TOT
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	
07:00	113	27	3	12	0	2	1	173.1
07:15	127	15	4	4	1	2	0	160
07:30	120	19	6	12	0	1	0	176
07:45	127	19	4	5	0	1	0	163.9
08:00	113	14	3	2	0	5	0	138.1
08:15	155	9	5	6	0	0	0	185.3
08:30	147	11	6	7	0	0	0	183.1
08:45	116	10	8	7	1	1	0	156.5
09:00	85	11	6	6	1	1	0	121.2
09:15	70	13	5	6	0	1	0	104.7
09:30	70	10	6	7	2	1	0	109.5
09:45	74	15	7	6	0	0	0	113.3
P/TOT	1317	173	63	80	5	15	1	1784.7

TIME	FROM ARM C							TOT
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	
16:00	57	12	4	7	0	1	0	91.5
16:15	60	19	5	4	0	0	0	95.7
16:30	81	15	1	6	0	0	0	111.3
16:45	65	11	4	4	0	1	1	91.8
17:00	100	19	0	6	1	0	0	134.8
17:15	93	13	1	6	0	0	0	121.3
17:30	87	5	1	4	0	2	0	103.5
17:45	91	13	3	3	1	2	0	118.2
18:00	81	8	0	2	0	1	1	94.2
18:15	70	1	2	3	0	0	0	80.9
18:30	82	7	0	2	0	0	0	93.6
18:45	66	4	1	3	0	1	0	78.8
P/TOT	933	127	22	50	2	8	2	1215.6



827 / BICESTER
JUNE 2010
CLASSIFIED TURNING COUNT

SITE: 4
LOCATION: Neunkirchen Way / Peregrine Way

DATE: 29/06/10

DAY: Tuesday

TIME	JUNCTION TOTAL							TOT
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	
07:00	212	40	6	15	1	3	1	298.9
07:15	251	26	4	9	3	2	1	310.7
07:30	269	38	10	20	1	1	0	370.4
07:45	293	36	9	7	4	4	0	368.2
08:00	266	34	7	10	2	5	1	339.7
08:15	344	28	10	15	1	3	0	424.7
08:30	302	25	11	13	0	3	0	374.6
08:45	272	24	12	15	3	2	0	355.3
09:00	232	22	12	10	2	1	0	299.4
09:15	179	25	11	15	1	3	0	258.2
09:30	163	24	16	13	2	4	0	246.5
09:45	170	27	12	12	1	0	0	244.6
P/TOT	2953	349	120	154	21	31	3	3891.2

PEAK HOUR CALCULATION	
07:00 to 08:00	1348
07:15 to 08:15	1389
07:30 to 08:30	1503
07:45 to 08:45	1507
08:00 to 09:00	1494
08:15 to 09:15	1454
08:30 to 09:30	1288
08:45 to 09:45	1159
09:00 to 10:00	1049
PEAK VALUE	1507

TIME	JUNCTION TOTAL							TOT
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	
16:00	220	35	7	14	3	3	1	305.1
16:15	229	38	11	7	1	0	0	301.6
16:30	268	48	4	9	0	2	0	343.5
16:45	264	41	7	8	2	1	1	338.5
17:00	342	55	1	11	2	4	0	429.4
17:15	352	37	2	9	1	2	1	415.7
17:30	349	26	1	11	0	5	0	403.8
17:45	303	30	8	6	2	6	0	365.2
18:00	305	18	2	9	1	3	2	350.3
18:15	298	15	7	10	0	5	0	348.5
18:30	308	22	2	5	2	1	1	349.1
18:45	220	17	5	4	0	5	0	255.7
P/TOT	3458	382	57	103	14	37	6	4206.4

PEAK HOUR CALCULATION	
16:00 to 17:00	1289
16:15 to 17:15	1413
16:30 to 17:30	1527
16:45 to 17:45	1587
17:00 to 18:00	1614
17:15 to 18:15	1535
17:30 to 18:30	1468
17:45 to 18:45	1413
18:00 to 19:00	1304
PEAK VALUE	1614



**827 / BICESTER
JUNE 2010
CLASSIFIED TURNING COUNT**

SITE: 5

DATE: 29 June 2010

LOCATION: A41 / A4421

DAY: Tuesday

TIME	A - E							TOT	A - D							TOT
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL		CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	
07:00	8	1	1	0	1	0	0	12.5	67	14	1	0	1	2	0	85.3
07:15	9	0	0	0	1	0	0	11	68	10	0	0	2	1	0	82.4
07:30	4	1	0	0	0	0	0	5	70	14	0	0	1	2	0	86.8
07:45	16	2	1	0	3	0	0	25.5	98	12	0	2	2	1	0	119
08:00	11	1	0	0	0	0	0	12	87	10	1	0	1	0	0	100.5
08:15	9	3	0	0	0	0	0	12	61	11	2	0	0	3	0	76.2
08:30	10	1	1	0	0	0	0	12.5	73	11	1	0	1	1	1	88.1
08:45	10	2	1	0	2	0	0	17.5	40	9	0	0	1	1	0	51.4
09:00	13	1	0	0	0	0	0	14	57	11	1	0	0	1	0	69.9
09:15	12	1	2	0	0	0	0	16	37	17	3	0	0	3	0	59.7
09:30	12	1	1	0	0	1	0	14.9	17	9	2	0	0	0	0	29
09:45	12	2	0	0	1	0	0	16	32	5	3	0	1	0	0	43.5
P/TOT	126	16	7	0	8	1	0	168.9	707	133	14	2	10	15	1	891.8

TIME	A - E							TOT	A - D							TOT
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL		CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	
16:00	17	4	1	0	0	0	1	22.7	42	3	0	0	1	0	0	47
16:15	20	1	0	0	0	0	0	21	49	10	1	0	0	2	0	61.3
16:30	17	3	0	0	0	0	0	20	59	10	0	0	0	0	0	69
16:45	20	2	0	0	2	0	0	26	56	8	0	0	0	2	0	64.8
17:00	35	3	0	0	0	0	0	38	64	15	0	1	0	2	0	82.1
17:15	40	3	0	0	0	1	0	43.4	57	9	0	0	1	1	1	68.6
17:30	27	2	0	0	0	0	0	29	70	10	1	1	1	1	0	86.2
17:45	24	4	0	0	1	0	0	30	52	7	2	0	0	0	0	62
18:00	24	1	0	0	0	0	0	25	51	4	1	0	0	0	0	56.5
18:15	18	0	0	0	0	1	0	18.4	34	4	0	0	1	0	0	40
18:30	34	0	0	0	0	0	0	34	34	5	0	0	0	0	1	39.2
18:45	18	1	0	0	0	0	0	19	34	4	0	0	1	0	1	40.2
P/TOT	294	24	1	0	3	2	1	326.5	602	89	5	2	5	8	3	716.9



**827 / BICESTER
JUNE 2010
CLASSIFIED TURNING COUNT**

SITE: 5

DATE: 29 June 2010

LOCATION: A41 / A4421

DAY: Tuesday

TIME	A - C							TOT	A - B							TOT
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL		CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	
07:00	3	0	0	0	0	0	0	3	34	8	1	0	3	0	0	49.5
07:15	11	1	0	0	0	0	0	12	37	6	0	0	4	0	0	51
07:30	1	0	0	0	0	0	0	1	39	7	3	1	0	0	0	52.8
07:45	0	0	0	0	0	0	0	0	43	3	4	0	2	0	0	56
08:00	1	0	0	0	0	0	0	1	38	7	6	0	0	0	0	54
08:15	4	0	0	0	0	0	0	4	32	9	2	2	0	0	0	48.6
08:30	5	0	0	0	0	0	0	5	44	10	1	1	0	0	0	57.8
08:45	4	0	0	0	0	0	0	4	40	8	1	0	0	0	0	49.5
09:00	1	1	0	0	0	0	0	2	28	3	4	3	0	0	0	43.9
09:15	2	0	0	0	0	0	0	2	19	9	6	0	0	0	0	37
09:30	0	0	0	0	0	0	0	0	28	2	1	0	0	0	0	31.5
09:45	0	0	0	0	0	0	0	0	28	9	3	2	0	1	0	46.5
P/TOT	32	2	0	0	0	0	0	34	410	81	32	9	9	1	0	578.1

TIME	A - C							TOT	A - B							TOT
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL		CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	
16:00	0	0	0	0	0	0	0	0	29	6	1	0	0	1	0	36.9
16:15	2	0	0	0	0	0	0	2	38	2	0	0	0	0	0	40
16:30	0	0	0	0	0	0	0	0	36	2	0	1	0	0	0	40.3
16:45	0	0	0	0	0	0	0	0	39	4	1	0	0	0	0	44.5
17:00	0	0	0	0	0	0	0	0	63	3	0	1	0	0	0	68.3
17:15	0	0	0	0	0	0	0	0	44	1	0	0	0	0	0	45
17:30	0	0	0	0	0	0	0	0	56	1	0	0	0	0	0	57
17:45	0	0	0	0	0	0	0	0	30	2	0	0	0	0	0	32
18:00	0	0	0	0	1	0	0	2	38	1	0	1	0	0	0	41.3
18:15	0	0	0	0	0	0	0	0	29	0	0	0	0	0	0	29
18:30	9	0	0	0	0	0	0	9	25	2	0	0	0	0	0	27
18:45	0	0	0	0	0	0	0	0	24	0	0	0	0	0	0	24
P/TOT	11	0	0	0	1	0	0	13	451	24	2	3	0	1	0	485.3



827 / BICESTER
JUNE 2010
CLASSIFIED TURNING COUNT

SITE: 5
LOCATION: A41 / A4421

DATE: 29 June 2010
DAY: Tuesday

TIME	A - A							TOT
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	
07:00	0	0	0	0	0	0	0	0
07:15	0	0	0	0	0	0	0	0
07:30	0	0	0	0	0	0	0	0
07:45	0	0	0	0	0	0	0	0
08:00	0	0	0	0	0	0	0	0
08:15	0	0	0	0	0	0	0	0
08:30	0	0	0	0	0	0	0	0
08:45	0	0	0	0	0	0	0	0
09:00	0	0	0	0	0	0	0	0
09:15	0	0	0	0	0	0	0	0
09:30	0	0	0	0	0	0	0	0
09:45	0	0	0	0	0	0	0	0
P/TOT	0	0	0	0	0	0	0	0

TIME	A - A							TOT
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	
16:00	0	0	0	0	0	0	0	0
16:15	0	0	0	0	0	0	0	0
16:30	0	0	0	0	0	0	0	0
16:45	0	0	0	0	0	0	0	0
17:00	0	0	0	0	0	0	0	0
17:15	0	0	0	0	0	0	0	0
17:30	0	0	0	0	0	0	0	0
17:45	0	0	0	0	0	0	0	0
18:00	0	0	0	0	0	0	0	0
18:15	0	0	0	0	0	0	0	0
18:30	0	0	0	0	0	0	0	0
18:45	0	0	0	0	0	0	0	0
P/TOT	0	0	0	0	0	0	0	0



827 / BICESTER
JUNE 2010
CLASSIFIED TURNING COUNT

SITE: 5

DATE: 29 June 2010

LOCATION: A41 / A4421

DAY: Tuesday

TIME	B - A							TOT	B - E							TOT
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL		CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	
07:00	8	1	1	1	0	0	0	12.8	13	4	2	1	0	0	0	22.3
07:15	15	2	0	2	1	0	0	23.6	19	2	0	3	0	0	0	27.9
07:30	15	5	1	2	0	0	0	26.1	29	9	0	4	0	0	0	47.2
07:45	21	3	0	1	0	0	0	26.3	36	12	3	2	0	0	0	57.1
08:00	26	3	4	3	0	1	0	42.3	35	3	4	6	0	0	0	57.8
08:15	30	5	0	0	0	0	0	35	31	7	4	6	0	0	0	57.8
08:30	40	6	1	0	1	0	0	49.5	45	7	2	4	0	0	0	64.2
08:45	33	2	1	4	1	0	0	47.7	41	3	2	8	0	0	0	65.4
09:00	25	5	1	1	0	0	0	33.8	39	5	5	6	0	0	0	65.3
09:15	28	3	1	0	0	0	0	32.5	26	4	5	5	0	0	0	49
09:30	10	11	2	4	2	1	0	37.6	22	6	2	4	0	1	0	40.6
09:45	10	5	6	0	1	1	0	26.4	32	4	3	6	0	0	0	54.3
P/TOT	261	51	18	18	6	3	0	393.6	368	66	32	55	0	1	0	608.9

TIME	B - A							TOT	B - E							TOT
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL		CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	
16:00	13	6	1	0	0	0	1	20.7	58	15	3	5	0	0	0	89
16:15	23	6	1	0	1	0	0	32.5	52	10	1	4	0	0	0	72.7
16:30	17	6	0	0	1	0	0	25	71	15	2	2	0	1	0	94
16:45	25	7	0	0	0	0	0	32	71	7	1	3	0	0	0	86.4
17:00	24	3	1	0	0	0	0	28.5	89	21	0	4	0	1	0	119.6
17:15	30	5	0	1	0	1	0	37.7	92	8	0	4	0	0	0	109.2
17:30	29	3	0	0	2	1	0	36.4	90	9	0	6	0	1	0	113.2
17:45	29	1	0	0	2	1	0	34.4	93	4	3	5	0	0	0	113
18:00	29	4	0	0	0	0	0	33	82	4	0	0	0	0	1	86.2
18:15	22	2	0	2	0	0	0	28.6	90	5	3	6	0	3	0	114.5
18:30	28	3	1	0	0	0	0	32.5	95	3	1	2	0	1	0	104.5
18:45	16	1	1	1	1	0	0	22.8	62	4	0	2	0	1	0	71
P/TOT	285	47	5	4	7	3	1	364.1	945	105	14	43	0	8	1	1173.3



827 / BICESTER
JUNE 2010
CLASSIFIED TURNING COUNT

SITE: 5

DATE: 29 June 2010

LOCATION: A41 / A4421

DAY: Tuesday

TIME	B - D							TOT	B - C							TOT
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL		CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	
07:00	73	22	5	6	0	0	0	116.3	12	0	0	0	0	0	0	12
07:15	109	28	7	3	0	0	0	154.4	18	0	0	0	0	0	0	18
07:30	118	34	5	7	0	3	0	176.8	6	0	0	0	0	0	0	6
07:45	112	14	2	6	0	5	0	144.8	6	1	0	0	0	0	0	7
08:00	115	21	3	1	0	0	0	142.8	4	0	0	0	0	0	0	4
08:15	103	20	2	4	0	3	0	136.4	6	0	1	0	0	0	0	7.5
08:30	109	16	1	7	1	0	0	144.6	7	0	0	0	0	0	0	7
08:45	89	19	6	1	0	1	0	119.7	6	0	0	1	0	0	0	8.3
09:00	74	18	5	0	0	2	0	100.3	4	0	0	1	0	0	0	6.3
09:15	65	15	5	1	0	1	0	90.2	3	0	1	4	0	0	0	13.7
09:30	81	10	5	5	0	0	0	110	2	2	0	1	0	0	0	6.3
09:45	69	16	2	5	0	0	0	99.5	1	0	0	2	0	0	0	5.6
P/TOT	1117	233	48	46	1	15	0	1535.8	75	3	2	9	0	0	0	101.7

