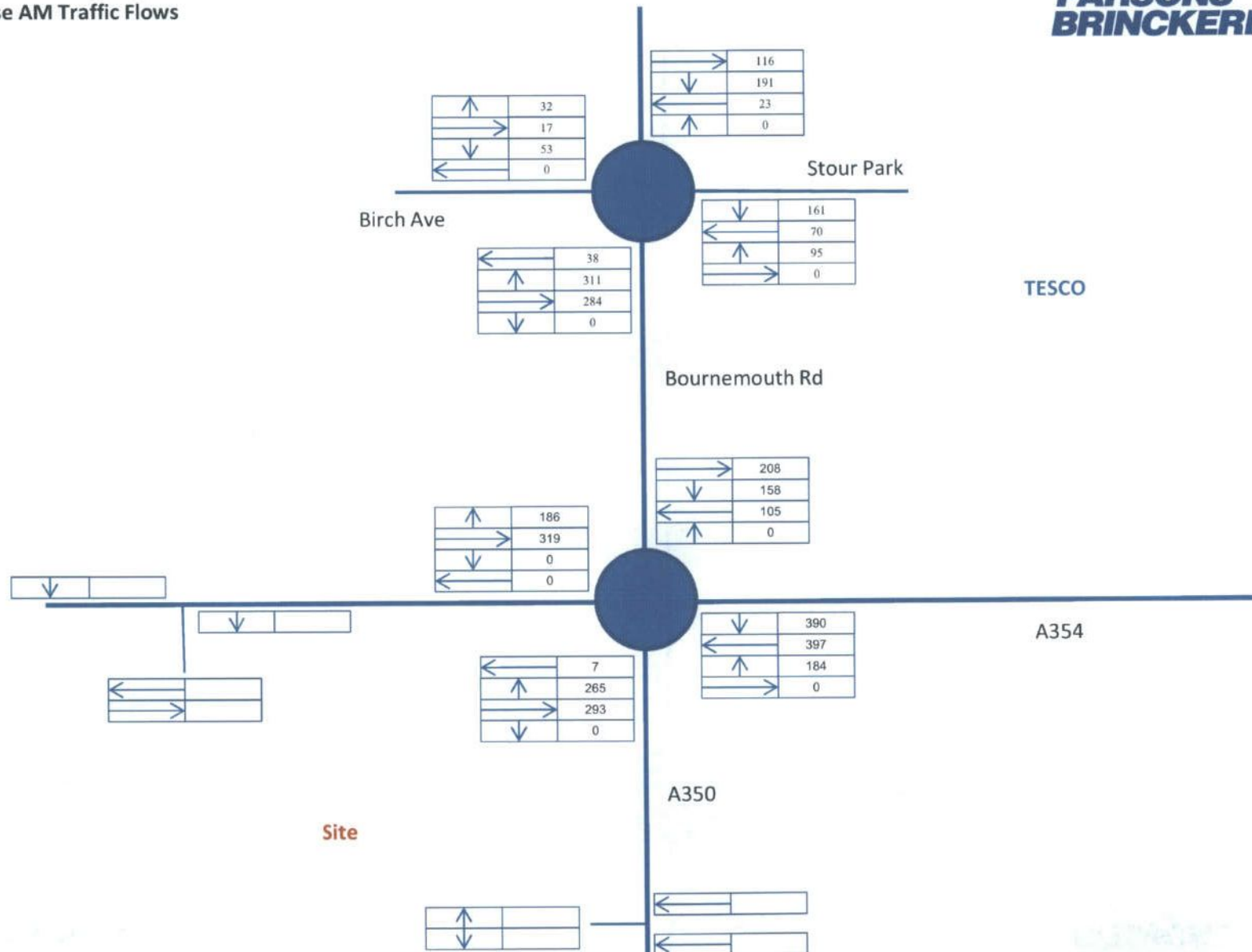


Appendix 4 – Traffic Flows

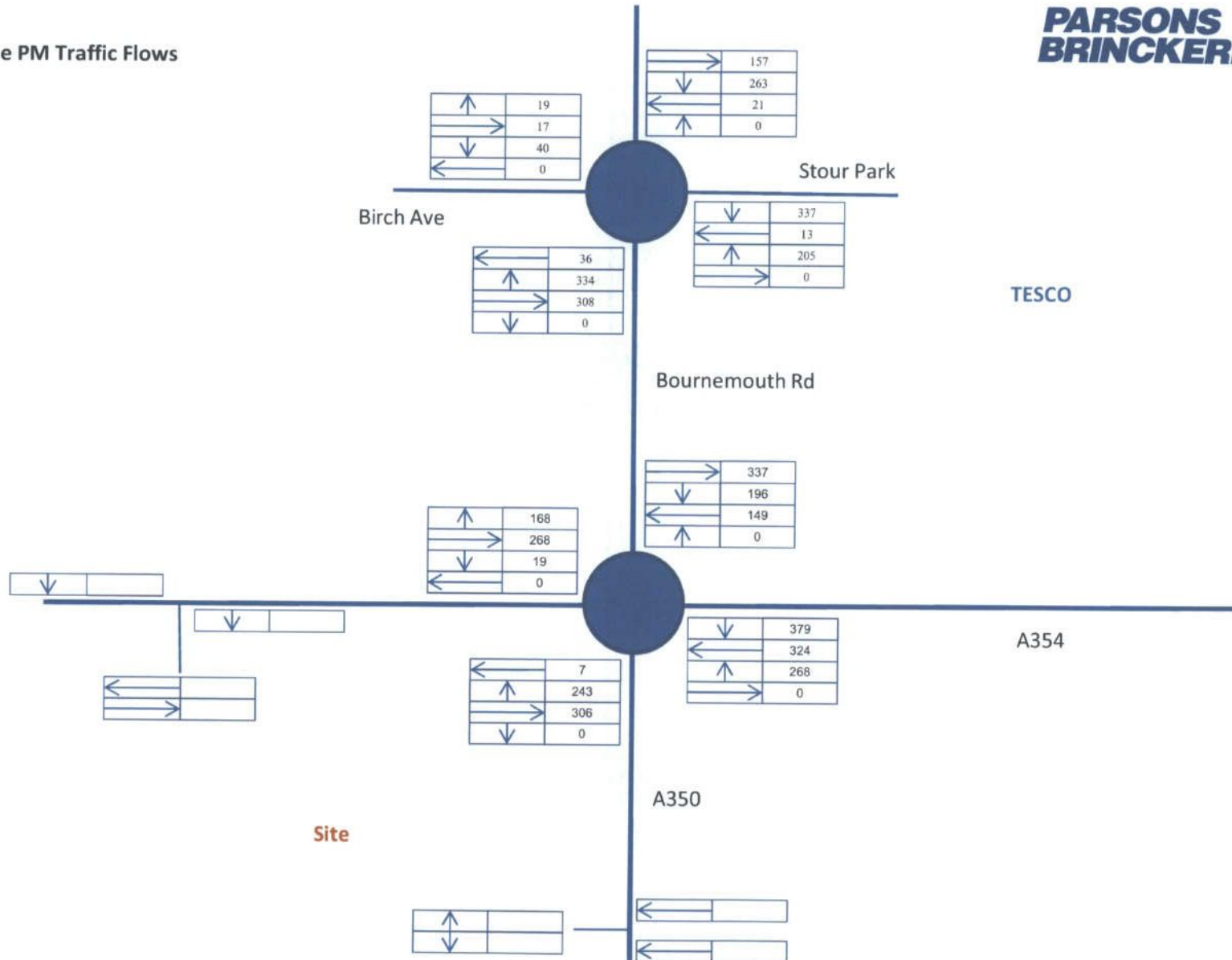


2013 Base AM Traffic Flows

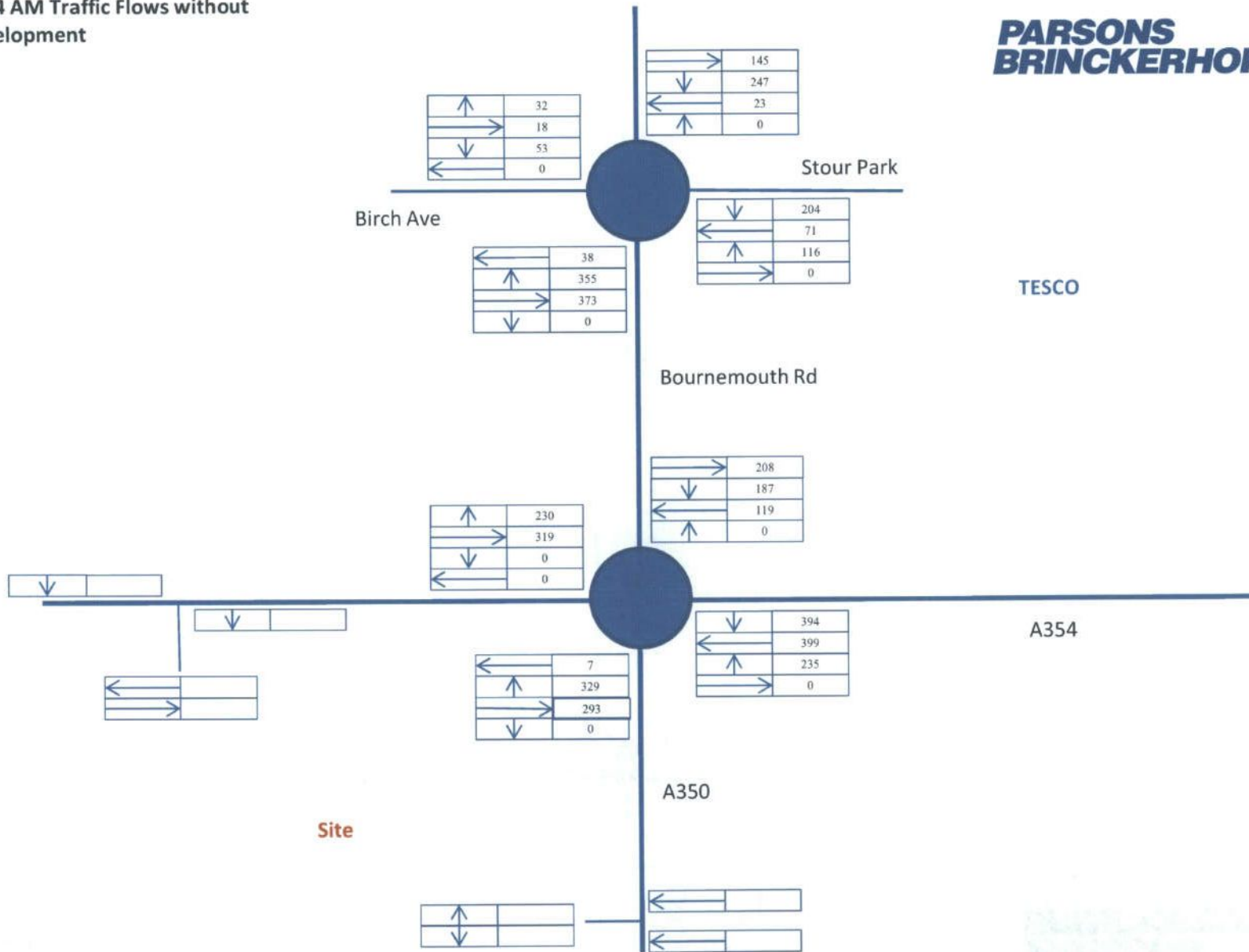




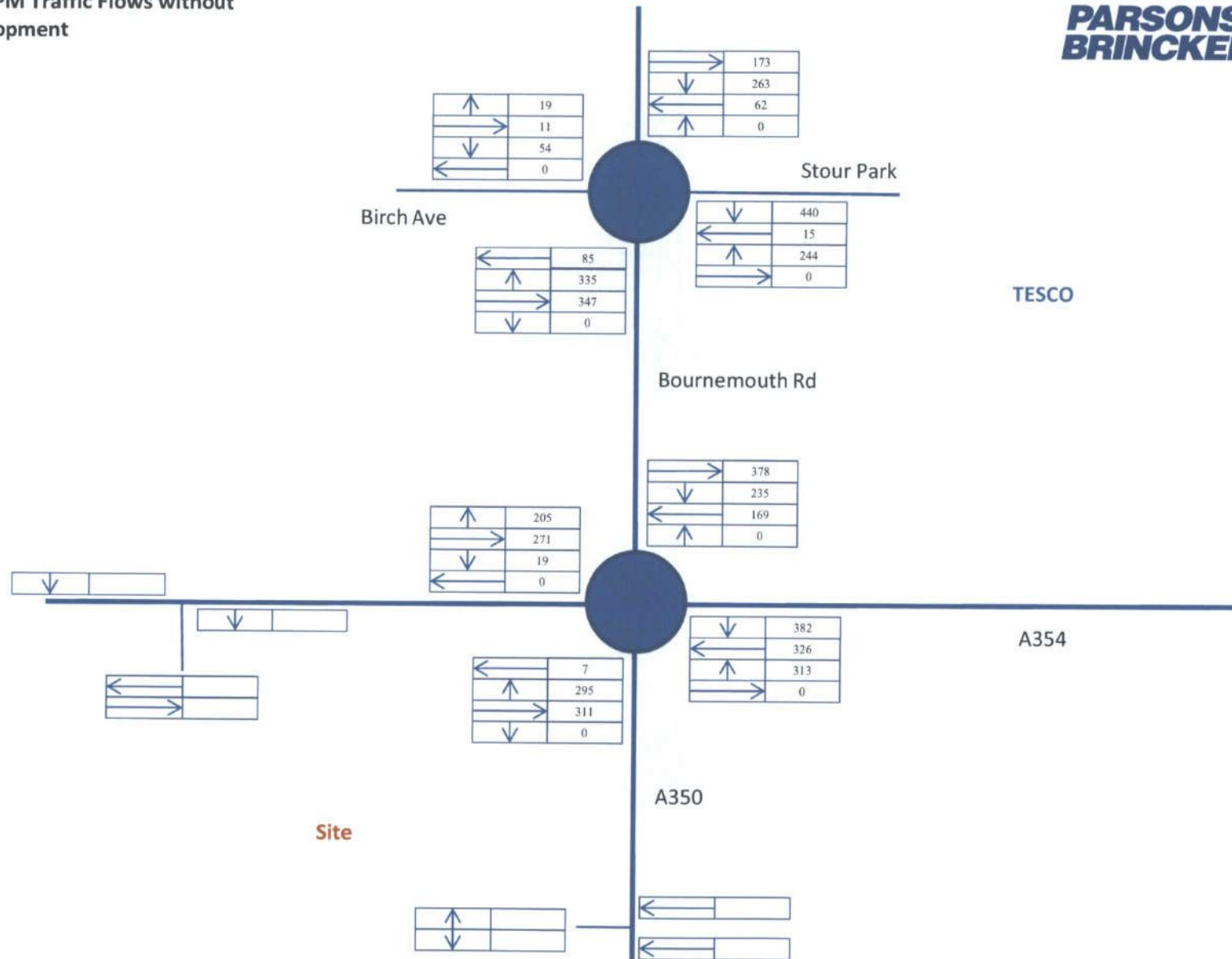
2013 Base PM Traffic Flows



2014 AM Traffic Flows without development

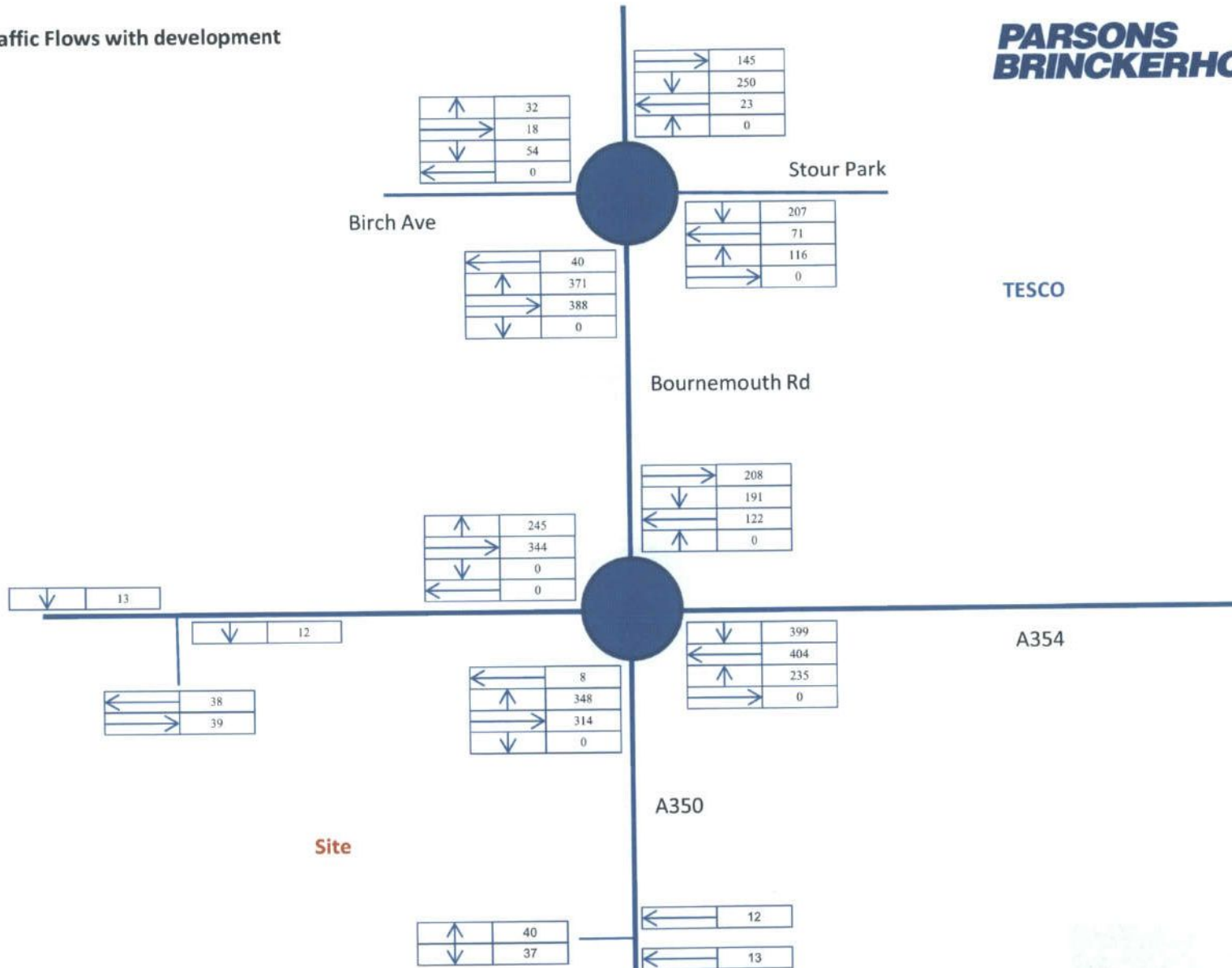


2014 PM Traffic Flows without
development

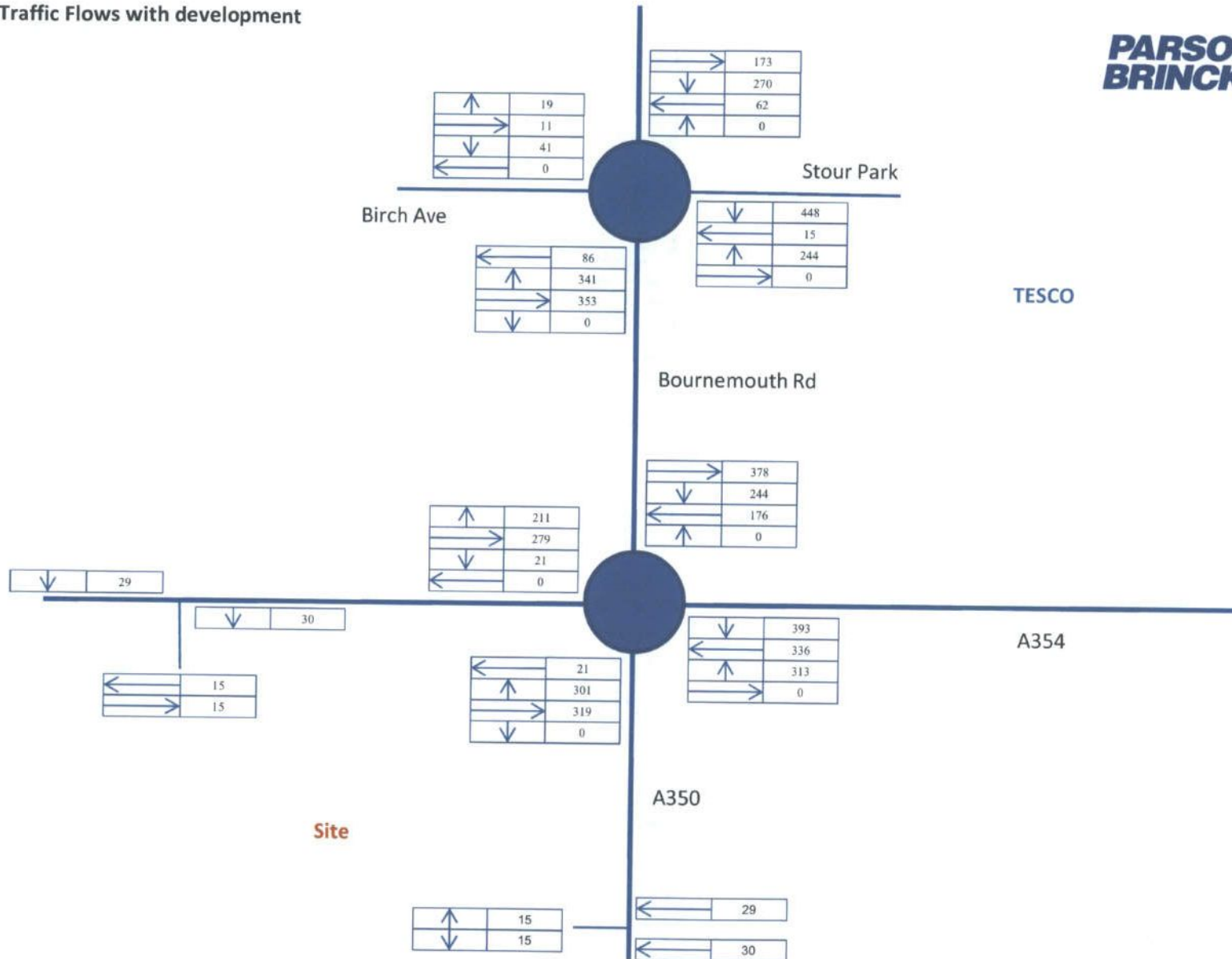


2014 AM Traffic Flows with development

**PARSONS
BRINCKERHOFF**



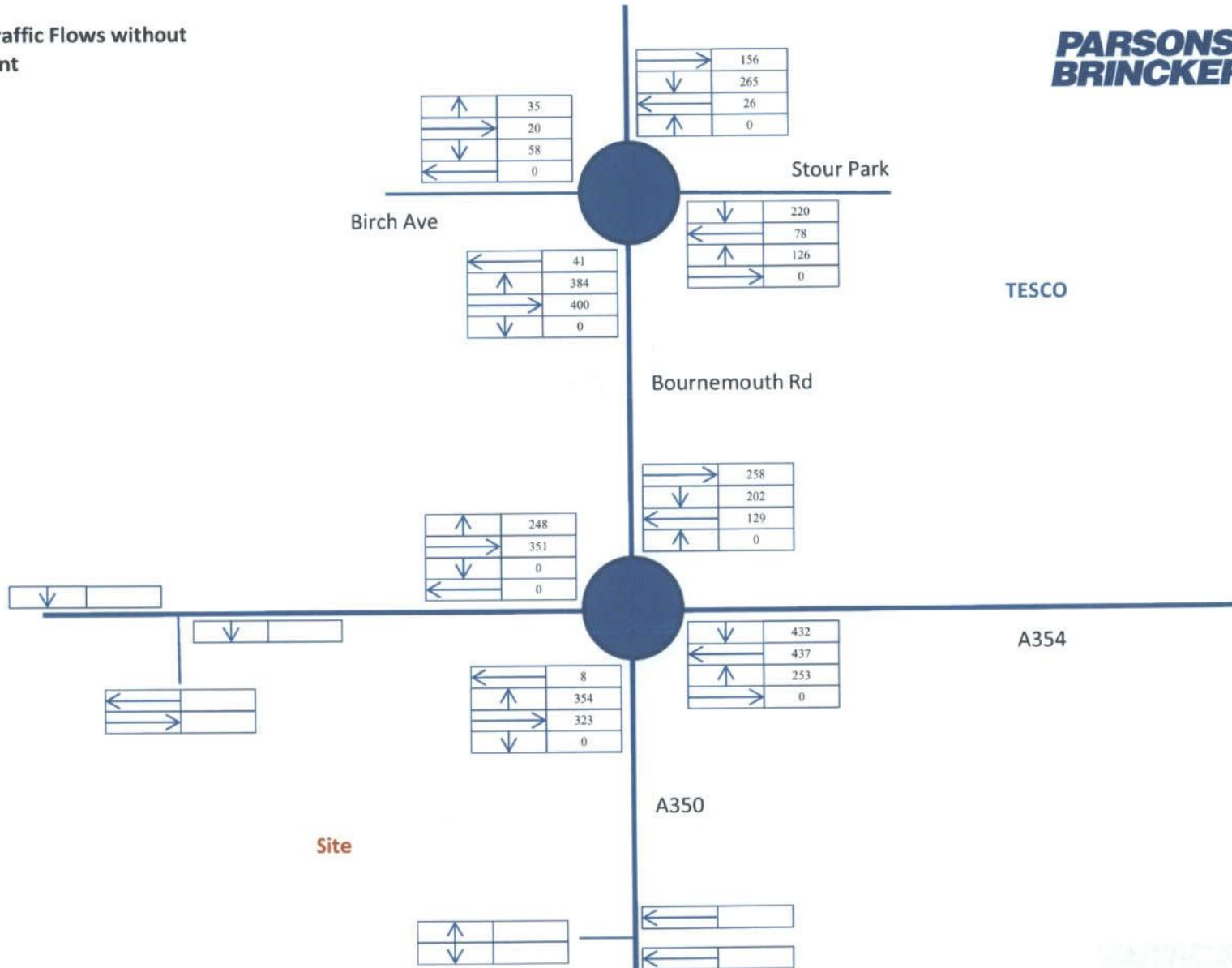
2014 PM Traffic Flows with development



TESCO



