
 GEOMETRIC DATA

I	DATA ITEM	I	MINOR ROAD B	I
I	TOTAL MAJOR ROAD CARRIAGEWAY WIDTH	I	(W) 8.58 M.	I
I	CENTRAL RESERVE WIDTH	I	(WCR) 0.00 M.	I
I		I		I
I	MAJOR ROAD RIGHT TURN - WIDTH	I	(WC-B) 2.20 M.	I
I	- VISIBILITY	I	(VC-B) 205.00 M.	I
I	- BLOCKS TRAFFIC	I	YES	I
I		I		I
I	MINOR ROAD - VISIBILITY TO LEFT	I	(VB-C) 40.0 M.	I
I	- VISIBILITY TO RIGHT	I	(VB-A) 105.0 M.	I
I	- LANE 1 WIDTH	I	(WB-C) -	I
I	- LANE 2 WIDTH	I	(WB-A) -	I
I	WIDTH AT 0 M FROM JUNCTION	I	10.00 M.	I
I	WIDTH AT 5 M FROM JUNCTION	I	6.90 M.	I
I	WIDTH AT 10 M FROM JUNCTION	I	4.80 M.	I
I	WIDTH AT 15 M FROM JUNCTION	I	4.30 M.	I
I	WIDTH AT 20 M FROM JUNCTION	I	4.00 M.	I
I	- LENGTH OF FLARED SECTION	I	DERIVED: 2 PCU	I

 .SLOPES AND INTERCEPT

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

I	Intercept For	Slope For	Opposing	Slope For	Opposing	I
I	STREAM B-C	STREAM	A-C	STREAM	A-B	I
I	0.00		0.00		0.00	I

* Due to the presence of a flare, data is not available

I	Intercept For	Slope For	Opposing	Slope For	Opposing	Slope For	Opposing	Slope For	Opposing	I
I	STREAM B-A	STREAM	A-C	STREAM	A-B	STREAM	C-A	STREAM	C-B	I
I	0.00		0.00		0.00		0.00		0.00	I

* Due to the presence of a flare, data is not available

I	Intercept For	Slope For	Opposing	Slope For	Opposing	I
I	STREAM C-B	STREAM	A-C	STREAM	A-B	I
I	692.68		0.24		0.24	I

(NB These values do not allow for any site specific corrections)

 TRAFFIC DEMAND DATA

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

Demand set: 2015 Baseline

TIME PERIOD BEGINS 07.30 AND ENDS 09.00

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

DEMAND FLOW PROFILES ARE SYNTHESISED FROM TURNING COUNT DATA

I	ARM	I	NUMBER OF MINUTES FROM START WHEN	I	RATE OF FLOW (VEH/MIN)	I
I		I	FLOW STARTS	I	BEFORE	I
I		I	TOP OF PEAK	I	AT TOP	I
I		I	IS REACHED	I	OF PEAK	I
I		I	FALLING	I	PEAK	I
I		I		I		I
I	ARM A	I	15.00	I	11.73	I
I	ARM B	I	15.00	I	0.39	I
I	ARM C	I	15.00	I	11.69	I

TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)
08.30-08.45									
B-C	0.42	9.30	0.045		0.06	0.05	0.7		0.11
B-A	0.04	3.62	0.012		0.02	0.01	0.2		0.28
C-AB	0.15	8.10	0.018		0.03	0.02	0.3		0.13
A-B	0.15								
A-C	13.90								

TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)
08.45-09.00									
B-C	0.35	9.95	0.035		0.05	0.04	0.6		0.10
B-A	0.04	4.42	0.009		0.01	0.01	0.1		0.23
C-AB	0.13	8.66	0.014		0.02	0.01	0.2		0.12
A-B	0.13								
A-C	11.64								

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

QUEUE FOR STREAM B-C

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE
07.45	0.0
08.00	0.0
08.15	0.1
08.30	0.1
08.45	0.0
09.00	0.0

QUEUE FOR STREAM B-A

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE
07.45	0.0
08.00	0.0
08.15	0.0
08.30	0.0
08.45	0.0
09.00	0.0

QUEUE FOR STREAM C-AB

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE
07.45	0.0
08.00	0.0
08.15	0.0
08.30	0.0
08.45	0.0
09.00	0.0

