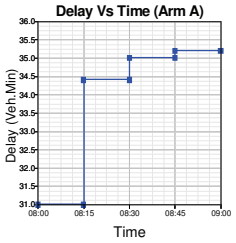
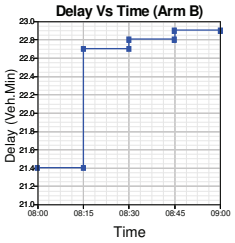
Geometric Delay Graph

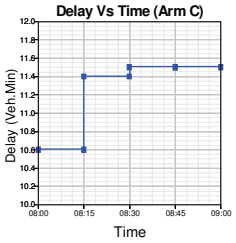
No Data. Please select 'Geometric Delay' in 'Principal Options' and try again.

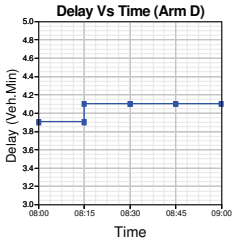
Delay (against Time) Graphs, for each 15min Interval (08:00 - 09:00)

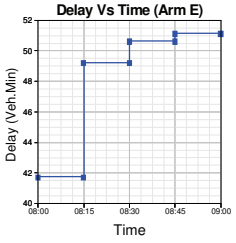
(QUEUEING DELAY INFORMATION OVER WHOLE PERIOD)











Queues and Delay:

Segment	Arm	Demand (Veh / Min)	Capacity (Veh / Min)	Demand / Capacity (RFC)	Ped Flow (Ped / Min)	Start Queue (Veh)	End Queue (Veh)	Delay (Veh.Min / Time Segment)	Geometric Delay (Veh.Min / Time Segment)	Arrival Delay (Min / Veh)
Segment : 1 - 08:00 to 08:15	A	14.77	21.15	0.698	-	0.0	2.2	31.0	-	0.150
	B	14.85	24.59	0.604	-	0.0	1.5	21.4	-	0.101
	C	4.65	10.73	0.434	-	0.0	0.8	10.6	-	0.162
	D	2.41	11.19	0.215	-	0.0	0.3	3.9	-	0.113
	E	11.45	14.77	0.775	-	0.0	3.2	41.7	-	0.269
Segment : 2 - 08:15 to 08:30	A	14.77	21.00	0.703	-	2.2	2.3	34.4	-	0.160
	B	14.85	24.54	0.605	-	1.5	1.5	22.7	-	0.103
	C	4.65	10.67	0.436	-	0.8	0.8	11.4	-	0.166
	D	2.41	11.15	0.216	-	0.3	0.3	4.1	-	0.114
	E	11.45	14.72	0.778	-	3.2	3.3	49.2	-	0.303
Segment : 3 - 08:30 to 08:45	A	14.77	21.00	0.703	-	2.3	2.3	35.0	-	0.160
	B	14.85	24.54	0.605	-	1.5	1.5	22.8	-	0.103
	C	4.65	10.67	0.436	-	0.8	0.8	11.5	-	0.166
	D	2.41	11.15	0.216	-	0.3	0.3	4.1	-	0.114
	E	11.45	14.72	0.778	-	3.3	3.4	50.6	-	0.304
Segment : 4 - 08:45 to 09:00	A	14.77	20.99	0.704	-	2.3	2.3	35.2	-	0.161
	B	14.85	24.54	0.605	-	1.5	1.5	22.9	-	0.103
	C	4.65	10.67	0.436	-	0.8	0.8	11.5	-	0.166
	D	2.41	11.15	0.216	-	0.3	0.3	4.1	-	0.114
	E	11.45	14.72	0.778	-	3.4	3.4	51.1	-	0.305

Queuing Delay Information Over Whole Period

Arm	Total Demand		Queueing Delay		Inclusive Queueing Delay	
	(Veh)	(Veh/Hr)	(Min)	(Min/Veh)	(Min)	(Min/Veh)
A	886.2	886.2	135.5	0.15	135.6	0.15
B	891.0	891.0	89.7	0.10	89.7	0.10
C	279.0	279.0	45.0	0.16	45.1	0.16
D	144.6	144.6	16.3	0.11	16.3	0.11
E	687.0	687.0	192.6	0.28	193.0	0.28
ALL	2887.8	2887.8	479.1	0.17	479.7	0.17

Delay is that occuring only within the time period.
Inclusive delay includes delay suffered by vehicles that 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.

Accident Data

No Data, please select the 'Accident Analysis' option in 'Principal Options' and try again.

Accident Results

No Data, please select the 'Accident Analysis' option in 'Principal Options' and try again.

Run Information

Run with file:- **c:\Users\fda76470\Desktop\Bicester\J14\A4095 B4100 Banbury Road ARCADY model results AM Peak Hour (J14) Full Dev.vai**
At: **14:37:03 on Wednesday, July 30, 2014**
Mode: **Drive On The Left**
Units: **Metric**

Arm Labelling

Arm	Full Arm Names
Arm A	B4100
Arm B	A4095 (east)
Arm C	Banbury Road
Arm D	A4095 (west) left
Arm E	A4095 (west) ahead right

Flow Scaling Factor

Arm	Flow Scaling Factor (%)
Arm A	100
Arm B	100
Arm C	100
Arm D	100
Arm E	100

File Properties

Run Title	A4095 B4100 Banbury Road ARCADY model results AM Peak Hour (J14) Full Dev
Location	Bicester
Date	21/02/2014
Client	
Enumerator	afa00534 [HCL51938]
Job Number	
Status	Preliminary
Description	

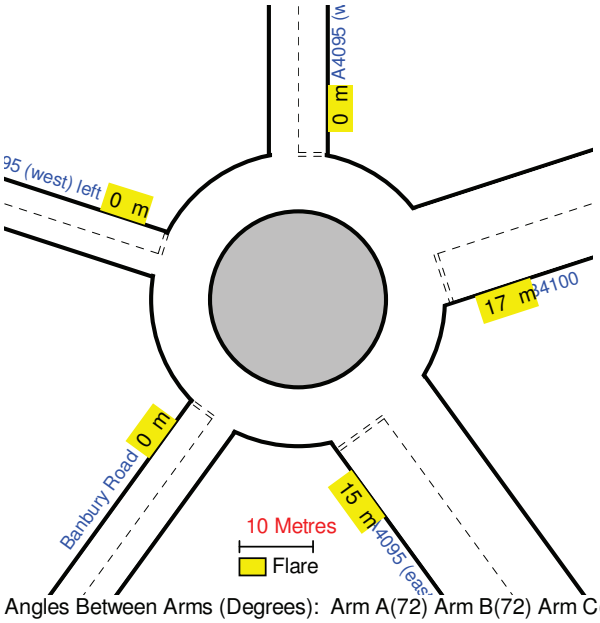
Errors and Warnings

[No errors or warnings]

Geometric Data

Data Item	Arm A	Arm B	Arm C	Arm D	Arm E
Approach Road Half-Width (m)	3.60	3.70	3.65	3.20	4.00
Entry Width (m)	7.00	7.80	3.65	3.20	4.00
Flare Length (m)	17.00	15.00	0.00	0.00	0.00
Entry Radius (m)	34.00	18.00	20.00	24.00	24.00
Inscribed Circle Diameter (m)	40.00	40.00	40.00	40.00	40.00
Entry Angle (degrees)	20.00	27.00	30.00	30.00	30.00
Slope	0.681	0.662	0.523	0.500	0.549
Intercept (PCU/Min)	30.221	29.878	18.433	16.292	20.365

Junction Diagram: (View Extent = 80m)



Angles Between Arms (Degrees): Arm A(72) Arm B(72) Arm C(72) Arm D(72) Arm E(72)

Demand Data

Demand Profiles are Synthesised using **DIRECT** Data
Period of interest (for Queue and Delay calculations): **08:00 to 09:00**
Length of Time Period: **60 min**
Length of Time Segment: **15 min**

Direct Data for Demand Set: AM Peak Full Development

Time Period	Arm	Demand Data (Veh/Min)
Segment : 1 - 08:00 to 08:15	A	14.25
	B	15.01
	C	6.95
	D	1.10
	E	12.92
Segment : 2 - 08:15 to 08:30	A	14.25
	B	15.01
	C	6.95
	D	1.10
	E	12.92
Segment : 3 - 08:30 to 08:45	A	14.25
	B	15.01
	C	6.95
	D	1.10
	E	12.92
Segment : 4 - 08:45 to 09:00	A	14.25
	B	15.01
	C	6.95
	D	1.10
	E	12.92

Turning Proportions for Demand Set: AM Peak Full Development

Turning proportions vary over entry and calculated from turning count data (shaded)

Time Period	From/To	Arm A	Arm B	Arm C	Arm D	Arm E
08:00 to 09:00	Arm A	0.000	0.439	0.542	0.019	0.000
		0.0	375.3	463.7	16.3	0.0
	Arm B	0.501	0.030	0.142	0.327	0.000
		451.3	26.9	128.0	294.2	0.0
	Arm C	0.672	0.328	0.000	0.000	0.000
		280.5	136.7	0.0	0.0	0.0
	Arm D	0.000	0.000	0.000	0.000	1.000
		0.0	0.0	0.0	0.0	65.7
	Arm E	0.000	0.889	0.111	0.000	0.000
		0.0	688.7	86.3	0.0	0.0

Heavy Vehicle Percentages for Demand Set: AM Peak Full Development

Vary over entry

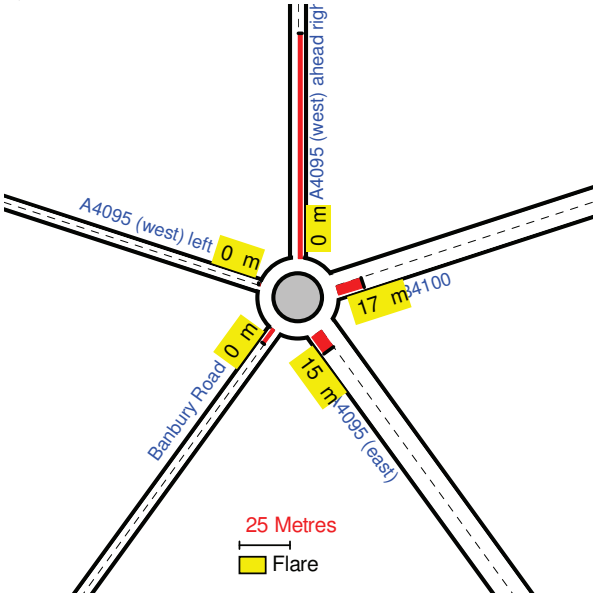
Time Period	From/To	Arm A	Arm B	Arm C	Arm D	Arm E
08:00 to 09:00	Arm A	0.0	0.0	0.0	0.0	0.0
	Arm B	0.0	0.0	0.0	0.0	0.0
	Arm C	0.0	0.0	0.0	0.0	0.0
	Arm D	0.0	0.0	0.0	0.0	0.0
	Arm E	0.0	0.0	0.0	0.0	0.0

Queue Diagrams: (View Extent = 80m)

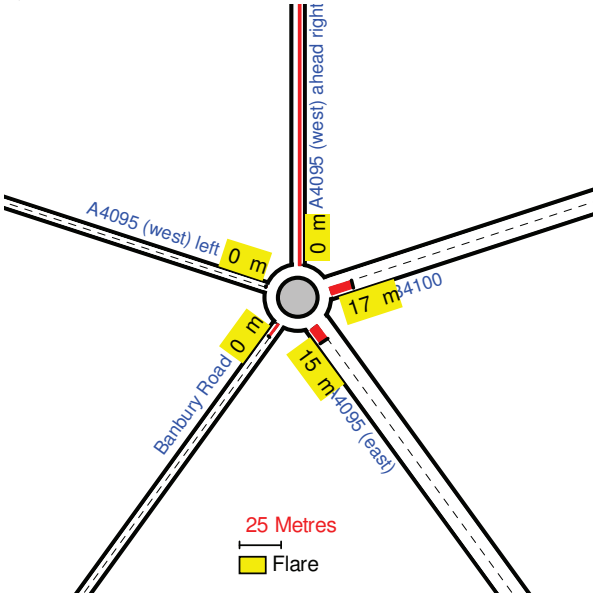
Queue Length	Colour
Mean Queue	
5 th % ile	
90 th % ile	
95 th % ile	

Start Time: 08:00---> End Time: 09:00

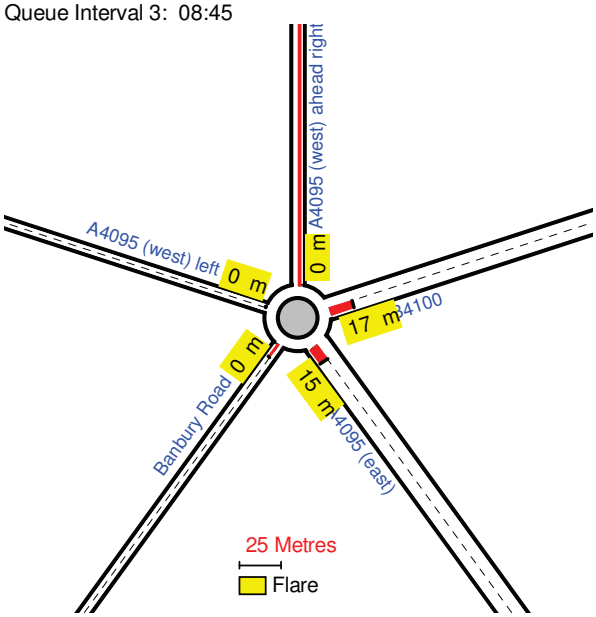
Queue Interval 1: 08:15



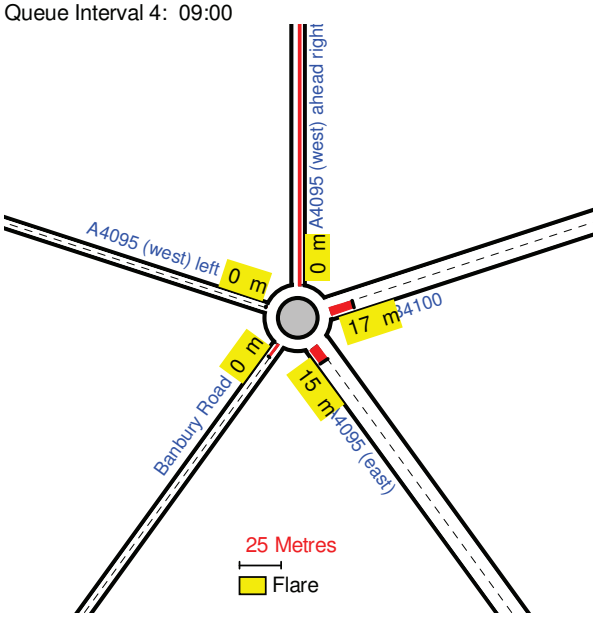
Queue Interval 2: 08:30



Queue Interval 3: 08:45

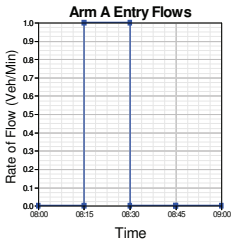


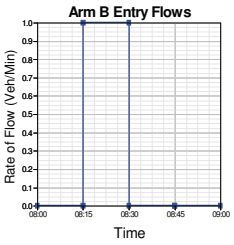
Queue Interval 4: 09:00

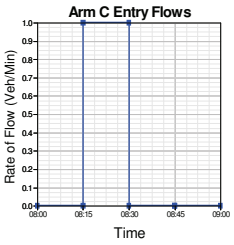


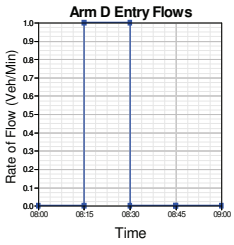
Demand Data Graphs

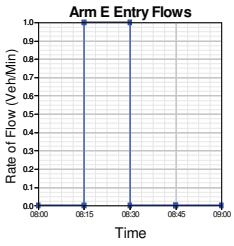
Direct Entry/Exit Flows for Demand Set: AM Peak Full Development





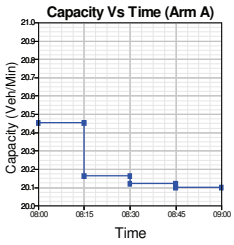


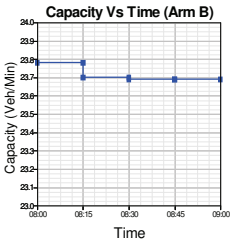


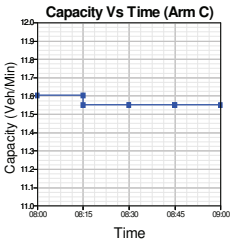


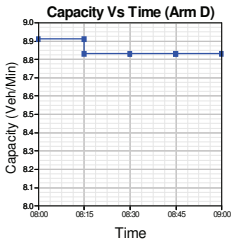
Capacity (against Time) Graphs, for each 15min Interval (08:00 - 09:00)

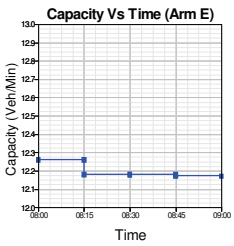
(QUEUEING DELAY INFORMATION OVER WHOLE PERIOD)





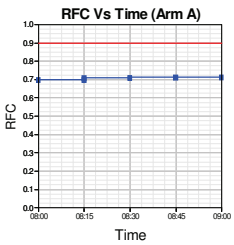


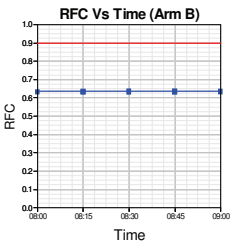


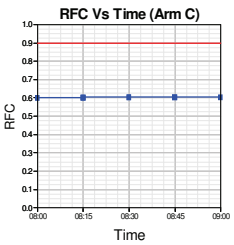


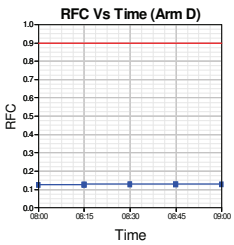
RFC (against Time) Graphs, for each 15min Interval (08:00 - 09:00)

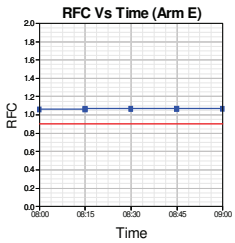
(QUEUEING DELAY INFORMATION OVER WHOLE PERIOD)





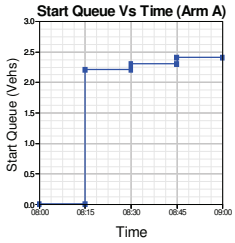


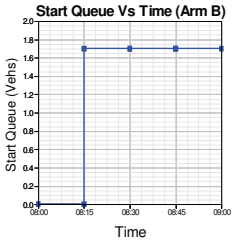


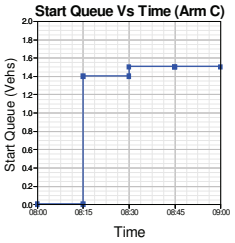


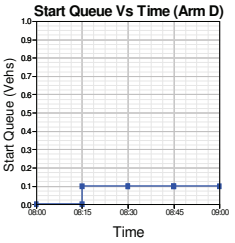
Start Queue (against Time) Graphs, for each 15min Interval (08:00 - 09:00)

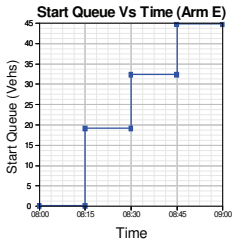
(QUEUEING DELAY INFORMATION OVER WHOLE PERIOD)





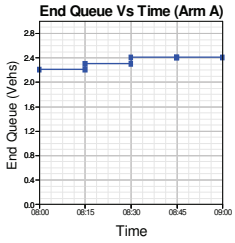


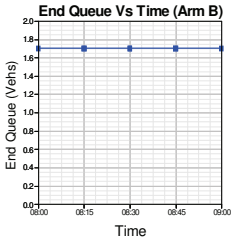


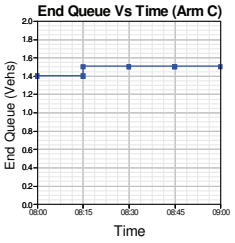


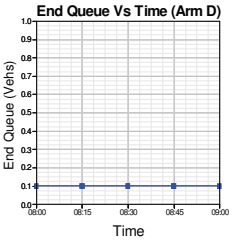
End Queue (against Time) Graphs, for each 15min Interval (08:00 - 09:00)

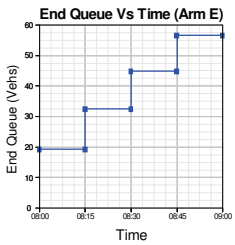
(QUEUEING DELAY INFORMATION OVER WHOLE PERIOD)









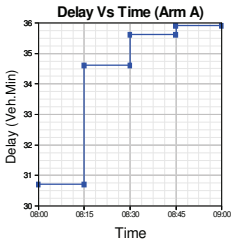


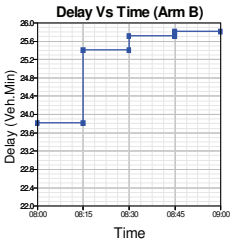
Geometric Delay Graph

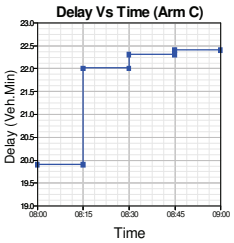
No Data. Please select 'Geometric Delay' in 'Principal Options' and try again.

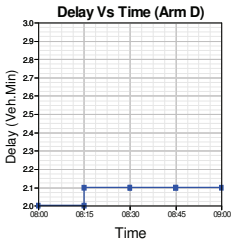
Delay (against Time) Graphs, for each 15min Interval (08:00 - 09:00)

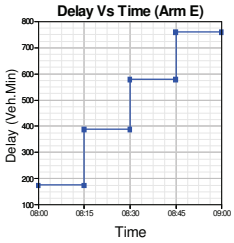
(QUEUEING DELAY INFORMATION OVER WHOLE PERIOD)











Queues and Delay:

Segment	Arm	Demand (Veh / Min)	Capacity (Veh / Min)	Demand / Capacity (RFC)	Ped Flow (Ped / Min)	Start Queue (Veh)	End Queue (Veh)	Delay (Veh.Min / Time Segment)	Geometric Delay (Veh.Min / Time Segment)	Arrival Delay (Min / Veh)
Segment : 1 - 08:00 to 08:15	A	14.25	20.45	0.697	-	0.0	2.2	30.7	-	0.154
	B	15.01	23.78	0.631	-	0.0	1.7	23.8	-	0.111
	C	6.95	11.60	0.599	-	0.0	1.4	19.9	-	0.207
	D	1.10	8.91	0.123	-	0.0	0.1	2.0	-	0.128
	E	12.92	12.26	1.054	-	0.0	19.1	172.6	-	1.063
Segment : 2 - 08:15 to 08:30	A	14.25	20.16	0.707	-	2.2	2.3	34.6	-	0.169
	B	15.01	23.70	0.633	-	1.7	1.7	25.4	-	0.115
	C	6.95	11.55	0.602	-	1.4	1.5	22.0	-	0.217
	D	1.10	8.83	0.125	-	0.1	0.1	2.1	-	0.129
	E	12.92	12.18	1.061	-	19.1	32.3	387.1	-	2.368
Segment : 3 - 08:30 to 08:45	A	14.25	20.12	0.708	-	2.3	2.4	35.6	-	0.170
	B	15.01	23.69	0.634	-	1.7	1.7	25.7	-	0.115
	C	6.95	11.55	0.602	-	1.5	1.5	22.3	-	0.217
	D	1.10	8.83	0.125	-	0.1	0.1	2.1	-	0.129
	E	12.92	12.18	1.061	-	32.3	44.6	577.4	-	3.374
Segment : 4 - 08:45 to 09:00	A	14.25	20.10	0.709	-	2.4	2.4	35.9	-	0.171
	B	15.01	23.69	0.634	-	1.7	1.7	25.8	-	0.115
	C	6.95	11.55	0.602	-	1.5	1.5	22.4	-	0.217
	D	1.10	8.83	0.125	-	0.1	0.1	2.1	-	0.129
	E	12.92	12.17	1.061	-	44.6	56.5	758.7	-	4.346

Queuing Delay Information Over Whole Period

Arm	Total Demand		Queueing Delay		Inclusive Queueing Delay	
	(Veh)	(Veh/Hr)	(Min)	(Min/Veh)	(Min)	(Min/Veh)
A	855.0	855.0	136.8	0.16	137.0	0.16
B	900.6	900.6	100.6	0.11	100.7	0.11
C	417.0	417.0	86.6	0.21	86.7	0.21
D	66.0	66.0	8.4	0.13	8.4	0.13
E	775.2	775.2	1895.8	2.45	2027.0	2.61
ALL	3013.8	3013.8	2228.3	0.74	2359.8	0.78

Delay is that occuring only within the time period.
Inclusive delay includes delay suffered by vehicles that 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.

Accident Data

No Data, please select the 'Accident Analysis' option in 'Principal Options' and try again.

Accident Results

No Data, please select the 'Accident Analysis' option in 'Principal Options' and try again.

ARCADY 6		
GUI Version: 6.2 AG Analysis Program: Release 7.0 (FEBRUARY 2010)		
(c) Copyright TRL Limited, 2004 Adapted from ARCADY/3 which is Crown Copyright by permission of the controller of HMSO		
For sales and distribution information, program advice and maintenance, contact:		
TRL Limited Crowthorne House Nine Mile Ride Wokingham, Berks. RG40 3GA, UK		Tel: +44 (0)1344 770758 Fax:+44 (0)1344 770864 Email: software@ trl.co.uk Web:www.trlsoftware.co.uk
The user of this computer program for the solution of an engineering problem is in no way relieved of their responsibility for the correctness of the solution		

Run Information

Run with file:- **c:\Users\fda76470\Desktop\Bicester\J14\A4095 B4100 Banbury Road ARCADY model results PM Peak Hour (J14) Reference Model.vai**
At: **14:38:52 on Wednesday, July 30, 2014**
Mode: **Drive On The Left**
Units: **Metric**

Arm Labelling

Arm	Full Arm Names
Arm A	B4100
Arm B	A4095 (east)
Arm C	Banbury Road
Arm D	A4095 (west) left
Arm E	A4095 (west) ahead right

Flow Scaling Factor

Arm	Flow Scaling Factor (%)
Arm A	100
Arm B	100
Arm C	100
Arm D	100
Arm E	100

File Properties

Run Title	A4095 B4100 Banbury Road ARCADY model results PM Peak Hour (J14) Reference Model
Location	Bicester
Date	21/02/2014
Client	
Enumerator	dca76340 [HCL57004]
Job Number	
Status	Preliminary
Description	

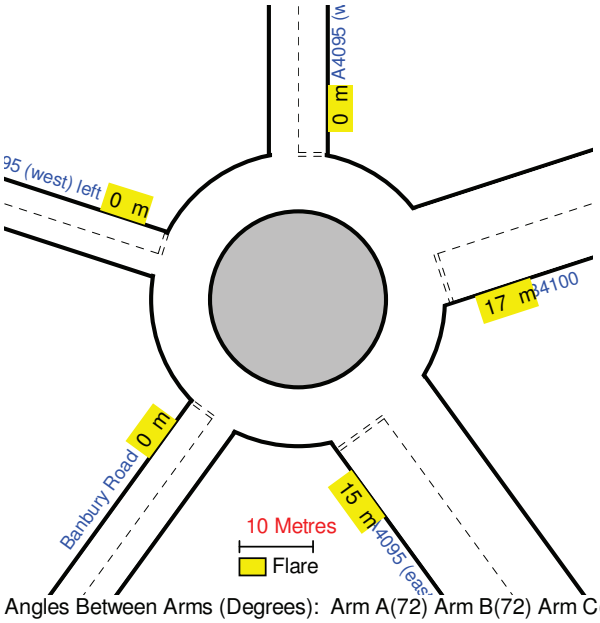
Errors and Warnings

[No errors or warnings]

Geometric Data

Data Item	Arm A	Arm B	Arm C	Arm D	Arm E
Approach Road Half-Width (m)	3.60	3.70	3.65	3.20	4.00
Entry Width (m)	7.00	7.80	3.65	3.20	4.00
Flare Length (m)	17.00	15.00	0.00	0.00	0.00
Entry Radius (m)	34.00	18.00	20.00	24.00	24.00
Inscribed Circle Diameter (m)	40.00	40.00	40.00	40.00	40.00
Entry Angle (degrees)	20.00	27.00	30.00	30.00	30.00
Slope	0.681	0.662	0.523	0.500	0.549
Intercept (PCU/Min)	30.221	29.878	18.433	16.292	20.365

Junction Diagram: (View Extent = 80m)



Angles Between Arms (Degrees): Arm A(72) Arm B(72) Arm C(72) Arm D(72) Arm E(72)

Demand Data

Demand Profiles are Synthesised using **DIRECT** Data
Period of interest (for Queue and Delay calculations): **17:00 to 18:00**
Length of Time Period: **60 min**
Length of Time Segment: **15 min**

Direct Data for Demand Set: PM Peak Without Development

Time Period	Arm	Demand Data (Veh/Min)
Segment : 1 - 17:00 to 17:15	A	12.26
	B	19.63
	C	8.18
	D	2.58
	E	9.75
Segment : 2 - 17:15 to 17:30	A	12.26
	B	19.63
	C	8.18
	D	2.58
	E	9.75
Segment : 3 - 17:30 to 17:45	A	12.26
	B	19.63
	C	8.18
	D	2.58
	E	9.75
Segment : 4 - 17:45 to 18:00	A	12.26
	B	19.63
	C	8.18
	D	2.58
	E	9.75

Turning Proportions for Demand Set: PM Peak Without Development

Turning proportions vary over entry and calculated from turning count data (shaded)

Time Period	From/To	Arm A	Arm B	Arm C	Arm D	Arm E
17:00 to 18:00	Arm A	0.008	0.368	0.448	0.175	0.000
		6.0	271.0	330.0	129.0	0.0
	Arm B	0.421	0.000	0.087	0.492	0.000
		496.0	0.0	103.0	579.0	0.0
	Arm C	0.735	0.265	0.000	0.000	0.000
		361.0	130.0	0.0	0.0	0.0
	Arm D	0.000	0.000	0.000	0.000	1.000
		0.0	0.0	0.0	0.0	155.0
	Arm E	0.000	0.995	0.005	0.000	0.000
		0.0	582.0	3.0	0.0	0.0

Heavy Vehicle Percentages for Demand Set: PM Peak Without Development

Vary over entry

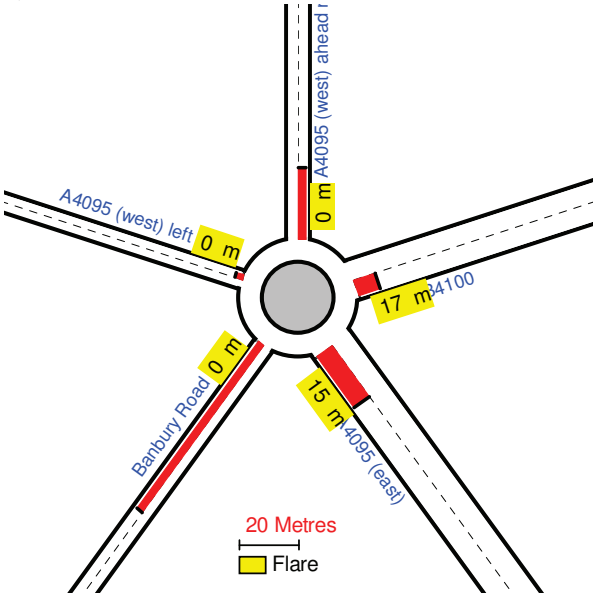
Time Period	From/To	Arm A	Arm B	Arm C	Arm D	Arm E
17:00 to 18:00	Arm A	0.0	0.0	0.0	0.0	0.0
	Arm B	0.0	0.0	0.0	0.0	0.0
	Arm C	0.0	0.0	0.0	0.0	0.0
	Arm D	0.0	0.0	0.0	0.0	0.0
	Arm E	0.0	0.0	0.0	0.0	0.0

Queue Diagrams: (View Extent = 80m)