TIME	B - D							TOT	B - C							TOT
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL		CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	
16:00	95	17	3	0	0	2	0	117.3	2	0	0	3	0	0	0	8.9
16:15	105	24	2	1	1	3	0	137.5	3	0	0	0	0	0	0	3
16:30	112	22	3	5	1	1	0	152.4	2	0	0	1	0	0	0	4.3
16:45	119	18	2	7	0	0	0	156.1	4	0	0	1	0	0	0	6.3
17:00	109	14	2	2	0	0	0	130.6	1	0	0	0	0	0	0	1
17:15	121	11	2	0	0	2	0	135.8	0	0	0	0	0	0	0	0
17:30	103	19	2	2	0	1	0	130	0	0	0	0	0	0	0	0
17:45	112	12	0	4	0	0	0	133.2	0	0	0	0	0	0	0	0
18:00	121	15	2	5	0	3	1	151.9	0	0	0	0	0	0	0	0
18:15	134	10	3	0	0	2	0	149.3	0	0	1	1	0	0	0	3.8
18:30	102	7	4	0	0	1	0	115.4	0	0	0	0	0	0	0	0
18:45	94	10	0	3	0	1	0	111.3	0	0	0	0	0	0	0	0
P/TOT	1327	179	25	29	2	16	1	1620.8	12	0	1	6	0	0	0	27.3



827 / BICESTER
JUNE 2010
CLASSIFIED TURNING COUNT

SITE: 5
LOCATION: A41 / A4421

DATE: 29 June 2010

DAY: Tuesday

TIME	B - B							TOT
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	
07:00	0	0	0	0	0	0	0	0
07:15	0	0	0	0	0	0	0	0
07:30	0	0	0	0	0	0	0	0
07:45	0	0	0	0	0	0	0	0
08:00	0	0	0	0	0	0	0	0
08:15	0	0	0	0	0	0	0	0
08:30	0	0	0	0	0	0	0	0
08:45	0	0	0	0	0	0	0	0
09:00	0	0	0	0	0	0	0	0
09:15	0	0	0	0	0	0	0	0
09:30	0	0	0	0	0	0	0	0
09:45	0	0	0	0	0	0	0	0
P/TOT	0	0	0	0	0	0	0	0

TIME	B - B							TOT
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	
16:00	0	0	0	0	0	0	0	0
16:15	0	0	0	0	0	0	0	0
16:30	0	0	0	0	0	0	0	0
16:45	0	0	0	0	0	0	0	0
17:00	0	0	0	0	0	0	0	0
17:15	0	0	0	0	0	0	0	0
17:30	0	0	0	0	0	0	0	0
17:45	0	0	0	0	0	0	0	0
18:00	0	0	0	0	0	0	0	0
18:15	0	0	0	0	0	0	0	0
18:30	0	0	0	0	0	0	0	0
18:45	0	0	0	0	0	0	0	0
P/TOT	0	0	0	0	0	0	0	0



827 / BICESTER
JUNE 2010
CLASSIFIED TURNING COUNT

SITE: 5

DATE: 29 June 2010

LOCATION: A41 / A4421

DAY: Tuesday

TIME	C - B							TOT	C - A							TOT
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL		CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	
07:00	2	0	0	3	0	0	0	8.9	0	2	0	0	0	0	0	2
07:15	2	0	1	0	0	0	0	3.5	2	0	0	0	0	0	0	2
07:30	2	0	0	0	0	0	0	2	3	0	0	0	0	0	0	3
07:45	2	0	0	2	0	0	0	6.6	0	0	0	0	0	0	0	0
08:00	2	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0
08:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:45	2	0	1	0	0	0	0	3.5	1	1	0	0	0	0	0	2
09:00	2	0	0	0	0	0	0	2	3	0	0	0	0	0	0	3
09:15	0	0	2	0	0	0	0	3	1	0	0	0	0	0	0	1
09:30	1	1	0	0	0	0	0	2	0	0	0	0	0	0	0	0
09:45	1	2	0	1	0	0	0	5.3	1	1	0	0	0	0	0	2
P/TOT	16	3	4	6	0	0	0	38.8	11	4	0	0	0	0	0	15

TIME	C - B							TOT	C - A							TOT
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL		CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	
16:00	22	1	0	0	0	0	2	23.4	12	0	0	0	0	0	1	12.2
16:15	4	1	0	0	0	0	0	5	6	0	0	0	0	1	0	6.4
16:30	10	1	0	2	0	0	0	15.6	4	0	0	0	0	0	0	4
16:45	4	0	0	0	0	0	1	4.2	4	0	0	0	0	0	0	4
17:00	5	0	0	0	0	0	0	5	5	0	0	0	0	0	0	5
17:15	7	0	0	1	0	0	0	9.3	6	0	0	0	0	0	0	6
17:30	4	1	0	0	0	1	0	5.4	4	0	0	0	0	0	0	4
17:45	3	0	0	0	0	0	0	3	2	0	0	0	0	0	0	2
18:00	6	0	0	2	1	0	0	12.6	1	0	0	0	0	0	0	1
18:15	2	0	0	0	0	0	0	2	6	0	0	0	0	0	0	6
18:30	1	0	0	0	0	0	0	1	2	0	0	0	0	0	0	2
18:45	2	1	0	1	0	0	0	5.3	0	1	0	0	0	0	0	1
P/TOT	70	5	0	6	1	1	3	91.8	52	1	0	0	0	1	1	53.6



827 / BICESTER
JUNE 2010
CLASSIFIED TURNING COUNT

SITE: 5

DATE: 29 June 2010

LOCATION: A41 / A4421

DAY: Tuesday

TIME	C - E							TOT	C - D							TOT
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL		CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	
07:00	0	0	0	1	0	0	0	2.3	0	0	0	0	0	0	0	0
07:15	1	0	0	1	0	0	0	3.3	1	0	0	0	0	0	0	1
07:30	0	0	0	0	0	0	0	0	3	0	0	0	1	1	0	5.4
07:45	0	0	0	0	0	0	0	0	3	2	0	0	0	0	0	5
08:00	0	1	0	1	0	0	0	3.3	5	4	1	0	0	0	0	10.5
08:15	2	0	0	0	0	0	0	2	2	2	0	0	0	0	0	4
08:30	2	0	0	0	0	0	0	2	2	0	0	1	0	0	0	4.3
08:45	2	0	0	0	0	0	0	2	3	0	0	2	1	0	0	9.6
09:00	1	0	0	0	0	0	0	1	7	1	0	0	0	0	0	8
09:15	0	0	0	0	0	0	0	0	4	2	2	0	0	0	0	9
09:30	0	0	1	0	0	0	0	1.5	7	2	0	0	0	0	0	9
09:45	1	0	0	0	0	0	0	1	4	1	0	1	0	0	0	7.3
P/TOT	9	1	1	3	0	0	0	18.4	41	14	3	4	2	1	0	73.1

TIME	C - E							TOT	C - D							TOT
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL		CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	
16:00	8	0	0	0	0	0	0	8	13	3	0	0	0	0	0	16
16:15	6	0	0	1	0	0	0	8.3	3	2	0	0	0	0	0	5
16:30	0	0	0	0	0	0	0	0	7	0	0	0	0	0	0	7
16:45	3	0	0	0	0	0	0	3	4	1	0	0	0	2	0	5.8
17:00	6	0	0	0	0	0	0	6	6	0	0	0	0	0	0	6
17:15	2	0	1	0	0	0	0	3.5	7	0	0	0	0	2	0	7.8
17:30	0	0	0	0	0	0	0	0	3	0	0	0	0	1	0	3.4
17:45	4	0	0	0	0	0	0	4	3	0	0	0	0	0	0	3
18:00	3	0	0	0	0	0	0	3	2	1	0	3	0	0	0	9.9
18:15	2	0	0	0	0	0	0	2	3	0	0	0	0	0	0	3
18:30	1	0	0	0	0	0	0	1	3	0	0	0	0	0	0	3
18:45	1	1	0	0	0	0	0	2	2	0	0	0	0	0	0	2
P/TOT	36	1	1	1	0	0	0	40.8	56	7	0	3	0	5	0	71.9



827 / BICESTER
JUNE 2010
CLASSIFIED TURNING COUNT

SITE: 5
LOCATION: A41 / A4421

DATE: 29 June 2010
DAY: Tuesday

TIME	C - C							TOT
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	
07:00	0	0	0	0	0	0	0	0
07:15	0	0	0	0	0	0	0	0
07:30	0	0	0	0	0	0	0	0
07:45	0	0	0	0	0	0	0	0
08:00	0	0	0	0	0	0	0	0
08:15	0	0	0	0	0	0	0	0
08:30	0	0	0	0	0	0	0	0
08:45	0	0	0	0	0	0	0	0
09:00	0	0	0	0	0	0	0	0
09:15	0	0	0	0	0	0	0	0
09:30	0	0	0	0	0	0	0	0
09:45	0	0	0	0	0	0	0	0
P/TOT	0	0	0	0	0	0	0	0

TIME	C - C							TOT
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	
16:00	0	0	0	0	0	0	0	0
16:15	0	0	0	0	0	0	0	0
16:30	0	0	0	0	0	0	0	0
16:45	0	0	0	0	0	0	0	0
17:00	0	0	0	0	0	0	0	0
17:15	0	0	0	0	0	0	0	0
17:30	0	0	0	0	0	0	0	0
17:45	0	0	0	0	0	0	0	0
18:00	0	0	0	0	0	0	0	0
18:15	0	0	0	0	0	0	0	0
18:30	0	0	0	0	0	0	0	0
18:45	0	0	0	0	0	0	0	0
P/TOT	0	0	0	0	0	0	0	0



827 / BICESTER
JUNE 2010
CLASSIFIED TURNING COUNT

SITE: 5

DATE: 29 June 2010

LOCATION: A41 / A4421

DAY: Tuesday

TIME	D - C							TOT	D - B							TOT
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL		CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	
07:00	3	0	0	0	0	0	0	3	94	33	5	6	0	0	0	148.3
07:15	9	0	0	0	0	0	0	9	95	14	7	7	3	2	0	142.4
07:30	1	0	0	0	0	0	0	1	122	13	11	1	0	3	0	155
07:45	3	0	0	0	0	0	0	3	128	14	6	1	0	1	0	153.7
08:00	4	0	0	0	0	0	0	4	126	14	7	6	0	1	0	164.7
08:15	2	2	1	0	0	0	0	5.5	118	11	4	6	1	0	0	150.8
08:30	3	0	0	0	0	0	0	3	102	12	7	3	1	1	0	133.8
08:45	3	1	0	1	0	0	0	6.3	107	17	11	1	0	0	0	142.8
09:00	2	1	1	0	0	0	0	4.5	112	14	6	5	0	1	0	146.9
09:15	4	2	0	2	0	0	0	10.6	89	18	9	8	0	0	0	138.9
09:30	3	4	0	0	0	0	0	7	105	23	7	7	1	0	0	156.6
09:45	3	1	1	0	0	0	0	5.5	84	6	4	3	2	1	0	107.3
P/TOT	40	11	3	3	0	0	0	62.4	1282	189	84	54	8	10	0	1741.2

TIME	D - C							TOT	D - B							TOT
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL		CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	
16:00	0	1	0	0	0	0	0	1	135	27	6	2	0	2	2	176.8
16:15	1	0	0	0	0	0	0	1	129	31	4	3	0	0	0	172.9
16:30	1	1	0	0	0	0	0	2	132	34	3	3	0	0	0	177.4
16:45	2	1	0	1	0	0	0	5.3	128	33	4	5	0	1	0	178.9
17:00	1	0	0	0	0	0	0	1	145	23	3	1	0	3	0	176
17:15	0	0	0	0	0	0	0	0	127	20	5	5	2	2	0	170.8
17:30	2	0	0	0	0	0	0	2	127	20	3	3	0	1	0	158.8
17:45	1	0	0	1	0	0	0	3.3	118	9	1	2	0	4	0	134.7
18:00	1	0	0	0	0	0	0	1	119	5	4	0	0	0	0	130
18:15	0	0	0	0	0	0	0	0	81	11	0	2	0	0	0	96.6
18:30	0	1	0	1	0	0	0	3.3	105	4	1	0	0	2	0	111.3
18:45	0	1	2	0	0	0	0	4	76	6	3	2	0	0	0	91.1
P/TOT	9	5	2	3	0	0	0	23.9	1422	223	37	28	2	15	2	1775.3



827 / BICESTER
JUNE 2010
CLASSIFIED TURNING COUNT

SITE: 5

DATE: 29 June 2010

LOCATION: A41 / A4421

DAY: Tuesday

TIME	D - A							TOT	D - E							TOT
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL		CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	
07:00	16	6	0	1	0	0	0	24.3	13	2	0	1	0	0	0	17.3
07:15	17	4	0	0	0	0	0	21	15	3	0	1	0	0	0	20.3
07:30	36	4	0	0	1	0	0	42	28	1	4	2	1	0	0	41.6
07:45	39	11	3	0	0	0	0	54.5	26	0	0	0	0	0	0	26
08:00	39	7	0	0	0	3	3	47.8	24	8	0	1	0	0	0	34.3
08:15	56	9	0	0	1	0	0	67	38	2	0	2	0	1	0	45
08:30	55	12	0	0	0	0	0	67	25	2	3	2	0	0	0	36.1
08:45	51	7	0	0	0	1	0	58.4	20	5	1	0	0	0	0	26.5
09:00	42	6	0	0	0	1	0	48.4	19	0	2	1	0	0	0	24.3
09:15	41	1	1	0	1	0	0	45.5	12	1	4	1	0	0	0	21.3
09:30	35	9	1	0	0	1	0	45.9	15	6	2	1	0	0	0	26.3
09:45	42	11	3	0	0	0	0	57.5	12	1	0	0	0	0	0	13
P/TOT	469	87	8	1	3	6	3	579.3	247	31	16	12	1	1	0	332

TIME	D - A							TOT	D - E							TOT
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL		CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	
16:00	84	9	1	0	2	2	0	99.3	51	9	0	1	0	2	0	63.1
16:15	71	16	0	0	1	0	0	89	55	5	3	0	1	0	0	66.5
16:30	73	13	0	0	1	4	0	89.6	63	11	1	1	0	0	0	77.8
16:45	60	20	0	0	0	1	0	80.4	77	17	3	0	0	0	0	98.5
17:00	70	11	0	2	0	3	0	86.8	73	11	1	0	0	0	0	85.5
17:15	73	14	0	0	0	0	0	87	84	5	0	0	0	0	0	89
17:30	57	8	0	0	0	1	0	65.4	91	5	0	0	0	3	0	97.2
17:45	63	11	0	0	2	0	1	78.2	65	7	0	1	0	3	0	75.5
18:00	65	8	0	0	0	4	0	74.6	68	5	3	2	0	2	0	82.9
18:15	75	3	0	0	0	1	0	78.4	67	6	3	0	1	1	0	79.9
18:30	58	6	0	0	0	0	0	64	50	3	1	1	0	0	0	56.8
18:45	42	3	0	0	1	1	0	47.4	38	5	0	0	0	3	0	44.2
P/TOT	791	122	1	2	7	17	1	940.1	782	89	15	6	2	14	0	916.9



827 / BICESTER
JUNE 2010
CLASSIFIED TURNING COUNT

SITE: 5
LOCATION: A41 / A4421

DATE: 29 June 2010
DAY: Tuesday

TIME	D - D							TOT
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	
07:00	0	0	0	0	0	0	0	0
07:15	0	0	0	0	0	0	0	0
07:30	1	0	0	0	0	0	0	1
07:45	1	0	0	1	0	0	0	3.3
08:00	1	0	0	0	0	0	0	1
08:15	0	0	0	0	0	0	0	0
08:30	0	0	0	0	0	0	0	0
08:45	0	0	0	1	0	0	0	2.3
09:00	0	0	0	0	0	0	0	0
09:15	1	0	0	0	0	0	0	1
09:30	1	0	0	0	0	0	0	1
09:45	0	0	0	0	0	0	0	0
P/TOT	5	0	0	2	0	0	0	9.6