QUEUEING DELAY INFORMATION OVER WHOLE PERIOD

I	STREAM	I	TOTAL DEMAND	I	* QUEUEING *	I	* INCLUSIVE QUEUEING *	I
I	I	I	I	I	* DELAY *	I	* DELAY *	I
I	I	(VEH)	(VEH/H)	(MIN)	(MIN/VEH)	(MIN)	(MIN/VEH)	I
I	B-C	I 38.5	I 25.7	I 4.4	I 0.12	I 4.4	I 0.12	I
I	B-A	I 4.1	I 2.8	I 1.3	I 0.31	I 1.3	I 0.31	I
I	C-AB	I 13.8	I 9.2	I 1.8	I 0.13	I 1.8	I 0.13	I
I	A-B	I 13.8	I 9.2	I	I	I	I	I
I	A-C	I 1277.3	I 851.5	I	I	I	I	I
I	ALL	I 2620.7	I 1747.1	I 7.5	I 0.00	I 7.5	I 0.00	I

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

*****END OF RUN*****

.SLOPES AND INTERCEPT

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

I	Intercept For	Slope For	Opposing	Slope For	Opposing
I	STREAM B-C	STREAM A-C	STREAM A-C	STREAM A-B	STREAM A-B
I	0.00	0.00	0.00	0.00	0.00

* Due to the presence of a flare, data is not available

I	Intercept For	Slope For	Opposing	Slope For	Opposing	Slope For	Opposing
I	STREAM B-A	STREAM A-C	STREAM A-C	STREAM A-B	STREAM C-A	STREAM C-B	STREAM C-B
I	0.00	0.00	0.00	0.00	0.00	0.00	0.00

* Due to the presence of a flare, data is not available

I	Intercept For	Slope For	Opposing	Slope For	Opposing
I	STREAM C-B	STREAM A-C	STREAM A-C	STREAM A-B	STREAM A-B
I	692.68	0.24	0.24	0.24	0.24

(NB These values do not allow for any site specific corrections)

TRAFFIC DEMAND DATA

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

Demand set: 2019 Baseline

TIME PERIOD BEGINS 07.30 AND ENDS 09.00

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

DEMAND FLOW PROFILES ARE SYNTHESISED FROM TURNING COUNT DATA

I	ARM	I	NUMBER OF MINUTES FROM START WHEN	I	RATE OF FLOW (VEH/MIN)	I							
I	I	I	FLOW STARTS	I	BEFORE	I							
I	I	I	TOP OF PEAK	I	AT TOP	I							
I	I	I	IS REACHED	I	OF PEAK	I							
I	I	I	FALLING	I	PEAK	I							
I	I	I	I	I	I	I							
I	I	I	I	I	I	I							
I	ARM A	I	15.00	I	45.00	I	75.00	I	12.36	I	18.54	I	12.36
I	ARM B	I	15.00	I	45.00	I	75.00	I	0.40	I	0.60	I	0.40
I	ARM C	I	15.00	I	45.00	I	75.00	I	12.24	I	18.36	I	12.24

TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)
08.30-08.45									
B-C	0.43	9.10	0.048		0.07	0.05	0.8		0.12
B-A	0.04	3.38	0.013		0.03	0.01	0.2		0.30
C-AB	0.16	7.91	0.021		0.03	0.02	0.3		0.13
A-B	0.25								
A-C	14.56								

TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)
08.45-09.00									
B-C	0.36	9.78	0.037		0.05	0.04	0.6		0.11
B-A	0.04	4.22	0.009		0.01	0.01	0.1		0.24
C-AB	0.14	8.50	0.016		0.02	0.02	0.2		0.12
A-B	0.21								
A-C	12.20								

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

QUEUE FOR STREAM B-C

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE
07.45	0.0
08.00	0.0
08.15	0.1
08.30	0.1
08.45	0.1
09.00	0.0

QUEUE FOR STREAM B-A

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE
07.45	0.0
08.00	0.0
08.15	0.0
08.30	0.0
08.45	0.0
09.00	0.0

QUEUE FOR STREAM C-AB

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE
07.45	0.0
08.00	0.0
08.15	0.0
08.30	0.0
08.45	0.0
09.00	0.0