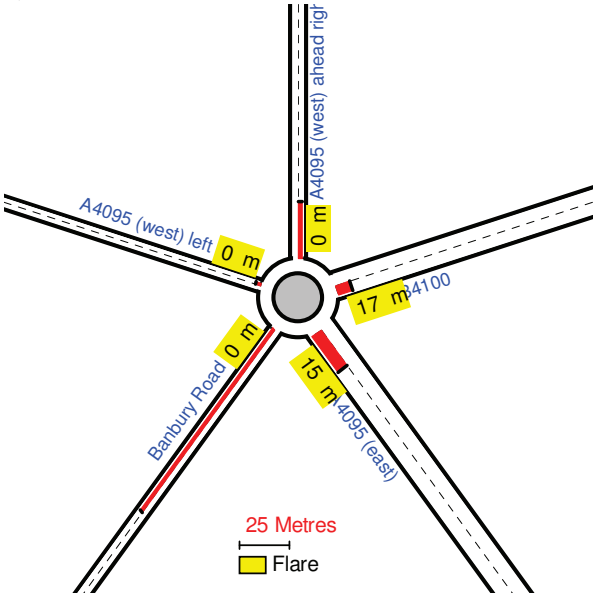
Queue Length	Colour
Mean Queue	
5 th % ile	
90 th % ile	
95 th % ile	

Start Time: 17:00---> End Time: 18:00

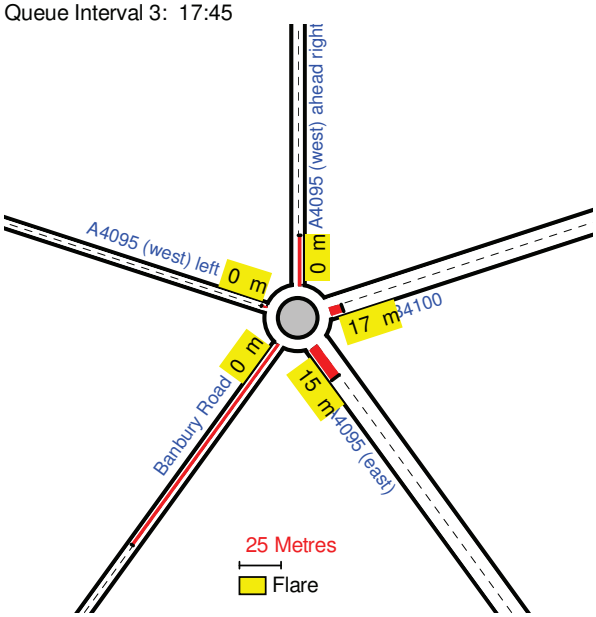
Queue Interval 1: 17:15



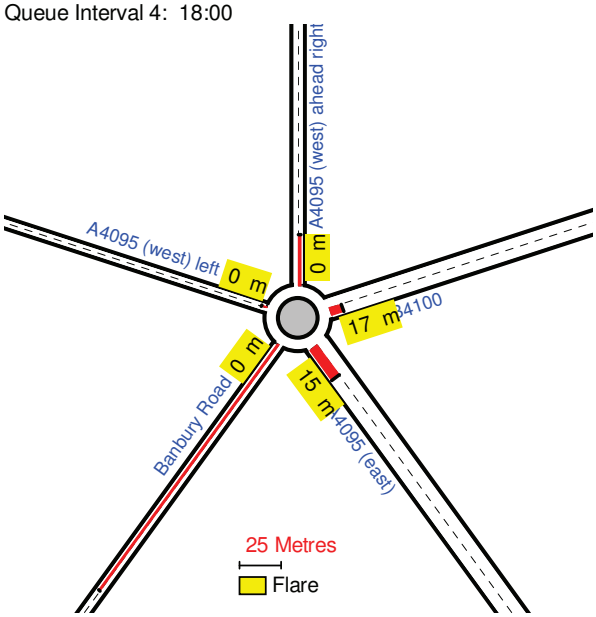
Queue Interval 2: 17:30



Queue Interval 3: 17:45

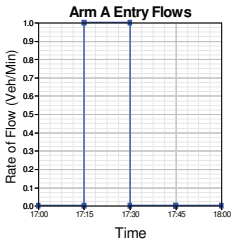


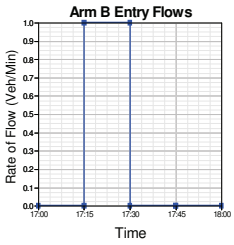
Queue Interval 4: 18:00

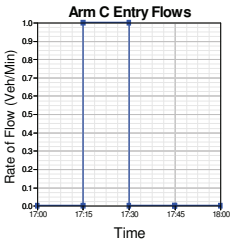


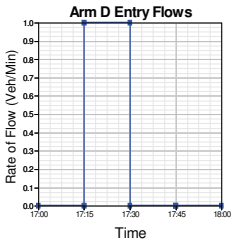
Demand Data Graphs

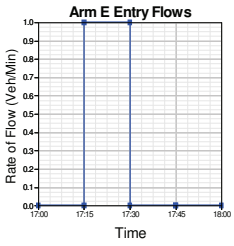
Direct Entry/Exit Flows for Demand Set: PM Peak Without Development





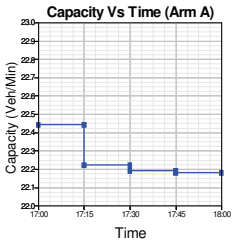


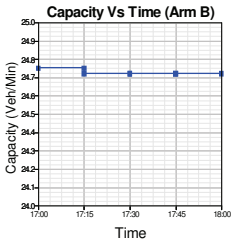


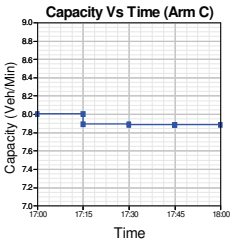


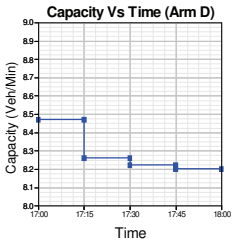
Capacity (against Time) Graphs, for each 15min Interval (17:00 - 18:00)

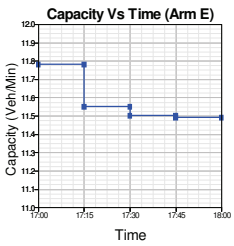
(QUEUEING DELAY INFORMATION OVER WHOLE PERIOD)





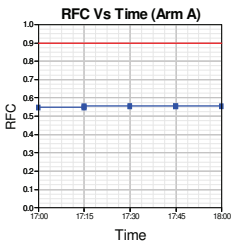


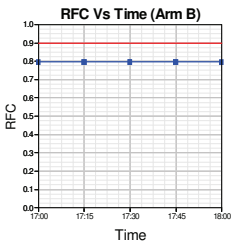


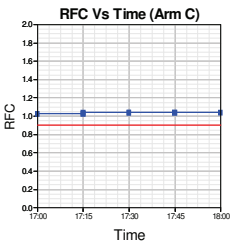


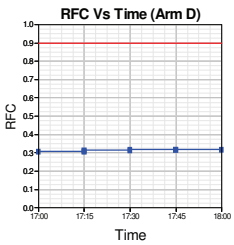
RFC (against Time) Graphs, for each 15min Interval (17:00 - 18:00)

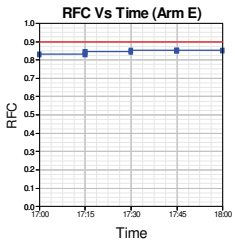
(QUEUEING DELAY INFORMATION OVER WHOLE PERIOD)





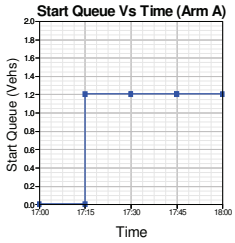


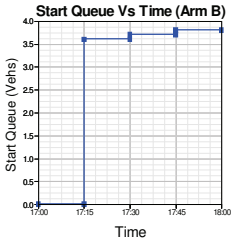


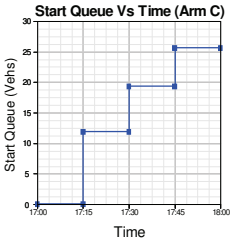


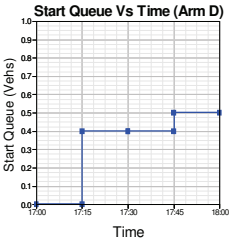
Start Queue (against Time) Graphs, for each 15min Interval (17:00 - 18:00)

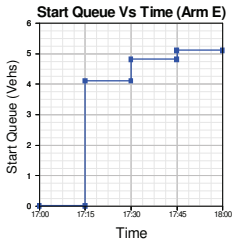
(QUEUEING DELAY INFORMATION OVER WHOLE PERIOD)





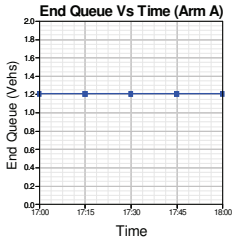


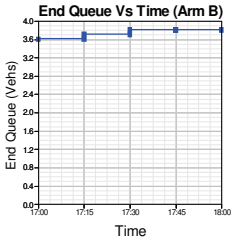


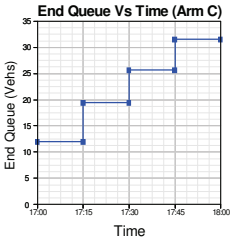


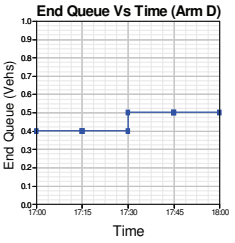
End Queue (against Time) Graphs, for each 15min Interval (17:00 - 18:00)

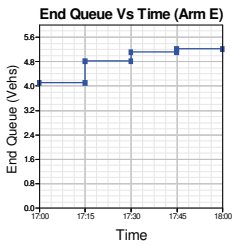
(QUEUEING DELAY INFORMATION OVER WHOLE PERIOD)









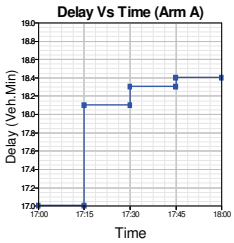


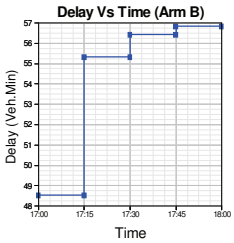
Geometric Delay Graph

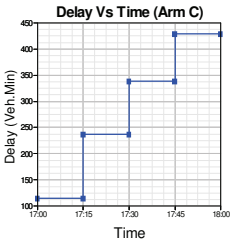
No Data. Please select 'Geometric Delay' in 'Principal Options' and try again.

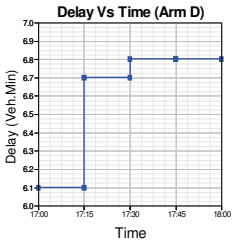
Delay (against Time) Graphs, for each 15min Interval (17:00 - 18:00)

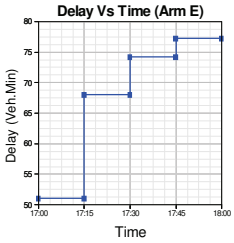
(QUEUEING DELAY INFORMATION OVER WHOLE PERIOD)











Queues and Delay:

Segment	Arm	Demand (Veh / Min)	Capacity (Veh / Min)	Demand / Capacity (RFC)	Ped Flow (Ped / Min)	Start Queue (Veh)	End Queue (Veh)	Delay (Veh.Min / Time Segment)	Geometric Delay (Veh.Min / Time Segment)	Arrival Delay (Min / Veh)
Segment : 1 - 17:00 to 17:15	A	12.26	22.44	0.546	-	0.0	1.2	17.0	-	0.097
	B	19.63	24.75	0.793	-	0.0	3.6	48.5	-	0.179
	C	8.18	8.00	1.022	-	0.0	11.9	113.4	-	1.125
	D	2.58	8.47	0.305	-	0.0	0.4	6.1	-	0.168
	E	9.75	11.78	0.828	-	0.0	4.1	51.0	-	0.397
Segment : 2 - 17:15 to 17:30	A	12.26	22.22	0.552	-	1.2	1.2	18.1	-	0.100
	B	19.63	24.72	0.794	-	3.6	3.7	55.3	-	0.195
	C	8.18	7.89	1.037	-	11.9	19.3	236.0	-	2.322
	D	2.58	8.26	0.312	-	0.4	0.4	6.7	-	0.176
	E	9.75	11.55	0.844	-	4.1	4.8	67.9	-	0.520
Segment : 3 - 17:30 to 17:45	A	12.26	22.19	0.552	-	1.2	1.2	18.3	-	0.101
	B	19.63	24.72	0.794	-	3.7	3.8	56.4	-	0.196
	C	8.18	7.88	1.038	-	19.3	25.6	337.1	-	3.162
	D	2.58	8.22	0.314	-	0.4	0.5	6.8	-	0.177
	E	9.75	11.50	0.848	-	4.8	5.1	74.1	-	0.550
Segment : 4 - 17:45 to 18:00	A	12.26	22.18	0.553	-	1.2	1.2	18.4	-	0.101
	B	19.63	24.72	0.794	-	3.8	3.8	56.8	-	0.196
	C	8.18	7.88	1.038	-	25.6	31.4	427.6	-	3.904
	D	2.58	8.20	0.314	-	0.5	0.5	6.8	-	0.178
	E	9.75	11.49	0.849	-	5.1	5.2	77.2	-	0.561

Queuing Delay Information Over Whole Period

Arm	Total Demand		Queueing Delay		Inclusive Queueing Delay	
	(Veh)	(Veh/Hr)	(Min)	(Min/Veh)	(Min)	(Min/Veh)
A	735.6	735.6	71.9	0.10	71.9	0.10
B	1177.8	1177.8	217.1	0.18	217.4	0.18
C	490.8	490.8	1114.0	2.27	1176.5	2.40
D	154.8	154.8	26.4	0.17	26.4	0.17
E	585.0	585.0	270.2	0.46	271.3	0.46
ALL	3144.0	3144.0	1699.6	0.54	1763.5	0.56

Delay is that occuring only within the time period.
Inclusive delay includes delay suffered by vehicles that 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.

Accident Data

No Data, please select the 'Accident Analysis' option in 'Principal Options' and try again.

Accident Results

No Data, please select the 'Accident Analysis' option in 'Principal Options' and try again.

Run Information

Run with file:- **c:\Users\fda76470\Desktop\Bicester\J14\A4095 B4100 Banbury Road ARCADY model results PM Peak Hour (J14) Full Dev.vai**
At: **14:39:23 on Wednesday, July 30, 2014**
Mode: **Drive On The Left**
Units: **Metric**

Arm Labelling

Arm	Full Arm Names
Arm A	B4100
Arm B	A4095 (east)
Arm C	Banbury Road
Arm D	A4095 (west) left
Arm E	A4095 (west) ahead right

Flow Scaling Factor

Arm	Flow Scaling Factor (%)
Arm A	100
Arm B	100
Arm C	100
Arm D	100
Arm E	100

File Properties

Run Title	A4095 B4100 Banbury Road ARCADY model results PM Peak Hour (J14) Full Dev
Location	Bicester
Date	21/02/2014
Client	
Enumerator	dca76340 [HCL57004]
Job Number	
Status	Preliminary
Description	

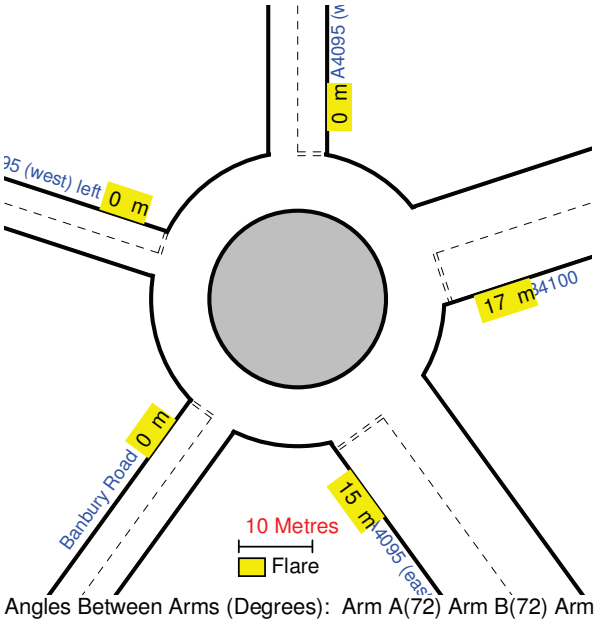
Errors and Warnings

[No errors or warnings]

Geometric Data

Data Item	Arm A	Arm B	Arm C	Arm D	Arm E
Approach Road Half-Width (m)	3.60	3.70	3.65	3.20	4.00
Entry Width (m)	7.00	7.80	3.65	3.20	4.00
Flare Length (m)	17.00	15.00	0.00	0.00	0.00
Entry Radius (m)	34.00	18.00	20.00	24.00	24.00
Inscribed Circle Diameter (m)	40.00	40.00	40.00	40.00	40.00
Entry Angle (degrees)	20.00	27.00	30.00	30.00	30.00
Slope	0.681	0.662	0.523	0.500	0.549
Intercept (PCU/Min)	30.221	29.878	18.433	16.292	20.365

Junction Diagram: (View Extent = 80m)



Angles Between Arms (Degrees): Arm A(72) Arm B(72) Arm C(72) Arm D(72) Arm E(72)

Demand Data

Demand Profiles are Synthesised using **DIRECT** Data
Period of interest (for Queue and Delay calculations): **17:00 to 18:00**
Length of Time Period: **60 min**
Length of Time Segment: **15 min**

Direct Data for Demand Set: PM Peak With Development

Time Period	Arm	Demand Data (Veh/Min)
Segment : 1 - 17:00 to 17:15	A	15.28
	B	21.22
	C	10.93
	D	1.18
	E	8.30
Segment : 2 - 17:15 to 17:30	A	15.28
	B	21.22
	C	10.93
	D	1.18
	E	8.30
Segment : 3 - 17:30 to 17:45	A	15.28
	B	21.22
	C	10.93
	D	1.18
	E	8.30
Segment : 4 - 17:45 to 18:00	A	15.28
	B	21.22
	C	10.93
	D	1.18
	E	8.30

Turning Proportions for Demand Set: PM Peak With Development

Turning proportions vary over entry and calculated from turning count data (shaded)

Time Period	From/To	Arm A	Arm B	Arm C	Arm D	Arm E
17:00 to 18:00	Arm A	0.025	0.405	0.467	0.104	0.000
		23.0	371.0	428.0	95.0	0.0
	Arm B	0.579	0.000	0.070	0.351	0.000
		737.0	0.0	89.0	447.0	0.0
	Arm C	0.748	0.252	0.000	0.000	0.000
		491.0	165.0	0.0	0.0	0.0
	Arm D	0.000	0.000	0.000	0.000	1.000
		0.0	0.0	0.0	0.0	71.0
	Arm E	0.000	0.966	0.034	0.000	0.000
		0.0	481.0	17.0	0.0	0.0

Heavy Vehicle Percentages for Demand Set: PM Peak With Development

Vary over entry

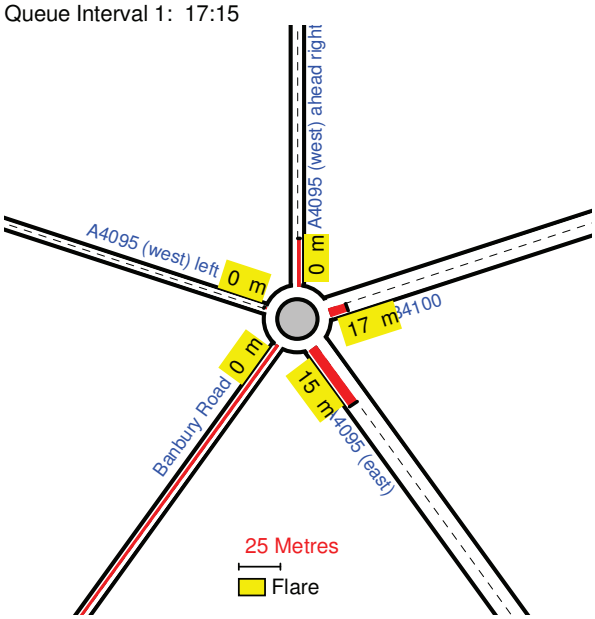
Time Period	From/To	Arm A	Arm B	Arm C	Arm D	Arm E
17:00 to 18:00	Arm A	0.0	0.0	0.0	0.0	0.0
	Arm B	0.0	0.0	0.0	0.0	0.0
	Arm C	0.0	0.0	0.0	0.0	0.0
	Arm D	0.0	0.0	0.0	0.0	0.0
	Arm E	0.0	0.0	0.0	0.0	0.0

Queue Diagrams: (View Extent = 80m)

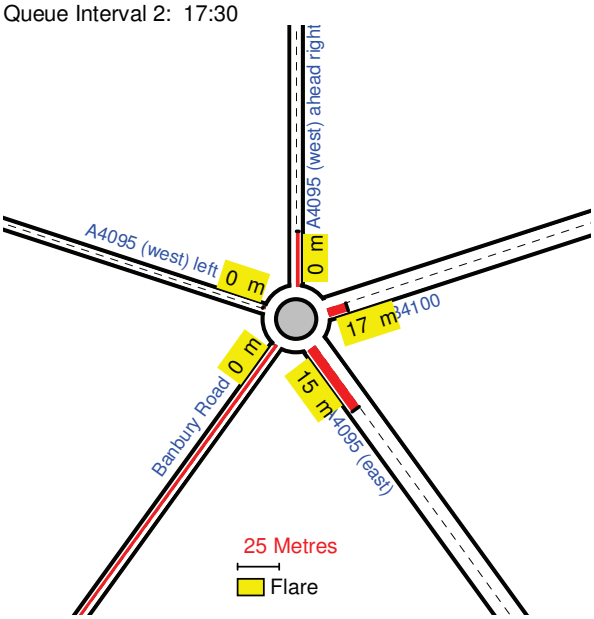
Queue Length	Colour
Mean Queue	
5 th % ile	
90 th % ile	
95 th % ile	

Start Time: 17:00---> End Time: 18:00

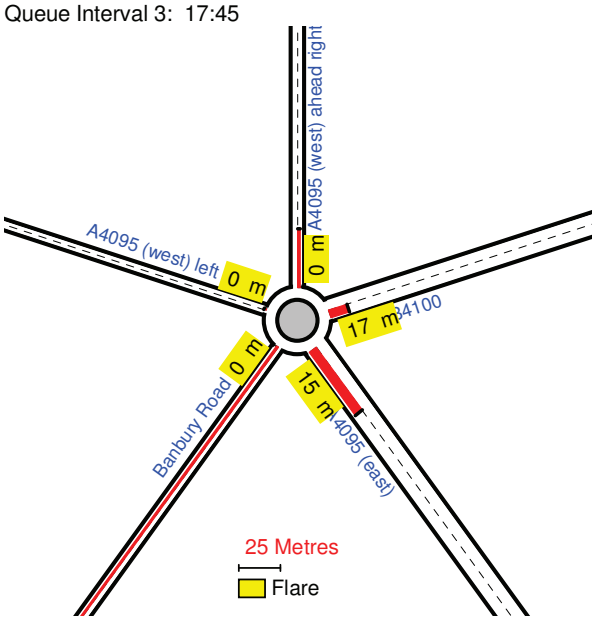
Queue Interval 1: 17:15



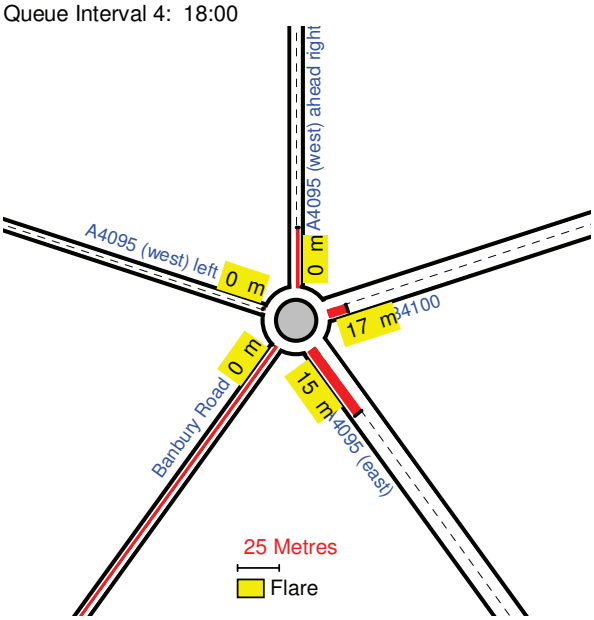
Queue Interval 2: 17:30



Queue Interval 3: 17:45

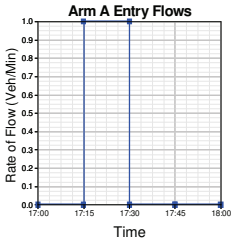


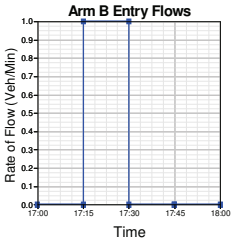
Queue Interval 4: 18:00

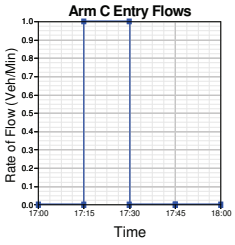


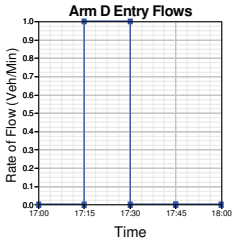
Demand Data Graphs

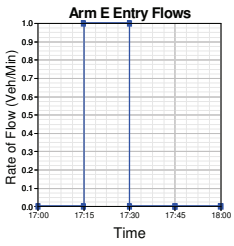
Direct Entry/Exit Flows for Demand Set: PM Peak With Development





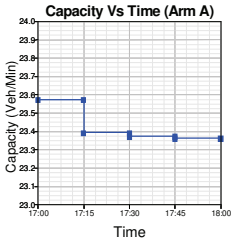


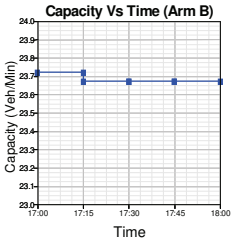


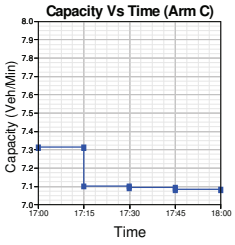


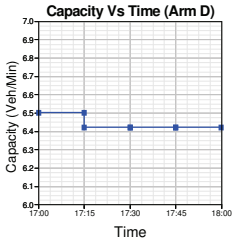
Capacity (against Time) Graphs, for each 15min Interval (17:00 - 18:00)

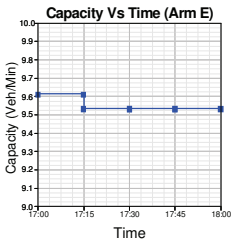
(QUEUEING DELAY INFORMATION OVER WHOLE PERIOD)





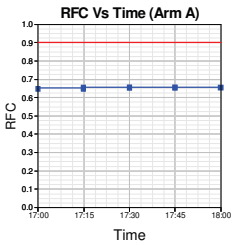


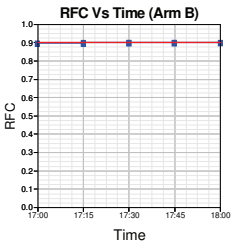


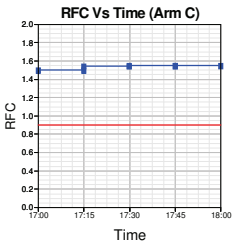


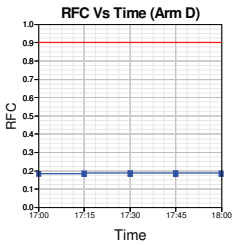
RFC (against Time) Graphs, for each 15min Interval (17:00 - 18:00)

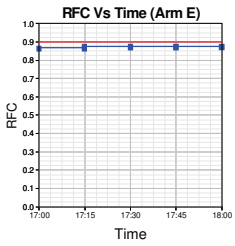
(QUEUEING DELAY INFORMATION OVER WHOLE PERIOD)





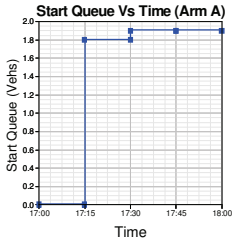


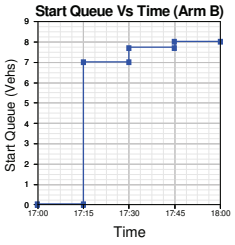


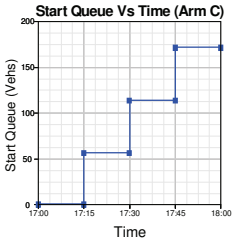


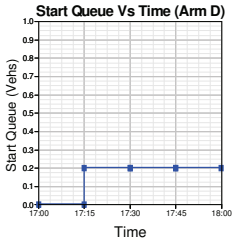
Start Queue (against Time) Graphs, for each 15min Interval (17:00 - 18:00)

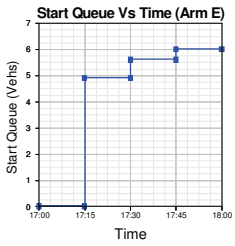
(QUEUEING DELAY INFORMATION OVER WHOLE PERIOD)





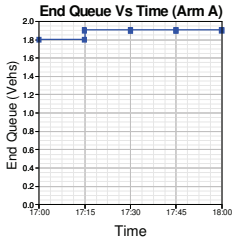


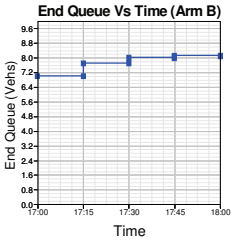


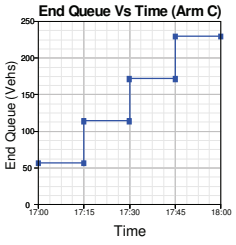


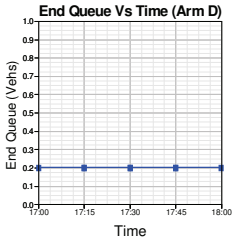
End Queue (against Time) Graphs, for each 15min Interval (17:00 - 18:00)

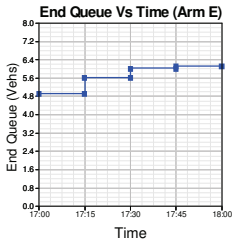
(QUEUEING DELAY INFORMATION OVER WHOLE PERIOD)









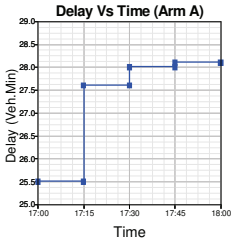


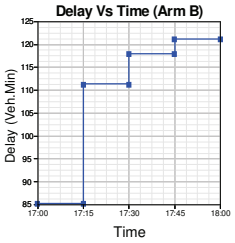
Geometric Delay Graph

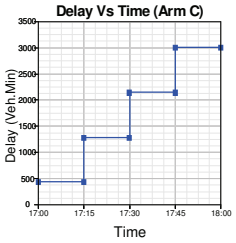
No Data. Please select 'Geometric Delay' in 'Principal Options' and try again.

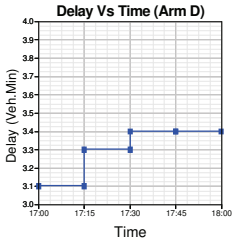
Delay (against Time) Graphs, for each 15min Interval (17:00 - 18:00)

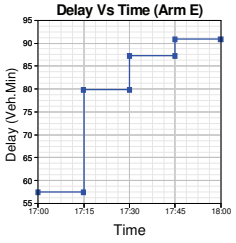
(QUEUEING DELAY INFORMATION OVER WHOLE PERIOD)











Queues and Delay:

Segment	Arm	Demand (Veh / Min)	Capacity (Veh / Min)	Demand / Capacity (RFC)	Ped Flow (Ped / Min)	Start Queue (Veh)	End Queue (Veh)	Delay (Veh.Min / Time Segment)	Geometric Delay (Veh.Min / Time Segment)	Arrival Delay (Min / Veh)
Segment : 1 - 17:00 to 17:15	A	15.28	23.57	0.648	-	0.0	1.8	25.5	-	0.117
	B	21.22	23.72	0.894	-	0.0	7.0	85.2	-	0.300
	C	10.93	7.31	**1.494**	-	0.0	56.2	432.6	-	4.132
	D	1.18	6.50	0.182	-	0.0	0.2	3.1	-	0.187
	E	8.30	9.61	0.863	-	0.0	4.9	57.4	-	0.535
Segment : 2 - 17:15 to 17:30	A	15.28	23.39	0.653	-	1.8	1.9	27.6	-	0.123
	B	21.22	23.67	0.896	-	7.0	7.7	111.2	-	0.384
	C	10.93	7.10	**1.539**	-	56.2	113.6	1273.3	-	12.194
	D	1.18	6.42	0.184	-	0.2	0.2	3.3	-	0.191
	E	8.30	9.53	0.871	-	4.9	5.6	79.8	-	0.730
Segment : 3 - 17:30 to 17:45	A	15.28	23.37	0.654	-	1.9	1.9	28.0	-	0.124
	B	21.22	23.67	0.896	-	7.7	8.0	117.9	-	0.393
	C	10.93	7.09	**1.542**	-	113.6	171.2	2136.4	-	20.288
	D	1.18	6.42	0.184	-	0.2	0.2	3.4	-	0.191
	E	8.30	9.53	0.871	-	5.6	6.0	87.2	-	0.760
Segment : 4 - 17:45 to 18:00	A	15.28	23.36	0.654	-	1.9	1.9	28.1	-	0.124
	B	21.22	23.67	0.897	-	8.0	8.1	121.1	-	0.400
	C	10.93	7.08	**1.543**	-	171.2	229.0	3001.5	-	28.432
	D	1.18	6.42	0.184	-	0.2	0.2	3.4	-	0.191
	E	8.30	9.53	0.871	-	6.0	6.1	90.8	-	0.778

Queuing Delay Information Over Whole Period

Arm	Total Demand		Queueing Delay		Inclusive Queueing Delay	
	(Veh)	(Veh/Hr)	(Min)	(Min/Veh)	(Min)	(Min/Veh)
A	916.8	916.8	109.1	0.12	109.2	0.12
B	1273.2	1273.2	435.4	0.34	436.8	0.34
C	655.8	655.8	6843.8	10.44	10543.9	16.08
D	70.8	70.8	13.2	0.19	13.2	0.19
E	498.0	498.0	315.2	0.63	317.2	0.64
ALL	3414.6	3414.6	7716.7	2.26	11420.2	3.34

Delay is that occuring only within the time period.
Inclusive delay includes delay suffered by vehicles that 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.