TIME	D - D							TOT
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	
16:00	0	0	0	0	0	0	0	0
16:15	0	0	0	0	0	0	0	0
16:30	0	0	0	0	0	0	0	0
16:45	0	0	0	0	0	0	0	0
17:00	0	0	0	0	0	0	0	0
17:15	0	0	0	0	0	0	0	0
17:30	0	0	0	0	0	0	0	0
17:45	0	0	0	0	0	0	0	0
18:00	0	0	0	0	0	0	0	0
18:15	0	0	0	0	0	0	0	0
18:30	0	0	0	0	0	0	0	0
18:45	0	0	0	0	0	0	0	0
P/TOT	0	0	0	0	0	0	0	0



827 / BICESTER
JUNE 2010
CLASSIFIED TURNING COUNT

SITE: 5

DATE: 29 June 2010

LOCATION: A41 / A4421

DAY: Tuesday

TIME	E - D							TOT	E - C							TOT
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL		CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	
07:00	68	18	0	3	0	0	0	92.9	2	0	0	0	0	0	0	2
07:15	81	9	1	2	0	0	1	96.3	4	2	0	0	0	0	0	6
07:30	72	15	1	1	0	2	0	91.6	2	3	0	1	0	0	0	7.3
07:45	102	12	4	1	0	1	0	122.7	3	0	0	0	0	0	0	3
08:00	92	6	0	0	0	2	0	98.8	1	0	0	0	0	0	0	1
08:15	93	4	1	2	0	2	0	103.9	0	0	0	0	0	0	0	0
08:30	76	4	2	2	0	0	0	87.6	0	0	0	0	0	0	0	0
08:45	66	5	2	2	0	0	0	78.6	0	0	0	0	0	0	0	0
09:00	43	4	0	0	0	1	0	47.4	0	0	0	0	0	0	0	0
09:15	35	6	3	2	0	0	0	50.1	1	0	0	0	0	0	0	1
09:30	28	6	3	1	0	1	0	41.2	0	0	0	2	0	0	0	4.6
09:45	30	5	1	1	1	0	0	40.8	0	0	0	0	0	0	0	0
P/TOT	786	94	18	17	1	9	1	951.9	13	5	0	3	0	0	0	24.9

413

TIME	E - D							TOT	E - C							TOT
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL		CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	
16:00	23	7	1	1	2	1	0	38.2	0	0	0	0	0	0	0	0
16:15	24	8	3	2	0	0	0	41.1	0	0	0	0	0	0	0	0
16:30	32	6	0	0	0	0	0	38	0	0	0	1	0	0	0	1
16:45	27	4	1	0	0	0	1	32.7	0	0	0	0	0	0	0	0
17:00	31	8	0	1	1	0	0	43.3	0	0	0	1	0	0	0	1
17:15	33	4	1	2	0	1	0	43.5	0	0	0	0	0	0	0	0
17:30	50	1	0	1	0	0	0	53.3	0	0	0	1	0	0	0	1
17:45	35	6	1	1	0	0	1	45	0	0	0	0	0	0	0	0
18:00	27	4	0	1	0	0	0	33.3	0	0	0	0	0	0	0	0
18:15	27	1	1	0	0	0	0	29.5	1	0	0	0	0	0	0	1
18:30	29	2	0	0	0	0	0	31	0	0	0	0	0	0	0	0
18:45	21	4	1	1	0	0	0	28.8	0	0	0	0	0	0	0	0
P/TOT	359	55	9	10	3	2	2	457.7	1	0	0	3	0	0	0	4



827 / BICESTER
JUNE 2010
CLASSIFIED TURNING COUNT

SITE: 5

DATE: 29 June 2010

LOCATION: A41 / A4421

DAY: Tuesday

TIME	E - B							TOT	E - A							TOT
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL		CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	
07:00	86	14	1	9	0	0	0	122.2	4	2	0	0	0	0	0	6
07:15	96	10	3	2	0	1	0	115.5	11	0	0	0	2	1	0	15.4
07:30	105	5	3	10	0	0	0	137.5	11	2	0	0	0	0	0	13
07:45	73	11	2	4	0	1	0	96.6	16	2	0	0	0	1	0	18.4
08:00	80	10	2	2	1	3	0	100.8	18	4	0	0	0	0	0	22
08:15	111	6	4	4	0	0	0	132.2	30	0	0	0	1	0	0	32
08:30	110	6	5	5	0	1	0	135.4	20	0	0	0	0	0	0	20
08:45	88	7	6	5	0	0	0	115.5	23	2	1	0	0	0	0	26.5
09:00	76	11	5	6	1	0	0	110.3	25	0	0	0	0	0	0	25
09:15	68	3	0	2	0	0	0	75.6	18	7	2	2	2	1	0	37
09:30	59	7	5	3	0	0	0	80.4	18	0	0	0	0	0	0	18
09:45	48	9	8	4	0	1	0	78.6	15	3	0	0	0	0	0	18
P/TOT	1000	99	44	56	2	7	0	1300.6	209	22	3	2	5	3	0	251.3

TIME	E - B							TOT	E - A							TOT
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL		CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	
0	36	5	1	6	0	0	0	56.3	20	0	0	0	0	0	0	20
0	41	10	2	2	0	0	0	58.6	16	2	0	0	1	0	0	20
1.7	54	9	1	5	0	0	0	76	13	0	0	0	0	0	0	13
0	45	7	3	2	0	0	0	61.1	13	2	0	0	0	0	0	15
1.7	69	11	0	5	0	3	0	92.7	12	0	0	0	1	0	0	14
0	48	6	0	4	0	0	0	63.2	19	3	0	0	0	0	0	22
1.7	53	3	1	2	0	2	0	62.9	21	3	0	0	0	0	0	24
0	51	5	1	0	1	1	0	59.9	24	2	0	0	0	0	0	26
0	57	2	0	2	0	0	0	63.6	22	1	0	0	0	0	0	23
0.2	56	1	2	4	0	0	0	69.2	21	0	0	0	0	0	0	21
0	63	6	0	2	0	0	0	73.6	21	2	0	0	0	0	0	23
0	46	6	0	2	0	1	0	57	15	0	0	0	0	0	0	15
P/TOT	619	71	11	36	1	7	0	794.1	217	15	0	0	2	0	0	236



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JUNE 2010
CLASSIFIED TURNING COUNT

SITE: 5
LOCATION: A41 / A4421

DATE: 29 June 2010
DAY: Tuesday

TIME	E - E							TOT
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	
07:00	0	0	0	0	0	0	0	0
07:15	0	0	0	0	0	0	0	0
07:30	0	0	0	0	0	0	0	0
07:45	1	0	0	0	0	0	0	1
08:00	0	0	0	0	0	0	0	0
08:15	0	1	0	0	0	0	0	1
08:30	0	0	0	0	0	0	0	0
08:45	0	1	0	0	0	0	0	1
09:00	0	0	1	0	0	0	0	1.5
09:15	0	0	0	0	0	0	0	0
09:30	0	0	0	0	0	0	0	0
09:45	1	0	0	0	0	0	0	1
P/TOT	2	2	1	0	0	0	0	5.5

TIME	E - E							TOT
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	
16:00	0	0	0	0	0	0	0	0
16:15	0	0	0	0	0	0	0	0
16:30	0	0	0	0	0	0	0	0
16:45	0	0	0	0	0	0	0	0
17:00	0	1	0	0	0	0	0	1
17:15	0	0	0	0	0	0	0	0
17:30	1	0	0	0	0	0	0	1
17:45	0	0	0	1	0	0	0	2.3
18:00	0	0	0	0	0	0	0	0
18:15	0	0	0	0	0	0	0	0
18:30	0	0	0	0	0	0	0	0
18:45	0	0	0	0	0	0	0	0
P/TOT	1	1	0	1	0	0	0	4.3



827 / BICESTER
JUNE 2010
QUEUE LENGTH SURVEY

SITE: 1

DATE: 29/06/2010

LOCATION: Garray Drive / Mallards Way

DAY: Tuesday

Notes: All queues are measured in vehicle numbers.
Lane numbering is outwards from the kerb in the direction of travel.

	ARM A	ARM B	ARM C
TIME	LANE 1	LANE 1	LANE 1
07:00	0	0	0
07:05	0	0	0
07:10	0	0	0
07:15	0	0	0
07:20	0	0	0
07:25	0	0	0
07:30	0	0	0
07:35	0	0	0
07:40	0	0	0
07:45	0	0	0
07:50	0	1	0
07:55	0	0	0
08:00	0	0	0
08:05	0	0	0
08:10	0	0	0
08:15	0	0	0
08:20	0	0	0
08:25	0	0	0
08:30	0	0	0
08:35	0	0	0
08:40	0	0	0
08:45	0	1	0
08:50	0	0	0
08:55	0	0	0
09:00	0	0	0
09:05	0	0	0
09:10	0	0	0
09:15	0	0	0
09:20	0	0	0
09:25	0	0	0
09:30	0	0	0
09:35	0	0	0
09:40	0	0	0
09:45	0	0	0
09:50	0	0	0
09:55	0	0	0
10:00	0	0	0
MAX Queue	0	1	0



827 / BICESTER
JUNE 2010
QUEUE LENGTH SURVEY

SITE: 1

DATE: 29/06/2010

LOCATION: Garray Drive / Mallards Way

DAY: Tuesday

Notes: All queues are measured in vehicle numbers.
Lane numbering is outwards from the kerb in the direction of travel.

	ARM A	ARM B	ARM C
TIME	LANE 1	LANE 1	LANE 1
16:00	0	0	0
16:05	0	0	0
16:10	0	0	0
16:15	0	0	0
16:20	0	0	0
16:25	0	0	0
16:30	0	0	0
16:35	0	0	0
16:40	0	0	0
16:45	0	0	0
16:50	0	0	0
16:55	0	0	0
17:00	0	0	0
17:05	0	1	0
17:10	0	0	0
17:15	1	0	0
17:20	0	0	0
17:25	0	0	0
17:30	0	0	0
17:35	0	0	0
17:40	0	0	0
17:45	0	0	0
17:50	0	0	0
17:55	0	0	0
18:00	0	0	0
18:05	0	0	0
18:10	0	0	0
18:15	0	0	0
18:20	0	0	0
18:25	0	0	0
18:30	0	0	0
18:35	0	0	0
18:40	0	0	0
18:45	0	0	0
18:50	0	0	0
18:55	0	0	0
19:00	0	0	0
MAX Queue	1	1	0



SITE: 2

DATE: 29/06/2010

LOCATION: Charbridge Lane / Wretchwick Way

DAY: Tuesday

Notes: All queues are measured in vehicle numbers.
Lane numbering is outwards from the kerb in the direction of travel.

TIME	ARM A		ARM B		ARM C	
	LANE 1	LANE 2	LANE 1	LANE 2	LANE 1	LANE 2
07:00	0	0	0	0	0	0
07:05	0	0	0	0	0	0
07:10	0	0	0	0	0	0
07:15	0	0	0	0	0	0
07:20	0	0	0	0	0	0
07:25	0	0	0	0	0	0
07:30	0	0	0	0	0	0
07:35	0	0	1	0	0	0
07:40	0	0	0	0	0	0
07:45	0	0	0	0	0	0
07:50	0	0	0	0	0	0
07:55	0	0	1	1	0	0
08:00	0	0	0	0	0	0
08:05	0	0	0	0	0	0
08:10	0	0	0	0	0	0
08:15	0	0	0	0	0	0
08:20	0	0	0	0	0	0
08:25	0	0	1	0	0	0
08:30	0	0	0	0	0	0
08:35	0	0	0	0	0	0
08:40	0	0	0	0	0	0
08:45	0	0	0	0	0	0
08:50	0	0	0	0	0	0
08:55	0	0	0	0	0	0
09:00	0	0	0	0	0	0
09:05	0	0	0	0	0	0
09:10	0	0	0	0	0	0
09:15	0	0	0	0	0	0
09:20	0	0	0	0	0	0
09:25	0	0	0	0	0	0
09:30	0	0	0	0	0	0
09:35	0	0	0	0	0	0
09:40	0	0	0	0	0	0
09:45	0	0	1	1	0	0
09:50	0	0	0	0	0	0
09:55	0	0	1	0	0	0
10:00	0	0	0	0	0	0
MAX Queue	0	0	1	1	0	0



SITE: 2

DATE: 29/06/2010

LOCATION: Charbridge Lane / Wretchwick Way

DAY: Tuesday

Notes: All queues are measured in vehicle numbers.
Lane numbering is outwards from the kerb in the direction of travel.

TIME	ARM A		ARM B		ARM C	
	LANE 1	LANE 2	LANE 1	LANE 2	LANE 1	LANE 2
16:00	0	0	0	0	0	0
16:05	0	0	0	0	0	1
16:10	0	0	0	0	0	0
16:15	0	0	0	0	0	0
16:20	0	0	0	0	0	0
16:25	0	0	0	0	0	0
16:30	0	0	0	0	0	0
16:35	0	0	0	0	0	0
16:40	0	0	0	0	0	0
16:45	0	0	0	0	0	0
16:50	0	0	0	1	0	1
16:55	0	0	0	0	0	0
17:00	0	0	0	0	0	0
17:05	0	0	1	0	0	0
17:10	0	0	0	2	0	0
17:15	0	0	0	0	0	0
17:20	0	0	0	0	0	1
17:25	0	0	0	0	0	0
17:30	0	0	1	0	0	0
17:35	0	0	0	0	0	1
17:40	0	0	0	0	0	1
17:45	0	0	0	0	0	0
17:50	0	0	0	0	0	0
17:55	0	0	0	0	1	0
18:00	0	0	0	0	0	0
18:05	0	0	0	0	0	0
18:10	0	0	0	0	0	0
18:15	0	0	0	0	0	1
18:20	0	0	0	0	0	0
18:25	0	0	0	0	0	0
18:30	0	0	0	0	0	0
18:35	0	0	0	0	0	0
18:40	0	0	0	0	0	0
18:45	0	0	0	0	0	0
18:50	0	0	0	0	0	0
18:55	0	0	0	0	0	0
19:00	0	0	0	0	0	0
MAX Queue	0	0	1	2	1	1



**827 / BICESTER
JUNE 2010
QUEUE LENGTH SURVEY**

SITE: 3

DATE: 29/06/2010

LOCATION: Wretchwick Way / Peregrine Way

DAY: Tuesday

Notes: All queues are measured in vehicle numbers.
Lane numbering is outwards from the kerb in the direction of travel.

	ARM A	ARM B	ARM C
TIME	LANE 1	LANE 1	LANE 1
07:00	1	2	0
07:05	0	1	0
07:10	0	1	0
07:15	0	1	0
07:20	0	0	0
07:25	0	0	0
07:30	0	7	0
07:35	0	0	0
07:40	0	2	0
07:45	0	4	0
07:50	1	1	0
07:55	0	1	0
08:00	1	2	0
08:05	0	0	0
08:10	2	4	0
08:15	0	1	0
08:20	1	5	0
08:25	0	1	0
08:30	0	0	0
08:35	2	4	0
08:40	0	1	0
08:45	1	2	0
08:50	0	2	0
08:55	1	1	0
09:00	0	0	0
09:05	0	0	0
09:10	0	0	0
09:15	0	1	0
09:20	0	0	0
09:25	0	1	0
09:30	0	1	0
09:35	0	0	0
09:40	0	4	0
09:45	0	1	0
09:50	1	1	0
09:55	0	1	0
10:00	0	1	0
MAX Queue	2	7	0



827 / BICESTER
JUNE 2010
QUEUE LENGTH SURVEY

SITE: 3

DATE: 29/06/2010

LOCATION: Wretchwick Way / Peregrine Way

DAY: Tuesday

Notes: All queues are measured in vehicle numbers.
Lane numbering is outwards from the kerb in the direction of travel.