QUEUEING DELAY INFORMATION OVER WHOLE PERIOD

I	STREAM	I	TOTAL DEMAND	I	* QUEUEING *	I	* INCLUSIVE QUEUEING *	I
I	I	I	I	I	* DELAY *	I	* DELAY *	I
I	I	(VEH)	(VEH/H)	I	(MIN)	(MIN/VEH)	(MIN)	(MIN/VEH)
I	B-C	I 39.9	I 26.6	I	4.7	I 0.12	I 4.7	I 0.12
I	B-A	I 4.1	I 2.8	I	1.4	I 0.34	I 1.4	I 0.34
I	C-AB	I 15.1	I 10.1	I	2.0	I 0.13	I 2.0	I 0.13
I	A-B	I 23.4	I 15.6	I		I	I	I
I	A-C	I 1337.9	I 891.9	I		I	I	I
I	ALL	I 2752.9	I 1835.2	I	8.1	I 0.00	I 8.1	I 0.00

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*****END OF RUN*****

.SLOPES AND INTERCEPT

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

I	Intercept For	Slope For	Opposing	Slope For	Opposing
I	STREAM B-C	STREAM	A-C	STREAM	A-B
I					
I	0.00		0.00		0.00

* Due to the presence of a flare, data is not available

I	Intercept For	Slope For	Opposing	Slope For	Opposing	Slope For	Opposing
I	STREAM B-A	STREAM	A-C	STREAM	A-B	STREAM	C-A
I							
I	0.00		0.00		0.00		0.00

* Due to the presence of a flare, data is not available

I	Intercept For	Slope For	Opposing	Slope For	Opposing
I	STREAM C-B	STREAM	A-C	STREAM	A-B
I					
I	692.68		0.24		0.24

(NB These values do not allow for any site specific corrections)

TRAFFIC DEMAND DATA

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

Demand set: 2015 + Regeneration & Export

TIME PERIOD BEGINS 07.30 AND ENDS 09.00

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

DEMAND FLOW PROFILES ARE SYNTHESISED FROM TURNING COUNT DATA

I	ARM	I	NUMBER OF MINUTES FROM START WHEN	I	RATE OF FLOW (VEH/MIN)	I
I	I	I	FLOW STARTS	I	BEFORE	I
I	I	I	TOP OF PEAK	I	AT TOP	I
I	I	I	IS REACHED	I	OF PEAK	I
I	I	I	FALLING	I	PEAK	I
I	I	I		I		I
I	ARM A	I	15.00	I	45.00	I 75.00
I	ARM B	I	15.00	I	45.00	I 75.00
I	ARM C	I	15.00	I	45.00	I 75.00

TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)
08.30-08.45									
B-C	0.49	8.08	0.061		0.09	0.07	1.0		0.13
B-A	0.04	3.57	0.013		0.02	0.01	0.2		0.28
C-AB	0.22	6.11	0.037		0.05	0.04	0.6		0.17
A-B	0.15								
A-C	13.90								

TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)
08.45-09.00									
B-C	0.41	8.64	0.048		0.07	0.05	0.8		0.12
B-A	0.04	4.38	0.009		0.01	0.01	0.1		0.23
C-AB	0.19	6.53	0.029		0.04	0.03	0.4		0.16
A-B	0.13								
A-C	11.64								

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

QUEUE FOR STREAM B-C

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE
07.45	0.0
08.00	0.1
08.15	0.1
08.30	0.1
08.45	0.1
09.00	0.1

QUEUE FOR STREAM B-A

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE
07.45	0.0
08.00	0.0
08.15	0.0
08.30	0.0
08.45	0.0
09.00	0.0

QUEUE FOR STREAM C-AB

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE
07.45	0.0
08.00	0.0
08.15	0.1
08.30	0.1
08.45	0.0
09.00	0.0