Accident Data

No Data, please select the 'Accident Analysis' option in 'Principal Options' and try again.

Accident Results

No Data, please select the 'Accident Analysis' option in 'Principal Options' and try again.

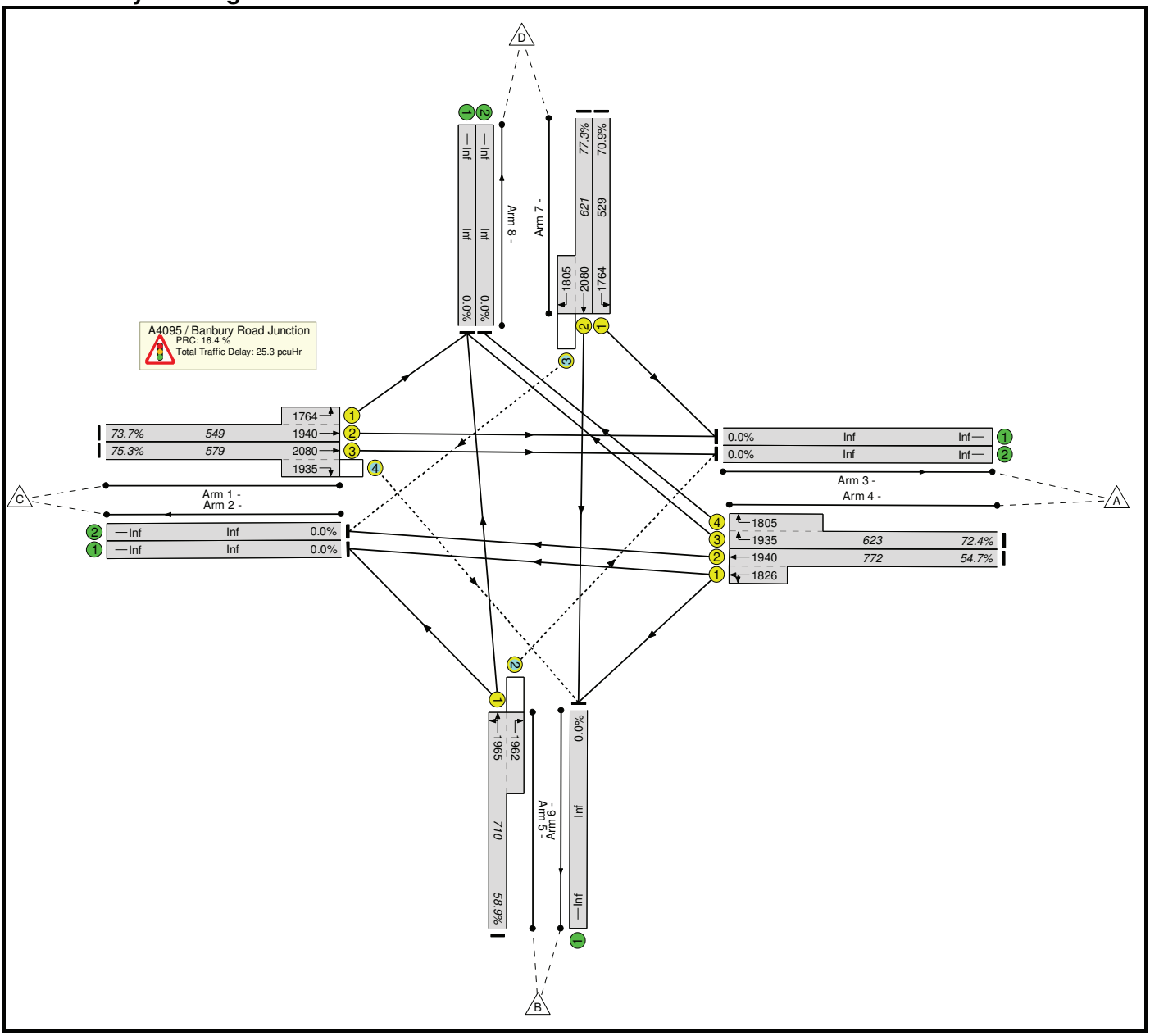
Basic Results Summary

User and Project Details

Project:	**Bicester**
Title:	**Banbury Road A4095 Junction Possible Layout Results with Full NW Bicester Development flows AM and PM peak**
Location:	
File name:	Banbury Road A4095 Junction Possible Layout Results with Full NW Bicester Development flows AM and PM peak.lsg3x
Author:	Fiachra de Bhuldh
Company:	
Address:	
Notes:	

Scenario 1: 'AM Scenario' (FG1: '2031 Full Dev AM', Plan 1: 'Network Control Plan 1')

Network Layout Diagram



Basic Results Summary

Basic Results Summary

Network Results

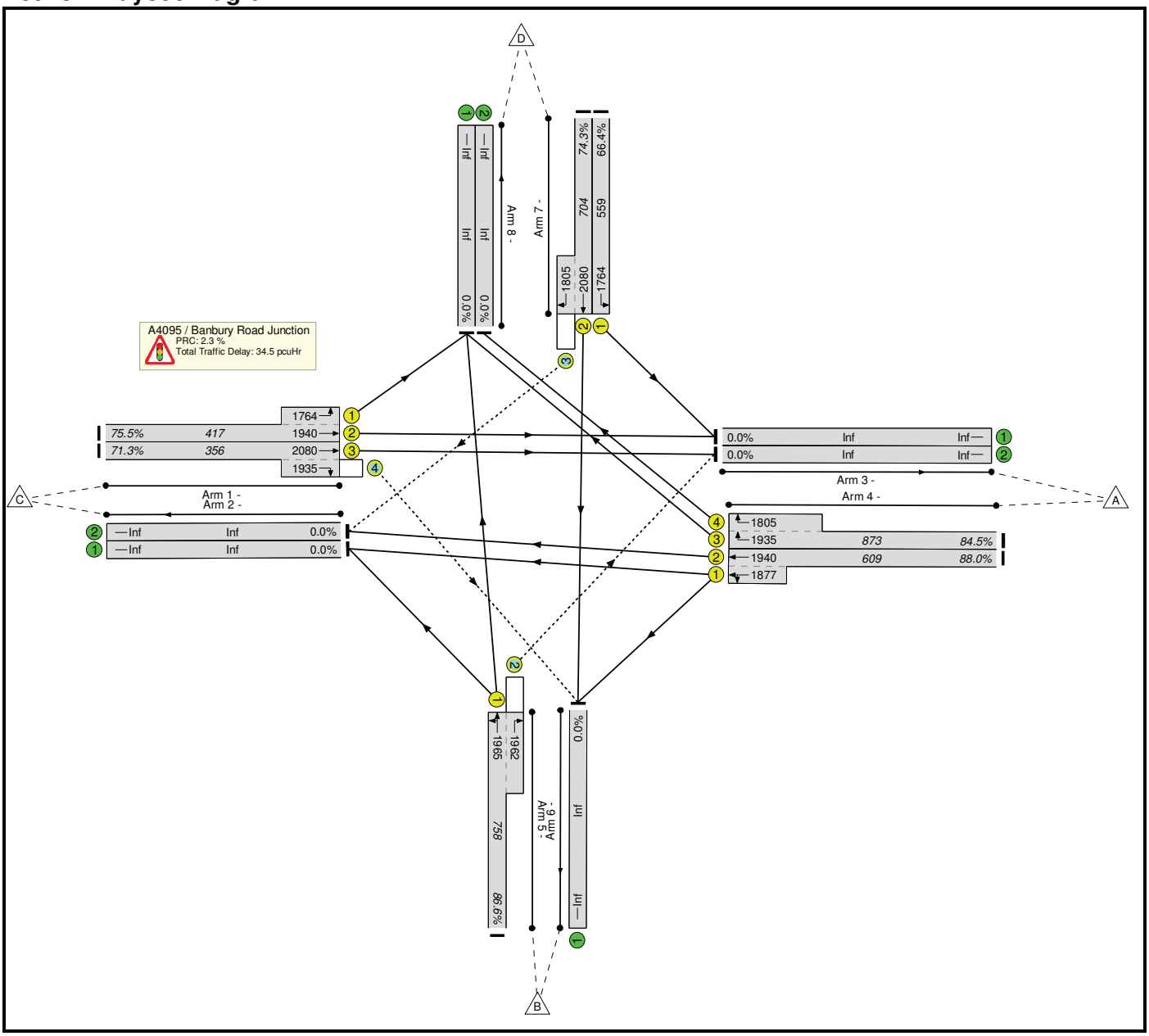
Item	Lane Description	Lane Type	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Mean Max Queue (pcu)
Network: Junction 17	-	-	-		-	-	-	-	-	-	**77.3%**	**145**	**0**	**94**	**25.3**	-	-
A4095 / Banbury Road Junction	-	-	-		-	-	-	-	-	-	**77.3%**	**145**	**0**	**94**	**25.3**	-	-
1/2+1/1	Ahead Left	U	A		1	14	-	405	1940:1764	549	73.7%	-	-	-	3.6	32.2	6.5
1/3+1/4	Ahead Right	U+O	A		1	14	-	436	2080:1935	579	75.3%	86	0	0	4.0	33.4	6.9
4/2+4/1	Ahead Left	U	B		1	14	-	422	1940:1826	772	54.7%	-	-	-	2.8	24.1	3.6
4/3+4/4	Right	U	E		1	9	-	451	1935:1805	623	72.4%	-	-	-	4.3	34.0	4.9
5/1+5/2	Left Right Ahead	U+O	C		1	17	-	418	1965:1962	710	58.9%	44	0	93	3.2	27.2	4.5
7/1	Left	U	D		1	17	-	375	1764	529	70.9%	-	-	-	3.1	30.2	6.7
7/2+7/3	Right Ahead	U+O	D		1	17	-	480	2080:1805	621	77.3%	16	0	0	4.2	31.6	8.7

C1 PRC for Signalled Lanes (%): 16.4 Total Delay for Signalled Lanes (pcuHr): 25.27 Cycle Time (s): 60
PRC Over All Lanes (%): 16.4 Total Delay Over All Lanes(pcuHr): 25.27

Basic Results Summary

Scenario 2: 'PM Scenario' (FG2: '2031 Full Dev PM', Plan 1: 'Network Control Plan 1')

Network Layout Diagram



Basic Results Summary

Network Results

Item	Lane Description	Lane Type	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Mean Max Queue (pcu)
Network: Junction 17	-	-	-		-	-	-	-	-	-	**88.0%**	**152**	**0**	**125**	**34.5**	-	-
A4095 / Banbury Road Junction	-	-	-		-	-	-	-	-	-	**88.0%**	**152**	**0**	**125**	**34.5**	-	-
1/2+1/1	Ahead Left	U	A		1	9	-	315	1940:1764	417	75.5%	-	-	-	3.5	40.4	5.4
1/3+1/4	Ahead Right	U+O	A		1	9	-	254	2080:1935	356	71.3%	17	0	0	2.9	41.1	4.9
4/2+4/1	Ahead Left	U	B		1	9	-	536	1940:1877	609	88.0%	-	-	-	7.0	46.8	7.7
4/3+4/4	Right	U	E		1	13	-	737	1935:1805	873	84.5%	-	-	-	7.1	34.7	8.6
5/1+5/2	Left Right Ahead	U+O	C		1	18	-	656	1965:1962	758	86.6%	66	0	99	6.9	37.9	10.8
7/1	Left	U	D		1	18	-	371	1764	559	66.4%	-	-	-	2.8	27.2	6.2
7/2+7/3	Right Ahead	U+O	D		1	18	-	523	2080:1805	704	74.3%	69	0	26	4.3	29.3	7.9

C1 PRC for Signalled Lanes (%): 2.3 Total Delay for Signalled Lanes (pcuHr): 34.49 Cycle Time (s): 60

PRC Over All Lanes (%): 2.3 Total Delay Over All Lanes(pcuHr): 34.49

PICADY

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

For sales and distribution information, program advice and maintenance, contact:

TRL Limited
Crowthorne House
Nine Mile Ride
Wokingham, Berks.
RG40 3GA, UK

Tel: +44 (0)1344 770758
Fax:+44 (0)1344 770864
E-mail: software@trl.co.uk
Web: www.trlsoftware.co.uk

Run Analysis

Parameter	Values
File Run	K:\..\J16\B4100 Banbury Road Caversfield PICADY (J16) Reference Case.vpi
Date Run	30 July 2014
Time Run	11:13:03
Driving Side	Drive On The Left

Arm Names and Flow Scaling Factors

Arm	Arm Name	Flow Scaling Factor (%)
Arm A	B4100 North	100
Arm B	Side Road	100
Arm C	B4100 South	100

Stream Labelling Convention

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

Run Information

Parameter	Values
Run Title	B4100 Banbury Road / Caversfield PICADY Model Results (J16) Reference Case
Location	Bicester
Date	19 May 2014
Enumerator	fda76470 [HCL51987]
Job Number	-
Status	-
Client	-
Description	-

Errors and Warnings

Parameter	Values
Warning	No Errors Or Warnings

Geometric Data

Geometric Parameters

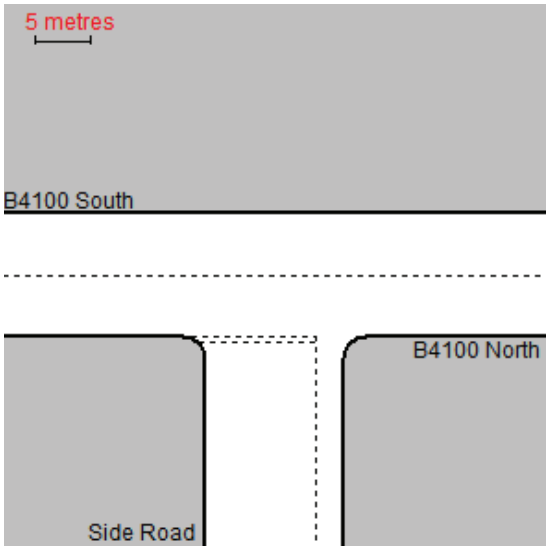
Parameter	Minor Arm B
Major Road Carriageway Width (m)	9.10
Major Road Kerbed Central Reserve Width (m)	0.00
Major Road Right Turning Lane Width (m)	2.20
Minor Road Width 0m Back from Junction (m)	10.00
Minor Road Width 5m Back from Junction (m)	5.50
Minor Road Width 10m Back from Junction (m)	2.77
Minor Road Width 15m Back from Junction (m)	2.40
Minor Road Width 20m Back from Junction (m)	2.40
Minor Road Derived Flare Length (PCU)	1.000
Minor Road Visibility To Right (m)	100
Minor Road Visibility To Left (m)	75
Major Road Right Turn Visibility (m)	116
Major Road Right Turn Blocks Traffic	Yes (if over 0 veh)

Slope and Intercept Values

Stream	Intercept for Stream	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
B-A	0.000	0.000	0.000	0.000	0.000
B-C	0.000	0.000	0.000	-	-
C-B	641.140	0.215	0.215	-	-

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

Junction Diagram



Demand Data

Modelling Periods

Parameter	Period	Duration (min)	Segment Length (min)
First Modelling Period	08:00-09:00	60	15
Second Modelling Period	17:00-18:00	60	15

Direct Entry Flows

Demand Set: 2031 Reference AM
Modelling Period: 08:00-09:00

Segment: 08:00-08:15

Arm	Flow (veh/interval)
Arm A	284.50
Arm B	28.50
Arm C	130.25

Segment: 08:15-08:30

Arm	Flow (veh/interval)
Arm A	284.50
Arm B	28.50
Arm C	130.25

Segment: 08:30-08:45

Arm	Flow (veh/interval)
Arm A	284.50
Arm B	28.50
Arm C	130.25

Segment: 08:45-09:00

Arm	Flow (veh/interval)
Arm A	284.50
Arm B	28.50
Arm C	130.25

Demand Set: 2031 Reference PM
Modelling Period: 17:00-18:00

Segment: 17:00-17:15

Arm	Flow (veh/interval)
Arm A	175.00
Arm B	74.50
Arm C	226.50

Segment: 17:15-17:30

Arm	Flow (veh/interval)
Arm A	175.00
Arm B	74.50
Arm C	226.50

Segment: 17:30-17:45

Arm	Flow (veh/interval)
Arm A	175.00
Arm B	74.50
Arm C	226.50

Segment: 17:45-18:00

Arm	Flow (veh/interval)
Arm A	175.00
Arm B	74.50
Arm C	226.50

Turning Counts

Demand Set: 2031 Reference AM
Modelling Period: 08:00-09:00

From/To	Arm A	Arm B	Arm C
Arm A	-	394	744
Arm B	114	-	0
Arm C	492	29	-

Demand Set: 2031 Reference PM
Modelling Period: 17:00-18:00

From/To	Arm A	Arm B	Arm C
Arm A	-	153	547
Arm B	207	-	91
Arm C	906	0	-

Turning proportions are calculated from turning count data

Turning Proportions

Demand Set: 2031 Reference AM
Modelling Period: 08:00-09:00

From/To	Arm A	Arm B	Arm C
Arm A	0.000	0.346	0.654
Arm B	1.000	0.000	0.000
Arm C	0.944	0.056	0.000

Demand Set: 2031 Reference PM
Modelling Period: 17:00-18:00

From/To	Arm A	Arm B	Arm C
Arm A	0.000	0.219	0.781
Arm B	0.695	0.000	0.305
Arm C	1.000	0.000	0.000

Heavy Vehicles Percentages

Demand Set: 2031 Reference AM
Modelling Period: 08:00-09:00

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

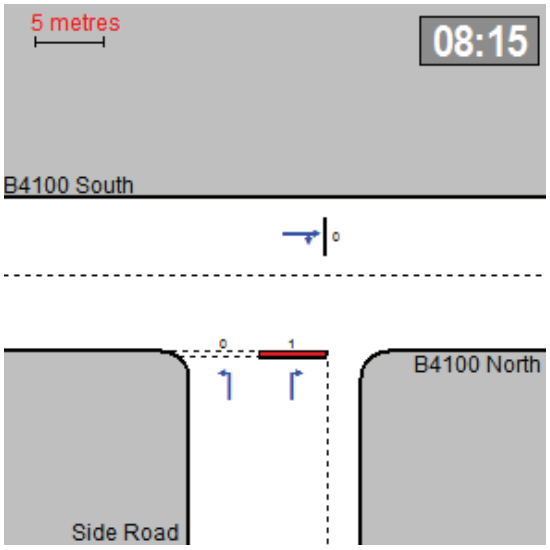
Demand Set: 2031 Reference PM
Modelling Period: 17:00-18:00

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

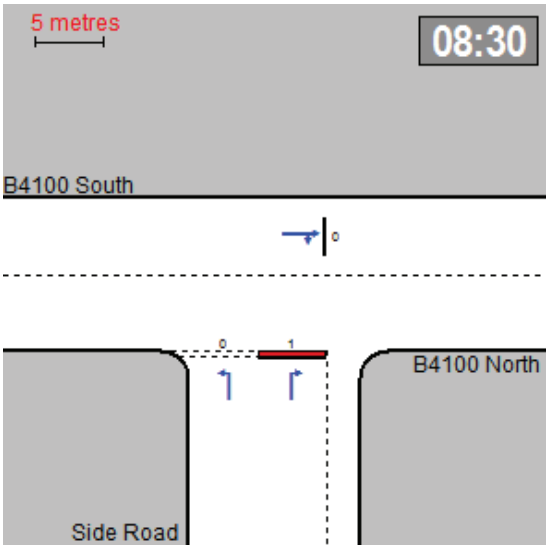
Queue Diagrams

Demand Set: 2031 Reference AM
Modelling Period: 08:00-09:00
View Extent: 40m

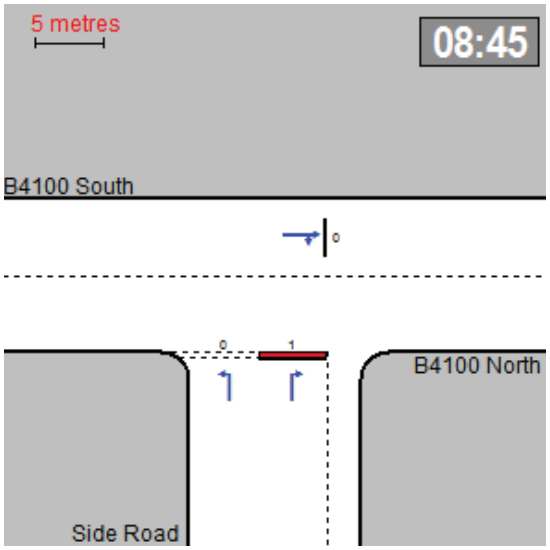
Queue Interval 1: 08:00-08:15



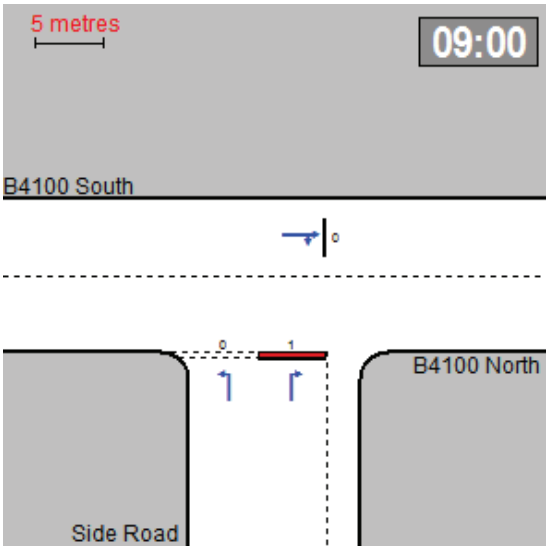
Queue Interval 2: 08:15-08:30



Queue Interval 3: 08:30-08:45



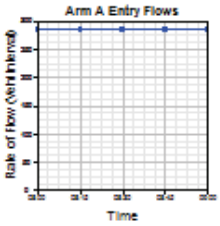
Queue Interval 4: 08:45-09:00

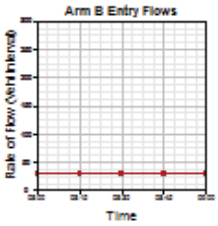


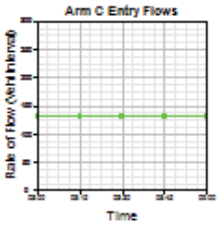
Demand Set: 2031 Reference PM
Modelling Period: 17:00-18:00
View Extent: 40m

Demand Data Graph

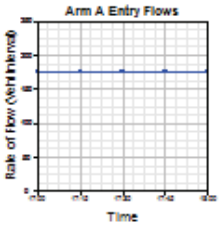
Demand Set: 2031 Reference AM
Modelling Period: 08:00-09:00

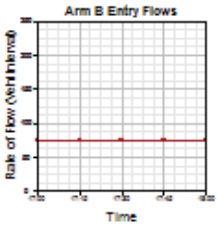


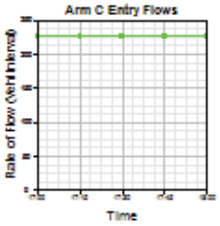




Demand Set: 2031 Reference PM
Modelling Period: 17:00-18:00

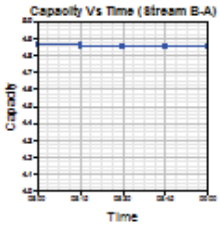


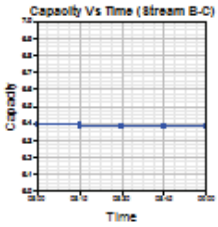


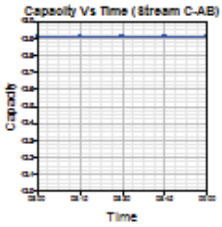


Capacity Graph

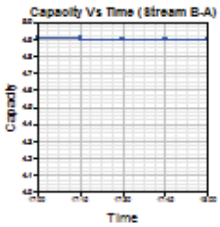
Demand Set: 2031 Reference AM
Modelling Period: 08:00-09:00

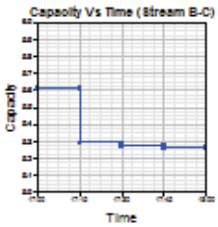


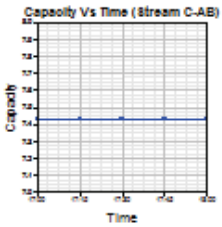




Demand Set: 2031 Reference PM
Modelling Period: 17:00-18:00

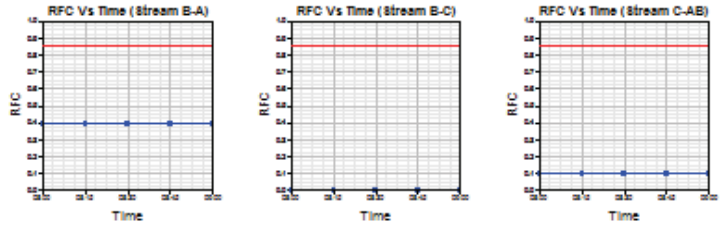




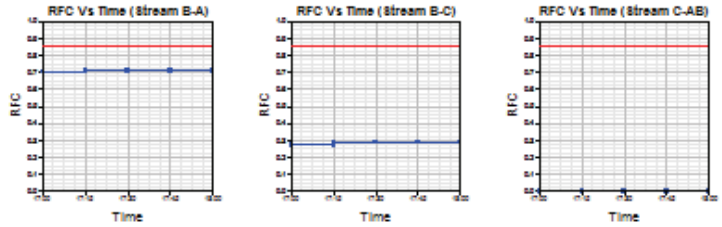


RFC Graph

Demand Set: 2031 Reference AM
Modelling Period: 08:00-09:00

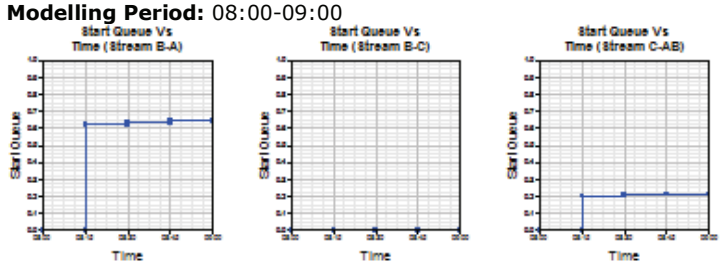


Demand Set: 2031 Reference PM
Modelling Period: 17:00-18:00

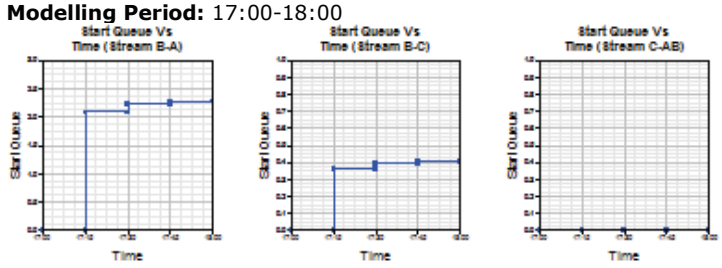


Start Queue Graph

Demand Set: 2031 Reference AM
Modelling Period: 08:00-09:00

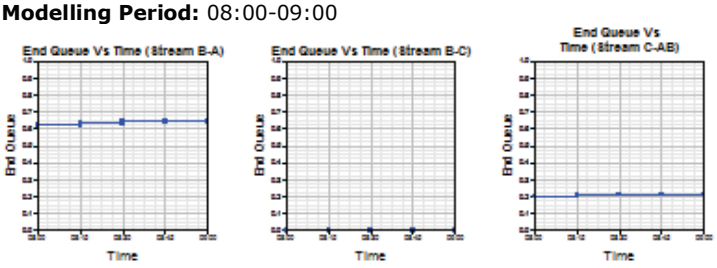


Demand Set: 2031 Reference PM
Modelling Period: 17:00-18:00

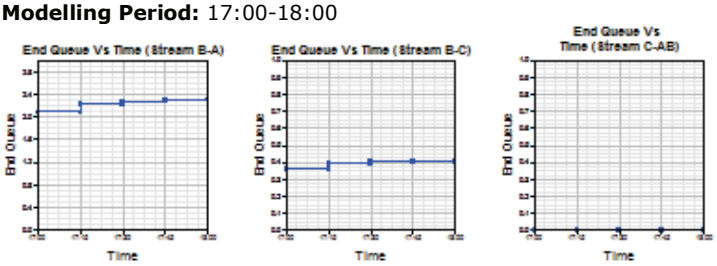


End Queue Graph

Demand Set: 2031 Reference AM
Modelling Period: 08:00-09:00

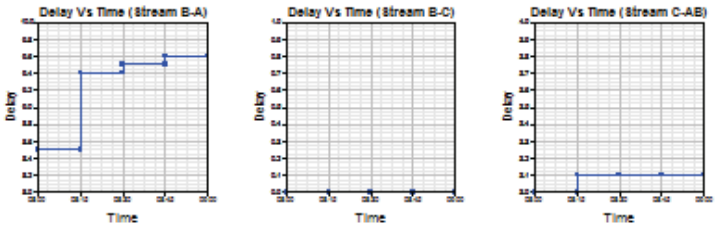


Demand Set: 2031 Reference PM
Modelling Period: 17:00-18:00

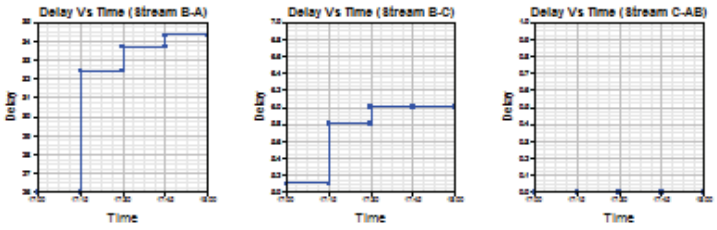


Delay Graph

Demand Set: 2031 Reference AM
Modelling Period: 08:00-09:00



Demand Set: 2031 Reference PM
Modelling Period: 17:00-18:00



Queues & Delays

Demand Set: 2031 Reference AM
Modelling Period: 08:00-09:00

Segment	Stream	Demand (veh/min)	Capacity (veh/min)	RFC	Ped. Flow (ped/min)	Start Queue (veh)	End Queue (veh)	Geometric Delay (veh.min/ segment)	Delay (veh.min/ segment)	Mean Arriving Vehicle Delay (min)
08:00-08:15	B-A	1.90	4.86	0.391	-	0.00	0.62	-	8.5	0.33
	B-C	0.00	6.39	0.000	-	0.00	0.00	-	0.0	0.00
	C-AB	1.27	12.91	0.099	-	0.00	0.20	-	3.0	0.09
	C-A	7.41	-	-	-	-	-	-	-	-
	A-B	6.57	-	-	-	-	-	-	-	-
	A-C	12.40	-	-	-	-	-	-	-	-