2025 AM Traffic Flows without development

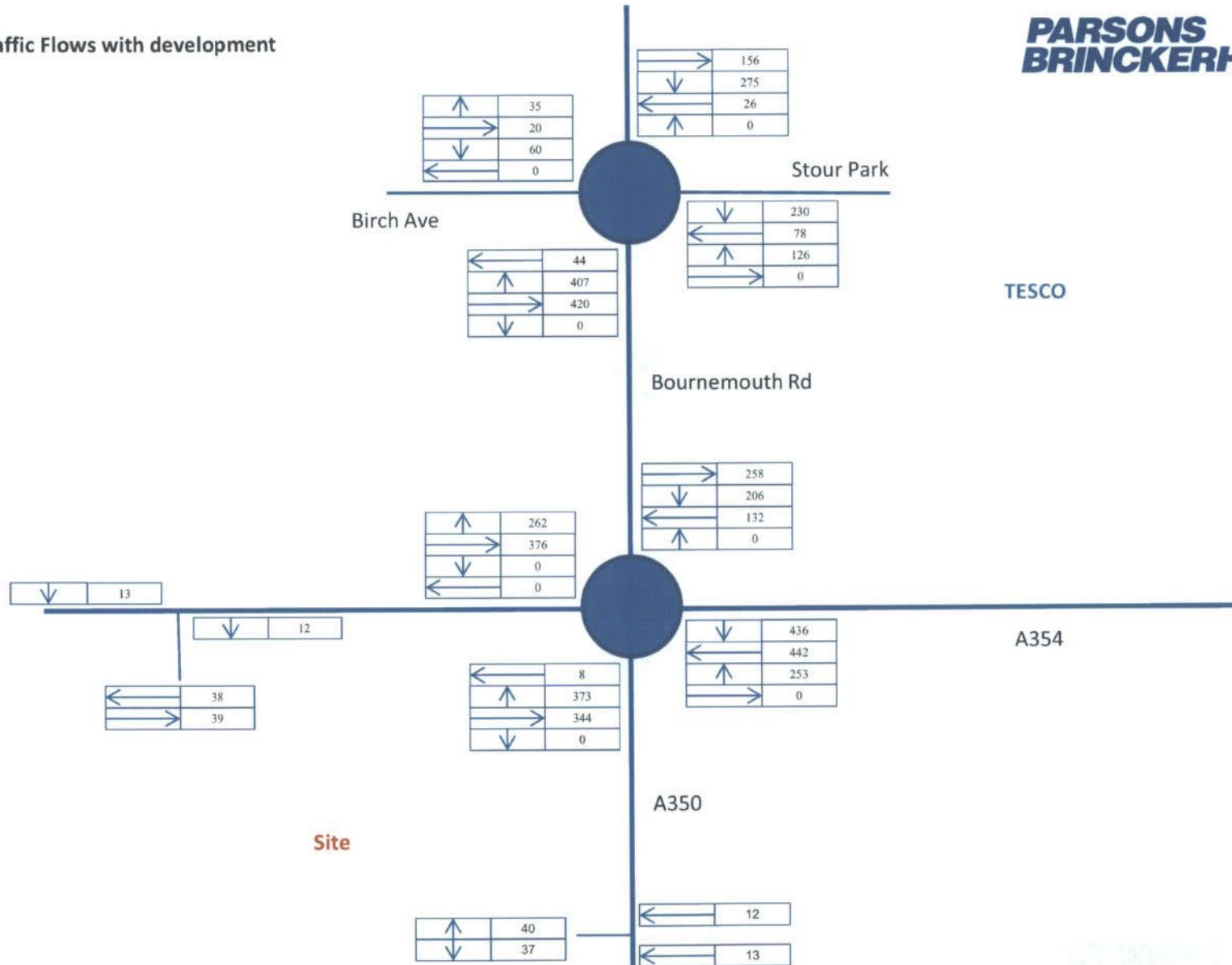


2025 PM Traffic Flows without
development





2025 AM Traffic Flows with development

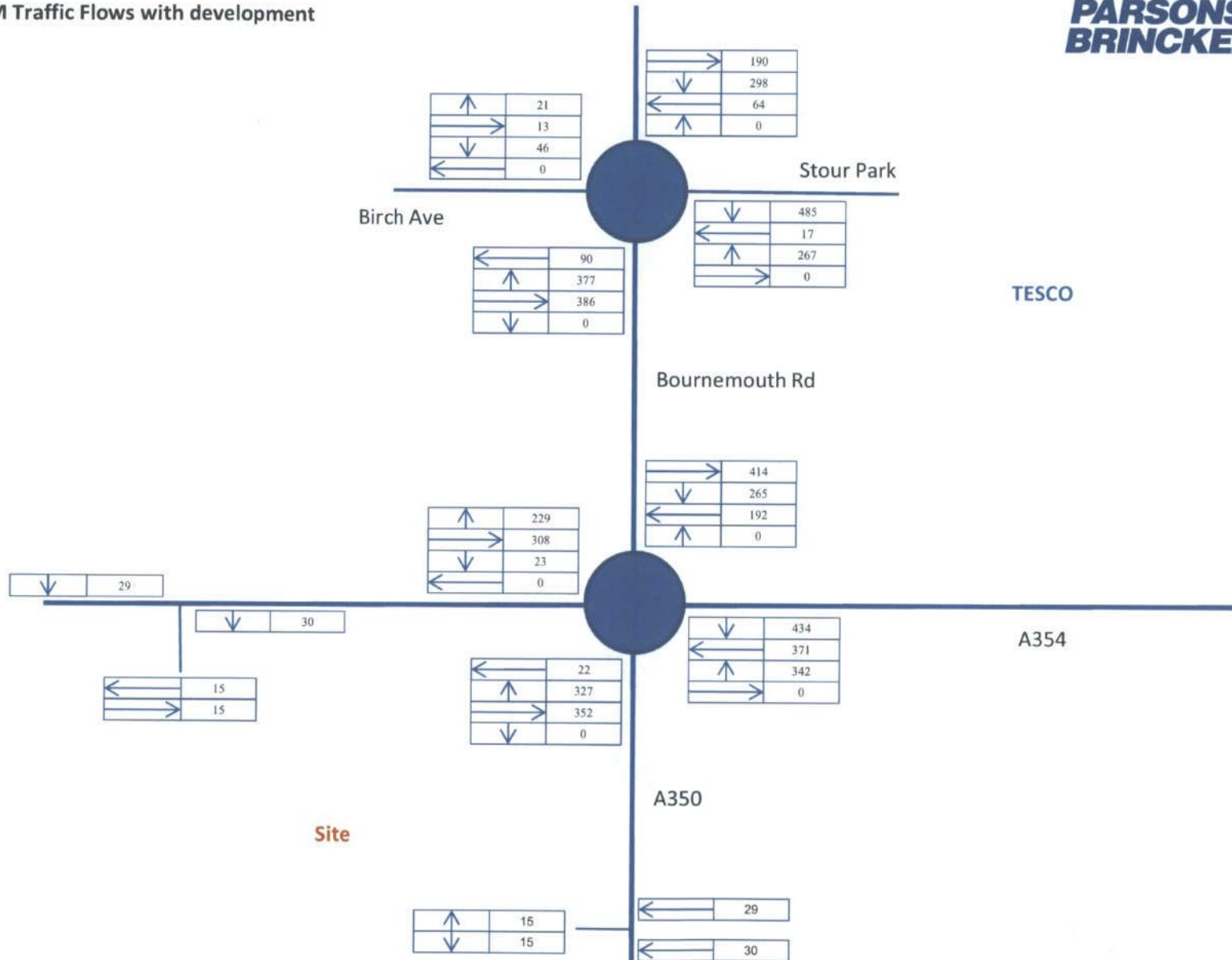


TESCO

Site



2025 PM Traffic Flows with development



Appendix 5 – PICADY Outputs

Junctions 8
PICADY 8 - Priority Intersection Module
Version: 8.0.1.305 [25 May 2012] © Copyright TRL Limited, 2013
For sales and distribution information, program advice and maintenance, contact TRL: Tel: +44 (0)1344 770758 E-mail: software@trl.co.uk Web: http://www.trlsoftware.co.uk