QUEUEING DELAY INFORMATION OVER WHOLE PERIOD

I	STREAM	I	TOTAL DEMAND	I	* QUEUEING *	I	* INCLUSIVE QUEUEING *	I
I	I	I	I	I	* DELAY *	I	* DELAY *	I
I	I	(VEH)	(VEH/H)	I	(MIN)	(MIN/VEH)	(MIN)	(MIN/VEH)
I	B-C	I 45.4	I 30.3	I	6.1	I 0.13	I 6.1	I 0.13
I	B-A	I 4.1	I 2.8	I	1.3	I 0.31	I 1.3	I 0.31
I	C-AB	I 20.6	I 13.8	I	3.6	I 0.17	I 3.6	I 0.17
I	A-B	I 13.8	I 9.2	I		I	I	I
I	A-C	I 1277.3	I 851.5	I		I	I	I
I	ALL	I 2634.5	I 1756.3	I	11.0	I 0.00	I 11.0	I 0.00

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

*****END OF RUN*****

.SLOPES AND INTERCEPT

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

I	Intercept For	Slope For	Opposing	Slope For	Opposing
I	STREAM B-C	STREAM	A-C	STREAM	A-B
I					
I	0.00		0.00		0.00

* Due to the presence of a flare, data is not available

I	Intercept For	Slope For	Opposing	Slope For	Opposing	Slope For	Opposing
I	STREAM B-A	STREAM	A-C	STREAM	A-B	STREAM	C-A
I							
I	0.00		0.00		0.00		0.00

* Due to the presence of a flare, data is not available

I	Intercept For	Slope For	Opposing	Slope For	Opposing
I	STREAM C-B	STREAM	A-C	STREAM	A-B
I					
I	692.68		0.24		0.24

(NB These values do not allow for any site specific corrections)

TRAFFIC DEMAND DATA

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

Demand set: 2019 + Regeneration

TIME PERIOD BEGINS 07.30 AND ENDS 09.00

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

DEMAND FLOW PROFILES ARE SYNTHESISED FROM TURNING COUNT DATA

I	ARM	I	NUMBER OF MINUTES FROM START WHEN	I	RATE OF FLOW (VEH/MIN)	I			
I	I	I	FLOW STARTS	I	BEFORE	I			
I	I	I	TOP OF PEAK	I	AT TOP	I			
I	I	I	TO RISE	I	OF PEAK	I			
I	I	I	IS REACHED	I	PEAK	I			
I	I	I	FALLING	I	AFTER	I			
I	I	I	I	I	PEAK	I			
I	ARM A	I	15.00	I	45.00	I 75.00	I 12.36	I 18.54	I 12.36
I	ARM B	I	15.00	I	45.00	I 75.00	I 0.44	I 0.66	I 0.44
I	ARM C	I	15.00	I	45.00	I 75.00	I 12.27	I 18.41	I 12.27

TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)
08.30-08.45									
B-C	0.48	8.33	0.058		0.08	0.06	0.9		0.13
B-A	0.04	3.35	0.013		0.03	0.01	0.2		0.30
C-AB	0.21	6.50	0.032		0.05	0.03	0.5		0.16
A-B	0.25								
A-C	14.56								

TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)
08.45-09.00									
B-C	0.40	8.96	0.045		0.06	0.05	0.7		0.12
B-A	0.04	4.19	0.009		0.01	0.01	0.1		0.24
C-AB	0.18	6.99	0.025		0.03	0.03	0.4		0.15
A-B	0.21								
A-C	12.20								

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

QUEUE FOR STREAM B-C

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE
07.45	0.0
08.00	0.1
08.15	0.1
08.30	0.1
08.45	0.1
09.00	0.0

QUEUE FOR STREAM B-A

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE
07.45	0.0
08.00	0.0
08.15	0.0
08.30	0.0
08.45	0.0
09.00	0.0

QUEUE FOR STREAM C-AB

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE
07.45	0.0
08.00	0.0
08.15	0.0
08.30	0.0
08.45	0.0
09.00	0.0

 QUEUEING DELAY INFORMATION OVER WHOLE PERIOD

STREAM	TOTAL DEMAND	* QUEUEING * * DELAY *	* INCLUSIVE QUEUEING * * DELAY *
(VEH)	(VEH/H)	(MIN)	(MIN)
B-C	44.0	5.7	5.7
B-A	4.1	1.4	1.4
C-AB	19.3	3.2	3.2
A-B	23.4		
A-C	1337.9		
ALL	2761.1	10.3	10.3

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

*****END OF RUN*****

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