Segment	Stream	Demand (veh/min)	Capacity (veh/min)	RFC	Ped. Flow (ped/min)	Start Queue (veh)	End Queue (veh)	Geometric Delay (veh.min/ segment)	Delay (veh.min/ segment)	Mean Arriving Vehicle Delay (min)
08:15-08:30	B-A	1.90	4.85	0.392	-	0.62	0.63	-	9.4	0.34
	B-C	0.00	6.38	0.000	-	0.00	0.00	-	0.0	0.00
	C-AB	1.28	12.91	0.099	-	0.20	0.21	-	3.1	0.09
	C-A	7.40	-	-	-	-	-	-	-	-
	A-B	6.57	-	-	-	-	-	-	-	-
	A-C	12.40	-	-	-	-	-	-	-	-

Segment	Stream	Demand (veh/min)	Capacity (veh/min)	RFC	Ped. Flow (ped/min)	Start Queue (veh)	End Queue (veh)	Geometric Delay (veh.min/ segment)	Delay (veh.min/ segment)	Mean Arriving Vehicle Delay (min)
08:30-08:45	B-A	1.90	4.85	0.392	-	0.63	0.64	-	9.5	0.34
	B-C	0.00	6.38	0.000	-	0.00	0.00	-	0.0	0.00
	C-AB	1.28	12.91	0.099	-	0.21	0.21	-	3.1	0.09
	C-A	7.40	-	-	-	-	-	-	-	-
	A-B	6.57	-	-	-	-	-	-	-	-
	A-C	12.40	-	-	-	-	-	-	-	-

Segment	Stream	Demand (veh/min)	Capacity (veh/min)	RFC	Ped. Flow (ped/min)	Start Queue (veh)	End Queue (veh)	Geometric Delay (veh.min/ segment)	Delay (veh.min/ segment)	Mean Arriving Vehicle Delay (min)
08:45-09:00	B-A	1.90	4.85	0.392	-	0.64	0.64	-	9.6	0.34
	B-C	0.00	6.38	0.000	-	0.00	0.00	-	0.0	0.00
	C-AB	1.28	12.91	0.099	-	0.21	0.21	-	3.1	0.09
	C-A	7.40	-	-	-	-	-	-	-	-
	A-B	6.57	-	-	-	-	-	-	-	-
	A-C	12.40	-	-	-	-	-	-	-	-

Demand Set: 2031 Reference PM
Modelling Period: 17:00-18:00

Segment	Stream	Demand (veh/min)	Capacity (veh/min)	RFC	Ped. Flow (ped/min)	Start Queue (veh)	End Queue (veh)	Geometric Delay (veh.min/ segment)	Delay (veh.min/ segment)	Mean Arriving Vehicle Delay (min)
17:00-17:15	B-A	3.45	4.91	0.703	-	0.00	2.08	-	26.0	0.59
	B-C	1.52	5.61	0.270	-	0.00	0.36	-	5.1	0.24
	C-AB	0.00	7.43	0.000	-	0.00	0.00	-	0.0	0.00
	C-A	15.10	-	-	-	-	-	-	-	-
	A-B	2.55	-	-	-	-	-	-	-	-
	A-C	9.12	-	-	-	-	-	-	-	-

Segment	Stream	Demand (veh/min)	Capacity (veh/min)	RFC	Ped. Flow (ped/min)	Start Queue (veh)	End Queue (veh)	Geometric Delay (veh.min/ segment)	Delay (veh.min/ segment)	Mean Arriving Vehicle Delay (min)
17:15-17:30	B-A	3.45	4.90	0.705	-	2.08	2.22	-	32.4	0.68
	B-C	1.52	5.29	0.287	-	0.36	0.39	-	5.8	0.26
	C-AB	0.00	7.43	0.000	-	0.00	0.00	-	0.0	0.00
	C-A	15.10	-	-	-	-	-	-	-	-
	A-B	2.55	-	-	-	-	-	-	-	-
	A-C	9.12	-	-	-	-	-	-	-	-

Segment	Stream	Demand (veh/min)	Capacity (veh/min)	RFC	Ped. Flow (ped/min)	Start Queue (veh)	End Queue (veh)	Geometric Delay (veh.min/ segment)	Delay (veh.min/ segment)	Mean Arriving Vehicle Delay (min)
17:30-17:45	B-A	3.45	4.90	0.705	-	2.22	2.27	-	33.7	0.68
	B-C	1.52	5.27	0.288	-	0.39	0.40	-	6.0	0.27
	C-AB	0.00	7.43	0.000	-	0.00	0.00	-	0.0	0.00
	C-A	15.10	-	-	-	-	-	-	-	-
	A-B	2.55	-	-	-	-	-	-	-	-
	A-C	9.12	-	-	-	-	-	-	-	-

Segment	Stream	Demand (veh/min)	Capacity (veh/min)	RFC	Ped. Flow (ped/min)	Start Queue (veh)	End Queue (veh)	Geometric Delay (veh.min/ segment)	Delay (veh.min/ segment)	Mean Arriving Vehicle Delay (min)
17:45-18:00	B-A	3.45	4.90	0.705	-	2.27	2.30	-	34.3	0.69
	B-C	1.52	5.26	0.289	-	0.40	0.40	-	6.0	0.27
	C-AB	0.00	7.43	0.000	-	0.00	0.00	-	0.0	0.00
	C-A	15.10	-	-	-	-	-	-	-	-
	A-B	2.55	-	-	-	-	-	-	-	-
	A-C	9.12	-	-	-	-	-	-	-	-

Entry capacities marked with an '(X)' are dominated by a pedestrian crossing in that time segment.
In time segments marked with a '(B)', traffic leaving the junction may block back from a crossing so impairing normal operation of the junction.
Delays marked with '##' could not be calculated.

Overall Queues & Delays

Queueing Delay Information Over Whole Period

Demand Set: 2031 Reference AM
Modelling Period: 08:00-09:00

Stream	Total Demand (veh)	Total Demand (veh/h)	Queueing Delay (min)	Queueing Delay (min/veh)	Inclusive Delay (min)	Inclusive Delay (min/veh)
B-A	114.0	114.0	37.0	0.3	37.0	0.3
B-C	0.0	0.0	0.0	0.0	0.0	0.0
C-AB	76.7	76.7	12.4	0.2	12.4	0.2
C-A	444.3	444.3	-	-	-	-
A-B	394.0	394.0	-	-	-	-
A-C	744.0	744.0	-	-	-	-
All	**1773.0**	**1773.0**	**49.4**	**0.0**	**49.4**	**0.0**

Demand Set: 2031 Reference PM
Modelling Period: 17:00-18:00

Stream	Total Demand (veh)	Total Demand (veh/h)	Queueing Delay (min)	Queueing Delay (min/veh)	Inclusive Delay (min)	Inclusive Delay (min/veh)
B-A	207.0	207.0	126.3	0.6	126.8	0.6
B-C	91.0	91.0	22.9	0.3	22.9	0.3
C-AB	0.0	0.0	0.0	0.0	0.0	0.0
C-A	906.0	906.0	-	-	-	-
A-B	153.0	153.0	-	-	-	-
A-C	547.0	547.0	-	-	-	-
All	**1904.0**	**1904.0**	**149.2**	**0.1**	**149.7**	**0.1**

Delay is that occurring only within the time period.
Inclusive delay includes delay suffered by vehicles which are still queuing after the end of the time period.
These will only be significantly different if there is a large queue remaining at the end of the time period.

PICADY 5 Run Successful

PICADY

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

For sales and distribution information, program advice and maintenance, contact:

TRL Limited
Crowthorne House
Nine Mile Ride
Wokingham, Berks.
RG40 3GA, UK

Tel: +44 (0)1344 770758
Fax:+44 (0)1344 770864
E-mail: software@trl.co.uk
Web: www.trlsoftware.co.uk

Run Analysis

Parameter	Values
File Run	K:\..\J16\B4100 Banbury Road Caversfield PICADY (J16) Full Development.vpi
Date Run	30 July 2014
Time Run	11:16:41
Driving Side	Drive On The Left

Arm Names and Flow Scaling Factors

Arm	Arm Name	Flow Scaling Factor (%)
Arm A	B4100 North	100
Arm B	Side Road	100
Arm C	B4100 South	100

Stream Labelling Convention

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

Run Information

Parameter	Values
Run Title	B4100 Banbury Road / Caversfield PICADY Model Results (J16) Full Development
Location	Bicester
Date	19 May 2014
Enumerator	fda76470 [HCL51987]
Job Number	-
Status	-
Client	-
Description	-

Errors and Warnings

Parameter	Values
Warning	No Errors Or Warnings

Geometric Data

Geometric Parameters

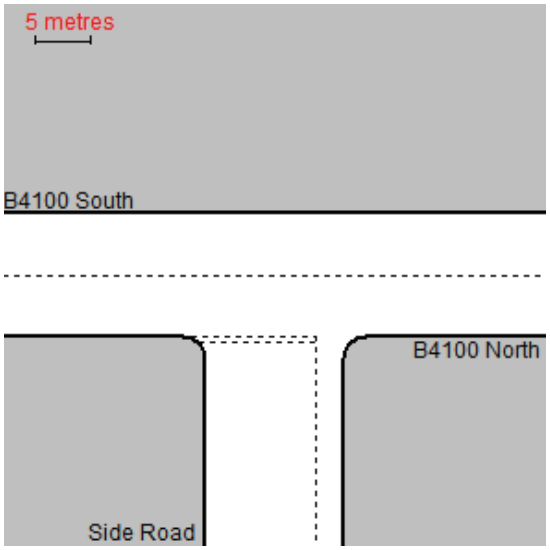
Parameter	Minor Arm B
Major Road Carriageway Width (m)	9.10
Major Road Kerbed Central Reserve Width (m)	0.00
Major Road Right Turning Lane Width (m)	2.20
Minor Road Width 0m Back from Junction (m)	10.00
Minor Road Width 5m Back from Junction (m)	5.50
Minor Road Width 10m Back from Junction (m)	2.77
Minor Road Width 15m Back from Junction (m)	2.40
Minor Road Width 20m Back from Junction (m)	2.40
Minor Road Derived Flare Length (PCU)	1.000
Minor Road Visibility To Right (m)	100
Minor Road Visibility To Left (m)	75
Major Road Right Turn Visibility (m)	116
Major Road Right Turn Blocks Traffic	Yes (if over 0 veh)

Slope and Intercept Values

Stream	Intercept for Stream	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
B-A	0.000	0.000	0.000	0.000	0.000
B-C	0.000	0.000	0.000	-	-
C-B	641.140	0.215	0.215	-	-

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

Junction Diagram



Demand Data

Modelling Periods

Parameter	Period	Duration (min)	Segment Length (min)
First Modelling Period	08:00-09:00	60	15
Second Modelling Period	17:00-18:00	60	15

Direct Entry Flows

Demand Set: 2031 Full Development AM
Modelling Period: 08:00-09:00

Segment: 08:00-08:15

Arm	Flow (veh/interval)
Arm A	314.00
Arm B	37.25
Arm C	178.75

Segment: 08:15-08:30

Arm	Flow (veh/interval)
Arm A	314.00
Arm B	37.25
Arm C	178.75

Segment: 08:30-08:45

Arm	Flow (veh/interval)
Arm A	314.00
Arm B	37.25
Arm C	178.75

Segment: 08:45-09:00

Arm	Flow (veh/interval)
Arm A	314.00
Arm B	37.25
Arm C	178.75

Demand Set: 2031 Full Development PM
Modelling Period: 17:00-18:00

Segment: 17:00-17:15

Arm	Flow (veh/interval)
Arm A	214.50
Arm B	134.25
Arm C	291.75

Segment: 17:15-17:30

Arm	Flow (veh/interval)
Arm A	214.50
Arm B	134.25
Arm C	291.75

Segment: 17:30-17:45

Arm	Flow (veh/interval)
Arm A	214.50
Arm B	134.25
Arm C	291.75

Segment: 17:45-18:00

Arm	Flow (veh/interval)
Arm A	214.50
Arm B	134.25
Arm C	291.75

Turning Counts

Demand Set: 2031 Full Development AM
Modelling Period: 08:00-09:00

From/To	Arm A	Arm B	Arm C
Arm A	-	576	680
Arm B	140	-	9
Arm C	636	79	-

Demand Set: 2031 Full Development PM
Modelling Period: 17:00-18:00

From/To	Arm A	Arm B	Arm C
Arm A	-	150	708
Arm B	159	-	378
Arm C	1137	30	-

Turning proportions are calculated from turning count data

Turning Proportions

Demand Set: 2031 Full Development AM
Modelling Period: 08:00-09:00

From/To	Arm A	Arm B	Arm C
Arm A	0.000	0.459	0.541
Arm B	0.940	0.000	0.060
Arm C	0.890	0.110	0.000

Demand Set: 2031 Full Development PM
Modelling Period: 17:00-18:00

From/To	Arm A	Arm B	Arm C
Arm A	0.000	0.175	0.825
Arm B	0.296	0.000	0.704
Arm C	0.974	0.026	0.000

Heavy Vehicles Percentages

Demand Set: 2031 Full Development AM
Modelling Period: 08:00-09:00

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

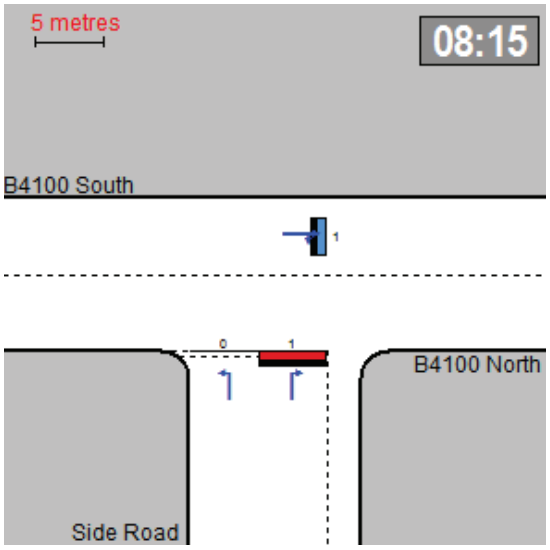
Demand Set: 2031 Full Development PM
Modelling Period: 17:00-18:00

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

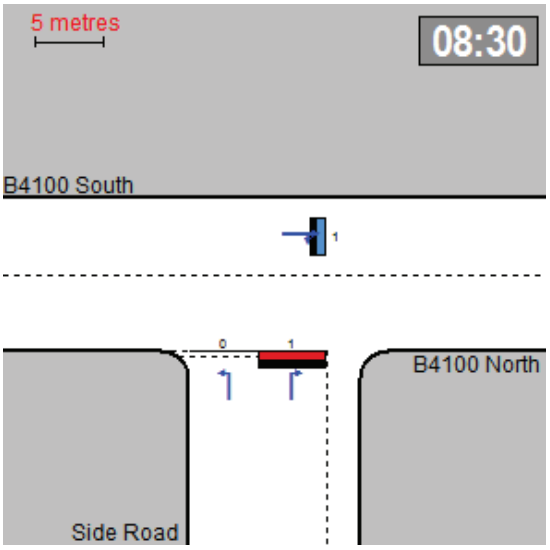
Queue Diagrams

Demand Set: 2031 Full Development AM
Modelling Period: 08:00-09:00
View Extent: 40m

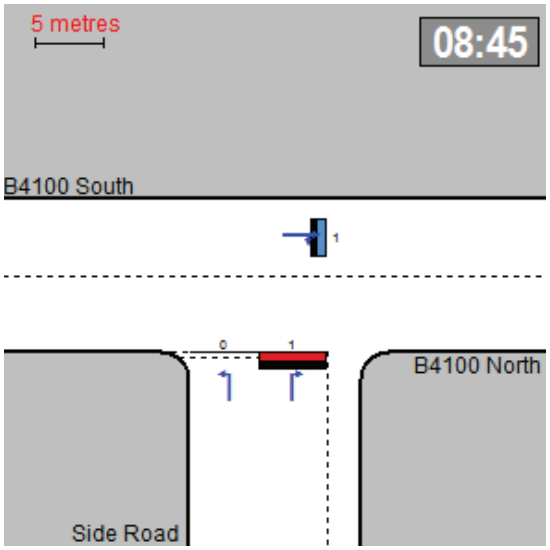
Queue Interval 1: 08:00-08:15



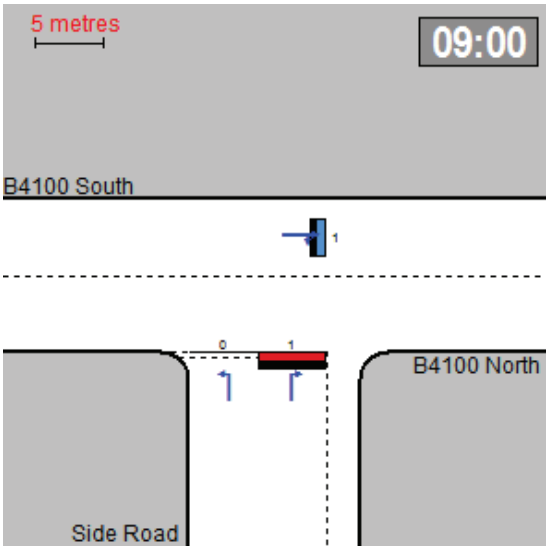
Queue Interval 2: 08:15-08:30



Queue Interval 3: 08:30-08:45

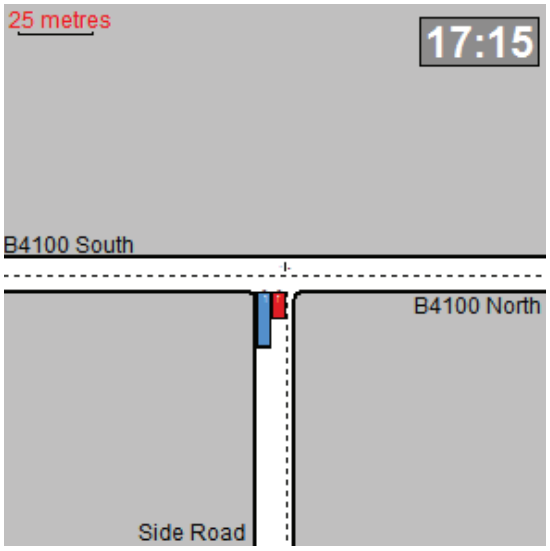


Queue Interval 4: 08:45-09:00

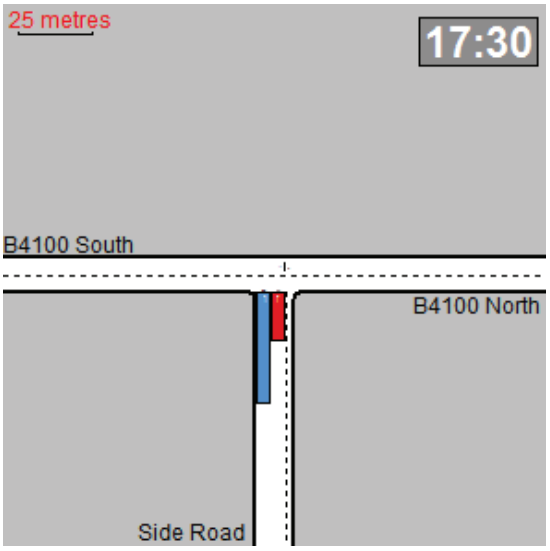


Demand Set: 2031 Full Development PM
Modelling Period: 17:00-18:00
View Extent: 185m

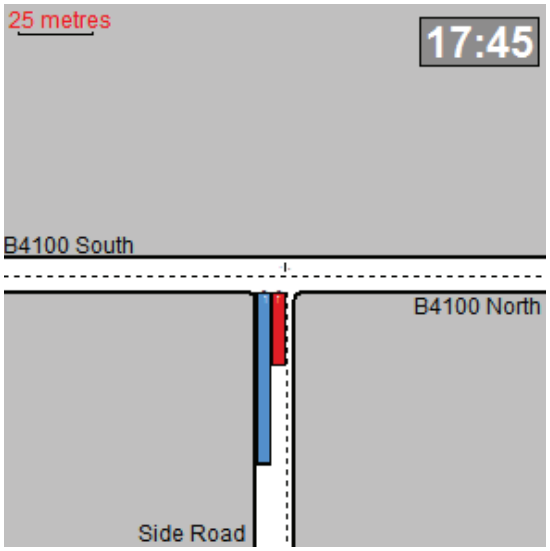
Queue Interval 1: 17:00-17:15



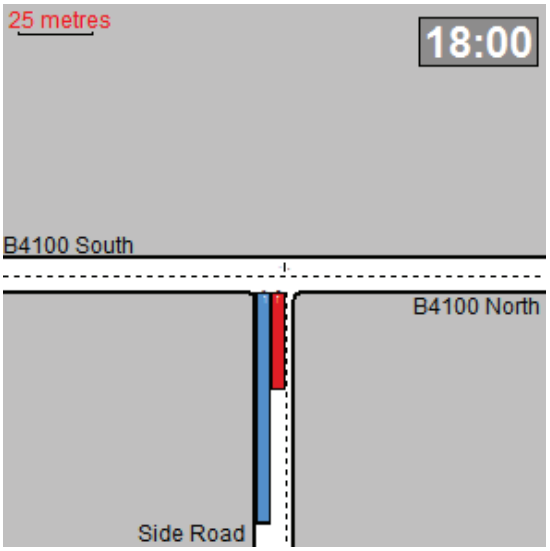
Queue Interval 2: 17:15-17:30



Queue Interval 3: 17:30-17:45

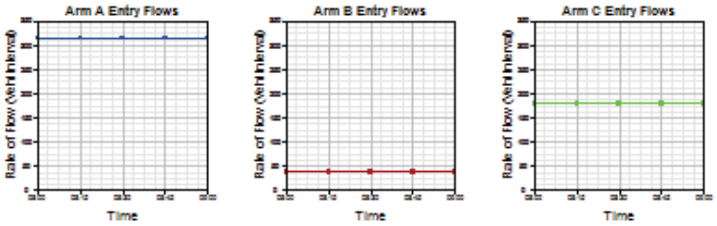


Queue Interval 4: 17:45-18:00

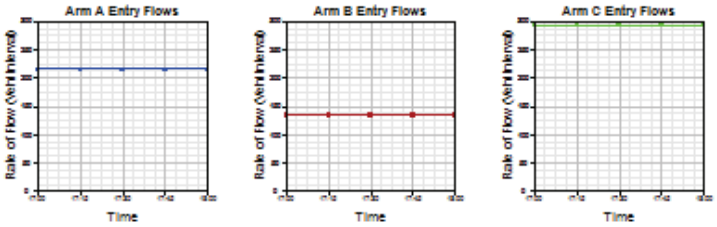


Demand Data Graph

Demand Set: 2031 Full Development AM
Modelling Period: 08:00-09:00

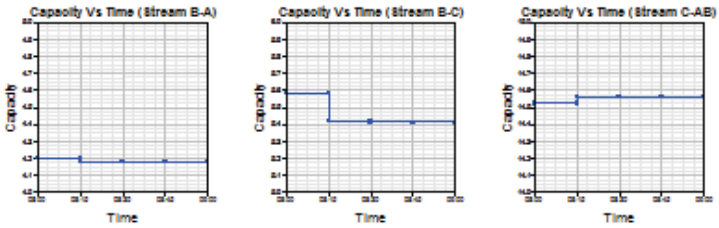


Demand Set: 2031 Full Development PM
Modelling Period: 17:00-18:00

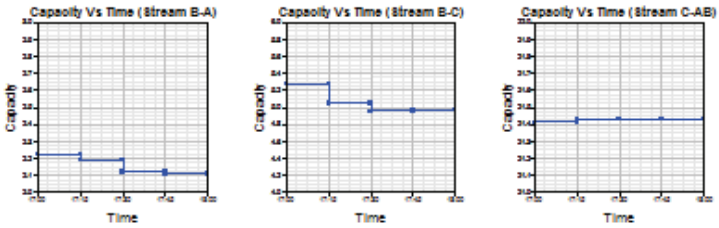


Capacity Graph

Demand Set: 2031 Full Development AM
Modelling Period: 08:00-09:00

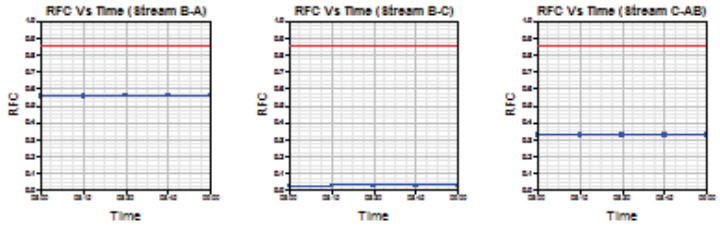


Demand Set: 2031 Full Development PM
Modelling Period: 17:00-18:00

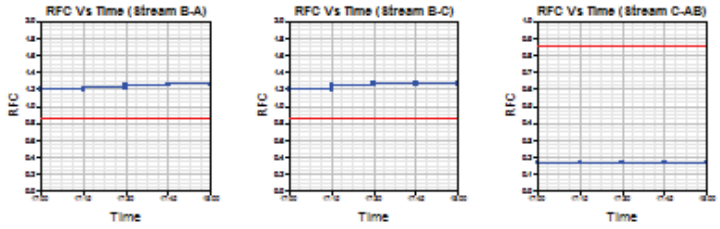


RFC Graph

Demand Set: 2031 Full Development AM
Modelling Period: 08:00-09:00

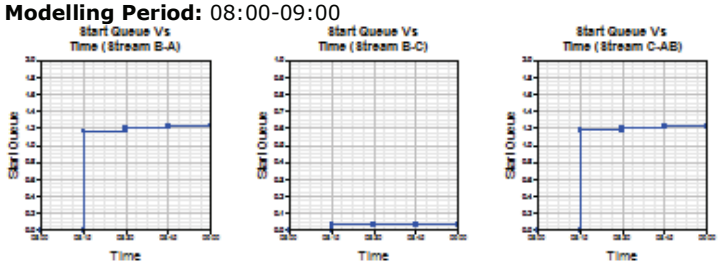


Demand Set: 2031 Full Development PM
Modelling Period: 17:00-18:00

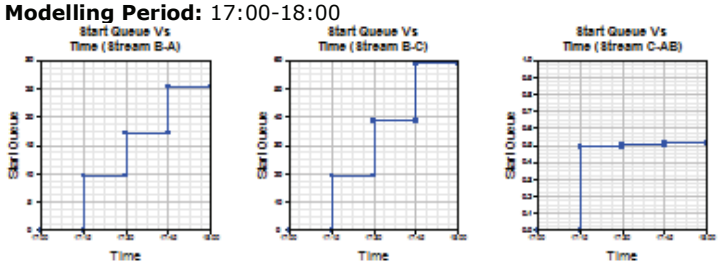


Start Queue Graph

Demand Set: 2031 Full Development AM
Modelling Period: 08:00-09:00

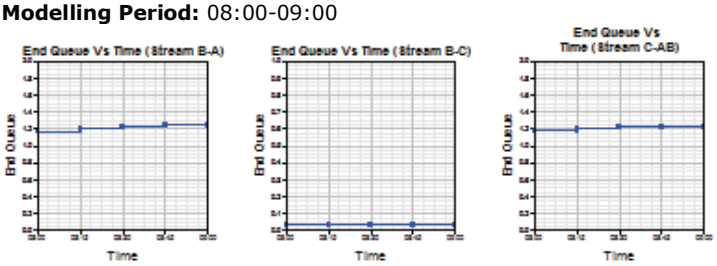


Demand Set: 2031 Full Development PM
Modelling Period: 17:00-18:00

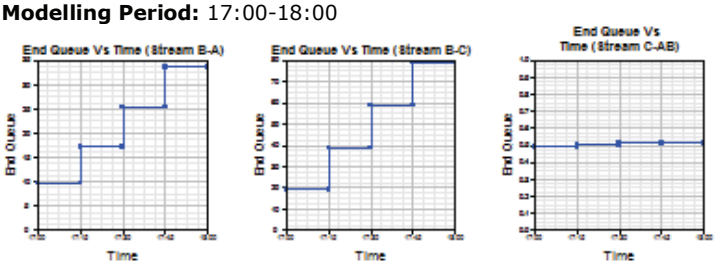


End Queue Graph

Demand Set: 2031 Full Development AM
Modelling Period: 08:00-09:00

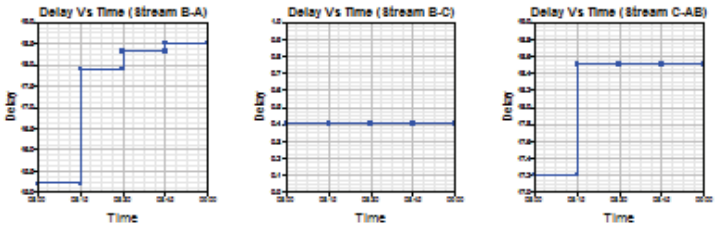


Demand Set: 2031 Full Development PM
Modelling Period: 17:00-18:00

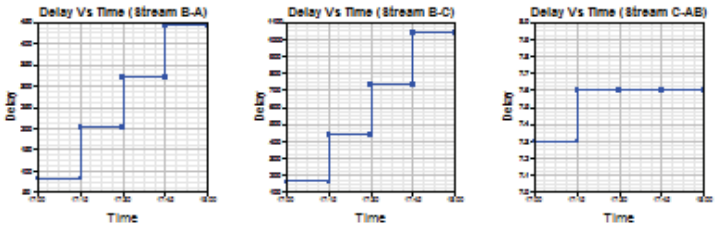


Delay Graph

Demand Set: 2031 Full Development AM
Modelling Period: 08:00-09:00



Demand Set: 2031 Full Development PM
Modelling Period: 17:00-18:00



Queues & Delays

Demand Set: 2031 Full Development AM
Modelling Period: 08:00-09:00

Segment	Stream	Demand (veh/min)	Capacity (veh/min)	RFC	Ped. Flow (ped/min)	Start Queue (veh)	End Queue (veh)	Geometric Delay (veh.min/ segment)	Delay (veh.min/ segment)	Mean Arriving Vehicle Delay (min)
08:00-08:15	B-A	2.33	4.20	0.556	-	0.00	1.16	-	15.2	0.50
	B-C	0.15	5.58	0.027	-	0.00	0.03	-	0.4	0.18
	C-AB	4.70	14.52	0.324	-	0.00	1.18	-	17.2	0.10
	C-A	7.21	-	-	-	-	-	-	-	-
	A-B	9.60	-	-	-	-	-	-	-	-
	A-C	11.33	-	-	-	-	-	-	-	-

Segment	Stream	Demand (veh/min)	Capacity (veh/min)	RFC	Ped. Flow (ped/min)	Start Queue (veh)	End Queue (veh)	Geometric Delay (veh.min/ segment)	Delay (veh.min/ segment)	Mean Arriving Vehicle Delay (min)
08:15-08:30	B-A	2.33	4.18	0.558	-	1.16	1.21	-	17.9	0.54
	B-C	0.15	5.42	0.028	-	0.03	0.03	-	0.4	0.19
	C-AB	4.77	14.56	0.327	-	1.18	1.21	-	18.5	0.10
	C-A	7.15	-	-	-	-	-	-	-	-
	A-B	9.60	-	-	-	-	-	-	-	-
	A-C	11.33	-	-	-	-	-	-	-	-

Segment	Stream	Demand (veh/min)	Capacity (veh/min)	RFC	Ped. Flow (ped/min)	Start Queue (veh)	End Queue (veh)	Geometric Delay (veh.min/ segment)	Delay (veh.min/ segment)	Mean Arriving Vehicle Delay (min)
08:30-08:45	B-A	2.33	4.18	0.558	-	1.21	1.23	-	18.3	0.54
	B-C	0.15	5.41	0.028	-	0.03	0.03	-	0.4	0.19
	C-AB	4.77	14.56	0.327	-	1.21	1.22	-	18.5	0.10
	C-A	7.15	-	-	-	-	-	-	-	-
	A-B	9.60	-	-	-	-	-	-	-	-
	A-C	11.33	-	-	-	-	-	-	-	-

Segment	Stream	Demand (veh/min)	Capacity (veh/min)	RFC	Ped. Flow (ped/min)	Start Queue (veh)	End Queue (veh)	Geometric Delay (veh.min/ segment)	Delay (veh.min/ segment)	Mean Arriving Vehicle Delay (min)
08:45-09:00	B-A	2.33	4.18	0.558	-	1.23	1.24	-	18.5	0.54
	B-C	0.15	5.41	0.028	-	0.03	0.03	-	0.4	0.19
	C-AB	4.77	14.56	0.328	-	1.22	1.22	-	18.5	0.10
	C-A	7.15	-	-	-	-	-	-	-	-
	A-B	9.60	-	-	-	-	-	-	-	-
	A-C	11.33	-	-	-	-	-	-	-	-

Demand Set: 2031 Full Development PM
Modelling Period: 17:00-18:00

Segment	Stream	Demand (veh/min)	Capacity (veh/min)	RFC	Ped. Flow (ped/min)	Start Queue (veh)	End Queue (veh)	Geometric Delay (veh.min/ segment)	Delay (veh.min/ segment)	Mean Arriving Vehicle Delay (min)
17:00-17:15	B-A	2.65	2.22	**1.195**	-	0.00	9.62	-	82.8	3.04
	B-C	6.30	5.27	**1.195**	-	0.00	19.30	-	161.0	2.29
	C-AB	3.58	21.41	0.167	-	0.00	0.49	-	7.3	0.06
	C-A	15.87	-	-	-	-	-	-	-	-
	A-B	2.50	-	-	-	-	-	-	-	-
	A-C	11.80	-	-	-	-	-	-	-	-

Segment	Stream	Demand (veh/min)	Capacity (veh/min)	RFC	Ped. Flow (ped/min)	Start Queue (veh)	End Queue (veh)	Geometric Delay (veh.min/ segment)	Delay (veh.min/ segment)	Mean Arriving Vehicle Delay (min)
17:15-17:30	B-A	2.65	2.19	**1.212**	-	9.62	17.15	-	201.4	7.00
	B-C	6.30	5.04	**1.250**	-	19.30	38.57	-	434.6	6.18
	C-AB	3.61	21.43	0.168	-	0.49	0.50	-	7.6	0.06
	C-A	15.84	-	-	-	-	-	-	-	-
	A-B	2.50	-	-	-	-	-	-	-	-
	A-C	11.80	-	-	-	-	-	-	-	-

Segment	Stream	Demand (veh/min)	Capacity (veh/min)	RFC	Ped. Flow (ped/min)	Start Queue (veh)	End Queue (veh)	Geometric Delay (veh.min/ segment)	Delay (veh.min/ segment)	Mean Arriving Vehicle Delay (min)
17:30-17:45	B-A	2.65	2.12	**1.251**	-	17.15	25.37	-	319.1	10.79
	B-C	6.30	4.95	**1.272**	-	38.57	58.88	-	731.0	10.17
	C-AB	3.61	21.43	0.168	-	0.50	0.51	-	7.6	0.06
	C-A	15.84	-	-	-	-	-	-	-	-
	A-B	2.50	-	-	-	-	-	-	-	-
	A-C	11.80	-	-	-	-	-	-	-	-

Segment	Stream	Demand (veh/min)	Capacity (veh/min)	RFC	Ped. Flow (ped/min)	Start Queue (veh)	End Queue (veh)	Geometric Delay (veh.min/ segment)	Delay (veh.min/ segment)	Mean Arriving Vehicle Delay (min)
17:45-18:00	B-A	2.65	2.11	**1.256**	-	25.37	33.62	-	442.5	14.66
	B-C	6.30	4.97	**1.268**	-	58.88	78.93	-	1033.7	14.16
	C-AB	3.61	21.43	0.168	-	0.51	0.51	-	7.6	0.06
	C-A	15.84	-	-	-	-	-	-	-	-
	A-B	2.50	-	-	-	-	-	-	-	-
	A-C	11.80	-	-	-	-	-	-	-	-

Entry capacities marked with an '(X)' are dominated by a pedestrian crossing in that time segment.
In time segments marked with a '(B)', traffic leaving the junction may block back from a crossing so impairing normal operation of the junction.
Delays marked with '##' could not be calculated.