The users of this computer program for the solution of an engineering problem are in no way relieved of their responsibility for the correctness of the solution

Filename: (new file)

Path:

Report generation date: 22/11/2013 08:58:43

File summary

File Description

Title	Blandford Forum Traffic Modelling
Location	Blandford Forum, Dorset
Site Number	
Date	14/11/2013
Version	
Status	-
Identifier	
Client	AIS
Jobnumber	3513028A
Enumerator	haywardr [W-EAPBL-L-20035]
Description	Proposed development access onto A354 to the South of Blandford Forum

Analysis Options

Vehicle Length (m)	Do Queue Variations	Calculate Residual Capacity	Residual Capacity Criteria Type	RFC Threshold	Average Delay Threshold (s)	Queue Threshold (PCU)
5.75			N/A	0.85	36.00	20.00

Units

Distance Units	Speed Units	Traffic Units Input	Traffic Units Results	Flow Units	Average Delay Units	Total Delay Units	Rate Of Delay Units
m	kph	Veh	Veh	perMin	s	-Min	perMin

(Default Analysis Set) - 2014 AM, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	DemandSets	D1 - 2014 AM, AM	Demand Set 1: Scenario Name includes Time Period Name ('AM'). Are you sure this is correct?
Warning	DemandSets	D2 - 2014 PM, PM	Demand Set 2: Scenario Name includes Time Period Name ('PM'). Are you sure this is correct?
Warning	DemandSets	D3 - 2025 AM, AM	Demand Set 3: Scenario Name includes Time Period Name ('AM'). Are you sure this is correct?
Warning	DemandSets	D4 - 2025 PM, PM	Demand Set 4: Scenario Name includes Time Period Name ('PM'). Are you sure this is correct?

Analysis Set Details

Name	Roundabout Capacity Model	Description	Include In Report	Use Specific Demand Set(s)	Specific Demand Set(s)	Locked	Network Flow Scaling Factor (%)	Network Capacity Scaling Factor (%)	Reason For Scaling Factors