TIME	ARM A	ARM B	ARM C
	LANE 1	LANE 1	LANE 1
16:00	0	0	0
16:05	1	0	0
16:10	0	1	0
16:15	0	0	0
16:20	0	0	0
16:25	0	1	0
16:30	0	0	0
16:35	0	0	0
16:40	0	1	0
16:45	2	1	0
16:50	2	0	0
16:55	2	1	0
17:00	0	0	0
17:05	0	0	0
17:10	1	1	0
17:15	0	1	0
17:20	1	2	0
17:25	2	0	0
17:30	1	0	0
17:35	1	1	0
17:40	1	1	0
17:45	0	2	0
17:50	0	0	0
17:55	3	3	0
18:00	0	2	0
18:05	1	1	0
18:10	0	2	0
18:15	0	3	0
18:20	3	3	0
18:25	0	0	0
18:30	0	0	0
18:35	0	0	0
18:40	1	2	0
18:45	0	0	0
18:50	0	1	0
18:55	0	0	0
19:00	0	0	0
MAX Queue	3	3	0



**827 / BICESTER
JUNE 2010
QUEUE LENGTH SURVEY**

SITE: 4

DATE: 29/06/2010

LOCATION: Neunkirchen Way / Peregrine Way

DAY: Tuesday

Notes: All queues are measured in vehicle numbers.
Lane numbering is outwards from the kerb in the direction of travel.

	ARM A	ARM B		ARM C	
TIME	LANE 1	LANE 1	LANE 2	LANE 1	LANE 2
07:00	0	0	0	0	0
07:05	0	0	0	1	0
07:10	3	0	0	1	0
07:15	0	0	0	0	0
07:20	0	0	0	0	0
07:25	0	0	0	2	0
07:30	0	0	0	0	0
07:35	0	0	0	0	0
07:40	0	0	0	0	0
07:45	0	0	0	0	0
07:50	2	0	0	3	1
07:55	0	0	0	0	0
08:00	1	0	0	0	0
08:05	0	0	0	0	0
08:10	0	0	0	0	0
08:15	4	0	0	3	2
08:20	0	0	0	3	0
08:25	2	0	0	0	0
08:30	0	0	0	0	0
08:35	0	0	0	0	0
08:40	0	0	0	4	0
08:45	0	0	0	0	0
08:50	0	0	0	2	0
08:55	0	0	0	0	0
09:00	2	0	0	1	0
09:05	2	0	0	1	1
09:10	0	0	0	0	0
09:15	0	0	0	0	0
09:20	0	0	0	1	1
09:25	1	0	0	2	1
09:30	0	0	0	2	0
09:35	0	0	0	0	0
09:40	0	0	0	0	0
09:45	0	0	0	0	0
09:50	0	0	0	0	0
09:55	0	0	0	0	0
10:00	0	0	0	0	0
MAX Queue	4	0	0	4	2



**827 / BICESTER
JUNE 2010
QUEUE LENGTH SURVEY**

SITE: 4

DATE: 29/06/2010

LOCATION: Neunkirchen Way / Peregrine Way

DAY: Tuesday

Notes: All queues are measured in vehicle numbers.
Lane numbering is outwards from the kerb in the direction of travel.

	ARM A	ARM B		ARM C	
TIME	LANE 1	LANE 1	LANE 2	LANE 1	LANE 2
16:00	1	0	0	0	0
16:05	1	0	0	0	0
16:10	0	0	0	0	0
16:15	0	0	0	2	0
16:20	0	0	0	0	0
16:25	0	0	0	0	0
16:30	0	0	0	0	0
16:35	0	0	0	0	0
16:40	0	0	0	0	0
16:45	0	0	0	0	0
16:50	2	0	0	2	0
16:55	0	0	0	0	0
17:00	0	0	0	0	0
17:05	0	0	0	1	0
17:10	1	3	0	1	0
17:15	2	0	0	0	0
17:20	0	0	0	2	1
17:25	1	3	0	0	0
17:30	1	1	0	0	0
17:35	1	0	0	0	0
17:40	0	0	0	0	0
17:45	0	0	0	8	2
17:50	0	0	0	0	0
17:55	0	0	0	0	0
18:00	0	0	0	0	0
18:05	0	0	0	0	0
18:10	0	0	0	0	0
18:15	0	0	0	1	0
18:20	0	0	0	0	0
18:25	0	0	0	0	0
18:30	2	0	0	0	0
18:35	0	0	0	4	0
18:40	0	0	0	0	0
18:45	0	0	0	0	0
18:50	0	0	0	0	0
18:55	0	0	0	0	0
19:00	0	0	0	0	0
MAX Queue	2	3	0	8	2



827 / BICESTER
JUNE 2010
QUEUE LENGTH SURVEY

SITE: 5

DATE: 29/06/2010

LOCATION: A41/A4421

DAY: Tuesday

Notes: All queues are measured in vehicle numbers.
Lane numbering is outwards from the kerb in the direction of travel.

TIME	ARM A		ARM B		ARM C	
	LANE 1	LANE 2	LANE 1	LANE 2	LANE 1	LANE 2
07:00	0	0	0	0	0	0
07:05	0	0	1	2	0	0
07:10	4	0	0	0	0	0
07:15	0	3	0	0	0	0
07:20	1	1	0	0	0	0
07:25	0	0	0	0	0	0
07:30	1	0	0	0	0	0
07:35	5	2	0	0	0	0
07:40	3	4	0	0	0	0
07:45	3	1	0	0	0	0
07:50	8	3	0	0	0	0
07:55	0	0	0	0	0	0
08:00	0	0	0	0	0	0
08:05	0	0	0	0	0	0
08:10	3	0	0	0	2	0
08:15	0	0	0	0	0	0
08:20	0	0	5	4	0	0
08:25	0	0	6	5	0	1
08:30	0	0	0	0	0	0
08:35	6	2	3	0	0	0
08:40	0	0	0	0	0	0
08:45	0	0	0	0	0	3
08:50	0	0	0	0	0	0
08:55	3	1	0	0	0	0
09:00	2	3	0	0	0	0
09:05	2	0	2	4	0	3
09:10	0	0	2	0	0	0
09:15	1	2	0	0	0	0
09:20	0	0	0	0	0	0
09:25	1	0	0	0	0	0
09:30	0	0	0	0	0	1
09:35	3	1	0	0	0	0
09:40	0	0	0	0	0	0
09:45	0	0	2	0	0	0
09:50	3	2	0	0	0	0
09:55	0	0	0	0	1	1
10:00	0	0	3	2	0	0
MAX Queue	8	4	6	5	2	3



**827 / BICESTER
JUNE 2010
QUEUE LENGTH SURVEY**

SITE: 5

DATE: 29/06/2010

LOCATION: A41/A4421

DAY: Tuesday

Notes: All queues are measured in vehicle numbers.
Lane numbering is outwards from the kerb in the direction of travel.

TIME	ARM A		ARM B		ARM C	
	LANE 1	LANE 2	LANE 1	LANE 2	LANE 1	LANE 2
16:00	0	0	2	0	0	0
16:05	1	1	0	0	5	4
16:10	0	0	4	0	1	0
16:15	5	0	0	0	4	0
16:20	1	1	0	0	0	0
16:25	0	0	0	0	0	0
16:30	3	0	3	0	1	0
16:35	2	1	3	3	1	1
16:40	4	3	0	0	0	1
16:45	0	0	0	0	0	0
16:50	9	4	3	1	2	0
16:55	2	0	4	3	0	0
17:00	0	1	10	0	0	0
17:05	5	0	0	0	3	0
17:10	2	2	0	0	1	0
17:15	9	1	3	1	0	0
17:20	3	1	2	1	0	0
17:25	2	0	1	3	1	0
17:30	2	2	0	0	0	0
17:35	6	1	0	0	0	0
17:40	10	5	2	1	0	0
17:45	1	3	4	0	0	0
17:50	4	0	0	0	0	0
17:55	0	0	0	0	0	0
18:00	1	1	3	4	0	0
18:05	0	0	3	2	0	0
18:10	0	0	0	0	0	0
18:15	1	0	0	0	0	0
18:20	1	1	0	0	0	1
18:25	0	0	0	0	0	0
18:30	7	1	3	2	0	0
18:35	1	1	0	0	0	0
18:40	0	0	5	0	0	0
18:45	0	0	0	0	0	0
18:50	1	1	0	0	0	0
18:55	0	0	0	0	0	0
19:00	0	0	0	0	0	0
MAX Queue	10	5	10	4	5	4



**827 / BICESTER
JUNE 2010
QUEUE LENGTH SURVEY**

SITE: 5

DATE: 29/06/2010

LOCATION: A41/A4421

DAY: Tuesday

Notes: All queues are measured in vehicle numbers.
Lane numbering is outwards from the kerb in the direction of travel.

TIME	ARM D		ARM E	
	LANE 1	LANE 2	LANE 1	LANE 2
07:00	0	0	0	1
07:05	3	0	1	2
07:10	7	2	5	3
07:15	3	0	3	5
07:20	4	1	1	3
07:25	0	1	13	14
07:30	2	0	5	3
07:35	7	0	3	6
07:40	0	0	15	10
07:45	0	0	12	10
07:50	1	0	17	1
07:55	1	1	5	3
08:00	0	0	12	11
08:05	0	0	4	2
08:10	6	3	10	2
08:15	1	0	5	6
08:20	1	2	1	15
08:25	12	5	0	0
08:30	1	0	1	4
08:35	2	1	9	11
08:40	0	0	3	7
08:45	2	2	2	0
08:50	1	0	5	0
08:55	1	0	2	3
09:00	2	1	0	3
09:05	4	3	0	0
09:10	5	1	0	0
09:15	0	0	0	0
09:20	2	1	0	0
09:25	2	0	0	0
09:30	4	1	0	0
09:35	3	1	1	2
09:40	2	0	2	1
09:45	0	0	0	0
09:50	7	0	0	0
09:55	0	0	2	1
10:00	2	1	0	0
MAX Queue	12	5	17	15



**827 / BICESTER
JUNE 2010
QUEUE LENGTH SURVEY**

SITE: 5

DATE: 29/06/2010

LOCATION: A41/A4421

DAY: Tuesday

Notes: All queues are measured in vehicle numbers.
Lane numbering is outwards from the kerb in the direction of travel.

TIME	ARM D		ARM E	
	LANE 1	LANE 2	LANE 1	LANE 2
16:00	2	2	0	0
16:05	0	0	0	0
16:10	0	0	2	1
16:15	3	0	1	0
16:20	0	0	2	0
16:25	4	0	2	0
16:30	0	0	1	0
16:35	5	1	2	0
16:40	2	1	0	0
16:45	0	0	0	0
16:50	0	0	0	0
16:55	0	0	0	0
17:00	5	1	0	0
17:05	0	0	0	0
17:10	2	3	1	0
17:15	1	1	1	0
17:20	0	0	0	0
17:25	4	2	1	1
17:30	1	4	0	0
17:35	3	0	4	0
17:40	4	2	2	0
17:45	0	0	0	2
17:50	1	6	1	0
17:55	1	0	2	0
18:00	2	0	0	0
18:05	2	1	0	0
18:10	3	2	0	0
18:15	1	3	0	0
18:20	0	0	0	0
18:25	0	0	0	0
18:30	0	0	0	0
18:35	0	0	1	0
18:40	0	0	0	0
18:45	2	1	1	0
18:50	2	1	0	0
18:55	0	0	0	0
19:00	0	0	0	0
MAX Queue	5	6	4	2



Appendix B

Junction Capacity Tests – Observed 2010 Traffic Flows Scenario



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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
IN NO WAY RELIEVED OF HIS RESPONSIBILITY FOR THE CORRECTNESS OF THE SOLUTION

Run with file:-

"I:\18578-01-X Gavray Drive, Bicester\3. Project\3.2 Analysis\Junction Capacity Tests\Old TA Reproduced TA\PCU\
Copy of Gavray - Mallards\Gavray Mallards.vpi"
(drive-on-the-left) at 12:56:04 on Thursday, 2 September 2010

RUN INFORMATION

RUN TITLE: Gavray Drive - Mallards
LOCATION: Bicester
DATE: 13/07/10
CLIENT: JJ Gallagher
ENUMERATOR: Alexanders [CS5DG3J]
JOB NUMBER: 18578-01-1
STATUS: TIA
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 Gavray Drive East
ARM B IS Mallards Lane
ARM C IS Gavray Drive West

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
TOTAL MAJOR ROAD CARRIAGEWAY WIDTH	(W) 9.10 M.
CENTRAL RESERVE WIDTH	(WCR) 0.00 M.
MAJOR ROAD RIGHT TURN - WIDTH	(WC-B) 2.20 M.
- VISIBILITY	(VC-B) 130.0 M.
- BLOCKS TRAFFIC	NO
MINOR ROAD - VISIBILITY TO LEFT	(VB-C) 90.0 M.
- VISIBILITY TO RIGHT	(VB-A) 85.0 M.
- LANE 1 WIDTH	(WB-C) -
- LANE 2 WIDTH	(WB-A) -
- WIDTH AT 0 M FROM JUNC.	10.00 M.
- WIDTH AT 5 M FROM JUNC.	5.50 M.
- WIDTH AT 10 M FROM JUNC.	5.00 M.
- WIDTH AT 15 M FROM JUNC.	4.00 M.
- WIDTH AT 20 M FROM JUNC.	4.00 M.
- LENGTH OF FLARED SECTION	1 VEHS

SLOPES AND INTERCEPT

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

Intercept For Stream B-C	Slope For Opposing Stream A-C	Slope For Opposing Stream A-B
623.19	0.21	0.08

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
505.60	0.20	0.08	0.13	0.29

Intercept For Stream C-B	Slope For Opposing Stream A-C	Slope For Opposing Stream A-B
649.25	0.22	0.22

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)
08.00-08.15									
B-C	0.04	9.79	0.005		0.00	0.00	0.1		
B-A	0.88	10.46	0.085		0.08	0.09	1.4		
C-A	0.13								
C-B	0.07	10.69	0.007		0.01	0.01	0.1		
A-B	0.48								
A-C	0.10								

TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)
08.15-08.30									
B-C	0.06	9.72	0.006		0.00	0.01	0.1		
B-A	1.08	10.43	0.104		0.09	0.11	1.7		
A	0.17								
B	0.09	10.67	0.009		0.01	0.01	0.1		
-B	0.59								
A-C	0.13								

TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)
08.30-08.45									
B-C	0.06	9.72	0.006		0.01	0.01	0.1		
B-A	1.08	10.43	0.104		0.11	0.12	1.7		
C-A	0.17								
C-B	0.09	10.67	0.009		0.01	0.01	0.1		
A-B	0.59								
A-C	0.13								

TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)
08.45-09.00									
B-C	0.04	9.78	0.005		0.01	0.00	0.1		
B-A	0.88	10.46	0.085		0.12	0.09	1.4		
C-A	0.13								
C-B	0.07	10.69	0.007		0.01	0.01	0.1		
A-B	0.48								
A-C	0.10								

TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)
09.00-09.15									
B-C	0.04	9.83	0.004		0.00	0.00	0.1		
B-A	0.74	10.48	0.071		0.09	0.08	1.2		
C-A	0.11								
C-B	0.06	10.71	0.006		0.01	0.01	0.1		
A-B	0.40								
A-C	0.09								

QUEUE FOR STREAM B-C

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

QUEUE FOR STREAM B-A

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

QUEUE FOR STREAM C-B

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

QUEUEING DELAY INFORMATION OVER WHOLE PERIOD

STREAM	TOTAL DEMAND	* QUEUEING *	* INCLUSIVE QUEUEING *
		* DELAY *	* DELAY *
(VEH)	(VEH/H)	(MIN)	(MIN/VEH)
B-C	4.1	2.8	0.4
B-A	81.2	54.1	8.5
C-A	12.4	8.3	0.10
C-B	6.9	4.6	0.6
A-B	44.0	29.4	0.09
A-C	9.6	6.4	0.10
ALL	158.3	105.5	9.5