Overall Queues & Delays

Queueing Delay Information Over Whole Period

Demand Set: 2031 Full Development AM
Modelling Period: 08:00-09:00

Stream	Total Demand (veh)	Total Demand (veh/h)	Queueing Delay (min)	Queueing Delay (min/veh)	Inclusive Delay (min)	Inclusive Delay (min/veh)
B-A	140.0	140.0	69.9	0.5	70.0	0.5
B-C	9.0	9.0	1.7	0.2	1.7	0.2
C-AB	285.1	285.1	72.7	0.3	72.7	0.3
C-A	429.9	429.9	-	-	-	-
A-B	576.0	576.0	-	-	-	-
A-C	680.0	680.0	-	-	-	-
All	**2120.0**	**2120.0**	**144.2**	**0.1**	**144.4**	**0.1**

Demand Set: 2031 Full Development PM
Modelling Period: 17:00-18:00

Stream	Total Demand (veh)	Total Demand (veh/h)	Queueing Delay (min)	Queueing Delay (min/veh)	Inclusive Delay (min)	Inclusive Delay (min/veh)
B-A	159.0	159.0	1045.7	6.6	1313.6	8.3
B-C	378.0	378.0	2360.3	6.2	2987.4	7.9
C-AB	216.0	216.0	30.2	0.1	30.2	0.1
C-A	951.0	951.0	-	-	-	-
A-B	150.0	150.0	-	-	-	-
A-C	708.0	708.0	-	-	-	-
All	**2562.0**	**2562.0**	**3436.2**	**1.3**	**4331.2**	**1.7**

Delay is that occurring only within the time period.
Inclusive delay includes delay suffered by vehicles which are still queuing after the end of the time period.
These will only be significantly different if there is a large queue remaining at the end of the time period.

PICADY 5 Run Successful

ARCADY 6

GUI Version: 6.2 AG
Analysis Program: Release 7.0 (FEBRUARY 2010)

For sales and distribution information, program advice and maintenance, contact:

TRL Limited
Crowthorne House
Nine Mile Ride
Wokingham, Berks.
RG40 3GA, UK

Tel: +44 (0)1344 770758
Fax:+44 (0)1344 770864
Email: software@ trl.co.uk
Web:www.trlsoftware.co.uk

Run Information

Run with file:- **k:\UA005241 - Bicester Traffic Modelling\D-Calcs\Traffic Modelling\J19\A4095 Lord's Lane Bucknell Road ARCADY Model Results AM (J19) Reference Case.vai**
At: **15:59:27 on Wednesday, July 30, 2014**
Mode: **Drive On The Left**
Units: **Metric**

Arm Labelling

Arm	Full Arm Names
Arm A	A4095
Arm B	A4095 Bucknell Road
Arm C	Bucknell Road

Flow Scaling Factor

Arm	Flow Scaling Factor (%)
Arm A	100
Arm B	100
Arm C	100

File Properties

Run Title	A4095 Lord's Lane/ Bucknell Road ARCADY Model Results AM (J19) Reference Case
Location	A4095/A4095 Bucknell Rd/Bucknell Rd
Date	19/05/2014
Client	
Enumerator	fda76470 [HCL51987]
Job Number	
Status	
Description	

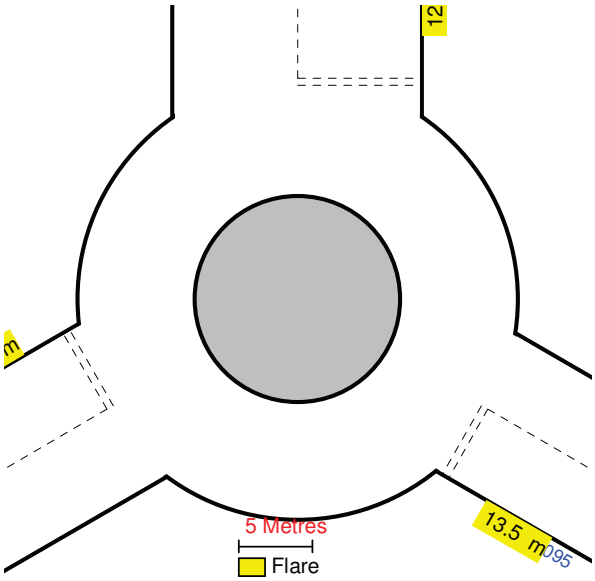
Errors and Warnings

[No errors or warnings]

Geometric Data

Data Item	Arm A	Arm B	Arm C
Approach Road Half-Width (m)	4.00	2.80	2.70
Entry Width (m)	5.40	6.00	8.50
Flare Length (m)	13.50	9.00	12.00
Entry Radius (m)	22.00	35.00	42.00
Inscribed Circle Diameter (m)	30.00	30.00	30.00
Entry Angle (degrees)	49.00	27.00	48.00
Slope	0.585	0.595	0.596
Intercept (PCU/Min)	23.940	22.380	24.210

Junction Diagram: (View Extent = 40m)



Angles Between Arms (Degrees): Arm A(120) Arm B(120) Arm C(120)

Demand Data

Demand Profiles are Synthesised using **DIRECT** Data
Period of interest (for Queue and Delay calculations): **08:00 to 09:00**
Length of Time Period: **60 min**
Length of Time Segment: **15 min**

Direct Data for Demand Set: AM 2030 No Dev

Time Period	Arm	Demand Data (Veh/Min)
Segment : 1 - 08:00 to 08:15	A	4.45
	B	14.30
	C	2.03
Segment : 2 - 08:15 to 08:30	A	4.45
	B	14.30
	C	2.03
Segment : 3 - 08:30 to 08:45	A	4.45
	B	14.30
	C	2.03
Segment : 4 - 08:45 to 09:00	A	4.45
	B	14.30
	C	2.03

Turning Proportions for Demand Set: AM 2030 No Dev

Turning proportions vary over entry and calculated from turning count data (shaded)

Time Period	From/To	Arm A	Arm B	Arm C
08:00 to 09:00	Arm A	0.000	0.987	0.013
		0.0	552.0	7.0
	Arm B	0.878	0.000	0.122
		775.0	0.0	108.0
	Arm C	0.014	0.986	0.000
		2.0	141.0	0.0

Heavy Vehicle Percentages for Demand Set: AM 2030 No Dev

Vary over entry

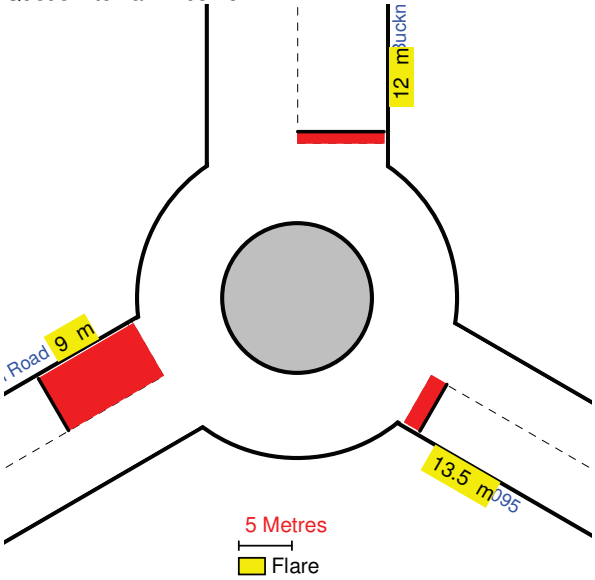
Time Period	From/To	Arm A	Arm B	Arm C
08:00 to 09:00	Arm A	0.0	0.0	0.0
	Arm B	0.0	0.0	0.0
	Arm C	0.0	0.0	0.0

Queue Diagrams: (View Extent = 40m)

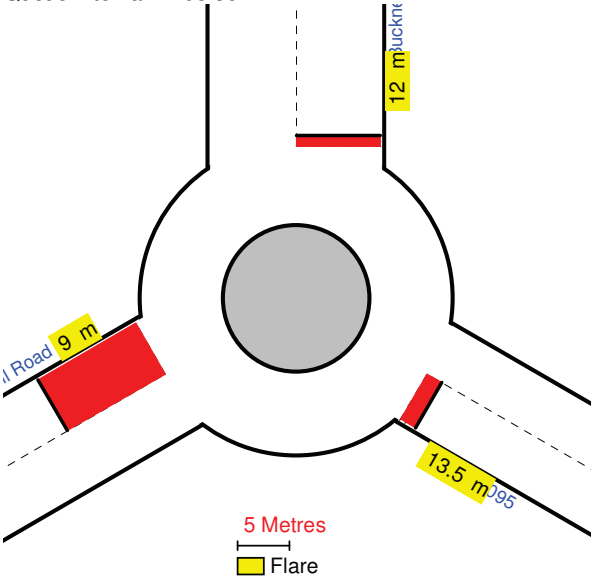
Queue Length	Colour
Mean Queue	
5 th % ile	
90 th % ile	
95 th % ile	

Start Time: 08:00---> End Time: 09:00

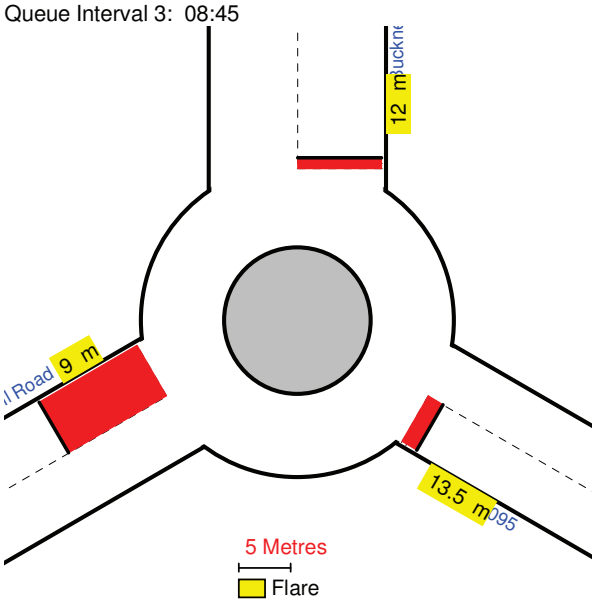
Queue Interval 1: 08:15



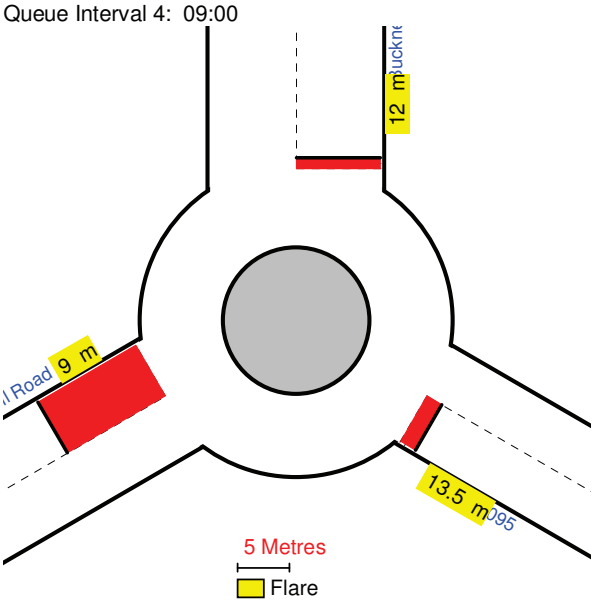
Queue Interval 2: 08:30



Queue Interval 3: 08:45

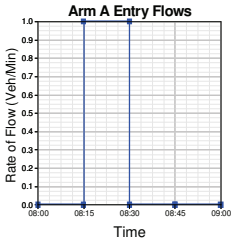


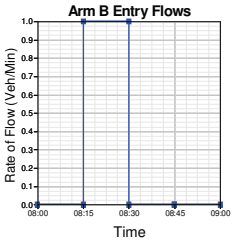
Queue Interval 4: 09:00

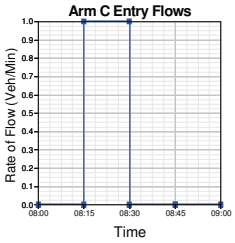


Demand Data Graphs

Direct Entry/Exit Flows for Demand Set: AM 2030 No Dev

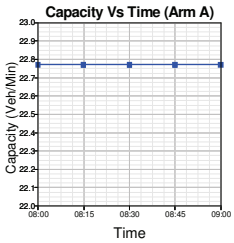


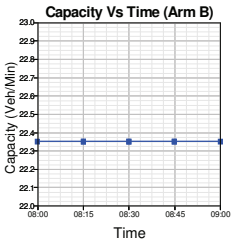


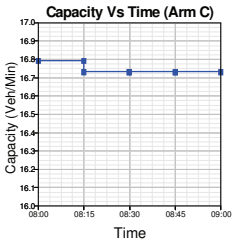


Capacity (against Time) Graphs, for each 15min Interval (08:00 - 09:00)

(QUEUEING DELAY INFORMATION OVER WHOLE PERIOD)

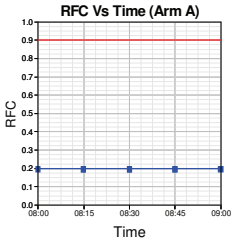


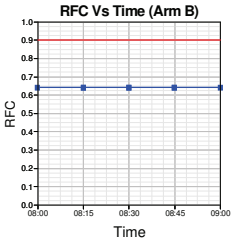


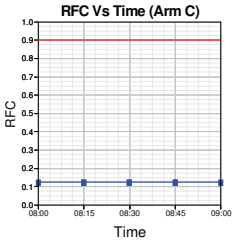


RFC (against Time) Graphs, for each 15min Interval (08:00 - 09:00)

(QUEUEING DELAY INFORMATION OVER WHOLE PERIOD)

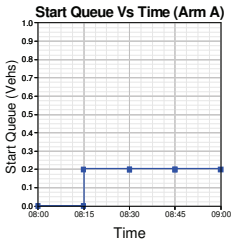


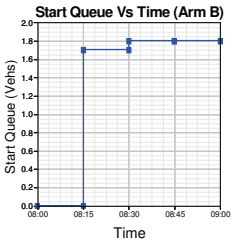


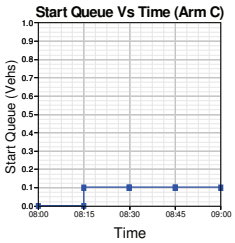


Start Queue (against Time) Graphs, for each 15min Interval (08:00 - 09:00)

(QUEUEING DELAY INFORMATION OVER WHOLE PERIOD)

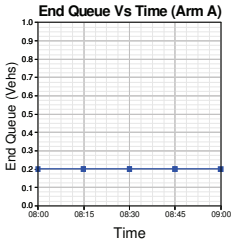


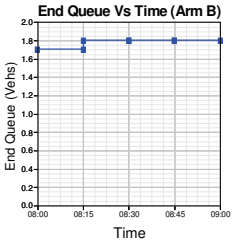


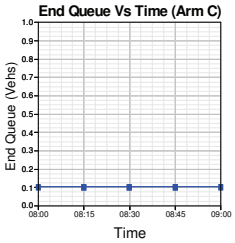


End Queue (against Time) Graphs, for each 15min Interval (08:00 - 09:00)

(QUEUEING DELAY INFORMATION OVER WHOLE PERIOD)





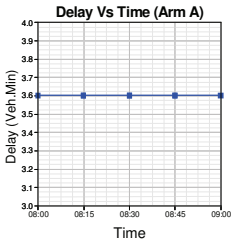


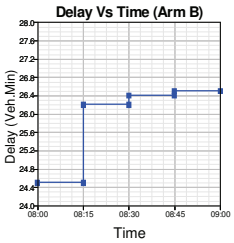
Geometric Delay Graph

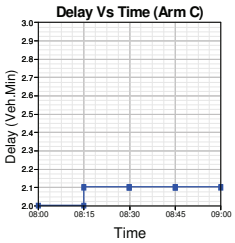
No Data. Please select 'Geometric Delay' in 'Principal Options' and try again.

Delay (against Time) Graphs, for each 15min Interval (08:00 - 09:00)

(QUEUEING DELAY INFORMATION OVER WHOLE PERIOD)







Queues and Delay:

Segment	Arm	Demand (Veh / Min)	Capacity (Veh / Min)	Demand / Capacity (RFC)	Ped Flow (Ped / Min)	Start Queue (Veh)	End Queue (Veh)	Delay (Veh.Min / Time Segment)	Geometric Delay (Veh.Min / Time Segment)	Arrival Delay (Min / Veh)
Segment : 1 - 08:00 to 08:15	A	4.45	22.77	0.195	-	0.0	0.2	3.6	-	0.054
	B	14.30	22.35	0.640	-	0.0	1.7	24.5	-	0.121
	C	2.03	16.79	0.121	-	0.0	0.1	2.0	-	0.068
Segment : 2 - 08:15 to 08:30	A	4.45	22.77	0.195	-	0.2	0.2	3.6	-	0.055
	B	14.30	22.35	0.640	-	1.7	1.8	26.2	-	0.124
	C	2.03	16.73	0.121	-	0.1	0.1	2.1	-	0.068
Segment : 3 - 08:30 to 08:45	A	4.45	22.77	0.195	-	0.2	0.2	3.6	-	0.055
	B	14.30	22.35	0.640	-	1.8	1.8	26.4	-	0.124
	C	2.03	16.73	0.121	-	0.1	0.1	2.1	-	0.068
Segment : 4 - 08:45 to 09:00	A	4.45	22.77	0.195	-	0.2	0.2	3.6	-	0.055
	B	14.30	22.35	0.640	-	1.8	1.8	26.5	-	0.124
	C	2.03	16.73	0.121	-	0.1	0.1	2.1	-	0.068

Queuing Delay Information Over Whole Period

Arm	Total Demand		Queueing Delay		Inclusive Queueing Delay	
	(Veh)	(Veh/Hr)	(Min)	(Min/Veh)	(Min)	(Min/Veh)
A	267.0	267.0	14.5	0.05	14.5	0.05
B	858.0	858.0	103.7	0.12	103.7	0.12
C	121.8	121.8	8.2	0.07	8.2	0.07
ALL	1246.8	1246.8	126.3	0.10	126.4	0.10

Delay is that occuring only within the time period.
Inclusive delay includes delay suffered by vehicles that 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.

Accident Data

No Data, please select the 'Accident Analysis' option in 'Principal Options' and try again.

Accident Results

No Data, please select the 'Accident Analysis' option in 'Principal Options' and try again.

ARCADY 6

GUI Version: 6.2 AG
Analysis Program: Release 7.0 (FEBRUARY 2010)

For sales and distribution information, program advice and maintenance, contact:

TRL Limited
Crowthorne House
Nine Mile Ride
Wokingham, Berks.
RG40 3GA, UK

Tel: +44 (0)1344 770758
Fax:+44 (0)1344 770864
Email: software@ trl.co.uk
Web:www.trlsoftware.co.uk

Run Information

Run with file:- **k:\UA005241 - Bicester Traffic Modelling\D-Calcs\Traffic Modelling\J19\A4095 Lord's Lane Bucknell Road ARCADY Model Results PM (J19) Reference Case.vai**
At: **16:00:41 on Wednesday, July 30, 2014**
Mode: **Drive On The Left**
Units: **Metric**

Arm Labelling

Arm	Full Arm Names
Arm A	A4095
Arm B	A4095 Bucknell Road
Arm C	Bucknell Road

Flow Scaling Factor

Arm	Flow Scaling Factor (%)
Arm A	100
Arm B	100
Arm C	100

File Properties

Run Title	A4095 Lord's Lane Bucknell Road ARCADY Model Results PM (J19) Reference Case
Location	A4095/A4095 Bucknell Rd/Bucknell Rd
Date	19/05/2014
Client	
Enumerator	CMW44415 [HCL51941]
Job Number	
Status	
Description	

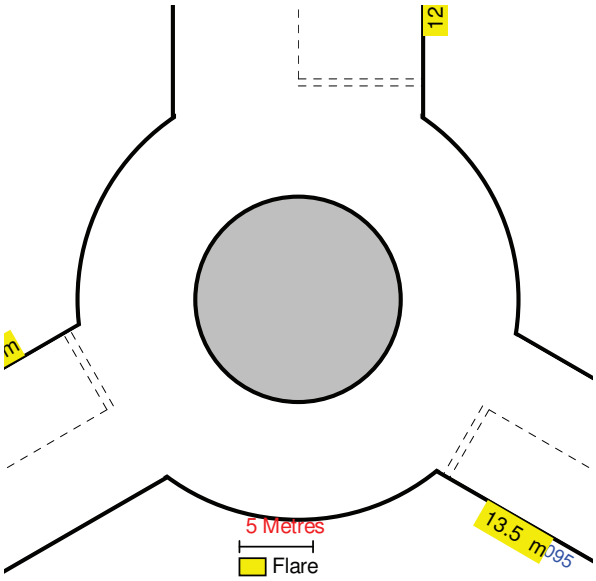
Errors and Warnings

[No errors or warnings]

Geometric Data

Data Item	Arm A	Arm B	Arm C
Approach Road Half-Width (m)	4.00	2.80	2.70
Entry Width (m)	5.40	6.00	8.50
Flare Length (m)	13.50	9.00	12.00
Entry Radius (m)	22.00	35.00	42.00
Inscribed Circle Diameter (m)	30.00	30.00	30.00
Entry Angle (degrees)	49.00	27.00	48.00
Slope	0.585	0.595	0.596
Intercept (PCU/Min)	23.940	22.380	24.210

Junction Diagram: (View Extent = 40m)



Angles Between Arms (Degrees): Arm A(120) Arm B(120) Arm C(120)

Demand Data

Demand Profiles are Synthesised using **DIRECT** Data
Period of interest (for Queue and Delay calculations): **17:00 to 18:00**
Length of Time Period: **60 min**
Length of Time Segment: **15 min**

Direct Data for Demand Set: PM 2030 No Dev

Time Period	Arm	Demand Data (Veh/Min)
Segment : 1 - 17:00 to 17:15	A	9.32
	B	14.72
	C	2.38
Segment : 2 - 17:15 to 17:30	A	9.32
	B	14.72
	C	2.38
Segment : 3 - 17:30 to 17:45	A	9.32
	B	14.72
	C	2.38
Segment : 4 - 17:45 to 18:00	A	9.32
	B	14.72
	C	2.38

Turning Proportions for Demand Set: PM 2030 No Dev

Turning proportions vary over entry and calculated from turning count data (shaded)

Time Period	From/To	Arm A	Arm B	Arm C
17:00 to 18:00	Arm A	0.000	0.981	0.019
		0.0	612.0	12.0
	Arm B	0.743	0.000	0.257
		762.0	0.0	264.0
	Arm C	0.000	1.000	0.000
		0.0	156.0	0.0

Heavy Vehicle Percentages for Demand Set: PM 2030 No Dev

Vary over entry

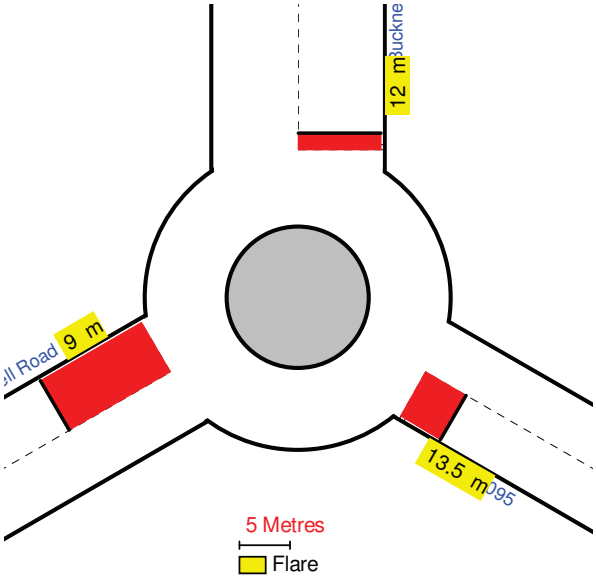
Time Period	From/To	Arm A	Arm B	Arm C
17:00 to 18:00	Arm A	0.0	0.0	0.0
	Arm B	0.0	0.0	0.0
	Arm C	0.0	0.0	0.0

Queue Diagrams: (View Extent = 40m)

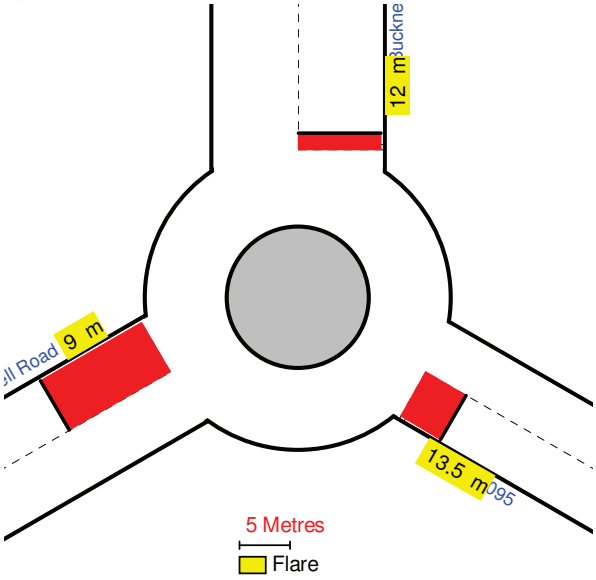
Queue Length	Colour
Mean Queue	
5 th % ile	
90 th % ile	
95 th % ile	

Start Time: 17:00---> End Time: 18:00

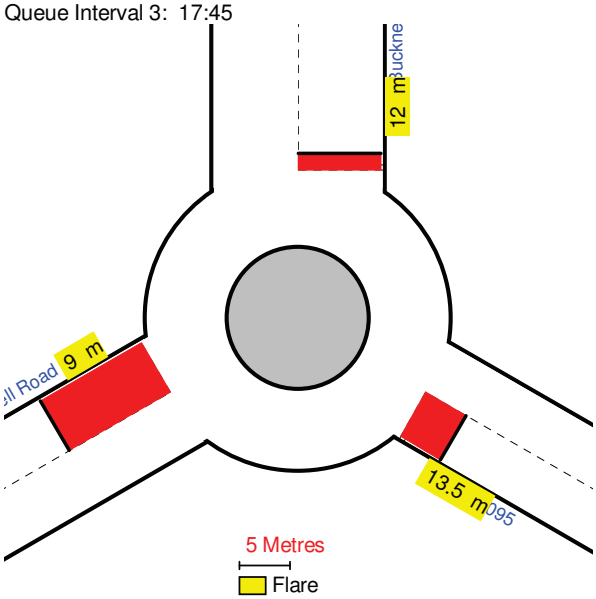
Queue Interval 1: 17:15



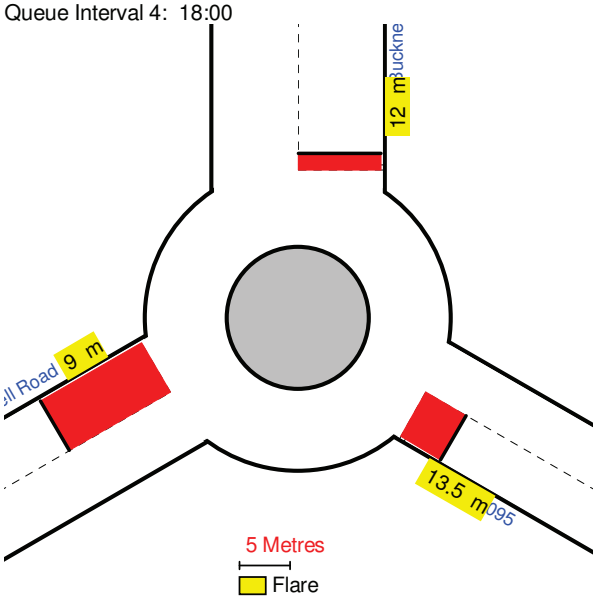
Queue Interval 2: 17:30



Queue Interval 3: 17:45

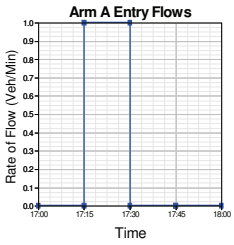


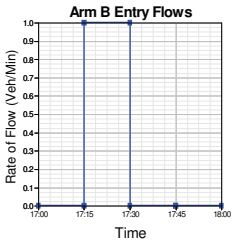
Queue Interval 4: 18:00

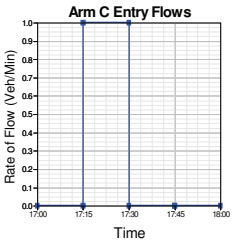


Demand Data Graphs

Direct Entry/Exit Flows for Demand Set: PM 2030 No Dev

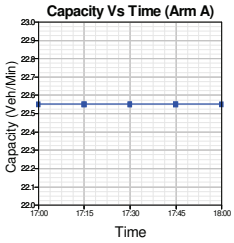


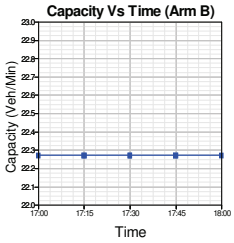


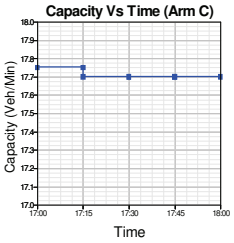


Capacity (against Time) Graphs, for each 15min Interval (17:00 - 18:00)

(QUEUEING DELAY INFORMATION OVER WHOLE PERIOD)

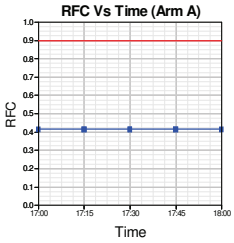


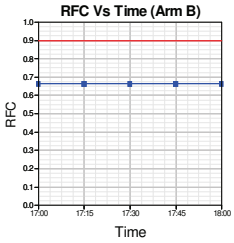


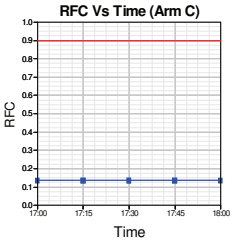


RFC (against Time) Graphs, for each 15min Interval (17:00 - 18:00)

(QUEUEING DELAY INFORMATION OVER WHOLE PERIOD)

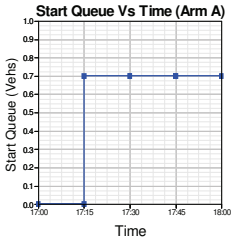


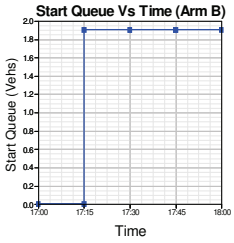


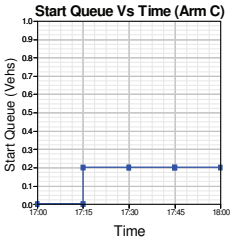


Start Queue (against Time) Graphs, for each 15min Interval (17:00 - 18:00)

(QUEUEING DELAY INFORMATION OVER WHOLE PERIOD)

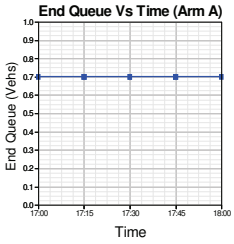


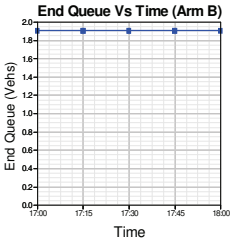


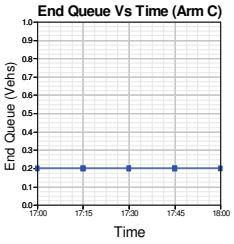


End Queue (against Time) Graphs, for each 15min Interval (17:00 - 18:00)

(QUEUEING DELAY INFORMATION OVER WHOLE PERIOD)





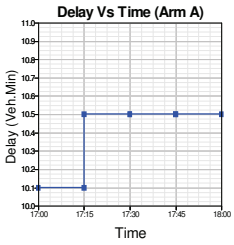


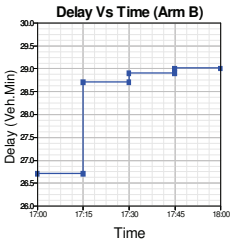
Geometric Delay Graph

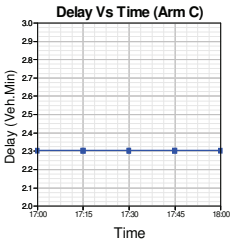
No Data. Please select 'Geometric Delay' in 'Principal Options' and try again.