(Default Analysis Set)	N/A		✓				100.000	100.000	

Demand Set Details

Name	Scenario Name	Time Period Name	Description	Traffic Profile Type	Model Start Time (HH:mm)	Model Finish Time (HH:mm)	Model Time Period Length (min)	Time Segment Length (min)	Results For Central Hour Only	Single Time Segment Only	Locked	Run Automatically	Use Relationship	Relationship
2014 AM, AM	2014 AM	AM		Varies by Arm	07:45	09:15	90	15				✓		

Junction Network

Junctions

Name	Junction Type	Major Road Direction	Arm Order	Do Geometric Delay	Junction Delay (s)	Junction LOS
untitled	T-Junction	Two-way	A,B,C		8.68	A

Junction Network Options

Driving Side	Lighting
--------------	----------

Left	Normal/unknown
------	----------------

Arms

Arms

Arm	Name	Description	Arm Type
A	A354 East		Major
B	Site Access		Minor
C	A354 West		Major

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Width of kerbed central reserve (m)	Has right turn bay	Width For Right Turn (m)	Visibility For Right Turn (m)	Blocks?	Blocking Queue (PCU)
C	7.32		0.00	✓	3.50	250.00	✓	13.00

Geometries for Arm C are measured opposite Arm B. Geometries for Arm A (if relevant) are measured opposite Arm D.