* 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)

Intercept For	Slope For Opposing	Slope For Opposing
Stream B-C	Stream A-C	Stream A-B
623.19	0.21	0.08

Intercept For	Slope For Opposing	Slope For Opposing	Slope For Opposing	Slope For Opposing
Stream B-A	Stream A-C	Stream A-B	Stream C-A	Stream C-B
505.60	0.20	0.08	0.13	0.29

Intercept For	Slope For Opposing	Slope For Opposing
Stream C-B	Stream A-C	Stream A-B
649.25	0.22	0.22

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)
I	17.00-17.15									
I	B-C	0.10	10.10	0.010		0.01	0.01	0.2		
I	B-A	0.57	10.18	0.056		0.05	0.06	0.9		
I	C-A	0.18								
I	C-B	0.06	10.48	0.006		0.00	0.01	0.1		
I	A-B	1.32								
I	A-C	0.22								

	TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)
I	17.15-17.30									
I	B-C	0.13	10.03	0.013		0.01	0.01	0.2		
I	B-A	0.70	10.13	0.069		0.06	0.07	1.1		
I	C-A	0.22								
I	B	0.07	10.41	0.007		0.01	0.01	0.1		
I	-B	1.61								
I	A-C	0.28								

	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	17.30-17.45									
I	B-C	0.13	10.03	0.013		0.01	0.01	0.2		
I	B-A	0.70	10.13	0.069		0.07	0.07	1.1		
I	C-A	0.22								
I	C-B	0.07	10.41	0.007		0.01	0.01	0.1		
I	A-B	1.61								
I	A-C	0.28								

	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	17.45-18.00									
I	-C	0.10	10.10	0.010		0.01	0.01	0.2		
I	B-A	0.57	10.18	0.056		0.07	0.06	0.9		
I	C-A	0.18								
I	C-B	0.06	10.48	0.006		0.01	0.01	0.1		
I	A-B	1.32								
I	A-C	0.22								

	TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)
I	18.00-18.15									
I	B-C	0.09	10.15	0.009		0.01	0.01	0.1		
I	B-A	0.48	10.22	0.047		0.06	0.05	0.8		
I	C-A	0.15								
I	C-B	0.05	10.54	0.005		0.01	0.00	0.1		
I	A-B	1.10								
I	A-C	0.19								

QUEUE FOR STREAM B-C

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

QUEUE FOR STREAM B-A

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

QUEUE FOR STREAM C-B

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

QUEUEING DELAY INFORMATION OVER WHOLE PERIOD

I	STREAM	I	TOTAL DEMAND	I	* QUEUEING *	I	* INCLUSIVE QUEUEING *	I
I	I	I	I	I	* DELAY *	I	* 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	9.6	I 6.4	I 1.0	I 0.10	I 1.0	I 0.10
I	B-A	I	52.3	I 34.9	I 5.4	I 0.10	I 5.4	I 0.10
I	C-A	I	16.5	I 11.0	I	I	I	I
I	C-B	I	5.5	I 3.7	I 0.5	I 0.10	I 0.5	I 0.10
I	A-B	I	121.1	I 80.8	I	I	I	I
I	A-C	I	20.6	I 13.8	I	I	I	I
I	ALL	I	225.7	I 150.5	I 6.9	I 0.03	I 6.9	I 0.03

- * 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

***** PICADY 5 run completed.

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

A R C A D Y 6

ASSESSMENT OF ROUNDABOUT CAPACITY AND DELAY

Analysis Program: Release 4.0 (FEBRUARY 2006)

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TF SER OF THIS COMPUTER PROGRAM FOR THE SOLUTION OF AN ENGINEERING PROBLEM IS
I J WAY RELIEVED OF THEIR RESPONSIBILITY FOR THE CORRECTNESS OF THE SOLUTION

Run with file:-
"i:\18578-01-X Gavray Drive, Bicester\3. Project\3.2 Analysis\Junction Capacity Tests\Old TA Reproduced TA\PCU\
Copy of Wretchwick - Gavray Drive - Charbridge\Wretchwick - Gavray Drive - Charbridge AM Peak REV.vai"
(drive-on-the-left) at 13:48:26 on Thursday, 2 September 2010

FILE PROPERTIES

RUN TITLE: Wretchwick - Gavray Drive - Charbridge AM Peak
LOCATION: Bicester
DATE: 13/07/10
CLIENT: JJ Gallagher
ENUMERATOR: Alexanders [CS5DG3J]
JOB NUMBER: 18578-01-1
STATUS:
DESCRIPTION:

INPUT DATA

ARM A - Wretchwick
ARM B - Gavray Drive
ARM C - Charbridge

GEOMETRIC DATA

I ARM	I	V (M)	I	E (M)	I	L (M)	I	R (M)	I	D (M)	I	PHI (DEG)	I	SLOPE	I	INTERCEPT (PCU/MIN)	I
I ARM A	I	6.00	I	8.00	I	15.00	I	20.00	I	45.00	I	49.0	I	0.685	I	34.915	I
I ARM B	I	3.50	I	7.00	I	10.00	I	20.00	I	45.00	I	44.0	I	0.571	I	24.749	I
I ARM C	I	5.75	I	7.00	I	10.00	I	35.00	I	45.00	I	34.0	I	0.694	I	33.784	I

V = approach half-width
E = entry width

L = effective flare length
R = entry radius

D = inscribed circle diameter
PHI = entry angle

TRAFFIC DEMAND DATA

(Only sets included in the current run are shown)

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

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

DEMAND SET TITLE: 2010 Wretchwick - Gavray Drive - Charbridge AM Peak

I	ARM	I	NUMBER OF MINUTES FROM START WHEN FLOW STARTS TO RISE	I	TOP OF PEAK IS REACHED	I	MINUTES FROM START WHEN FLOW STOPS FALLING	I	RATE OF FLOW (VEH/MIN) BEFORE PEAK	I	AT TOP OF PEAK	I	AFTER PEAK	I
I	ARM A	I	15.00	I	45.00	I	75.00	I	6.66	I	9.99	I	6.66	I
I	ARM B	I	15.00	I	45.00	I	75.00	I	0.84	I	1.26	I	0.84	I
I	ARM C	I	15.00	I	45.00	I	75.00	I	8.31	I	12.47	I	8.31	I

DEMAND SET TITLE: 2010 Wretchwick - Gavray Drive - Charbridge AM Peak

		TURNING PROPORTIONS TURNING COUNTS (VEH/HR) (PERCENTAGE OF H.V.S)					
TIME	FROM/TO	ARM A	ARM B	ARM C			
07.45 - 09.15	ARM A	0.000	0.039	0.961			
		0.0	21.0	512.0			
		(0.0)	(0.0)	(0.0)			
	ARM B	0.493	0.000	0.507			
		33.0	0.0	34.0			
		(0.0)	(0.0)	(0.0)			
	ARM C	0.976	0.024	0.000			
		649.0	16.0	0.0			
		(0.0)	(0.0)	(0.0)			

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					0.2	0.3	4.4		
ARM A	7.96	34.75	0.229		0.0	0.1	0.8		
ARM B	1.00	20.38	0.049		0.3	0.4	6.2		
ARM C	9.93	33.44	0.297						

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					0.3	0.4	5.8		
ARM A	9.74	34.71	0.281		0.1	0.1	1.0		
ARM B	1.22	19.40	0.063		0.4	0.6	8.4		
ARM C	12.16	33.37	0.364						

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					0.4	0.4	5.8		
ARM A	9.74	34.71	0.281		0.1	0.1	1.0		
ARM B	1.22	19.40	0.063		0.6	0.6	8.6		
ARM C	12.16	33.37	0.364						

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					0.4	0.3	4.5		
ARM A	7.96	34.75	0.229		0.1	0.1	0.8		
ARM B	1.00	20.38	0.049		0.6	0.4	6.4		
ARM C	9.93	33.44	0.297						

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					0.3	0.2	3.6		
ARM A	6.66	34.78	0.192		0.1	0.0	0.6		
ARM B	0.84	21.09	0.040		0.4	0.3	5.0		
ARM C	8.31	33.50	0.248						

QUEUE AT ARM A

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE
08.00	0.2
08.15	0.3
08.30	0.4
08.45	0.4
09.00	0.3
09.15	0.2

QUEUE AT ARM B

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

QUEUE AT ARM C

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE
08.00	0.3
08.15	0.4
08.30	0.6 *
08.45	0.6 *
09.00	0.4
09.15	0.3

QUEUEING DELAY INFORMATION OVER WHOLE PERIOD

I	ARM	I	TOTAL DEMAND	I	* QUEUEING *	I	* INCLUSIVE QUEUEING *	I
I		I		I	* DELAY *	I	* DELAY *	I
I		I	(VEH)	(VEH/H)	(MIN)	(MIN/VEH)	(MIN)	(MIN/VEH)
I	A	I	730.9	I	487.2	I	27.6	I
I	B	I	91.9	I	61.2	I	4.8	I
I	C	I	911.9	I	607.9	I	39.6	I
I	ALL	I	1734.6	I	1156.4	I	72.0	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

***** ARCADY 6 run completed.

end of file

ARCADY 6

ASSESSMENT OF ROUNDABOUT CAPACITY AND DELAY

Analysis Program: Release 4.0 (FEBRUARY 2006)

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Nine Mile Ride Email: softwarebureau@trl.co.uk
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RG40 3GA, UK

TP SER OF THIS COMPUTER PROGRAM FOR THE SOLUTION OF AN ENGINEERING PROBLEM IS
I O WAY RELIEVED OF THEIR RESPONSIBILITY FOR THE CORRECTNESS OF THE SOLUTION

Run with file:-
"i:\18578-01-X Gavray Drive, Bicester\3. Project\3.2 Analysis\Junction Capacity Tests\Old TA Reproduced TA\PCU\
Copy of Wretchwick - Gavray Drive - Charbridge\Wretchwick - Gavray Drive - Charbridge PM Peak.vai"
(drive-on-the-left) at 13:56:17 on Thursday, 2 September 2010

FILE PROPERTIES

RUN TITLE: Wretchwick - Gavray Drive - Charbridge PM Peak
LOCATION: Bicester
DATE: 13/07/10
CLIENT: JJ Gallagher
ENUMERATOR: Alexanders [CS5DG3J]
JOB NUMBER: 18578-01-1
STATUS:
DESCRIPTION:

INPUT DATA

ARM A - Wretchwick
ARM B - Gavray Drive
ARM C - Charbridge

GEOMETRIC DATA

I ARM	I	V (M)	I	E (M)	I	L (M)	I	R (M)	I	D (M)	I	PHI (DEG)	I	SLOPE	I	INTERCEPT (PCU/MIN)	I
I ARM A	I	6.00	I	8.00	I	15.00	I	20.00	I	45.00	I	49.0	I	0.685	I	34.915	I
I ARM B	I	3.50	I	7.00	I	10.00	I	20.00	I	45.00	I	44.0	I	0.571	I	24.749	I
I ARM C	I	5.75	I	7.00	I	10.00	I	35.00	I	45.00	I	34.0	I	0.694	I	33.784	I

V = approach half-width
E = entry width
L = effective flare length
R = entry radius

D = inscribed circle diameter
PHI = entry angle

TRAFFIC DEMAND DATA

(Only sets included in the current run are shown)

TRL

TRL VIEWER 3.1 AD i:\.. \Wretchwick - Gavray Drive - Charbridge PM Peak.vao - Page 2

I ARM I FLOW SCALE(%) I

I A	I	100	I
I B	I	100	I
I C	I	100	I

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

DEMAND SET TITLE: 2010 Wretchwick - Gavray Drive - Charbridge PM Peak

I	I	NUMBER OF MINUTES FROM START WHEN				RATE OF FLOW (VEH/MIN)			
		I	I	I	I	I	I	I	I
I	ARM	FLOW STARTS	TOP OF PEAK	FLOW STOPS	BEFORE	AT TOP	AFTER		
I		TO RISE	IS REACHED	IFALLING	PEAK	OF PEAK	PEAK		
I	ARM A	15.00	45.00	75.00	8.52	12.79	8.52		
I	ARM B	15.00	45.00	75.00	0.60	0.90	0.60		
I	ARM C	15.00	45.00	75.00	7.34	11.01	7.34		

DEMAND SET TITLE: 2010 Wretchwick - Gavray Drive - Charbridge PM Peak

I	I	TURNING PROPORTIONS			
		TURNING COUNTS (VEH/HR)			
I	I	(PERCENTAGE OF H.V.S)			
		I	I	I	I
I	TIME	FROM/TO	ARM A	ARM B	ARM C
I	16.45 - 18.15				
I		ARM A	0.000	0.089	0.911
I			0.0	61.0	621.0
I		(0.0)	(0.0)	(0.0)	(0.0)
I		ARM B	0.521	0.000	0.479
I			25.0	0.0	23.0
I		(0.0)	(0.0)	(0.0)	(0.0)
I		ARM C	0.927	0.073	0.000
I			544.0	43.0	0.0
I		(0.0)	(0.0)	(0.0)	(0.0)

QUEUE AND DELAY INFORMATION FOR EACH 15 MIN TIME SEGMENT

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	16.45-17.00									
I	ARM A	8.52	34.55	0.247		0.0	0.3	4.8		
I	ARM B	0.60	20.32	0.030		0.0	0.0	0.4		
I	ARM C	7.34	33.57	0.219		0.0	0.3	4.1		

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)
17.00-17.15									
ARM A	10.18	34.48	0.295		0.3	0.4	6.2		
ARM B	0.72	19.45	0.037		0.0	0.0	0.6		
ARM C	8.76	33.53	0.261		0.3	0.4	5.2		

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)
17.15-17.30									
ARM A	12.47	34.38	0.363		0.4	0.6	8.4		
ARM B	0.88	18.27	0.048		0.0	0.1	0.7		
ARM C	10.73	33.47	0.321		0.4	0.5	7.0		

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									
ARM A	12.47	34.38	0.363		0.6	0.6	8.5		
ARM B	0.88	18.26	0.048		0.1	0.1	0.8		
ARM C	10.73	33.47	0.321		0.5	0.5	7.1		

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)
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ARM A	10.18	34.47	0.295		0.6	0.4	6.4		
ARM B	0.72	19.45	0.037		0.1	0.0	0.6		
ARM C	8.76	33.52	0.261		0.5	0.4	5.4		

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									
ARM A	8.52	34.55	0.247		0.4	0.3	5.0		
ARM B	0.60	20.31	0.030		0.0	0.0	0.5		
ARM C	7.34	33.57	0.219		0.4	0.3	4.3		

QUEUE AT ARM A

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

QUEUE AT ARM B

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

QUEUE AT ARM C

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

QUEUEING DELAY INFORMATION OVER WHOLE PERIOD

I	ARM	I	TOTAL DEMAND	I	* QUEUEING *	I	* INCLUSIVE QUEUEING *	I
I		I		I	* DELAY *	I	* DELAY *	I
I		I	(VEH)	I	(MIN)	I	(MIN)	I
I		I	(VEH/H)	I	(MIN/VEH)	I	(MIN/VEH)	I
I	A	I	935.2	I	623.4	I	39.3	I
I	B	I	65.8	I	43.9	I	3.6	I
I	C	I	804.9	I	536.6	I	33.0	I
I	ALL	I	1805.9	I	1203.9	I	75.8	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

***** ARCADY 6 run completed.

===== 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
IN NO WAY RELIEVED OF HIS RESPONSIBILITY FOR THE CORRECTNESS OF THE SOLUTION

Run with file:-
"I:\18578-01-X_Gavray Drive, Bicester\3. Project\3.2 Analysis\Junction Capacity Tests\Old TA Reproduced TA\PCU\
Copy of Wretchwick - Peregrine Priority\Wretchwick Pergrine Priority.vpi"
(drive-on-the-left) at 13:05:04 on Thursday, 2 September 2010

RUN INFORMATION

RUN TITLE: Wretchwick Way - Peregrine Way
LOCATION: Bicester
DATE: 13/07/10
CLIENT: JJ Gallagher
ENUMERATOR: Alexanders [CS5DG3J]
JOB NUMBER: 18578-01-1
STATUS: TIA
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 Wretchwick Way SW
ARM B IS Peregrine Way
ARM C IS Wretchwick Way NE

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) 12.00 M.	I
I	CENTRAL RESERVE WIDTH	I	(WCR) 0.00 M.	I
I		I		I
I	MAJOR ROAD RIGHT TURN - WIDTH	I	(WC-B) 3.20 M.	I
I	- VISIBILITY	I	(VC-B) 120.0 M.	I
I	- BLOCKS TRAFFIC	I	NO	I
I		I		I
I	MINOR ROAD - VISIBILITY TO LEFT	I	(VB-C) 65.0 M.	I
I	- VISIBILITY TO RIGHT	I	(VB-A) 120.0 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	9.00 M.	I
I	- WIDTH AT 10 M FROM JUNC.	I	6.50 M.	I
I	- WIDTH AT 15 M FROM JUNC.	I	6.00 M.	I
I	- WIDTH AT 20 M FROM JUNC.	I	6.00 M.	I
I	- LENGTH OF FLARED SECTION	I	1 VEHS	I

.SLOPES AND INTERCEPT

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

I	Intercept For	Slope For Opposing	Slope For Opposing	I
I	Stream B-C	Stream A-C	Stream A-B	I
I	643.46	0.18	0.07	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	513.92	0.17	0.07	0.11	0.25	I

I	Intercept For	Slope For Opposing	Slope For Opposing	I
I	Stream C-B	Stream A-C	Stream A-B	I
I	713.49	0.20	0.20	I

NB These values do not allow for any site specific corrections

TRAFFIC DEMAND DATA

I C I 100 I

Demand set: 2010 Wietzenwiek way 101091480 way

TIME PERIOD BEGINS 07:43 AND ENDS 09:10

LENGTH OF TIME PERIOD - 30 MINUTES.
LENGTH OF TIME SEGMENT - 15 MINUTES.