Delay (against Time) Graphs, for each 15min Interval (17:00 - 18:00)

(QUEUEING DELAY INFORMATION OVER WHOLE PERIOD)







Queues and Delay:

Segment	Arm	Demand (Veh / Min)	Capacity (Veh / Min)	Demand / Capacity (RFC)	Ped Flow (Ped / Min)	Start Queue (Veh)	End Queue (Veh)	Delay (Veh.Min / Time Segment)	Geometric Delay (Veh.Min / Time Segment)	Arrival Delay (Min / Veh)
Segment : 1 - 17:00 to 17:15	A	9.32	22.55	0.413	-	0.0	0.7	10.1	-	0.075
	B	14.72	22.27	0.661	-	0.0	1.9	26.7	-	0.128
	C	2.38	17.75	0.134	-	0.0	0.2	2.3	-	0.065
Segment : 2 - 17:15 to 17:30	A	9.32	22.55	0.413	-	0.7	0.7	10.5	-	0.076
	B	14.72	22.27	0.661	-	1.9	1.9	28.7	-	0.132
	C	2.38	17.70	0.134	-	0.2	0.2	2.3	-	0.065
Segment : 3 - 17:30 to 17:45	A	9.32	22.55	0.413	-	0.7	0.7	10.5	-	0.076
	B	14.72	22.27	0.661	-	1.9	1.9	28.9	-	0.132
	C	2.38	17.70	0.134	-	0.2	0.2	2.3	-	0.065
Segment : 4 - 17:45 to 18:00	A	9.32	22.55	0.413	-	0.7	0.7	10.5	-	0.076
	B	14.72	22.27	0.661	-	1.9	1.9	29.0	-	0.132
	C	2.38	17.70	0.134	-	0.2	0.2	2.3	-	0.065

Queuing Delay Information Over Whole Period

Arm	Total Demand		Queueing Delay		Inclusive Queueing Delay	
	(Veh)	(Veh/Hr)	(Min)	(Min/Veh)	(Min)	(Min/Veh)
A	559.2	559.2	41.7	0.07	41.7	0.07
B	883.2	883.2	113.3	0.13	113.4	0.13
C	142.8	142.8	9.2	0.06	9.2	0.06
ALL	1585.2	1585.2	164.3	0.10	164.4	0.10

Delay is that occuring only within the time period.
Inclusive delay includes delay suffered by vehicles that 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.

Accident Data

No Data, please select the 'Accident Analysis' option in 'Principal Options' and try again.

Accident Results

No Data, please select the 'Accident Analysis' option in 'Principal Options' and try again.

PICADY

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

For sales and distribution information, program advice and maintenance, contact:

TRL Limited
Crowthorne House
Nine Mile Ride
Wokingham, Berks.
RG40 3GA, UK

Tel: +44 (0)1344 770758
Fax:+44 (0)1344 770864
E-mail: software@trl.co.uk
Web: www.trlsoftware.co.uk

Run Analysis

Parameter	Values
File Run	K:\..\J20\A4095 Howes Lane Bucknell Road PICADY Model Results (J20) AM Peak Reference Case.vpi
Date Run	30 July 2014
Time Run	11:37:33
Driving Side	Drive On The Left

Arm Names and Flow Scaling Factors

Arm	Arm Name	Flow Scaling Factor (%)
Arm A	Bucknell Road S	100
Arm B	Howes Lane	100
Arm C	Bucknell Road N	100

Stream Labelling Convention

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

Run Information

Parameter	Values
Run Title	A4095 Howes Lane / Bucknell Road PICADY Model Results (J20) AM Reference Case
Location	Bicester Junction 20
Date	21 May 2014
Enumerator	AAA76232 [HCL51930]
Job Number	UA005241
Status	-
Client	-
Description	-

Errors and Warnings

Parameter	Values
Warning	No Errors Or Warnings

Geometric Data

Geometric Parameters

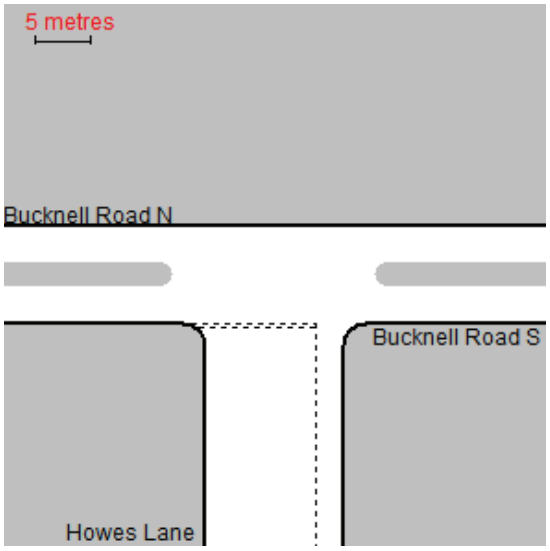
Parameter	Minor Arm B
Major Road Carriageway Width (m)	6.50
Major Road Kerbed Central Reserve Width (m)	1.75
Major Road Right Turning Lane Width (m)	2.30
Minor Road Width 0m Back from Junction (m)	10.00
Minor Road Width 5m Back from Junction (m)	7.50
Minor Road Width 10m Back from Junction (m)	4.50
Minor Road Width 15m Back from Junction (m)	3.40
Minor Road Width 20m Back from Junction (m)	3.00
Minor Road Derived Flare Length (PCU)	1.000
Minor Road Visibility To Right (m)	63
Minor Road Visibility To Left (m)	45
Major Road Right Turn Visibility (m)	63
Major Road Right Turn Blocks Traffic	Yes (if over 3 veh)

Slope and Intercept Values

Stream	Intercept for Stream	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
B-A	0.000	0.000	0.000	0.000	0.000
B-C	0.000	0.000	0.000	-	-
C-B	617.091	0.234	0.234	-	-

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

Junction Diagram



Demand Data

Modelling Periods

Parameter	Period	Duration (min)	Segment Length (min)
First Modelling Period	08:00-09:00	60	15

Direct Entry Flows

Demand Set: AM without development
Modelling Period: 08:00-09:00

Segment: 08:00-08:15

Arm	Flow (veh/min)
Arm A	8.16
Arm B	8.70
Arm C	11.53

Segment: 08:15-08:30

Arm	Flow (veh/min)
Arm A	8.16
Arm B	8.70
Arm C	11.53

Segment: 08:30-08:45

Arm	Flow (veh/min)
Arm A	8.16
Arm B	8.70
Arm C	11.53

Segment: 08:45-09:00

Arm	Flow (veh/min)
Arm A	8.16
Arm B	8.70
Arm C	11.53

Turning Counts

Demand Set: AM without development
Modelling Period: 08:00-09:00

From/To	Arm A	Arm B	Arm C
Arm A	-	102	388
Arm B	27	-	495
Arm C	218	474	-

Turning proportions are calculated from turning count data

Turning Proportions

Demand Set: AM without development
Modelling Period: 08:00-09:00

From/To	Arm A	Arm B	Arm C
Arm A	0.000	0.208	0.792
Arm B	0.052	0.000	0.948
Arm C	0.315	0.685	0.000

Heavy Vehicles Percentages

Demand Set: AM without development
Modelling Period: 08:00-09:00

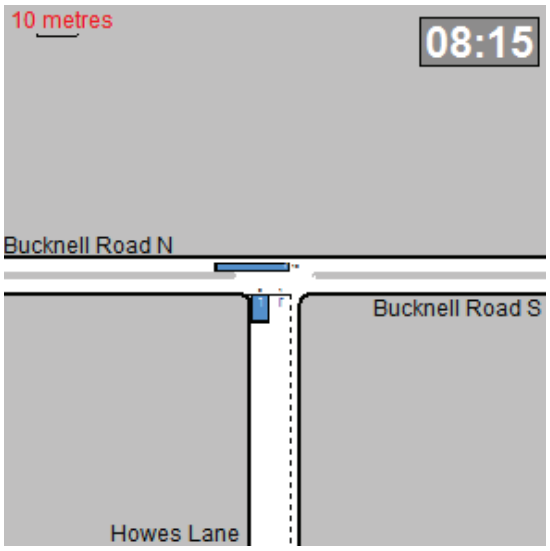
From/To	Arm A	Arm B	Arm C
Arm A	-	10.0	10.0
Arm B	10.0	-	10.0
Arm C	10.0	10.0	-

Default proportions of heavy vehicles are used

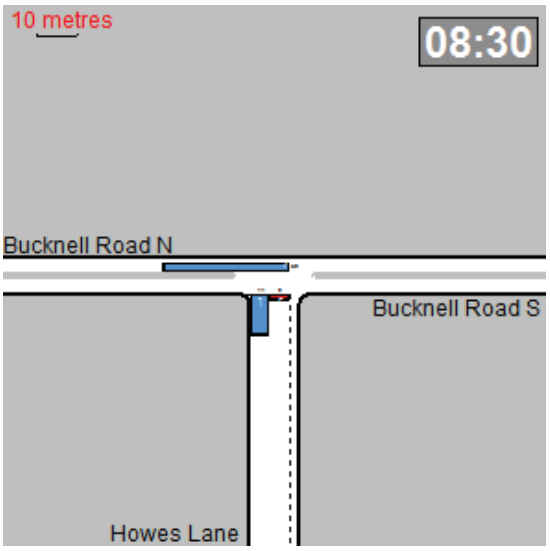
Queue Diagrams

Demand Set: AM without development
Modelling Period: 08:00-09:00
View Extent: 137m

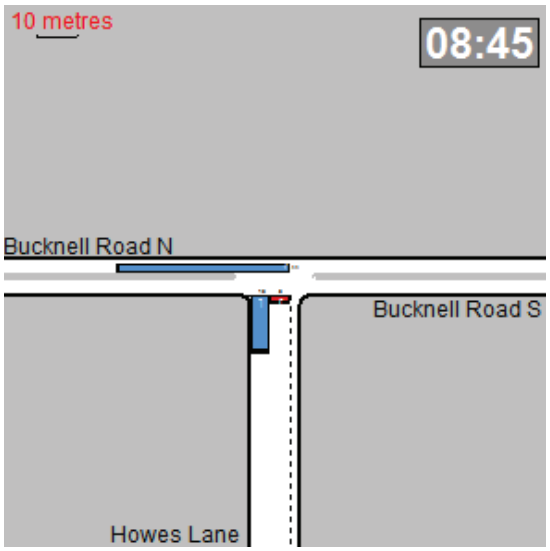
Queue Interval 1: 08:00-08:15



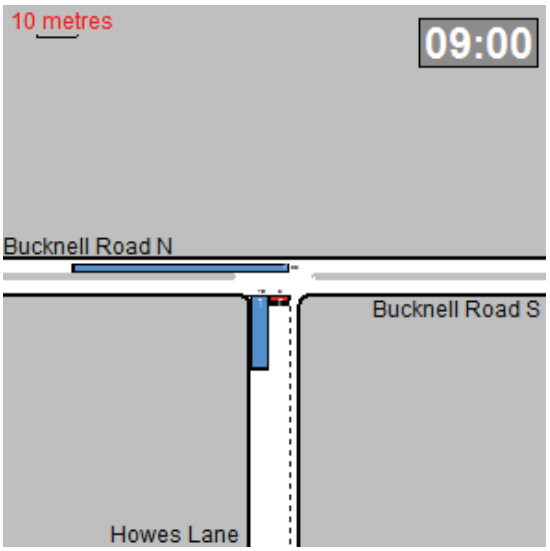
Queue Interval 2: 08:15-08:30



Queue Interval 3: 08:30-08:45

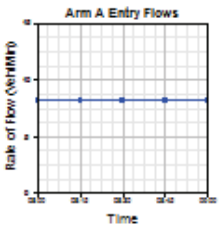


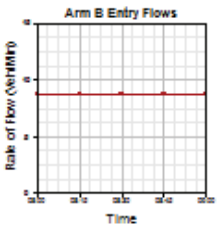
Queue Interval 4: 08:45-09:00

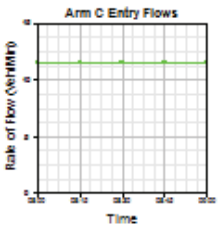


Demand Data Graph

Demand Set: AM without development
Modelling Period: 08:00-09:00

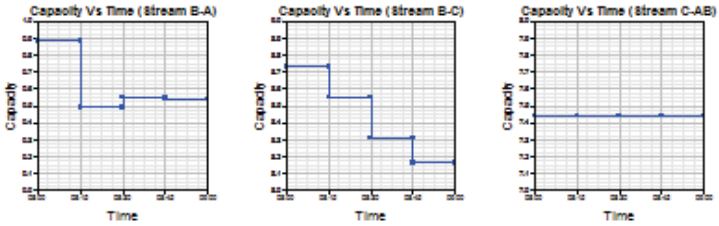






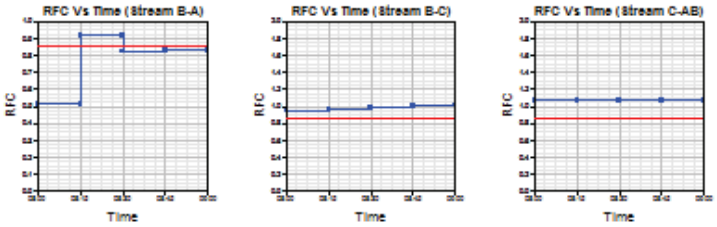
Capacity Graph

Demand Set: AM without development
Modelling Period: 08:00-09:00



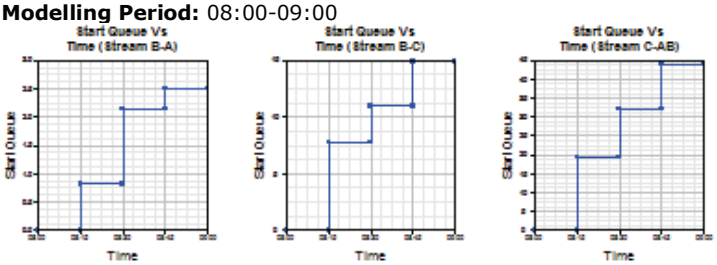
RFC Graph

Demand Set: AM without development
Modelling Period: 08:00-09:00



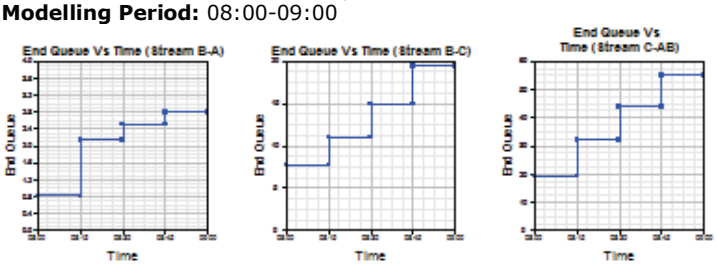
Start Queue Graph

Demand Set: AM without development
Modelling Period: 08:00-09:00



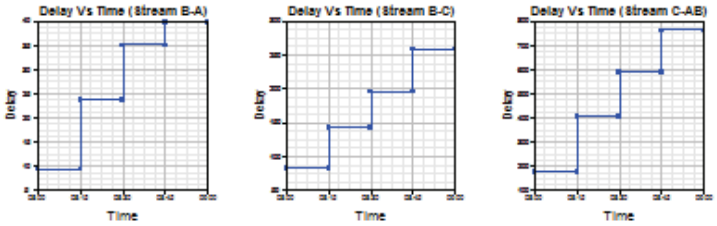
End Queue Graph

Demand Set: AM without development
Modelling Period: 08:00-09:00



Delay Graph

Demand Set: AM without development
Modelling Period: 08:00-09:00



Queues & Delays

Demand Set: AM without development
Modelling Period: 08:00-09:00

Segment	Stream	Demand (veh/min)	Capacity (veh/min)	RFC	Ped. Flow (ped/min)	Start Queue (veh)	End Queue (veh)	Geometric Delay (veh.min/ segment)	Delay (veh.min/ segment)	Mean Arriving Vehicle Delay (min)
08:00-08:15	B-A	0.45	0.88	0.509	-	0.00	0.81	-	9.3	1.91
	B-C	8.25	8.73	**0.945**	-	0.00	7.75	-	82.0	0.79
	C-AB	7.90	7.44	**1.061**	-	0.00	19.28	-	177.3	1.34
	C-A	-	-	-	-	-	-	-	-	-
	A-B	1.70	-	-	-	-	-	-	-	-
	A-C	6.46	-	-	-	-	-	-	-	-

Segment	Stream	Demand (veh/min)	Capacity (veh/min)	RFC	Ped. Flow (ped/min)	Start Queue (veh)	End Queue (veh)	Geometric Delay (veh.min/ segment)	Delay (veh.min/ segment)	Mean Arriving Vehicle Delay (min)
08:15-08:30	B-A	0.45	0.49	**0.915**	-	0.81	2.14	-	23.6	5.61
	B-C	8.25	8.55	**0.965**	-	7.75	10.97	-	142.9	1.39
	C-AB	7.90	7.44	**1.061**	-	19.28	32.12	-	402.7	3.47
	C-A	-	-	-	-	-	-	-	-	-
	A-B	1.70	-	-	-	-	-	-	-	-
	A-C	6.46	-	-	-	-	-	-	-	-

Segment	Stream	Demand (veh/min)	Capacity (veh/min)	RFC	Ped. Flow (ped/min)	Start Queue (veh)	End Queue (veh)	Geometric Delay (veh.min/ segment)	Delay (veh.min/ segment)	Mean Arriving Vehicle Delay (min)
08:30-08:45	B-A	0.45	0.55	0.821	-	2.14	2.50	-	35.0	6.50
	B-C	8.25	8.31	**0.992**	-	10.97	14.90	-	195.7	1.87
	C-AB	7.90	7.44	**1.061**	-	32.12	43.80	-	588.1	5.11
	C-A	-	-	-	-	-	-	-	-	-
	A-B	1.70	-	-	-	-	-	-	-	-
	A-C	6.46	-	-	-	-	-	-	-	-

Segment	Stream	Demand (veh/min)	Capacity (veh/min)	RFC	Ped. Flow (ped/min)	Start Queue (veh)	End Queue (veh)	Geometric Delay (veh.min/ segment)	Delay (veh.min/ segment)	Mean Arriving Vehicle Delay (min)
08:45-09:00	B-A	0.45	0.54	0.826	-	2.50	2.78	-	39.7	7.13
	B-C	8.25	8.16	**1.011**	-	14.90	19.40	-	258.3	2.41
	C-AB	7.90	7.44	**1.061**	-	43.80	54.96	-	760.8	6.63
	C-A	-	-	-	-	-	-	-	-	-
	A-B	1.70	-	-	-	-	-	-	-	-
	A-C	6.46	-	-	-	-	-	-	-	-

Entry capacities marked with an '(X)' are dominated by a pedestrian crossing in that time segment.
In time segments marked with a '(B)', traffic leaving the junction may block back from a crossing so impairing normal operation of the junction.
Delays marked with '##' could not be calculated.

Overall Queues & Delays

Queueing Delay Information Over Whole Period

Demand Set: AM without development
Modelling Period: 08:00-09:00

Stream	Total Demand (veh)	Total Demand (veh/h)	Queueing Delay (min)	Queueing Delay (min/veh)	Inclusive Delay (min)	Inclusive Delay (min/veh)
B-A	27.0	27.0	107.5	4.0	114.6	4.2
B-C	495.0	495.0	679.0	1.4	702.1	1.4
C-AB	473.9	473.9	1928.9	4.1	2131.9	4.5
C-A	-	-	-	-	-	-
A-B	101.9	101.9	-	-	-	-
A-C	387.7	387.7	-	-	-	-
All	**1703.4**	**1703.4**	**2715.4**	**1.6**	**2948.5**	**1.7**

Delay is that occurring only within the time period.
Inclusive delay includes delay suffered by vehicles which are still queuing after the end of the time period.
These will only be significantly different if there is a large queue remaining at the end of the time period.

PICADY 5 Run Successful

PICADY

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

For sales and distribution information, program advice and maintenance, contact:

TRL Limited
Crowthorne House
Nine Mile Ride
Wokingham, Berks.
RG40 3GA, UK

Tel: +44 (0)1344 770758
Fax:+44 (0)1344 770864
E-mail: software@trl.co.uk
Web: www.trlsoftware.co.uk

Run Analysis

Parameter	Values
File Run	K:\..\J20\A4095 Howes Lane Bucknell Road PICADY Model Results (J20) PM Peak Reference Case.vpi
Date Run	30 July 2014
Time Run	11:38:49
Driving Side	Drive On The Left

Arm Names and Flow Scaling Factors

Arm	Arm Name	Flow Scaling Factor (%)
Arm A	Bucknell Road S	100
Arm B	Howes Lane	100
Arm C	Bucknell Road N	100

Stream Labelling Convention

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

Run Information

Parameter	Values
Run Title	A4095 Howes Lane / Bucknell Road PICADY Model Results (J20) PM Reference Case
Location	Bicester Junction 20
Date	21 May 2014
Enumerator	AAA76232 [HCL51930]
Job Number	UA005241
Status	-
Client	-
Description	-

Errors and Warnings

Parameter	Values
Warning	No Errors Or Warnings

Geometric Data

Geometric Parameters

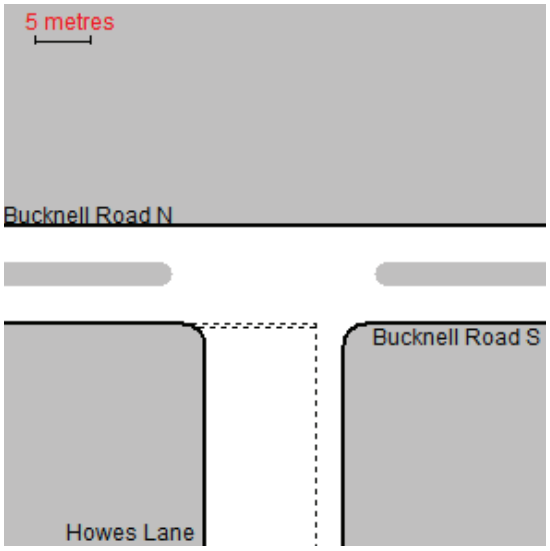
Parameter	Minor Arm B
Major Road Carriageway Width (m)	6.50
Major Road Kerbed Central Reserve Width (m)	1.75
Major Road Right Turning Lane Width (m)	2.30
Minor Road Width 0m Back from Junction (m)	10.00
Minor Road Width 5m Back from Junction (m)	7.50
Minor Road Width 10m Back from Junction (m)	4.50
Minor Road Width 15m Back from Junction (m)	3.40
Minor Road Width 20m Back from Junction (m)	3.00
Minor Road Derived Flare Length (PCU)	1.000
Minor Road Visibility To Right (m)	63
Minor Road Visibility To Left (m)	45
Major Road Right Turn Visibility (m)	63
Major Road Right Turn Blocks Traffic	Yes (if over 3 veh)

Slope and Intercept Values

Stream	Intercept for Stream	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
B-A	0.000	0.000	0.000	0.000	0.000
B-C	0.000	0.000	0.000	-	-
C-B	617.091	0.234	0.234	-	-

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

Junction Diagram



Demand Data

Modelling Periods

Parameter	Period	Duration (min)	Segment Length (min)
First Modelling Period	16:00-17:00	60	15

Direct Entry Flows

Demand Set: PM without development
Modelling Period: 16:00-17:00

Segment: 16:00-16:15

Arm	Flow (veh/min)
Arm A	11.20
Arm B	9.68
Arm C	12.80

Segment: 16:15-16:30

Arm	Flow (veh/min)
Arm A	11.20
Arm B	9.68
Arm C	12.80

Segment: 16:30-16:45

Arm	Flow (veh/min)
Arm A	11.20
Arm B	9.68
Arm C	12.80

Segment: 16:45-17:00

Arm	Flow (veh/min)
Arm A	11.20
Arm B	9.68
Arm C	12.80

Turning Counts

Demand Set: PM without development
Modelling Period: 16:00-17:00

From/To	Arm A	Arm B	Arm C
Arm A	-	171	501
Arm B	59	-	522
Arm C	309	459	-

Turning proportions are calculated from turning count data

Turning Proportions

Demand Set: PM without development
Modelling Period: 16:00-17:00

From/To	Arm A	Arm B	Arm C
Arm A	0.000	0.254	0.746
Arm B	0.102	0.000	0.898
Arm C	0.402	0.598	0.000

Heavy Vehicles Percentages

Demand Set: PM without development
Modelling Period: 16:00-17:00

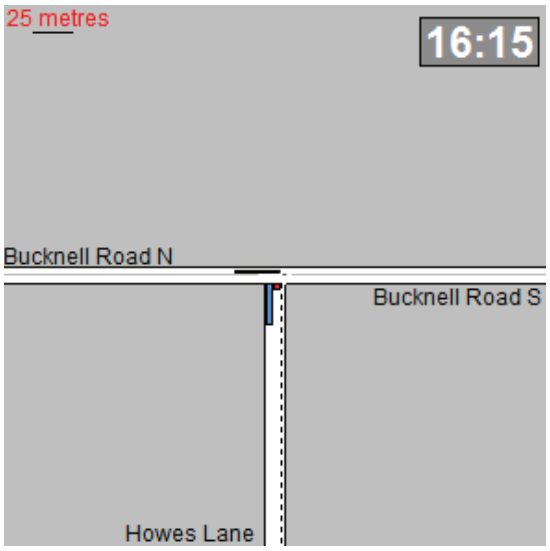
From/To	Arm A	Arm B	Arm C
Arm A	-	10.0	10.0
Arm B	10.0	-	10.0
Arm C	10.0	10.0	-

Default proportions of heavy vehicles are used

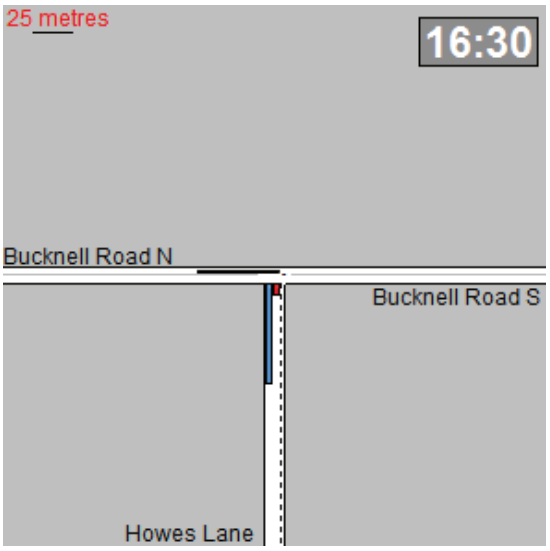
Queue Diagrams

Demand Set: PM without development
Modelling Period: 16:00-17:00
View Extent: 350m

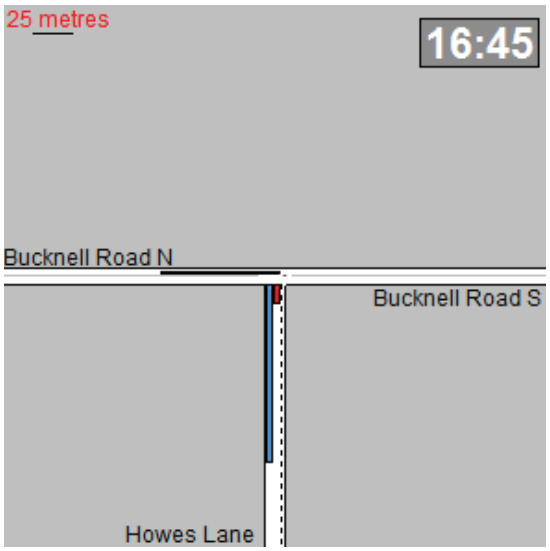
Queue Interval 1: 16:00-16:15



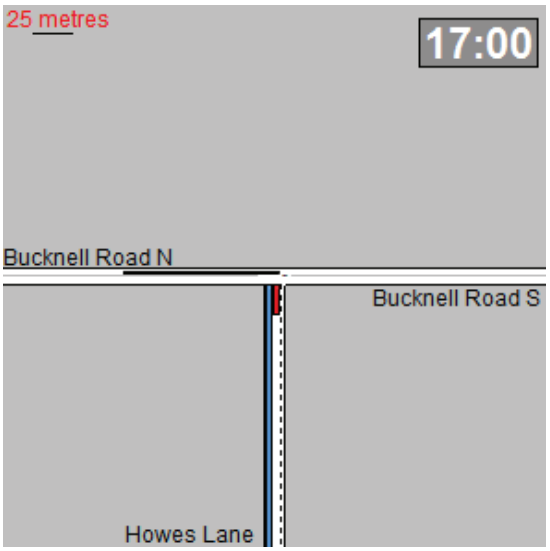
Queue Interval 2: 16:15-16:30



Queue Interval 3: 16:30-16:45

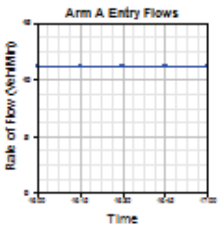


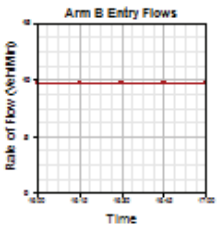
Queue Interval 4: 16:45-17:00

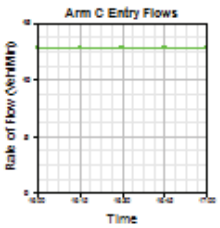


Demand Data Graph

Demand Set: PM without development
Modelling Period: 16:00-17:00

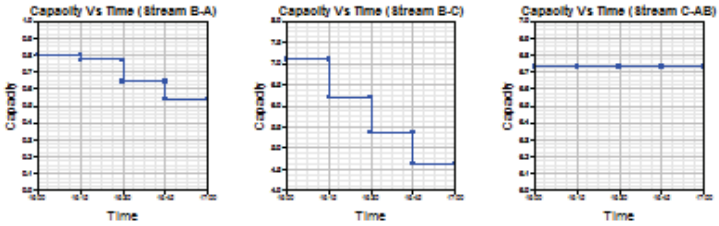






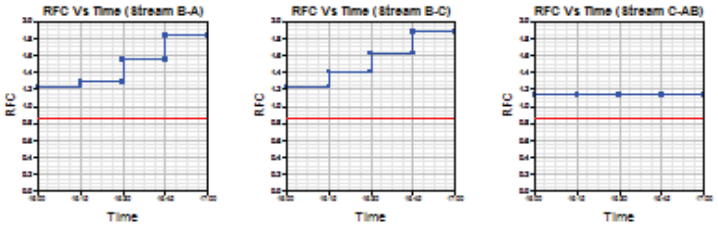
Capacity Graph

Demand Set: PM without development
Modelling Period: 16:00-17:00



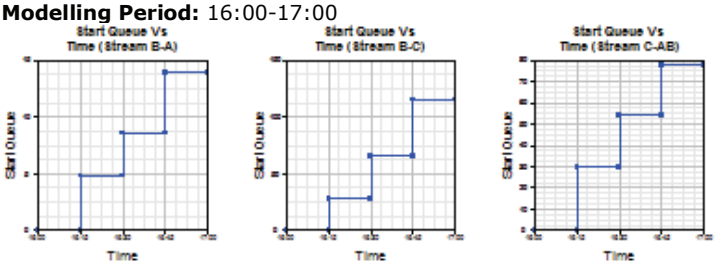
RFC Graph

Demand Set: PM without development
Modelling Period: 16:00-17:00



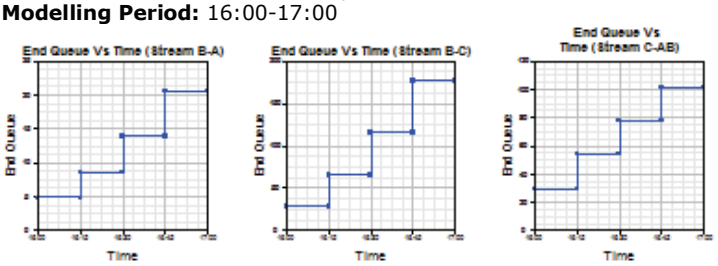
Start Queue Graph

Demand Set: PM without development
Modelling Period: 16:00-17:00



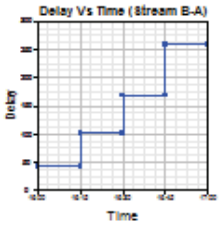
End Queue Graph

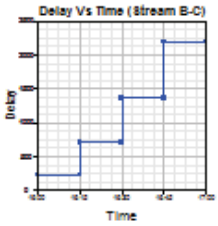
Demand Set: PM without development
Modelling Period: 16:00-17:00

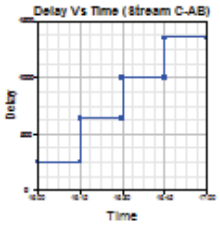


Delay Graph

Demand Set: PM without development
Modelling Period: 16:00-17:00







Queues & Delays

Demand Set: PM without development
Modelling Period: 16:00-17:00

Segment	Stream	Demand (veh/min)	Capacity (veh/min)	RFC	Ped. Flow (ped/min)	Start Queue (veh)	End Queue (veh)	Geometric Delay (veh.min/ segment)	Delay (veh.min/ segment)	Mean Arriving Vehicle Delay (min)
16:00-16:15	B-A	0.98	0.80	**1.227**	-	0.00	4.80	-	41.7	4.92
	B-C	8.70	7.09	**1.227**	-	0.00	27.81	-	226.0	2.36
	C-AB	7.65	6.73	**1.137**	-	0.00	29.49	-	248.6	1.80
	C-A	-	-	-	-	-	-	-	-	-
	A-B	2.85	-	-	-	-	-	-	-	-
	A-C	8.35	-	-	-	-	-	-	-	-

Segment	Stream	Demand (veh/min)	Capacity (veh/min)	RFC	Ped. Flow (ped/min)	Start Queue (veh)	End Queue (veh)	Geometric Delay (veh.min/ segment)	Delay (veh.min/ segment)	Mean Arriving Vehicle Delay (min)
16:15-16:30	B-A	0.98	0.77	**1.283**	-	4.80	8.55	-	100.6	11.39
	B-C	8.70	6.20	**1.402**	-	27.81	65.38	-	699.2	8.24
	C-AB	7.65	6.73	**1.137**	-	29.49	53.88	-	638.0	5.75
	C-A	-	-	-	-	-	-	-	-	-
	A-B	2.85	-	-	-	-	-	-	-	-
	A-C	8.35	-	-	-	-	-	-	-	-

Segment	Stream	Demand (veh/min)	Capacity (veh/min)	RFC	Ped. Flow (ped/min)	Start Queue (veh)	End Queue (veh)	Geometric Delay (veh.min/ segment)	Delay (veh.min/ segment)	Mean Arriving Vehicle Delay (min)
16:30-16:45	B-A	0.98	0.64	**1.541**	-	8.55	13.87	-	168.2	21.74
	B-C	8.70	5.37	**1.621**	-	65.38	115.38	-	1355.7	18.65
	C-AB	7.65	6.73	**1.137**	-	53.88	77.59	-	997.9	9.30
	C-A	-	-	-	-	-	-	-	-	-
	A-B	2.85	-	-	-	-	-	-	-	-
	A-C	8.35	-	-	-	-	-	-	-	-

Segment	Stream	Demand (veh/min)	Capacity (veh/min)	RFC	Ped. Flow (ped/min)	Start Queue (veh)	End Queue (veh)	Geometric Delay (veh.min/ segment)	Delay (veh.min/ segment)	Mean Arriving Vehicle Delay (min)
16:45-17:00	B-A	0.98	0.54	**1.824**	-	13.87	20.58	-	258.4	34.12
	B-C	8.70	4.63	**1.878**	-	115.38	176.40	-	2188.3	31.77
	C-AB	7.65	6.73	**1.137**	-	77.59	101.05	-	1350.8	12.79
	C-A	-	-	-	-	-	-	-	-	-
	A-B	2.85	-	-	-	-	-	-	-	-
	A-C	8.35	-	-	-	-	-	-	-	-

Entry capacities marked with an '(X)' are dominated by a pedestrian crossing in that time segment.
In time segments marked with a '(B)', traffic leaving the junction may block back from a crossing so impairing normal operation of the junction.
Delays marked with '##' could not be calculated.

Overall Queues & Delays

Queueing Delay Information Over Whole Period

Demand Set: PM without development
Modelling Period: 16:00-17:00

Stream	Total Demand (veh)	Total Demand (veh/h)	Queueing Delay (min)	Queueing Delay (min/veh)	Inclusive Delay (min)	Inclusive Delay (min/veh)
B-A	59.0	59.0	568.9	9.6	961.8	16.3
B-C	521.8	521.8	4469.2	8.6	7829.6	15.0
C-AB	459.0	459.0	3235.3	7.0	3993.9	8.7
C-A	-	-	-	-	-	-
A-B	171.0	171.0	-	-	-	-
A-C	501.0	501.0	-	-	-	-
All	**2020.8**	**2020.8**	**8273.4**	**4.1**	**12785.4**	**6.3**

Delay is that occurring only within the time period.
Inclusive delay includes delay suffered by vehicles which are still queuing after the end of the time period.
These will only be significantly different if there is a large queue remaining at the end of the time period.

PICADY 5 Run Successful

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

Run Analysis

Parameter	Values
File Run	K:\..\J19\Howes Lane Bucknell Road Lords Lane PICADY Model Results (J19 - 20) Full Development.vpi
Date Run	30 July 2014
Time Run	11:48:24
Driving Side	Drive On The Left

Arm Names and Flow Scaling Factors

Arm	Arm Name	Flow Scaling Factor (%)
Arm A	Bucknell Road South	100
Arm B	Howes Lane A4095 South	100
Arm C	Bucknell Road North	100
Arm D	A4095 North	100

Stream Labelling Convention

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

Run Information

Parameter	Values
Run Title	Howes Lane/ Bucknell Road/ Lord's Lane PICADY Model Results Full Development
Location	Bicester
Date	27 May 2014
Enumerator	fda76470 [HCL51987]
Job Number	-
Status	-
Client	-
Description	-

Errors and Warnings

Parameter	Values
Warning	No Errors Or Warnings

Geometric Data

Geometric Parameters

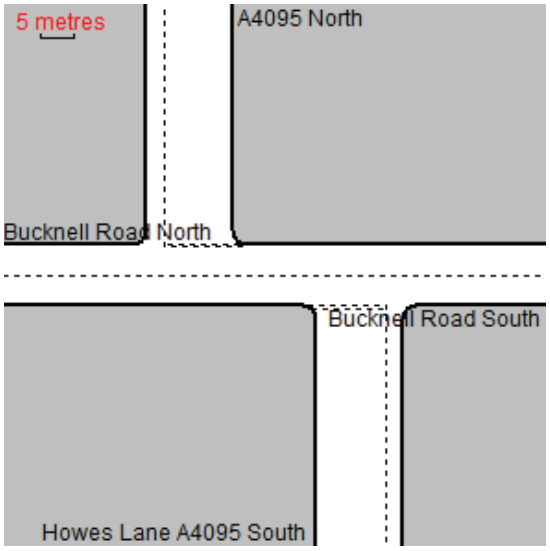
Parameter	Minor Arm B	Minor Arm D
Major Road Carriageway Width (m)	6.50	6.70
Major Road Kerbed Central Reserve Width (m)	0.00	0.00
Major Road Right Turning Lane Width (m)	2.20	2.20
Minor Road Width 0m Back from Junction (m)	10.00	10.00
Minor Road Width 5m Back from Junction (m)	7.76	4.57
Minor Road Width 10m Back from Junction (m)	5.30	3.85
Minor Road Width 15m Back from Junction (m)	3.70	3.42
Minor Road Width 20m Back from Junction (m)	3.60	3.66
Minor Road Derived Flare Length (PCU)	2.000	1.000
Minor Road Visibility To Right (m)	50	75
Minor Road Visibility To Left (m)	30	30
Major Road Right Turn Visibility (m)	150	150
Major Road Right Turn Blocks Traffic	Yes (if over 0 veh)	Yes (if over 0 veh)

Slope and Intercept Values

Stream	Intercept for Stream	Slope for A-B	Slope for A-C	Slope for A-D	Slope for B-C	Slope for B-D	Slope for C-A	Slope for C-B	Slope for C-D	Slope for D-A	Slope for D-B
B-CD	0.000	0.000	0.000	0.000	-	-	-	-	-	-	-
B-A	0.000	0.000	0.000	0.000	-	-	0.000	0.000	-	0.000	0.000
D-AB	0.000	-	-	-	-	-	0.000	0.000	0.000	-	-
D-C	0.000	-	0.000	0.000	0.000	0.000	0.000	0.000	0.000	-	-
CD-B	660.830	0.250	0.250	0.000	-	-	-	-	-	-	-
AB-D	660.830	-	-	-	-	-	-	-	0.248	-	-

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

Junction Diagram



Demand Data

Modelling Periods

Parameter	Period	Duration (min)	Segment Length (min)
First Modelling Period	08:00-09:00	60	15
Second Modelling Period	17:00-18:00	60	15

Direct Entry Flows

Demand Set: 2031 Full Demand AM
Modelling Period: 08:00-09:00

Segment: 08:00-08:15

Arm	Flow (veh/interval)
Arm A	121.25
Arm B	67.25
Arm C	0.00
Arm D	51.25

Segment: 08:15-08:30

Arm	Flow (veh/interval)
Arm A	121.25
Arm B	67.25
Arm C	0.00
Arm D	51.25

Segment: 08:30-08:45

Arm	Flow (veh/interval)
Arm A	121.25
Arm B	67.25
Arm C	0.00
Arm D	51.25

Segment: 08:45-09:00

Arm	Flow (veh/interval)
Arm A	121.25
Arm B	67.25
Arm C	0.00
Arm D	51.25

Demand Set: 2031 Full Demand PM
Modelling Period: 17:00-18:00

Segment: 17:00-17:15

Arm	Flow (veh/interval)
Arm A	166.25
Arm B	49.50
Arm C	0.00
Arm D	60.25

Segment: 17:15-17:30

Arm	Flow (veh/interval)
Arm A	166.25
Arm B	49.50
Arm C	0.00
Arm D	60.25

Segment: 17:30-17:45

Arm	Flow (veh/interval)
Arm A	166.25
Arm B	49.50
Arm C	0.00
Arm D	60.25

Segment: 17:45-18:00

Arm	Flow (veh/interval)
Arm A	166.25
Arm B	49.50
Arm C	0.00
Arm D	60.25

Turning Counts

Demand Set: 2031 Full Demand AM
Modelling Period: 08:00-09:00

From/To	Arm A	Arm B	Arm C	Arm D
Arm A	-	266	1	218
Arm B	222	-	0	47
Arm C	0	0	-	0
Arm D	126	79	0	-

Demand Set: 2031 Full Demand PM
Modelling Period: 17:00-18:00

From/To	Arm A	Arm B	Arm C	Arm D
Arm A	-	401	1	263
Arm B	121	-	0	77
Arm C	0	0	-	0
Arm D	204	37	0	-

Turning proportions are calculated from turning count data

Turning Proportions

Demand Set: 2031 Full Demand AM
Modelling Period: 08:00-09:00

From/To	Arm A	Arm B	Arm C	Arm D
Arm A	0.000	0.548	0.002	0.449
Arm B	0.825	0.000	0.000	0.175
Arm C	0.000	0.000	0.000	0.000
Arm D	0.615	0.385	0.000	0.000

Demand Set: 2031 Full Demand PM
Modelling Period: 17:00-18:00

From/To	Arm A	Arm B	Arm C	Arm D
Arm A	0.000	0.603	0.002	0.395
Arm B	0.611	0.000	0.000	0.389
Arm C	0.000	0.000	0.000	0.000
Arm D	0.846	0.154	0.000	0.000

Heavy Vehicles Percentages

Demand Set: 2031 Full Demand AM
Modelling Period: 08:00-09:00

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

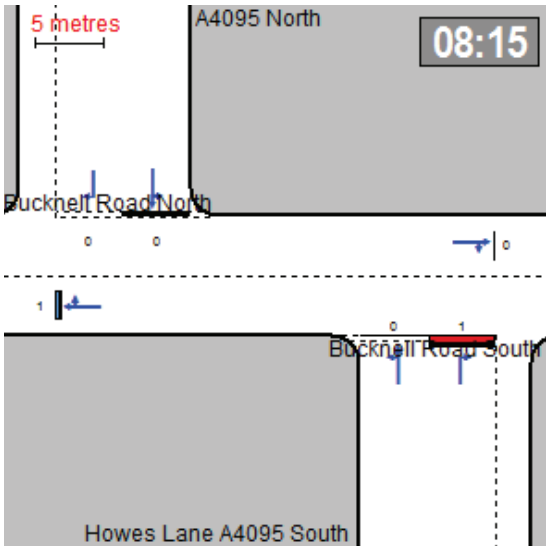
Demand Set: 2031 Full Demand PM
Modelling Period: 17:00-18:00

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

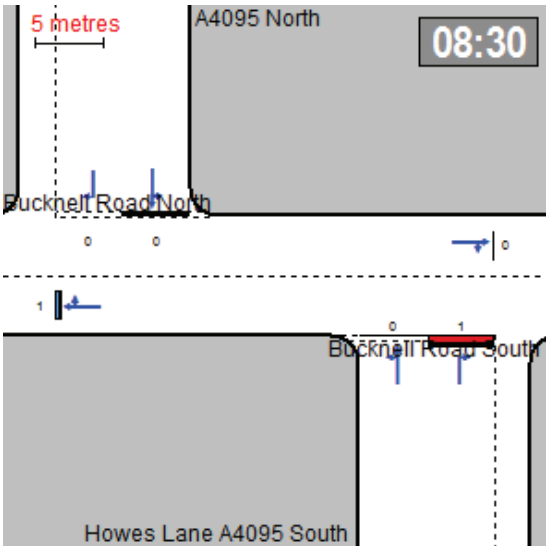
Queue Diagrams

Demand Set: 2031 Full Demand AM
Modelling Period: 08:00-09:00
View Extent: 40m

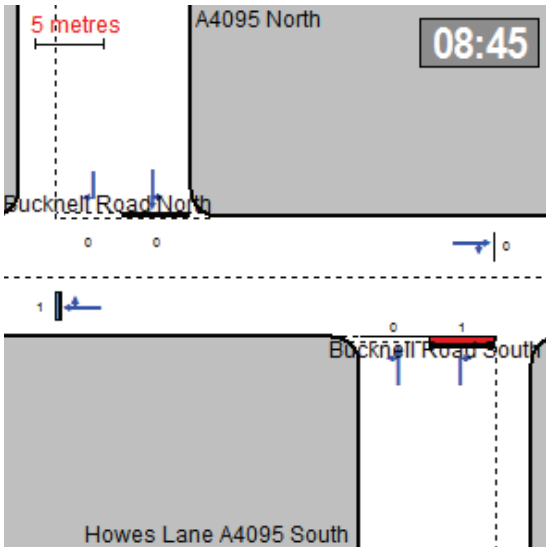
Queue Interval 1: 08:00-08:15



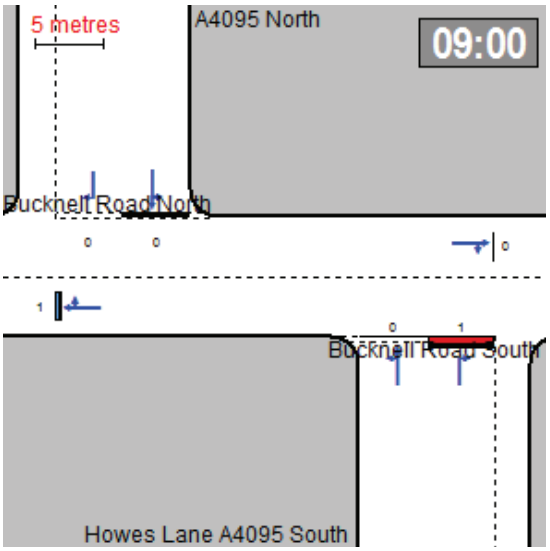
Queue Interval 2: 08:15-08:30



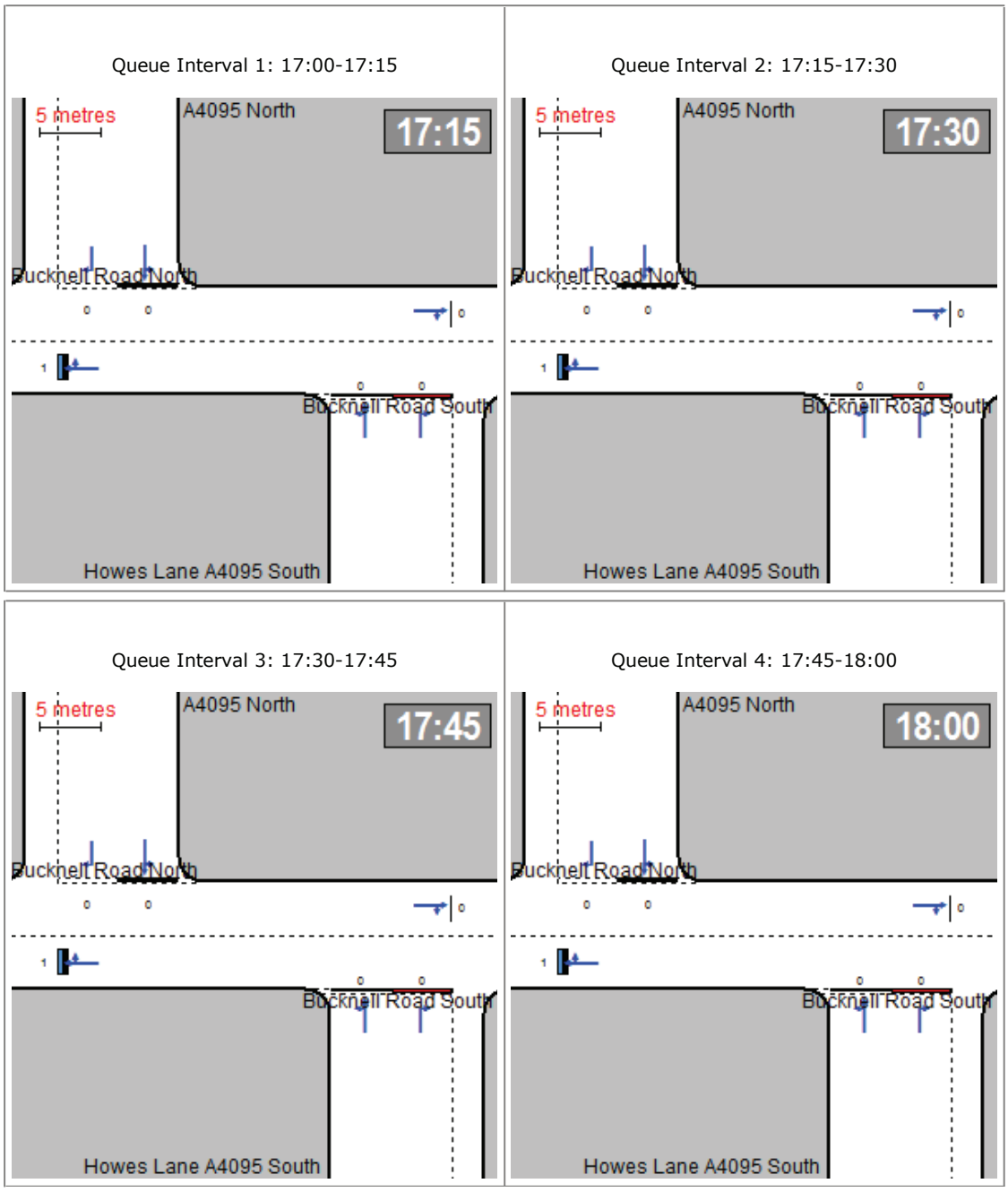
Queue Interval 3: 08:30-08:45



Queue Interval 4: 08:45-09:00

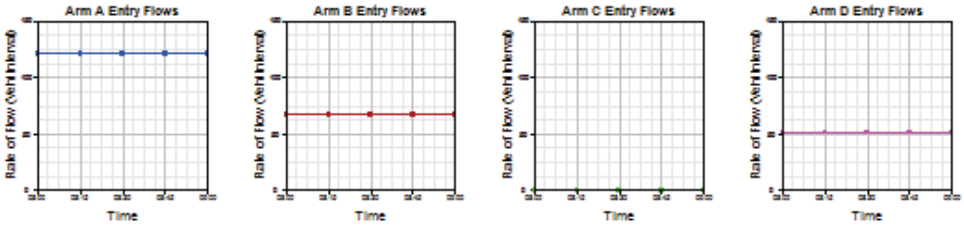


Demand Set: 2031 Full Demand PM
Modelling Period: 17:00-18:00
View Extent: 40m

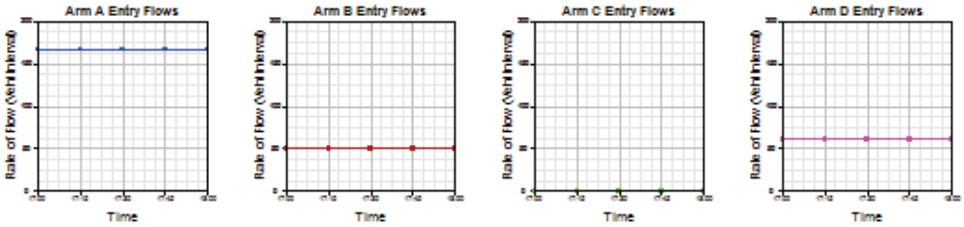


Demand Data Graph

Demand Set: 2031 Full Demand AM
Modelling Period: 08:00-09:00

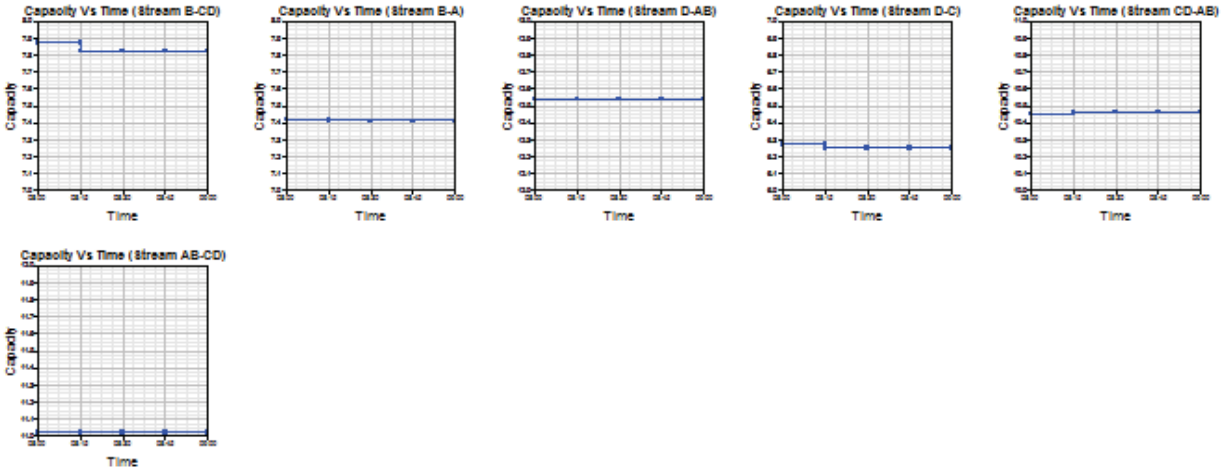


Demand Set: 2031 Full Demand PM
Modelling Period: 17:00-18:00

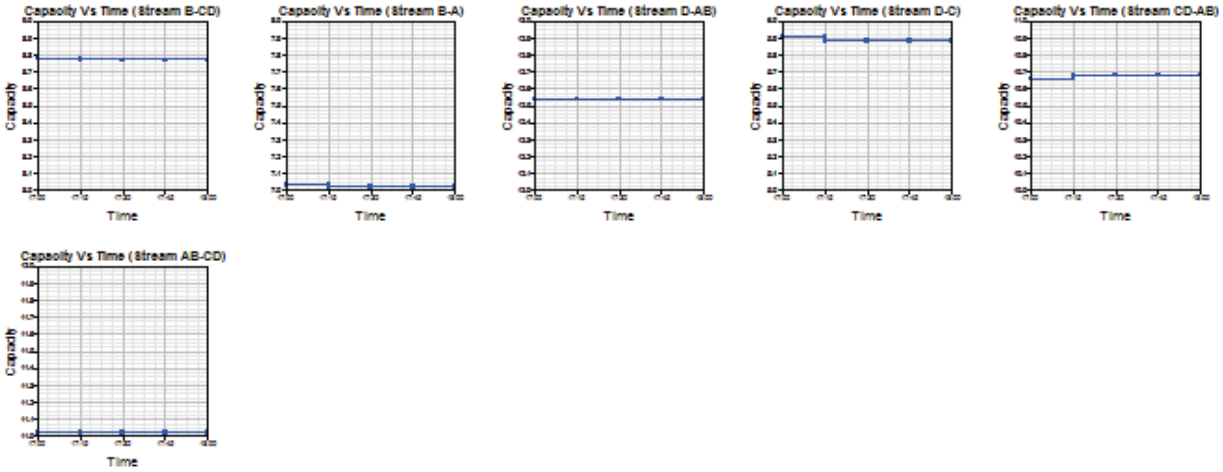


Capacity Graph

Demand Set: 2031 Full Demand AM
Modelling Period: 08:00-09:00

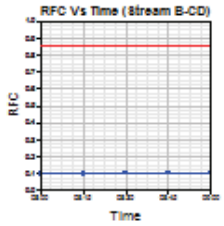


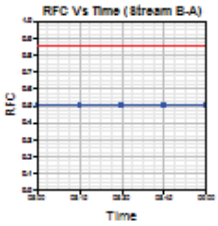
Demand Set: 2031 Full Demand PM
Modelling Period: 17:00-18:00

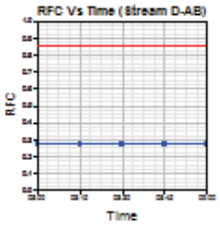


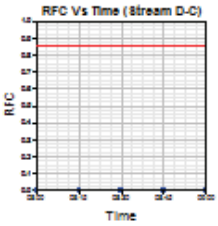
RFC Graph

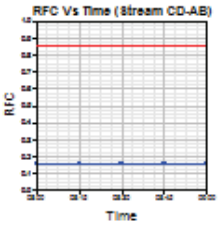
Demand Set: 2031 Full Demand AM
Modelling Period: 08:00-09:00

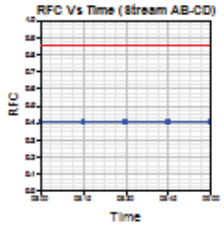




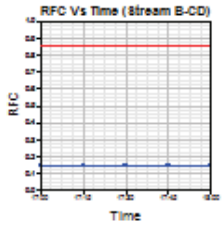


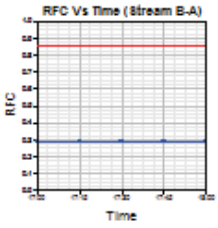


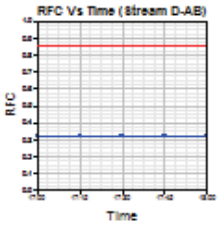


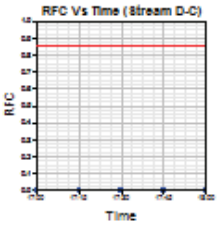


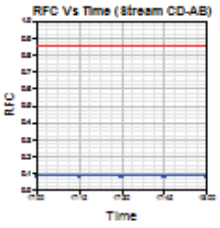
Demand Set: 2031 Full Demand PM
Modelling Period: 17:00-18:00