DEMAND FLOW PROFILES ARE SYNTHESISED FROM TURNING COUNT DATA

I	15.00	I	45.00	I	75.00	I	8.52	I	12.79	I	8.52	I
---	-------	---	-------	---	-------	---	------	---	-------	---	------	---

I I I I I I

TURNING PROPORTIONS ARE CALCULATED FROM TURNING COUNT DATA

QUEUE AND DELAY INFORMATION FOR EACH 15 MIN TIME SEGMENT

FOR COMBINED DEMAND SETS
AND FOR TIME PERIOD 1

I

TRL

TRL VIEWER

3.1 AD I:\... \Copy of Wretchwick - Peregrine Priority\Wretchwick Pergrine Priority.vpo - Pa 4

TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)
08.00-08.15									
B-C	2.07	11.33	0.182		0.17	0.22	3.3		
B-A	1.11	6.76	0.164		0.15	0.19	2.8		
C-A	8.93								
C-B	1.29	10.57	0.122		0.11	0.14	2.0		
A-B	0.40								
A-C	6.05								

TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)
08.15-08.30									
B-C	2.53	10.78	0.235		0.22	0.30	4.4		
B-A	1.36	6.17	0.220		0.19	0.28	4.0		
C-A	10.94								
C-B	1.58	10.28	0.154		0.14	0.18	2.6		
A-B	0.50								
A-C	7.41								

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	2.53	10.78	0.235		0.30	0.31	4.6		
B-A	1.36	6.17	0.220		0.28	0.28	4.2		
C-A	10.94								
C-B	1.58	10.28	0.154		0.18	0.18	2.7		
A-B	0.50								
A-C	7.41								

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	2.07	11.33	0.183		0.31	0.23	3.5		
B-A	1.11	6.76	0.164		0.28	0.20	3.1		
C-A	8.93								
C-B	1.29	10.57	0.122		0.18	0.14	2.1		
A-B	0.40								
A-C	6.05								

TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)
09.00-09.15									
B-C	1.73	11.69	0.148		0.23	0.18	2.7		
B-A	0.93	7.19	0.129		0.20	0.15	2.3		
C-A	7.48								
C-B	1.08	10.79	0.100		0.14	0.11	1.7		
A-B	0.34								
A-C	5.07								

QUEUE FOR STREAM B-C

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	0.2
09.15	0.2

QUEUE FOR STREAM B-A

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE
08.00	0.1
08.15	0.2
08.30	0.3
08.45	0.3
09.00	0.2
09.15	0.2

QUEUE FOR STREAM C-B

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

QUEUEING DELAY INFORMATION OVER WHOLE PERIOD

STREAM	TOTAL DEMAND	* QUEUEING *	* INCLUSIVE QUEUEING *
		* DELAY *	* DELAY *
(VEH)	(VEH/H)	(MIN)	(MIN/VEH)
B-C	189.9	20.9	0.11
B-A	101.9	18.5	0.18
C-A	820.3		
C-B	118.4	12.8	0.11
A-B	37.2		
A-C	556.1		
ALL	1823.8	52.3	0.03

* 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)

Intercept For Stream B-C	Slope For Opposing Stream A-C	Slope For Opposing Stream A-B
643.46	0.18	0.07

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
513.92	0.17	0.07	0.11	0.25

Intercept For Stream C-B	Slope For Opposing Stream A-C	Slope For Opposing Stream A-B
713.49	0.20	0.20

NB These values do not allow for any site specific corrections

TRAFFIC DEMAND DATA

TRL

TRL VIEWER

3.1 AD I:\... \Copy of Wretchwick - Peregrine Priority\Wretchwick Pergrine Priority.vpo - Pr 8

TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)
17.00-17.15									
B-C	2.14	11.54	0.186		0.18	0.23	3.3		
B-A	0.48	5.95	0.081		0.07	0.09	1.3		
C-A	6.50								
C-B	2.02	9.82	0.206		0.20	0.26	3.8		
A-B	1.90								
A-C	8.26								

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	2.62	10.96	0.239		0.23	0.31	4.6		
B-A	0.59	5.27	0.111		0.09	0.12	1.8		
C-A	7.96								
C-B	2.48	9.35	0.265		0.26	0.36	5.2		
A-B	2.33								
A-C	10.11								

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	2.62	10.96	0.239		0.31	0.31	4.7		
B-A	0.59	5.26	0.112		0.12	0.12	1.9		
C-A	7.96								
C-B	2.48	9.35	0.265		0.36	0.36	5.4		
A-B	2.33								
A-C	10.11								

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)
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C-A	6.50								
C-B	2.02	9.82	0.206		0.36	0.26	4.0		
A-B	1.90								
A-C	8.26								

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	1.79	11.94	0.150		0.23	0.18	2.7		
B-A	0.40	6.43	0.062		0.09	0.07	1.0		
C-A	5.45								
C-B	1.69	10.15	0.167		0.26	0.20	3.1		
A-B	1.59								
A-C	6.91								

QUEUE FOR STREAM B-C

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

QUEUE FOR STREAM B-A

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 C-B

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 *	I	* INCLUSIVE QUEUEING *	I
I	I	I	I	I	* DELAY *	I	* 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	196.8	I 131.2	I 21.4	I 0.11	I 21.4	I 0.11
I	B-A	I	44.0	I 29.4	I 8.3	I 0.19	I 8.3	I 0.19
I	C-A	I	597.4	I 398.2	I	I	I	I
I	B	I	185.8	I 123.9	I 24.3	I 0.13	I 24.3	I 0.13
I	B	I	174.8	I 116.5	I	I	I	I
I	C	I	758.4	I 505.6	I	I	I	I
I	ALL	I	1957.3	I 1304.9	I 54.0	I 0.03	I 54.0	I 0.03

* 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

***** PICADY 5 run completed.

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

A R C A D Y 6

ASSESSMENT OF ROUNDABOUT CAPACITY AND DELAY

Analysis Program: Release 4.0 (FEBRUARY 2006)

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RG40 3GA, UK

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IN NO WAY RELIEVED OF THEIR RESPONSIBILITY FOR THE CORRECTNESS OF THE SOLUTION

Run with file:-

"i:\18578-01-X Gavray Drive, Bicester\3. Project\3.2 Analysis\Junction Capacity Tests\Old TA Reproduced TA\PCU\
Copy of Peregrine Way - Wretchwick Way\Peregrine Way - Wretchwick Way AM Peak.vai"
(drive-on-the-left) at 14:09:06 on Thursday, 2 September 2010

FILE PROPERTIES

RUN TITLE: Peregrine Way/Wretchwick Way AM Peak
LOCATION: Bicester
DATE: 13/07/10
CLIENT: JJ Gallagher
ENUMERATOR: Alexanders [CS5DG3J]
JOB NUMBER: 18578-01-1
STATUS: TIA
DESCRIPTION:

INPUT DATA

ARM A - Neunkirchen Way
ARM B - Peregrine Way
ARM C - Wretchwick Way North

GEOMETRIC DATA

I	ARM	I	V (M)	I	E (M)	I	L (M)	I	R (M)	I	D (M)	I	PHI (DEG)	I	SLOPE	I	INTERCEPT (PCU/MIN)	I
I	ARM A	I	7.00	I	10.00	I	10.00	I	45.00	I	49.00	I	31.0	I	0.800	I	44.100	I
I	ARM B	I	3.00	I	7.00	I	8.00	I	60.00	I	50.00	I	17.0	I	0.590	I	24.700	I
I	ARM C	I	5.50	I	8.00	I	10.00	I	35.00	I	50.00	I	38.0	I	0.677	I	34.552	I

V = approach half-width
E = entry width

L = effective flare length
R = entry radius

D = inscribed circle diameter
PHI = entry angle

TRAFFIC DEMAND DATA

(Only sets included in the current run are shown)

TRL VIEWER 3.1 AD i:\... \Copy of Peregrine Way - Wretchwick Way\Peregrine Way - Wretchwick Way AM Peak.vao

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

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

DEMAND SET TITLE: 2010 Peregrine Way/Wretchwick Way AM Peak

I	I	NUMBER OF MINUTES FROM START WHEN	I	RATE OF FLOW (VEH/MIN)	I
I	I	FLOW STARTS	I	TOP OF PEAK	I
I	I	TO RISE	I	IS REACHED	I
I	I	IF FALLING	I	PEAK	I
I	I	OF PEAK	I	PEAK	I
I	ARM A	I	15.00	I	45.00
I	ARM B	I	15.00	I	45.00
I	ARM C	I	15.00	I	45.00

DEMAND SET TITLE: 2010 Peregrine Way/Wretchwick Way AM Peak

I	I	TURNING PROPORTIONS	I
I	I	TURNING COUNTS (VEH/HR)	I
I	I	(PERCENTAGE OF H.V.S)	I
I	I	FROM/TO	I
I	I	ARM A	I
I	I	ARM B	I
I	I	ARM C	I
I	07.45 - 09.15	I	I
I	ARM A	I	I
I	I	I	I
I	I	I	I
I	I	I	I
I	ARM B	I	I
I	I	I	I
I	I	I	I
I	ARM C	I	I
I	I	I	I
I	I	I	I
I	I	I	I

QUEUE AND DELAY INFORMATION FOR EACH 15 MIN TIME SEGMENT

I	TIME	DEMAND	CAPACITY	DEMAND/	PEDESTRIAN	START	END	DELAY	GEOMETRIC DELAY	AVERAGE DELAY	I
I	I	(VEH/MIN)	(VEH/MIN)	CAPACITY	FLOW	QUEUE	QUEUE	(VEH.MIN/	(VEH.MIN/	PER ARRIVING	I
I	I			(RFC)	(PEDS/MIN)	(VEHS)	(VEHS)	TIME SEGMENT)	TIME SEGMENT)	VEHICLE (MIN)	I
I	07.45-08.00										I
I	ARM A	5.65	43.86	0.129		0.0	0.1	2.2			I
I	ARM B	4.75	22.03	0.216		0.0	0.3	4.0			I
I	ARM C	8.38	31.91	0.262		0.0	0.4	5.2			I

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	08.00-08.15										I
I	ARM A	6.75	43.81	0.154		0.1	0.2	2.7			I
I	ARM B	5.67	21.51	0.264		0.3	0.4	5.3			I
I	ARM C	10.00	31.39	0.319		0.4	0.5	6.9			I

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	08.15-08.30										I
I	ARM A	8.26	43.75	0.189		0.2	0.2	3.5			I
I	ARM B	6.95	20.79	0.334		0.4	0.5	7.3			I
I	ARM C	12.25	30.68	0.399		0.5	0.7	9.7			I

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	08.30-08.45										I
I	ARM A	8.26	43.75	0.189		0.2	0.2	3.5			I
I	ARM B	6.95	20.79	0.334		0.5	0.5	7.5			I
I	ARM C	12.25	30.68	0.399		0.7	0.7	9.9			I

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	08.45-09.00										I
I	ARM A	6.75	43.81	0.154		0.2	0.2	2.8			I
I	ARM B	5.67	21.50	0.264		0.5	0.4	5.5			I
I	ARM C	10.00	31.38	0.319		0.7	0.5	7.2			I

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	ARM A	5.65	43.86	0.129		0.2	0.1	2.2			I
I	ARM B	4.75	22.02	0.216		0.4	0.3	4.2			I
I	ARM C	8.38	31.90	0.263		0.5	0.4	5.4			I

QUEUE AT ARM A

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 AT ARM B

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

QUEUE AT ARM C

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE
08.00	0.4
08.15	0.5
08.30	0.7 *
08.45	0.7 *
09.00	0.5
09.15	0.4

QUEUEING DELAY INFORMATION OVER WHOLE PERIOD

I	ARM	I	TOTAL DEMAND		I	* QUEUEING *		I	* INCLUSIVE QUEUEING *		I
I		I			I	* DELAY *		I	* DELAY *		I
I		I	(VEH)	(VEH/H)	I	(MIN)	(MIN/VEH)	I	(MIN)	(MIN/VEH)	I
I	A	I	619.8	I 413.2	I	16.8	I 0.03	I	16.8	I 0.03	I
I	B	I	521.1	I 347.4	I	33.8	I 0.06	I	33.8	I 0.06	I
I	C	I	918.7	I 612.5	I	44.4	I 0.05	I	44.4	I 0.05	I
I	ALL	I	2059.6	I 1373.0	I	95.0	I 0.05	I	95.0	I 0.05	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 JOB
***** ARCADY 6 run completed.
===== end of file =====

ARCADY 6

ASSESSMENT OF ROUNDABOUT CAPACITY AND DELAY

Analysis Program: Release 4.0 (FEBRUARY 2006)

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IN NO WAY RELIEVED OF THEIR RESPONSIBILITY FOR THE CORRECTNESS OF THE SOLUTION

Run with file:-

"i:\18578-01-X_Gavray Drive, Bicester\3. Project\3.2 Analysis\Junction Capacity Tests\Old TA Reproduced TA\PCU\
Copy of Peregrine Way - Wretchwick Way\Peregrine Way - Wretchwick Way PM Peak GEOM CHANGE.vai"
(drive-on-the-left) at 14:31:11 on Thursday, 2 September 2010

FILE PROPERTIES

RUN TITLE: Peregrine Way/Wretchwick Way AM Peak
LOCATION: Bicester
DATE: 13/07/10
CLIENT: JJ Gallagher
ENUMERATOR: Alexanders [CS5DG3J]
JOB NUMBER: 18578-01-1
STATUS: TIA
DESCRIPTION:

INPUT DATA

ARM A - Neunkirchen Way
ARM B - Peregrine Way
ARM C - Wretchwick Way North

GEOMETRIC DATA

I	ARM	I	V (M)	I	E (M)	I	L (M)	I	R (M)	I	D (M)	I	PHI (DEG)	I	SLOPE	I	INTERCEPT (PCU/MIN)	I
I	ARM A	I	7.00	I	10.00	I	10.00	I	45.00	I	50.00	I	31.0	I	0.794	I	44.100	I
I	ARM B	I	3.00	I	7.00	I	8.00	I	60.00	I	50.00	I	17.0	I	0.590	I	24.700	I
I	ARM C	I	5.50	I	8.00	I	10.00	I	35.00	I	50.00	I	38.0	I	0.677	I	34.552	I

V = approach half-width L = effective flare length D = inscribed circle diameter
E = entry width R = entry radius PHI = entry angle

TRAFFIC DEMAND DATA

(Only sets included in the current run are shown)

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

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

DEMAND SET TITLE: 2010 Peregrine Way/Wretchwick Way PM Peak

I	I	NUMBER OF MINUTES FROM START WHEN	I	RATE OF FLOW (VEH/MIN)	I
I	I	FLOW STARTS I TOP OF PEAK I FLOW STOPS I BEFORE I AT TOP I AFTER I	I		I
I	I	TO RISE I IS REACHED IF FALLING I PEAK I OF PEAK I PEAK I	I		I
I	ARM A	I 15.00 I 45.00 I 75.00 I 11.85 I 17.78 I 11.85 I	I		I
I	ARM B	I 15.00 I 45.00 I 75.00 I 2.35 I 3.52 I 2.35 I	I		I
I	ARM C	I 15.00 I 45.00 I 75.00 I 5.96 I 8.94 I 5.96 I	I		I

DEMAND SET TITLE: 2010 Peregrine Way/Wretchwick Way PM Peak

I	I	TURNING PROPORTIONS	I
I	I	TURNING COUNTS (VEH/HR)	I
I	I	(PERCENTAGE OF H.V.S)	I
I	TIME	I FROM/TO I ARM A I ARM B I ARM C I	I
I	16.45 - 18.15	I I I I I I	I
I		I ARM A I 0.000 I 0.323 I 0.677 I	I
I		I I 0.0 I 306.0 I 642.0 I	I
I		I (0.0) I (0.0) I (0.0) I	I
I		I I I I I I	I
I		I ARM B I 0.824 I 0.000 I 0.176 I	I
I		I I 155.0 I 0.0 I 33.0 I	I
I		I (0.0) I (0.0) I (0.0) I	I
I		I I I I I I	I
I		I ARM C I 0.878 I 0.122 I 0.000 I	I
I		I I 419.0 I 58.0 I 0.0 I	I
I		I (0.0) I (0.0) I (0.0) I	I
I		I I I I I I	I

QUEUE AND DELAY INFORMATION FOR EACH 15 MIN TIME SEGMENT

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	16.45-17.00										I
I	ARM A	11.85	43.53	0.272		0.0	0.4	5.5			I
I	ARM B	2.35	19.98	0.118		0.0	0.1	2.0			I
I	ARM C	5.96	33.25	0.179		0.0	0.2	3.2			I

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	17.00-17.15										I
I	ARM A	14.15	43.41	0.326		0.4	0.5	7.1			I
I	ARM B	2.81	19.05	0.147		0.1	0.2	2.5			I
I	ARM C	7.12	32.99	0.216		0.2	0.3	4.1			I

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	17.15-17.30										I
I	ARM A	17.33	43.26	0.401		0.5	0.7	9.8			I
I	ARM B	3.44	17.79	0.193		0.2	0.2	3.5			I
I	ARM C	8.72	32.64	0.267		0.3	0.4	5.4			I

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	17.30-17.45										I
I	ARM A	17.33	43.26	0.401		0.7	0.7	10.0			I
I	ARM B	3.44	17.78	0.193		0.2	0.2	3.6			I
I	ARM C	8.72	32.63	0.267		0.4	0.4	5.5			I

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	17.45-18.00										I
I	ARM A	14.15	43.41	0.326		0.7	0.5	7.4			I
I	ARM B	2.81	19.05	0.147		0.2	0.2	2.6			I
I	ARM C	7.12	32.98	0.216		0.4	0.3	4.2			I

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	ARM A	11.85	43.52	0.272		0.5	0.4	5.7			I
I	ARM B	2.35	19.97	0.118		0.2	0.1	2.0			I
I	ARM C	5.96	33.24	0.179		0.3	0.2	3.3			I

QUEUE AT ARM A

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE
17.00	0.4
17.15	0.5
17.30	0.7 *
17.45	0.7 *
18.00	0.5
18.15	0.4

QUEUE AT ARM B

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 AT ARM C

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	ARM	I	TOTAL DEMAND	I	* QUEUEING *	I	* INCLUSIVE QUEUEING *	I
I		I		I	* DELAY *	I	* DELAY *	I
I		I	(VEH)	I	(MIN)	I	(MIN)	I
I		I	(VEH/H)	I	(MIN/VEH)	I	(MIN/VEH)	I
I	A	I	1299.9	I	866.6	I	45.6	I
I	B	I	257.8	I	171.9	I	16.3	I
I	C	I	654.1	I	436.0	I	25.6	I
I	ALL	I	2211.8	I	1474.5	I	87.5	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.

EN F JOB

***** ARCADY 6 run completed.

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

TRL TRL VIEWER 3.1 AD i:\.. \Seelshield Way - A41 East - Gravenhill Road North - A41 West - B4100 London F 1 A

ARCADY 6

ASSESSMENT OF ROUNDABOUT CAPACITY AND DELAY

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RG40 3GA, UK

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IN NO WAY RELIEVED OF THEIR RESPONSIBILITY FOR THE CORRECTNESS OF THE SOLUTION

Run with file:-

"i:\18578-01-X Gavray Drive, Bicester\3. Project\3.2 Analysis\Junction Capacity Tests\Old TA Reproduced TA\PCU\
Copy of Seelshield Way\
Seelshield Way - A41 East - Gravenhill Road North - A41 West - B4100 London Road AM Peak.vai"
(drive-on-the-left) at 15:16:52 on Thursday, 2 September 2010

FILE PROPERTIES

RUN TITLE: Seelshield Way/A41 East/Gravenhill Road North/A41 West/B4100 London Road AM Peak

LOCATION: Bicester

DATE: 13/07/10

CLIENT: JJ Gallagher Ltd

ENUMERATOR: Alexanders [CS5DG3J]

JOB NUMBER: 18578-01-1

STATUS: TIA

DESCRIPTION:

INPUT DATA

ARM A - Seelshield Way
ARM B - A41 East
ARM C - Gravenhill Road North
ARM D - A41 West
ARM E - B4100 London Road

GEOMETRIC DATA

I	ARM	I	V (M)	I	E (M)	I	L (M)	I	R (M)	I	D (M)	I	PHI (DEG)	I	SLOPE	I	INTERCEPT (PCU/MIN)	I
I	ARM A	I	7.00	I	7.00	I	0.00	I	20.00	I	70.00	I	31.0	I	0.570	I	35.227	I
I	ARM B	I	5.25	I	8.50	I	20.00	I	20.00	I	70.00	I	31.0	I	0.588	I	37.181	I
I	ARM C	I	3.50	I	7.00	I	5.00	I	20.00	I	70.00	I	20.0	I	0.472	I	23.933	I
I	ARM D	I	5.00	I	9.00	I	20.00	I	20.00	I	70.00	I	42.0	I	0.568	I	36.003	I
I	ARM E	I	7.00	I	7.00	I	0.00	I	20.00	I	70.00	I	39.0	I	0.554	I	34.246	I

V = approach half-width

L = effective flare length

D = inscribed circle diameter

E = entry width

R = entry radius

PHI = entry angle

TRAFFIC DEMAND DATA

(Only sets included in the current run are shown)

I	A	I	100	I
I	B	I	100	I
I	C	I	100	I
I	D	I	100	I
I	E	I	100	I

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

DEMAND SET TITLE: 2010 AM Peak

I	ARM	A	I	15.00	I	45.00	I	75.00	I	12.18	I	18.26	I	12.18	I
I	ARM	B	I	15.00	I	45.00	I	75.00	I	12.45	I	18.67	I	12.45	I
I	ARM	C	I	15.00	I	45.00	I	75.00	I	0.50	I	0.75	I	0.50	I
I	ARM	D	I	15.00	I	45.00	I	75.00	I	12.31	I	18.47	I	12.31	I
I	ARM	E	I	15.00	I	45.00	I	75.00	I	8.40	I	12.60	I	8.40	I

		TURNING PROPORTIONS								
		TURNING COUNTS (VEH/HR)								
		(PERCENTAGE OF H.V.S)								
TIME	FROM/TO	ARM A	ARM B	ARM C	ARM D	ARM E				
07.45 - 09.15	ARM A	0.000	0.424	0.004	0.477	0.094				
		0.0	413.0	4.0	465.0	92.0				
		(0.0)	(0.0)	(0.0)	(0.0)	(0.0)				
	ARM B	0.142	0.000	0.016	0.605	0.237				
		141.0	0.0	16.0	603.0	236.0				
		(0.0)	(0.0)	(0.0)	(0.0)	(0.0)				
	ARM C	0.175	0.600	0.000	0.225	0.000				
		7.0	24.0	0.0	9.0	0.0				
		(0.0)	(0.0)	(0.0)	(0.0)	(0.0)				
	ARM D	0.241	0.578	0.026	0.000	0.155				
		237.0	569.0	26.0	0.0	153.0				
		(0.0)	(0.0)	(0.0)	(0.0)	(0.0)				
ARM E	0.092	0.571	0.015	0.321	0.000					
	62.0	384.0	10.0	216.0	0.0					
	(0.0)	(0.0)	(0.0)	(0.0)	(0.0)					

QUEUE AND DELAY INFORMATION FOR EACH 15 MIN TIME SEGMENT

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									
ARM A	12.18	26.50	0.459		0.0	0.8	12.2		
ARM B	12.45	31.23	0.399		0.0	0.7	9.7		
ARM C	0.50	13.62	0.037		0.0	0.0	0.6		
ARM D	12.31	32.47	0.379		0.0	0.6	8.9		
ARM E	8.40	27.32	0.307		0.0	0.4	6.5		

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	08.00-08.15										I
I	ARM A	14.54	24.79	0.587		0.8	1.4	20.2			I
I	ARM B	14.87	30.06	0.495		0.7	1.0	14.2			I
I	ARM C	0.60	11.60	0.051		0.0	0.1	0.8			I
I	ARM D	14.70	31.77	0.463		0.6	0.9	12.6			I
I	ARM E	10.03	25.95	0.386		0.4	0.6	9.2			I

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	08.15-08.30										I
I	ARM A	17.81	22.45	0.793		1.4	3.6	48.8			I
I	ARM B	18.21	28.50	0.639		1.0	1.7	25.0			I
I	ARM C	0.73	8.87	0.082		0.1	0.1	1.3			I
I	ARM D	18.01	30.83	0.584		0.9	1.4	20.2			I
I	ARM E	12.28	24.10	0.510		0.6	1.0	15.0			I

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	08.30-08.45										I
I	ARM A	17.81	22.43	0.794		3.6	3.7	55.1			I
I	ARM B	18.21	28.44	0.640		1.7	1.8	26.3			I
I	ARM C	0.73	8.80	0.083		0.1	0.1	1.3			I
I	ARM D	18.01	30.81	0.584		1.4	1.4	20.9			I
I	ARM E	12.28	24.08	0.510		1.0	1.0	15.5			I

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	08.45-09.00										I
I	ARM A	14.54	24.75	0.587		3.7	1.4	23.0			I
I	ARM B	14.87	29.99	0.496		1.8	1.0	15.3			I
I	ARM C	0.60	11.51	0.052		0.1	0.1	0.8			I
I	ARM D	14.70	31.74	0.463		1.4	0.9	13.4			I
I	ARM E	10.03	25.92	0.387		1.0	0.6	9.8			I

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	ARM A	12.18	26.46	0.460		1.4	0.9	13.3			I
I	ARM B	12.45	31.19	0.399		1.0	0.7	10.2			I
I	ARM C	0.50	13.56	0.037		0.1	0.0	0.6			I
I	ARM D	12.31	32.45	0.379		0.9	0.6	9.4			I
I	ARM E	8.40	27.28	0.308		0.6	0.4	6.8			I

QUEUE AT ARM A

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE
08.00	0.8 *
08.15	1.4 *
08.30	3.6 ****
08.45	3.7 ****
09.00	1.4 *
09.15	0.9 *

TRL TRL VIEWER 3.1 AD i:\.. \Seelshield Way - A41 East - Gravenhill Road North - A41 West - B4100 London P A

QUEUE AT ARM B

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE	
08.00	0.7	*
08.15	1.0	*
08.30	1.7	**
08.45	1.8	**
09.00	1.0	*
09.15	0.7	*

QUEUE AT ARM C

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

QUEUE AT ARM D

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

QUEUE AT ARM E

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE	
08.00	0.4	
08.15	0.6	*
08.30	1.0	*
08.45	1.0	*
09.00	0.6	*
09.15	0.4	

RL TRL VIEWER 3.1 AD i:\... \Seelshield Way - A41 East - Gravenhill Road North - A41 West - B4100 London Road A

QUEUEING DELAY INFORMATION OVER WHOLE PERIOD

I	ARM	I	TOTAL DEMAND	I	* QUEUEING *	I	* INCLUSIVE QUEUEING *	I
I	I	I	I	I	* DELAY *	I	* DELAY *	I
I	I	I	I	I	I	I	I	I
I	I	I	(VEH)	(VEH/H)	(MIN)	(MIN/VEH)	(MIN)	(MIN/VEH)
I	A	I	1335.6	I 890.4	I 172.5	I 0.13	I 172.6	I 0.13
I	B	I	1365.7	I 910.5	I 100.7	I 0.07	I 100.7	I 0.07
I	C	I	54.8	I 36.6	I 5.4	I 0.10	I 5.4	I 0.10
I	D	I	1350.6	I 900.4	I 85.3	I 0.06	I 85.3	I 0.06
I	E	I	921.5	I 614.3	I 62.7	I 0.07	I 62.7	I 0.07
I	ALL	I	5028.2	I 3352.2	I 426.7	I 0.08	I 426.7	I 0.08

* 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

*** ARCADY 6 run completed.

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

[Printed at 15:17:36 on 02/09/2010]

TRL TRL VIEWER 3.1 AD i:\.. \Seelshield Way - A41 East - Gravenhill Road North - A41 West - B4100 London Road PM Peak 11

ARCADY 6

ASSESSMENT OF ROUNDABOUT CAPACITY AND DELAY

Analysis Program: Release 4.0 (FEBRUARY 2006)

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Run with file:-

"i:\18578-01-X Gavray Drive, Bicester\3. Project\3.2 Analysis\Junction Capacity Tests\Old TA Reproduced TA\PCU\
Copy of Seelshield Way\
Seelshield Way - A41 East - Gravenhill Road North - A41 West - B4100 London Road PM Peak specific.vai"
(drive-on-the-left) at 15:19:02 on Thursday, 2 September 2010

FILE PROPERTIES

RUN TITLE: Seelshield Way/A41 East/Gravenhill Road North/A41 West/B4100 London Road PM Peak

LOCATION: Bicester

DATE: 13/07/10

CLIENT: JJ Gallagher Ltd

ENUMERATOR: Alexanders [CS5DG3J]

JOB NUMBER: 18578-01-1

STATUS: TIA

DESCRIPTION:

INPUT DATA

ARM A - Seelshield Way

ARM B - A41 East

ARM C - Gravenhill Road North

ARM D - A41 West

ARM E - B4100 London Road

GEOMETRIC DATA

I	ARM	I	V (M)	I	E (M)	I	L (M)	I	R (M)	I	D (M)	I	PHI (DEG)	I	SLOPE	I	INTERCEPT (PCU/MIN)	I
I	ARM A	I	7.00	I	7.00	I	0.00	I	20.00	I	70.00	I	31.0	I	0.570	I	35.227	I
I	ARM B	I	5.25	I	8.50	I	20.00	I	20.00	I	70.00	I	31.0	I	0.588	I	37.181	I
I	ARM C	I	3.50	I	7.00	I	5.00	I	20.00	I	70.00	I	20.0	I	0.472	I	23.933	I
I	ARM D	I	5.00	I	9.00	I	20.00	I	20.00	I	70.00	I	42.0	I	0.568	I	36.003	I
I	ARM E	I	7.00	I	7.00	I	0.00	I	20.00	I	70.00	I	39.0	I	0.554	I	34.246	I

V = approach half-width

L = effective flare length

D = inscribed circle diameter

E = entry width

R = entry radius

PHI = entry angle

TRAFFIC DEMAND DATA

Only sets included in the current run are shown)

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

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

DEMAND SET TITLE: 2010 PM Peak

I	ARM	I	NUMBER OF MINUTES FROM START WHEN FLOW STARTS TO RISE	I	TOP OF PEAK IS REACHED IF FALLING	I	FLOW STOPS	I	RATE OF FLOW (VEH/MIN) BEFORE PEAK	I	AT TOP OF PEAK	I	AFTER PEAK	I
I	ARM A	I	15.00	I	45.00	I	75.00	I	6.90	I	10.35	I	6.90	I
I	ARM B	I	15.00	I	45.00	I	75.00	I	16.75	I	25.13	I	16.75	I
I	ARM C	I	15.00	I	45.00	I	75.00	I	0.93	I	1.39	I	0.93	I
I	ARM D	I	15.00	I	45.00	I	75.00	I	14.04	I	21.06	I	14.04	I
I	ARM E	I	15.00	I	45.00	I	75.00	I	8.01	I	12.02	I	8.01	I

DEMAND SET TITLE: 2010 PM Peak

I	TIME	I	FROM/TO	I	ARM A	I	ARM B	I	ARM C	I	ARM D	I	ARM E	I
I	6.45 - 18.15	I	ARM A	I	0.000	I	0.335	I	0.004	I	0.505	I	0.156	I
I		I		I	0.0	I	185.0	I	2.0	I	279.0	I	86.0	I
I		I	(0.0)	I	(0.0)	I	(0.0)	I	(0.0)	I	(0.0)	I	(0.0)	I
I		I	ARM B	I	0.259	I	0.000	I	0.004	I	0.478	I	0.259	I
I		I		I	347.0	I	0.0	I	6.0	I	640.0	I	347.0	I
I		I	(0.0)	I	(0.0)	I	(0.0)	I	(0.0)	I	(0.0)	I	(0.0)	I
I		I	ARM C	I	0.189	I	0.270	I	0.000	I	0.311	I	0.230	I
I		I		I	14.0	I	20.0	I	0.0	I	23.0	I	17.0	I
I		I	(0.0)	I	(0.0)	I	(0.0)	I	(0.0)	I	(0.0)	I	(0.0)	I
I		I	ARM D	I	0.405	I	0.472	I	0.001	I	0.000	I	0.122	I
I		I		I	455.0	I	530.0	I	1.0	I	0.0	I	137.0	I
I		I	(0.0)	I	(0.0)	I	(0.0)	I	(0.0)	I	(0.0)	I	(0.0)	I
I		I	ARM E	I	0.218	I	0.466	I	0.000	I	0.315	I	0.000	I
I		I		I	140.0	I	299.0	I	0.0	I	202.0	I	0.0	I
I		I	(0.0)	I	(0.0)	I	(0.0)	I	(0.0)	I	(0.0)	I	(0.0)	I

QUEUE AND DELAY INFORMATION FOR EACH 15 MIN TIME SEGMENT

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									
ARM A	6.90	27.77	0.249		0.0	0.3	4.8		
ARM B	16.75	33.00	0.508		0.0	1.0	14.9		
ARM C	0.93	12.75	0.073		0.0	0.1	1.1		
ARM D	14.04	30.13	0.466		0.0	0.9	12.6		
ARM E	8.01	24.82	0.323		0.0	0.5	6.9		

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									
ARM A	8.24	26.30	0.313		0.3	0.5	6.7		
ARM B	20.00	32.18	0.621		1.0	1.6	23.5		
ARM C	1.10	10.55	0.105		0.1	0.1	1.7		
ARM D	16.76	28.97	0.579		0.9	1.4	19.7		
ARM E	9.57	22.97	0.417		0.5	0.7	10.4		

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									
ARM A	10.09	24.32	0.415		0.5	0.7	10.3		
ARM B	24.50	31.07	0.789		1.6	3.6	49.4		
ARM C	1.35	7.59	0.178		0.1	0.2	3.1		
ARM D	20.53	27.42	0.749		1.4	2.9	40.2		
ARM E	11.72	20.47	0.572		0.7	1.3	18.9		

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									
ARM A	10.09	24.27	0.416		0.7	0.7	10.6		
ARM B	24.50	31.05	0.789		3.6	3.6	54.3		
ARM C	1.35	7.52	0.180		0.2	0.2	3.2		
ARM D	20.53	27.38	0.750		2.9	2.9	43.7		
ARM E	11.72	20.41	0.574		1.3	1.3	19.9		

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									
ARM A	8.24	26.23	0.314		0.7	0.5	7.0		
ARM B	20.00	32.16	0.622		3.6	1.7	26.2		
ARM C	1.10	10.46	0.106		0.2	0.1	1.8		
ARM D	16.76	28.91	0.580		2.9	1.4	21.8		
ARM E	9.57	22.87	0.418		1.3	0.7	11.2		

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)
18.00-18.15									
ARM A	6.90	27.72	0.249		0.5	0.3	5.1		
ARM B	16.75	32.98	0.508		1.7	1.0	16.0		
ARM C	0.93	12.68	0.073		0.1	0.1	1.2		
ARM D	14.04	30.09	0.467		1.4	0.9	13.6		
ARM E	8.01	24.76	0.324		0.7	0.5	7.4		

TRL VIEWER 3.1 AD i:\.. \Seelshield Way - A41 East - Gravenhill Road North - A41 West - B4100 London Road P

QUEUE AT ARM A

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 AT ARM B

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE
17.00	1.0 *
17.15	1.6 **
17.30	3.6 ****
17.45	3.6 ****
18.00	1.7 **
18.15	1.0 *

QUEUE AT ARM C

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 AT ARM D

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE
17.00	0.9 *
17.15	1.4 *
17.30	2.9 ***
17.45	2.9 ***
18.00	1.4 *
18.15	0.9 *

QUEUE AT ARM E

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

TRL VIEWER 3.1 AD 1:\.. \Seelshield Way - A41 East - Gravenhill Road North - A41 West - B4100 London P 1 P

QUEUEING DELAY INFORMATION OVER WHOLE PERIOD

ARM	TOTAL DEMAND		* QUEUEING *		* INCLUSIVE QUEUEING *	
			* DELAY *		* DELAY *	
	(VEH)	(VEH/H)	(MIN)	(MIN/VEH)	(MIN)	(MIN/VEH)
A	756.9	504.6	44.6	0.06	44.6	0.06
B	1837.4	1224.9	184.2	0.10	184.2	0.10
C	101.5	67.6	12.2	0.12	12.2	0.12
D	1539.9	1026.6	151.6	0.10	151.6	0.10
E	878.9	586.0	74.7	0.08	74.7	0.09
ALL	5114.6	3409.7	467.3	0.09	467.4	0.09

* 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

***** ARCADY 6 run completed.

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

[Printed at 15:20:07 on 02/09/2010]

TRL VIEWER 3.1 AD i:\..\Seelshield Way - A41 East - Gravenhill Road North - A41 West - B4100 London Road P.

ARCADY 6

ASSESSMENT OF ROUNDABOUT CAPACITY AND DELAY

Analysis Program: Release 4.0 (FEBRUARY 2006)

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

Run with file:-
"i:\18578-01-X Gavray Drive, Bicester\3. Project\3.2 Analysis\Junction Capacity Tests\Old TA Reproduced TA\PCU\
Copy of Seelshield Way\
Seelshield Way - A41 East - Gravenhill Road North - A41 West - B4100 London Road PM Peak specific.vai"
(drive-on-the-left) at 15:20:36 on Thursday, 2 September 2010

FILE PROPERTIES

RUN TITLE: Seelshield Way/A41 East/Gravenhill Road North/A41 West/B4100 London Road PM Peak
LOCATION: Bicester
DATE: 13/07/10
CLIENT: JJ Gallagher Ltd
ENUMERATOR: Alexanders [CS5DG3J]
JOB NUMBER: 18578-01-1
STATUS: TIA
DESCRIPTION:

INPUT DATA

ARM A - Seelshield Way
AP - A41 East
AK - Gravenhill Road North
AL - A41 West
ARM E - B4100 London Road

GEOMETRIC DATA

I	ARM	I	V (M)	I	E (M)	I	L (M)	I	R (M)	I	D (M)	I	PHI (DEG)	I	SLOPE	I	INTERCEPT (PCU/MIN)	I
I	ARM A	I	7.00	I	7.00	I	0.00	I	20.00	I	70.00	I	31.0	I	0.570	I	35.227	I
I	ARM B	I	5.25	I	8.50	I	20.00	I	20.00	I	70.00	I	31.0	I	0.588	I	37.181	I
I	ARM C	I	3.50	I	7.00	I	5.00	I	20.00	I	70.00	I	20.0	I	0.472	I	23.933	I
I	ARM D	I	5.00	I	9.00	I	20.00	I	20.00	I	70.00	I	42.0	I	0.568	I	36.003	I
I	ARM E	I	7.00	I	7.00	I	0.00	I	20.00	I	70.00	I	39.0	I	0.554	I	34.246	I

V = approach half-width
E = entry width

L = effective flare length
R = entry radius

D = inscribed circle diameter
PHI = entry angle

TRAFFIC DEMAND DATA

(Only v sets included in the current run are shown)

TRL TRL VIEWER 3.1 AD i:\... \Seelshield Way - A41 East - Gravenhill Road North - A41 West - B4100 London P 1

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

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

DEMAND SET TITLE: 2010 PM Peak Network Peak

I	ARM	I	NUMBER OF MINUTES FROM START WHEN FLOW STARTS	I	TOP OF PEAK IS REACHED	I	FLOW STOPS IF FALLING	I	RATE OF FLOW (VEH/MIN) BEFORE PEAK	I	AT TOP OF PEAK	I	AFTER PEAK	I
I	ARM A	I	15.00	I	45.00	I	75.00	I	6.63	I	9.94	I	6.63	I
I	ARM B	I	15.00	I	45.00	I	75.00	I	17.29	I	25.93	I	17.29	I
I	ARM C	I	15.00	I	45.00	I	75.00	I	0.99	I	1.48	I	0.99	I
I	ARM D	I	15.00	I	45.00	I	75.00	I	14.04	I	21.06	I	14.04	I
I	ARM E	I	15.00	I	45.00	I	75.00	I	8.16	I	12.24	I	8.16	I

DEMAND SET TITLE: 2010 PM Peak Network Peak

		TURNING PROPORTIONS											
		TURNING COUNTS (VEH/HR)											
		(PERCENTAGE OF H.V.S)											
TIME		FROM/TO	ARM A	ARM B	ARM C	ARM D	ARM E						
16.45 - 18.15	ARM A		0.000	0.326	0.004	0.528	0.142						
			0.0	173.0	2.0	280.0	75.0						
			(0.0)	(0.0)	(0.0)	(0.0)	(0.0)						
	ARM B		0.268	0.000	0.006	0.495	0.231						
			370.0	0.0	8.0	685.0	320.0						
			(0.0)	(0.0)	(0.0)	(0.0)	(0.0)						
	ARM C		0.165	0.291	0.000	0.304	0.241						
			13.0	23.0	0.0	24.0	19.0						
			(0.0)	(0.0)	(0.0)	(0.0)	(0.0)						
	ARM D		0.381	0.492	0.006	0.000	0.120						
			428.0	553.0	7.0	0.0	135.0						
			(0.0)	(0.0)	(0.0)	(0.0)	(0.0)						
	ARM E		0.208	0.462	0.000	0.329	0.000						
			136.0	302.0	0.0	215.0	0.0						
			(0.0)	(0.0)	(0.0)	(0.0)	(0.0)						

QUEUE AND DELAY INFORMATION FOR EACH 15 MIN TIME SEGMENT

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					0.0	0.3	4.7		
ARM A	6.63	27.42	0.242		0.0	1.1	15.9		
ARM B	17.29	32.94	0.525		0.0	0.1	1.2		
ARM C	0.99	12.50	0.079		0.0	0.9	12.6		
ARM D	14.04	30.21	0.465		0.0	0.5	7.2		
ARM E	8.16	24.63	0.331						

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					0.3	0.4	6.5		
ARM A	7.91	25.89	0.306		1.1	1.8	25.6		
ARM B	20.64	32.10	0.643		0.1	0.1	1.9		
ARM C	1.18	10.25	0.115		0.9	1.3	19.6		
ARM D	16.76	29.07	0.577		0.5	0.7	10.9		
ARM E	9.75	22.74	0.429						

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					0.4	0.7	10.0		
ARM A	9.69	23.82	0.407		1.8	4.2	57.2		
ARM B	25.28	30.97	0.816		0.1	0.2	3.6		
ARM C	1.44	7.23	0.200		1.3	2.8	39.6		
ARM D	20.53	27.54	0.745		0.7	1.4	20.3		
ARM E	11.94	20.21	0.591						

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					0.7	0.7	10.2		
ARM A	9.69	23.77	0.408		4.2	4.3	64.1		
ARM B	25.28	30.96	0.817		0.2	0.3	3.7		
ARM C	1.44	7.14	0.202		2.8	2.9	43.0		
ARM D	20.53	27.49	0.747		1.4	1.4	21.5		
ARM E	11.94	20.13	0.593						

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					0.7	0.4	6.8		
ARM A	7.91	25.82	0.306		4.3	1.8	29.0		
ARM B	20.64	32.08	0.643		0.3	0.1	2.1		
ARM C	1.18	10.13	0.116		2.9	1.4	21.7		
ARM D	16.76	29.00	0.578		1.4	0.8	11.8		
ARM E	9.75	22.65	0.430						

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					0.4	0.3	4.9		
ARM A	6.63	27.37	0.242		1.8	1.1	17.2		
ARM B	17.29	32.92	0.525		0.1	0.1	1.3		
ARM C	0.99	12.42	0.079		1.4	0.9	13.5		
ARM D	14.04	30.17	0.465		0.8	0.5	7.7		
ARM E	8.16	24.57	0.332						

TRL TRL VIEWER 3.1 AD i:\..\Seelshield Way - A41 East - Gravenhill Road North - A41 West - B4100 London 1 1 F

QUEUE AT ARM A

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE
17.00	0.3
17.15	0.4
17.30	0.7 *
17.45	0.7 *
18.00	0.4
18.15	0.3

QUEUE AT ARM B

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE
17.00	1.1 *
17.15	1.8 **
17.30	4.2 ****
17.45	4.3 ****
18.00	1.8 **
18.15	1.1 *

QUEUE AT ARM C

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

QUEUE AT ARM D

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE
17.00	0.9 *
17.15	1.3 *
17.30	2.8 ***
17.45	2.9 ***
18.00	1.4 *
18.15	0.9 *

QUEUE AT ARM E

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE
17.00	0.5
17.15	0.7 *
17.30	1.4 *
17.45	1.4 *
18.00	0.8 *
18.15	0.5 *