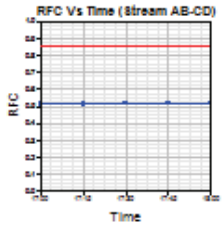






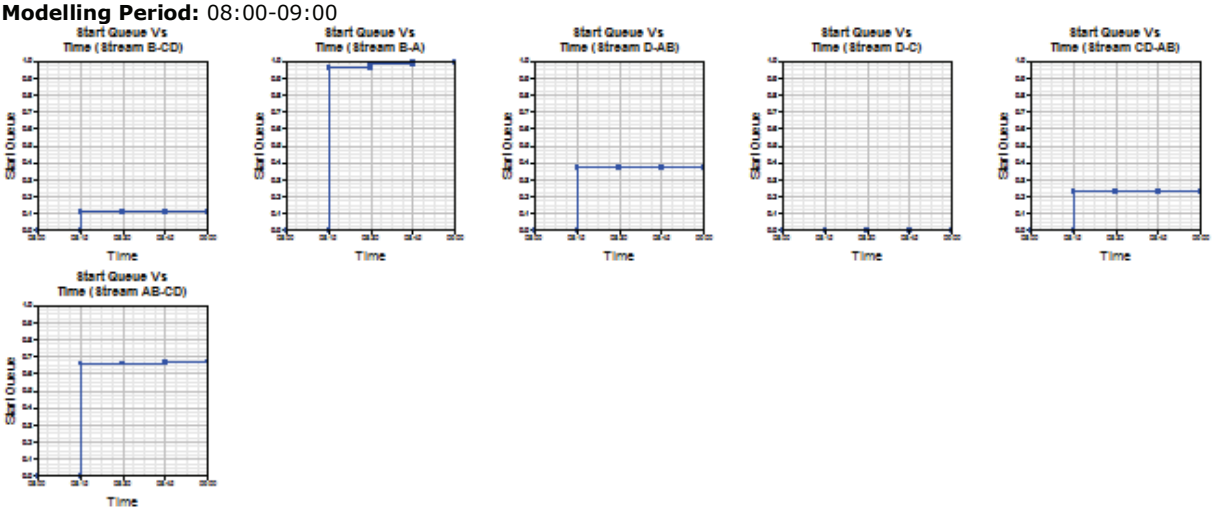




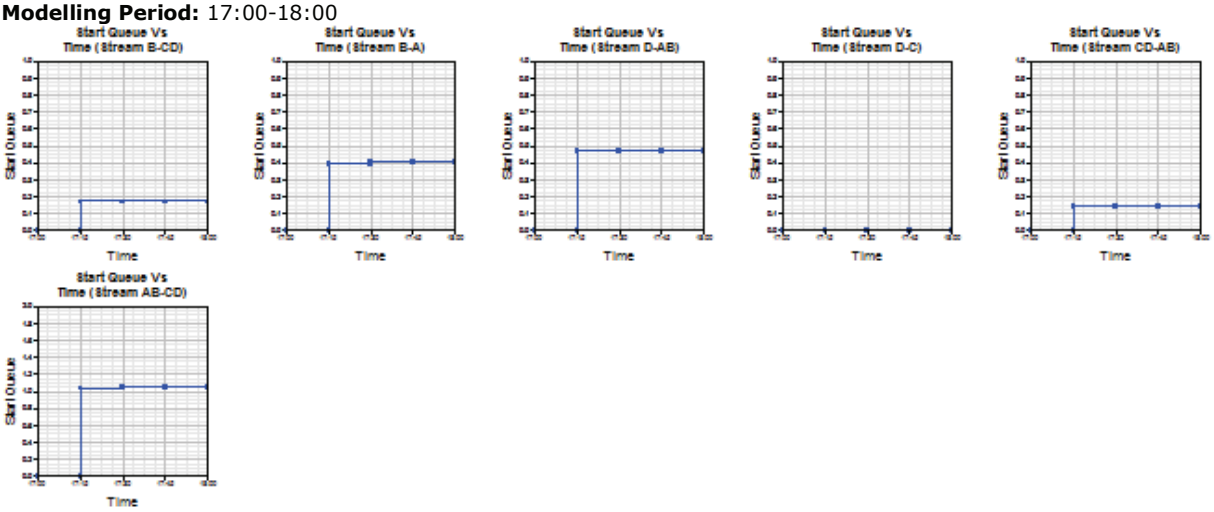


Start Queue Graph

Demand Set: 2031 Full Demand AM
Modelling Period: 08:00-09:00

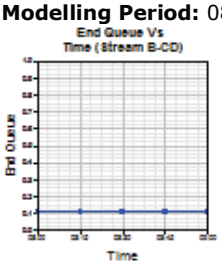


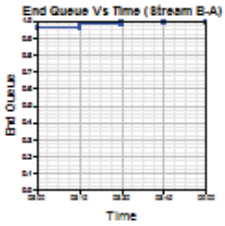
Demand Set: 2031 Full Demand PM
Modelling Period: 17:00-18:00

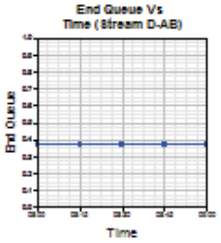


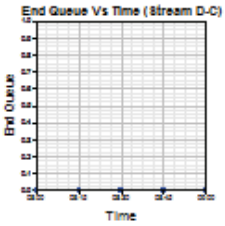
End Queue Graph

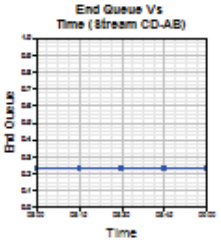
Demand Set: 2031 Full Demand AM
Modelling Period: 08:00-09:00

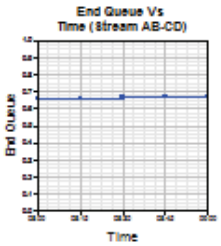




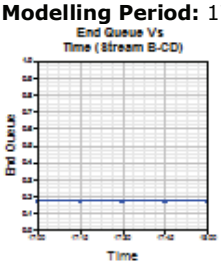


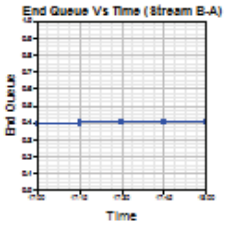


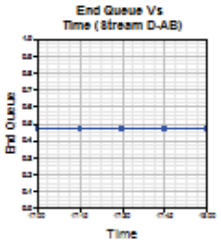


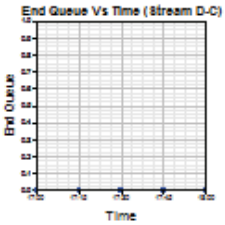


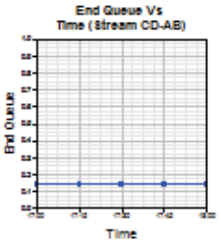
Demand Set: 2031 Full Demand PM
Modelling Period: 17:00-18:00

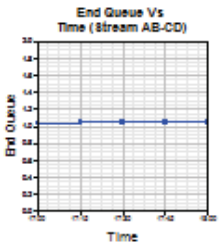






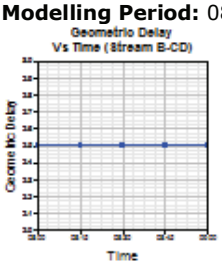


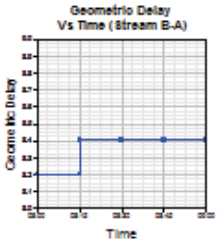


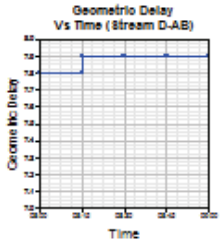


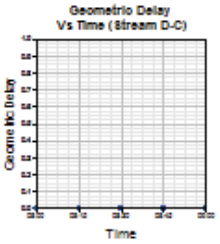
Geometric Delay Graph

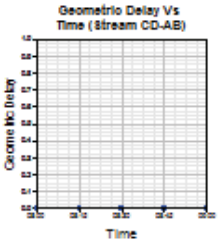
Demand Set: 2031 Full Demand AM
Modelling Period: 08:00-09:00

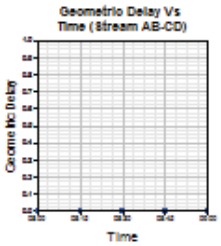




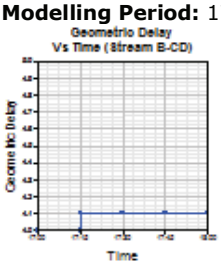


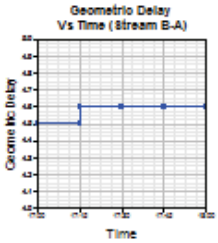


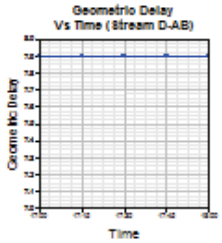


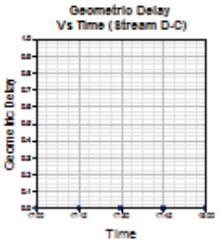


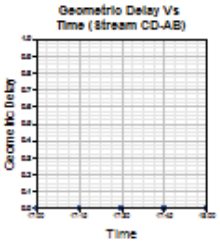
Demand Set: 2031 Full Demand PM
Modelling Period: 17:00-18:00

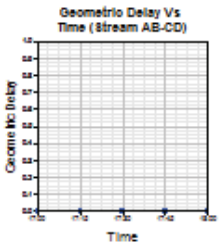






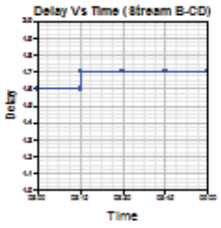


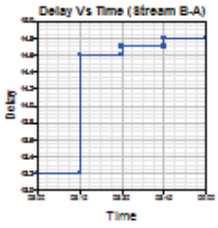


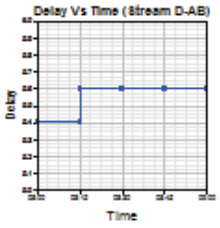


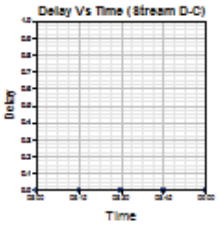
Delay Graph

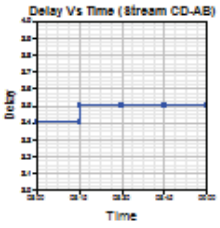
Demand Set: 2031 Full Demand AM
Modelling Period: 08:00-09:00

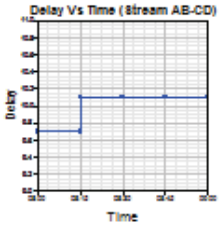




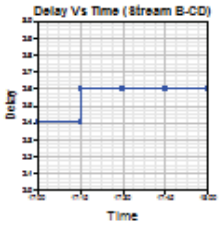


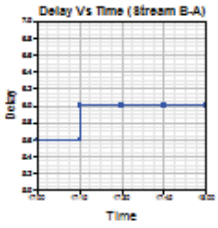


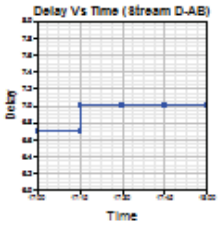


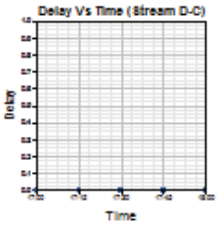


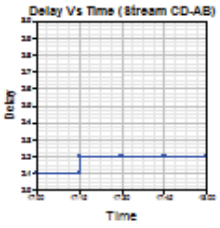
Demand Set: 2031 Full Demand PM
Modelling Period: 17:00-18:00

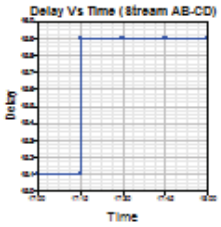












Queues & Delays

Demand Set: 2031 Full Demand AM
Modelling Period: 08:00-09:00

Segment	Stream	Demand (veh/min)	Capacity (veh/min)	RFC	Ped. Flow (ped/min)	Start Queue (veh)	End Queue (veh)	Geometric Delay (veh.min/ segment)	Delay (veh.min/ segment)	Mean Arriving Vehicle Delay (min)
08:00-08:15	B-CD	0.78	7.87	0.099	-	0.00	0.11	2.5	1.6	0.14
	B-A	3.70	7.42	0.499	-	0.00	0.96	8.2	13.2	0.26
	D-AB	3.42	12.54	0.272	-	0.00	0.37	7.8	5.4	0.11
	D-C	0.00	6.27	0.000	-	0.00	0.00	0.0	0.0	0.00
	CD-AB	1.63	10.45	0.156	-	0.00	0.23	-	3.4	0.11
	CD-A	1.76	-	-	-	-	-	-	-	-
	C-A	0.00	-	-	-	-	-	-	-	-
	C-B	0.00	-	-	-	-	-	-	-	-
	C-D	0.00	-	-	-	-	-	-	-	-
	AB-CD	4.42	11.02	0.401	-	0.00	0.66	-	9.7	0.15
	AB-C	0.01	-	-	-	-	-	-	-	-
	A-B	4.43	-	-	-	-	-	-	-	-
	A-C	0.02	-	-	-	-	-	-	-	-
	A-D	3.63	-	-	-	-	-	-	-	-

Segment	Stream	Demand (veh/min)	Capacity (veh/min)	RFC	Ped. Flow (ped/min)	Start Queue (veh)	End Queue (veh)	Geometric Delay (veh.min/ segment)	Delay (veh.min/ segment)	Mean Arriving Vehicle Delay (min)
08:15-08:30	B-CD	0.78	7.82	0.100	-	0.11	0.11	2.5	1.7	0.14
	B-A	3.70	7.41	0.499	-	0.96	0.98	8.4	14.6	0.27
	D-AB	3.42	12.54	0.272	-	0.37	0.37	7.9	5.6	0.11
	D-C	0.00	6.25	0.000	-	0.00	0.00	0.0	0.0	0.00
	CD-AB	1.65	10.46	0.157	-	0.23	0.23	-	3.5	0.11
	CD-A	1.77	-	-	-	-	-	-	-	-
	C-A	0.00	-	-	-	-	-	-	-	-
	C-B	0.00	-	-	-	-	-	-	-	-
	C-D	0.00	-	-	-	-	-	-	-	-
	AB-CD	4.42	11.02	0.401	-	0.66	0.66	-	10.1	0.15
	AB-C	0.01	-	-	-	-	-	-	-	-
	A-B	4.43	-	-	-	-	-	-	-	-
	A-C	0.02	-	-	-	-	-	-	-	-
	A-D	3.63	-	-	-	-	-	-	-	-

Segment	Stream	Demand (veh/min)	Capacity (veh/min)	RFC	Ped. Flow (ped/min)	Start Queue (veh)	End Queue (veh)	Geometric Delay (veh.min/ segment)	Delay (veh.min/ segment)	Mean Arriving Vehicle Delay (min)
08:30-08:45	B-CD	0.78	7.82	0.100	-	0.11	0.11	2.5	1.7	0.14
	B-A	3.70	7.41	0.499	-	0.98	0.99	8.4	14.7	0.27
	D-AB	3.42	12.54	0.272	-	0.37	0.37	7.9	5.6	0.11
	D-C	0.00	6.25	0.000	-	0.00	0.00	0.0	0.0	0.00
	CD-AB	1.65	10.46	0.157	-	0.23	0.23	-	3.5	0.11
	CD-A	1.77	-	-	-	-	-	-	-	-
	C-A	0.00	-	-	-	-	-	-	-	-
	C-B	0.00	-	-	-	-	-	-	-	-
	C-D	0.00	-	-	-	-	-	-	-	-
	AB-CD	4.42	11.02	0.401	-	0.66	0.67	-	10.1	0.15
	AB-C	0.01	-	-	-	-	-	-	-	-
	A-B	4.43	-	-	-	-	-	-	-	-

	A-C	0.02	-	-	-	-	-	-	-	-
	A-D	3.63	-	-	-	-	-	-	-	-

Segment	Stream	Demand (veh/min)	Capacity (veh/min)	RFC	Ped. Flow (ped/min)	Start Queue (veh)	End Queue (veh)	Geometric Delay (veh.min/ segment)	Delay (veh.min/ segment)	Mean Arriving Vehicle Delay (min)
08:45-09:00	B-CD	0.78	7.82	0.100	-	0.11	0.11	2.5	1.7	0.14
	B-A	3.70	7.41	0.499	-	0.99	0.99	8.4	14.8	0.27
	D-AB	3.42	12.54	0.272	-	0.37	0.37	7.9	5.6	0.11
	D-C	0.00	6.25	0.000	-	0.00	0.00	0.0	0.0	0.00
	CD-AB	1.65	10.46	0.157	-	0.23	0.23	-	3.5	0.11
	CD-A	1.77	-	-	-	-	-	-	-	-
	C-A	0.00	-	-	-	-	-	-	-	-
	C-B	0.00	-	-	-	-	-	-	-	-
	C-D	0.00	-	-	-	-	-	-	-	-
	AB-CD	4.42	11.02	0.401	-	0.67	0.67	-	10.1	0.15
	AB-C	0.01	-	-	-	-	-	-	-	-
	A-B	4.43	-	-	-	-	-	-	-	-
	A-C	0.02	-	-	-	-	-	-	-	-
	A-D	3.63	-	-	-	-	-	-	-	-

Demand Set: 2031 Full Demand PM
Modelling Period: 17:00-18:00

Segment	Stream	Demand (veh/min)	Capacity (veh/min)	RFC	Ped. Flow (ped/min)	Start Queue (veh)	End Queue (veh)	Geometric Delay (veh.min/ segment)	Delay (veh.min/ segment)	Mean Arriving Vehicle Delay (min)
17:00-17:15	B-CD	1.28	8.78	0.146	-	0.00	0.17	4.0	2.4	0.13
	B-A	2.02	7.03	0.287	-	0.00	0.39	4.5	5.6	0.20
	D-AB	4.02	12.54	0.320	-	0.00	0.47	7.9	6.7	0.12
	D-C	0.00	5.91	0.000	-	0.00	0.00	0.0	0.0	0.00
	CD-AB	0.88	10.66	0.083	-	0.00	0.14	-	2.1	0.10
	CD-A	3.10	-	-	-	-	-	-	-	-
	C-A	0.00	-	-	-	-	-	-	-	-
	C-B	0.00	-	-	-	-	-	-	-	-
	C-D	0.00	-	-	-	-	-	-	-	-
	AB-CD	5.66	11.02	0.514	-	0.00	1.03	-	15.1	0.18
	AB-C	0.01	-	-	-	-	-	-	-	-
	A-B	6.68	-	-	-	-	-	-	-	-
	A-C	0.02	-	-	-	-	-	-	-	-
	A-D	4.38	-	-	-	-	-	-	-	-

Segment	Stream	Demand (veh/min)	Capacity (veh/min)	RFC	Ped. Flow (ped/min)	Start Queue (veh)	End Queue (veh)	Geometric Delay (veh.min/ segment)	Delay (veh.min/ segment)	Mean Arriving Vehicle Delay (min)
17:15-17:30	B-CD	1.28	8.77	0.146	-	0.17	0.17	4.1	2.6	0.13
	B-A	2.02	7.02	0.287	-	0.39	0.40	4.6	6.0	0.20
	D-AB	4.02	12.54	0.320	-	0.47	0.47	7.9	7.0	0.12
	D-C	0.00	5.88	0.000	-	0.00	0.00	0.0	0.0	0.00
	CD-AB	0.89	10.68	0.083	-	0.14	0.14	-	2.2	0.10
	CD-A	3.13	-	-	-	-	-	-	-	-
	C-A	0.00	-	-	-	-	-	-	-	-
	C-B	0.00	-	-	-	-	-	-	-	-
	C-D	0.00	-	-	-	-	-	-	-	-
	AB-CD	5.68	11.02	0.515	-	1.03	1.05	-	15.9	0.19
	AB-C	0.01	-	-	-	-	-	-	-	-
	A-B	6.68	-	-	-	-	-	-	-	-
	A-C	0.02	-	-	-	-	-	-	-	-
	A-D	4.38	-	-	-	-	-	-	-	-

Segment	Stream	Demand (veh/min)	Capacity (veh/min)	RFC	Ped. Flow (ped/min)	Start Queue (veh)	End Queue (veh)	Geometric Delay (veh.min/ segment)	Delay (veh.min/ segment)	Mean Arriving Vehicle Delay (min)
17:30-17:45	B-CD	1.28	8.77	0.146	-	0.17	0.17	4.1	2.6	0.13
	B-A	2.02	7.02	0.287	-	0.40	0.40	4.6	6.0	0.20
	D-AB	4.02	12.54	0.320	-	0.47	0.47	7.9	7.0	0.12
	D-C	0.00	5.88	0.000	-	0.00	0.00	0.0	0.0	0.00
	CD-AB	0.89	10.68	0.083	-	0.14	0.14	-	2.2	0.10
	CD-A	3.13	-	-	-	-	-	-	-	-
	C-A	0.00	-	-	-	-	-	-	-	-
	C-B	0.00	-	-	-	-	-	-	-	-
	C-D	0.00	-	-	-	-	-	-	-	-
	AB-CD	5.68	11.02	0.515	-	1.05	1.05	-	15.9	0.19
	AB-C	0.01	-	-	-	-	-	-	-	-
	A-B	6.68	-	-	-	-	-	-	-	-
	A-C	0.02	-	-	-	-	-	-	-	-

	A-D	4.38	-	-	-	-	-	-	-	-

Segment	Stream	Demand (veh/min)	Capacity (veh/min)	RFC	Ped. Flow (ped/min)	Start Queue (veh)	End Queue (veh)	Geometric Delay (veh.min/ segment)	Delay (veh.min/ segment)	Mean Arriving Vehicle Delay (min)
17:45-18:00	B-CD	1.28	8.77	0.146	-	0.17	0.17	4.1	2.6	0.13
	B-A	2.02	7.02	0.287	-	0.40	0.40	4.6	6.0	0.20
	D-AB	4.02	12.54	0.320	-	0.47	0.47	7.9	7.0	0.12
	D-C	0.00	5.88	0.000	-	0.00	0.00	0.0	0.0	0.00
	CD-AB	0.89	10.68	0.083	-	0.14	0.14	-	2.2	0.10
	CD-A	3.13	-	-	-	-	-	-	-	-
	C-A	0.00	-	-	-	-	-	-	-	-
	C-B	0.00	-	-	-	-	-	-	-	-
	C-D	0.00	-	-	-	-	-	-	-	-
	AB-CD	5.68	11.02	0.515	-	1.05	1.05	-	15.9	0.19
	AB-C	0.01	-	-	-	-	-	-	-	-
	A-B	6.68	-	-	-	-	-	-	-	-
	A-C	0.02	-	-	-	-	-	-	-	-
	A-D	4.38	-	-	-	-	-	-	-	-

Entry capacities marked with an '(X)' are dominated by a pedestrian crossing in that time segment.
In time segments marked with a '(B)', traffic leaving the junction may block back from a crossing so impairing normal operation of the junction.
Delays marked with '##' could not be calculated.

Overall Queues & Delays

Inclusive Geometric Delay

Demand Set: 2031 Full Demand AM
Modelling Period: 08:00-09:00

Arm	Total Demand (veh)	Total Demand (veh/h)	Total Geometric Delay (veh.min)
Arm A	485.0	485.0	48.2
Arm B	269.0	269.0	43.5
Arm C	0.0	0.0	0.0
Arm D	205.0	205.0	31.5
All	**959.0**	**959.0**	**123.2**

Demand Set: 2031 Full Demand PM
Modelling Period: 17:00-18:00

Arm	Total Demand (veh)	Total Demand (veh/h)	Total Geometric Delay (veh.min)
Arm A	665.0	665.0	65.0
Arm B	198.0	198.0	34.6
Arm C	0.0	0.0	0.0
Arm D	241.0	241.0	31.7
All	**1104.0**	**1104.0**	**131.3**

Geometric Delay By Turn (veh.min)

From/To	Arm A	Arm B	Arm C	Arm D
Arm A	0.0	5.1	0.0	7.0
Arm B	9.1	0.0	7.0	12.7
Arm C	0.0	7.0	0.0	7.0
Arm D	7.0	12.7	9.1	0.0

Geometric Delay Per Light Vehicle (s)

From/To	Arm A	Arm B	Arm C	Arm D
Arm A	0.0	22.7	0.0	25.5
Arm B	33.5	0.0	0.0	10.0
Arm C	0.0	0.0	0.0	0.0
Arm D	14.8	16.7	0.0	0.0

Point-to-Point Delay (s)

Demand Set: 2031 Full Demand AM
Modelling Period: 08:00-09:00

From/To	Arm A	Arm B	Arm C	Arm D
Arm A	0.0	36.0	32.3	46.9
Arm B	55.5	0.0	37.9	53.4
Arm C	33.4	37.9	0.0	37.9
Arm D	44.4	52.2	40.0	0.0

Demand Set: 2031 Full Demand PM
Modelling Period: 17:00-18:00

From/To	Arm A	Arm B	Arm C	Arm D
Arm A	0.0	36.0	32.3	49.0
Arm B	51.6	0.0	37.9	54.2
Arm C	33.4	37.9	0.0	37.9
Arm D	44.8	53.0	40.0	0.0

Queueing Delay Information Over Whole Period

Demand Set: 2031 Full Demand AM
Modelling Period: 08:00-09:00

Stream	Total Demand (veh)	Total Demand (veh/h)	Queueing Delay (min)	Queueing Delay (min/veh)	Inclusive Delay (min)	Inclusive Delay (min/veh)
B-CD	47.0	47.0	6.6	0.1	6.6	0.1
B-A	222.0	222.0	57.4	0.3	57.5	0.3
D-AB	205.0	205.0	22.1	0.1	22.1	0.1
D-C	0.0	0.0	0.0	0.0	0.0	0.0
CD-AB	98.6	98.6	13.8	0.1	13.8	0.1
CD-A	106.0	106.0	-	-	-	-
C-A	0.0	0.0	-	-	-	-
C-B	0.0	0.0	-	-	-	-
C-D	0.0	0.0	-	-	-	-
AB-CD	265.3	265.3	39.9	0.2	39.9	0.2
AB-C	0.6	0.6	-	-	-	-
A-B	266.0	266.0	-	-	-	-
A-C	1.0	1.0	-	-	-	-
A-D	218.0	218.0	-	-	-	-
All	**959.0**	**959.0**	**139.8**	**0.1**	**139.9**	**0.1**

Demand Set: 2031 Full Demand PM
Modelling Period: 17:00-18:00

Stream	Total Demand (veh)	Total Demand (veh/h)	Queueing Delay (min)	Queueing Delay (min/veh)	Inclusive Delay (min)	Inclusive Delay (min/veh)
B-CD	77.0	77.0	10.1	0.1	10.1	0.1
B-A	121.0	121.0	23.6	0.2	23.6	0.2
D-AB	241.0	241.0	27.8	0.1	27.8	0.1
D-C	0.0	0.0	0.0	0.0	0.0	0.0
CD-AB	53.2	53.2	8.5	0.2	8.5	0.2
CD-A	187.3	187.3	-	-	-	-
C-A	0.0	0.0	-	-	-	-
C-B	0.0	0.0	-	-	-	-
C-D	0.0	0.0	-	-	-	-
AB-CD	340.3	340.3	62.8	0.2	62.9	0.2
AB-C	0.5	0.5	-	-	-	-
A-B	401.0	401.0	-	-	-	-
A-C	1.0	1.0	-	-	-	-
A-D	263.0	263.0	-	-	-	-
All	**1104.0**	**1104.0**	**132.9**	**0.1**	**132.9**	**0.1**

Delay is that occurring only within the time period.
Inclusive delay includes delay suffered by vehicles which are still queuing after the end of the time period.
These will only be significantly different if there is a large queue remaining at the end of the time period.

PICADY 5 Run Successful

Appendix 11.3 - Town Centre Vissim Flows and Results

					AM full NW Bicester Development 2031				AM 60% of full NW Bicester Development 2031				AM Reference Case 2031			
Junction	Mvt Nb	Orientation	Road Name	Mvt	Actual Flow (Veh.)	Queue (m)	Queue (veh)	Delay (s)	Actual Flow (Veh.)	Queue (m)	Queue (veh)	Delay (s)	Actual Flow (Veh.)	Queue (m)	Queue (veh)	Delay (s)
	1	West	Banbury Road	Left	67	646	108	8	51	6	1	5	60	445	74	8
	2	West	Banbury Road	Right	266	646	108	24	211	6	1	17	284	445	74	23
1	3	North	Buckingham Roac	Right	30	229	38	6	39	145	24	4	26	227	38	6
	4	North	Buckingham Roac	Straight	395	229	38	19	503	145	24	12	396	227	38	18
	5	South	64100 Field Stree	Left	240	1	0	1	195	0	0	1	232	1	0	1
	6	South	64100 Field Stree	Straight	749	1	0	2	625	0	0	1	732	1	0	2
	7	West	Bucknell Road	Left	51	310	52	24	69	291	49	17	45	310	52	23
	8	West	Bucknell Road	Right	141	309	52	84	199	291	48	59	147	309	52	81
2	9	North	64100 Field Stree	Right	38	62	10	33	42	51	8	17	32	60	10	32
	10	North	64100 Field Stree	Straight	622	63	10	11	675	52	9	10	648	61	10	11
	11	South	Queens Avenue	Left	177	8	1	0	138	6	1	0	175	9	1	0
	12	South	Queens Avenue	Straight	939	8	1	3	749	6	1	2	920	9	1	3
	13	North	64100 Field Stree	Left	385	7	1	2	439	8	1	2	380	7	1	3
	14	North	64100 Field Stree	Straight	378	7	1	2	434	8	1	2	416	7	1	2
3	15	East	St John's Street	Right	623	61	10	12	380	5	1	9	588	61	10	13
	16	East	St John's Street	Left	204	1	0	2	139	0	0	3	224	1	0	3
	17	South	Queens Avenue	Right	185	9	2	17	193	1	0	5	199	10	2	15
	18	South	Queens Avenue	Straight	493	61	10	18	507	9	1	8	507	57	10	18
	19	North	t John's Street E	Straight	261	0	0	1	297	0	0	0	263	0	0	1
	20	North	t John's Street E	Right	309	0	0	1	334	0	0	1	314	0	0	1
4	21	East	t John's Street W	Straight	450	23	4	14	263	1	0	3	435	22	4	14
	22	East	t John's Street W	Left	169	23	4	4	100	1	0	2	165	22	4	5
	23	South	100 Mansfield Ro	Right	142	243	40	14	92	0	0	1	150	200	33	15
	24	South	100 Mansfield Ro	Left	374	246	41	30	255	0	0	1	377	205	34	30
	25	North	North Street	Left	0	102	17	0	0	0	0	0	0	69	12	0
	26	North	North Street	Right	512	103	17	7	299	0	0	1	498	70	12	6
5	27	East	t John's Street E	Right	0	107	18	0	0	1	0	0	0	73	12	0
	28	East	t John's Street E	Straight	105	0	0	7	63	0	0	1	103	0	0	6
	29	West	t John's Street W	Left	150	0	0	0	149	0	0	0	157	0	0	0
	30	West	t John's Street W	Straight	253	0	0	0	240	0	0	0	256	0	0	0
				Latent Demand (veh.):		2239				44				1570		
				Average delay per vehicles across the network(h):		303				71				275		

					PM full NW Bicester Development 2031				PM 60% of full NW Bicester Development 2031				PM Reference Case 2031			
Junction	Mvt Nb	Orientation	Road Name	Mvt	Actual Flow (Veh.)	Queue (m)	Queue (veh)	Delay (s)	Actual Flow (Veh.)	Queue (m)	Queue (veh)	Delay (s)	Actual Flow (Veh.	Queue (m)	Queue (veh)	Delay (s)
	1	West	Banbury Road	Left	47	510	85	5	41	19	3	5	46	636	106	8
	2	West	Banbury Road	Right	333	510	85	28	289	19	3	20	341	636	106	29
1	3	North	Buckingham Roac	Right	34	250	42	11	55	226	38	5	32	250	42	13
	4	North	Buckingham Roac	Straight	246	250	42	26	384	226	38	17	225	250	42	28
	5	South	34100 Field Stree	Left	459	2	0	1	415	1	0	1	466	2	0	1
	6	South	34100 Field Stree	Straight	484	2	0	2	433	1	0	1	467	2	0	2
	7	West	Bucknell Road	Left	57	308	51	20	66	119	20	14	58	308	51	20
	8	West	Bucknell Road	Right	183	308	51	64	202	118	20	56	185	308	51	63
2	9	North	34100 Field Stree	Right	60	71	12	35	74	56	9	22	63	76	13	36
	10	North	34100 Field Stree	Straight	519	72	12	12	600	57	10	10	503	77	13	13
	11	South	Queens Avenue	Left	330	4	1	0	291	3	1	0	342	5	1	0
	12	South	Queens Avenue	Straight	887	4	1	2	780	3	1	2	876	4	1	2
	13	North	34100 Field Stree	Left	406	3	1	2	458	3	1	2	413	4	1	3
	14	North	34100 Field Stree	Straight	296	3	1	2	344	3	1	1	275	4	1	2
3	15	East	St John's Street	Right	685	36	6	8	622	24	4	9	709	31	5	8
	16	East	St John's Street	Left	249	1	0	2	352	2	0	3	248	0	0	2
	17	South	Queens Avenue	Right	187	6	1	14	166	2	0	9	189	8	1	15
	18	South	Queens Avenue	Straight	532	59	10	16	448	15	2	10	509	61	10	17
	19	North	t John's Street E	Left	290	1	0	1	328	2	0	2	293	1	0	2
	20	North	t John's Street E	Right	303	1	0	2	294	2	0	2	307	1	0	2
4	21	East	t John's Street W	Right	421	11	2	10	271	2	0	8	433	11	2	9
	22	East	t John's Street W	Left	146	11	2	3	98	2	0	3	157	11	2	3
	23	South	100 Mansfield Rc	Right	234	173	29	10	337	79	13	4	262	158	26	9
	24	South	100 Mansfield Rc	Left	512	176	29	16	705	82	14	9	524	163	27	15
	25	North	North Street	Left	0	15	3	0	0	1	0	0	0	13	2	0
	26	North	North Street	Right	277	16	3	6	180	1	0	3	289	14	2	6
5	27	East	t John's Street E	Right	0	18	3	0	0	1	0	0	0	16	3	0
	28	East	t John's Street E	Straight	290	1	0	3	188	0	0	1	301	1	0	3
	29	West	t John's Street W	Left	226	0	0	0	289	0	0	0	235	0	0	0
	30	West	t John's Street W	Straight	299	0	0	0	376	0	0	0	321	0	0	0
				Latent Demand (veh.):		4962				452				4082		
				Average delay per vehicles across the network(h):		313				133				293		

north
west
bicester

a2dominion

THINKING ABOUT TOMORROW

A2Dominion, Godstow Court, 5 West Way, Oxford, OX2 0GE