Minor Arm Geometry

Arm	Minor Arm Type	Lane Width (m)	Lane Width (Left) (m)	Lane Width (Right) (m)	Width at give-way (m)	Width at 5m (m)	Width at 10m (m)	Width at 15m (m)	Width at 20m (m)	Estimate Flare Length	Flare Length (PCU)	Visibility To Left (m)	Visibility To Right (m)
B	One lane plus flare				10.00	7.30	4.20	3.60	3.60	✓	1.00	215	215

Pedestrian Crossings

Arm	Crossing Type
A	None
B	None
C	None

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Junction	Stream	Intercept (Veh/min)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
1	B-A	12.581	0.130	0.328	0.206	0.468

1	B-C	14.280	0.124	0.313	-	-
1	C-B	13.674	0.300	0.300	-	-

The slopes and intercepts shown above do NOT include any corrections or adjustments.
Streams may be combined, in which case capacity will be adjusted.
Values are shown for the first time segment only; they may differ for subsequent time segments.

Traffic Flows

Demand Set Data Options

Default Vehicle Mix	Vehicle Mix Varies Over Time	Vehicle Mix Varies Over Turn	Vehicle Mix Varies Over Entry	Vehicle Mix Source	PCU Factor for a HV (PCU)	Default Turning Proportions	Estimate from entry/exit counts	Turning Proportions Vary Over Time	Turning Proportions Vary Over Turn	Turning Proportions Vary Over Entry
✓			✓	HV Percentages	2.00				✓	✓

Entry Flows

General Flows Data

Arm	Profile Type	Use Turning Counts	Average Demand Flow (Veh/min)	Flow Scaling Factor (%)
A	ONE HOUR	✓	8.96	100.000
B	ONE HOUR	✓	1.28	100.000
C	ONE HOUR	✓	9.39	100.000

Direct/Resultant Flows

Direct Flows Data

Time Segment	Arm	Direct Demand Entry Flow (Veh/min)	DirectDemandEntryFlowInPCU (PCU/min)	Direct Demand Exit Flow (Veh/min)	Direct Demand Pedestrian Flow (Ped/min)
07:45-08:00	A	6.75	7.42	N/A	N/A
07:45-08:00	B	0.97	1.06	N/A	N/A
07:45-08:00	C	7.07	7.78	N/A	N/A
08:00-08:15	A	8.06	8.86	N/A	N/A
08:00-08:15	B	1.15	1.27	N/A	N/A

08:00-08:15	C	8.44	9.29	N/A	N/A
08:15-08:30	A	9.87	10.86	N/A	N/A
08:15-08:30	B	1.41	1.55	N/A	N/A
08:15-08:30	C	10.34	11.37	N/A	N/A
08:30-08:45	A	9.87	10.86	N/A	N/A
08:30-08:45	B	1.41	1.55	N/A	N/A
08:30-08:45	C	10.34	11.37	N/A	N/A
08:45-09:00	A	8.06	8.86	N/A	N/A
08:45-09:00	B	1.15	1.27	N/A	N/A
08:45-09:00	C	8.44	9.29	N/A	N/A
09:00-09:15	A	6.75	7.42	N/A	N/A
09:00-09:15	B	0.97	1.06	N/A	N/A
09:00-09:15	C	7.07	7.78	N/A	N/A

Turning Proportions

Turning Counts or Proportions (Veh/min) - Junction 1 (for whole period)

		To		
		A	B	C
From	A	0.000	0.205	8.758
	B	0.656	0.000	0.626
	C	9.175	0.215	0.000

Turning Proportions (Veh) - Junction 1 (for whole period)

		To		
		A	B	C
From	A	0.00	0.02	0.98
	B	0.51	0.00	0.49
	C	0.98	0.02	0.00

Vehicle Mix

Average PCU Per Vehicle - Junction 1 (for whole period)

		To		
		A	B	C
From	A	1.100	1.100	1.100
	B	1.100	1.100	1.100
	C	1.100	1.100	1.100

Heavy Vehicle Percentages - Junction 1 (for whole period)

		To		
		A	B	C
From	A	10.000	10.000	10.000
	B	10.000	10.000	10.000
	C	10.000	10.000	10.000

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/min)	Total Junction Arrivals (Veh)	Total Queueing Delay (Veh-min)	Average Queueing Delay (s)	Rate Of Queueing Delay (Veh-min/min)	Inclusive Total Queueing Delay (Veh-min)	Inclusive Average Queueing Delay (s)
B-C	0.07	6.72	0.08	A	0.57	51.73	5.40	6.26	0.06	5.40	6.26
B-A	0.12	11.25	0.13	B	0.60	54.20	8.74	9.67	0.10	8.74	9.67
C-AB	0.02	6.49	0.03	A	0.20	17.73	1.83	6.18	0.02	1.83	6.18
C-A	-	-	-	-	8.42	757.75	-	-	-	-	-
A-B	-	-	-	-	0.19	16.92	-	-	-	-	-
A-C	-	-	-	-	8.04	723.31	-	-	-	-	-

(Default Analysis Set) - 2014 PM, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	DemandSets	D1 - 2014 AM, AM	Demand Set 1: Scenario Name includes Time Period Name ('AM'). Are you sure this is correct?
Warning	DemandSets	D2 - 2014 PM, PM	Demand Set 2: Scenario Name includes Time Period Name ('PM'). Are you sure this is correct?
Warning	DemandSets	D3 - 2025 AM, AM	Demand Set 3: Scenario Name includes Time Period Name ('AM'). Are you sure this is correct?
Warning	DemandSets	D4 - 2025 PM, PM	Demand Set 4: Scenario Name includes Time Period Name ('PM'). Are you sure this is correct?

Analysis Set Details

Name	Roundabout Capacity Model	Description	Include In Report	Use Specific Demand Set(s)	Specific Demand Set(s)	Locked	Network Flow Scaling Factor (%)	Network Capacity Scaling Factor (%)	Reason For Scaling Factors
(Default Analysis Set)	N/A		✓				100.000	100.000	

Demand Set Details

Name	Scenario Name	Time Period Name	Description	Traffic Profile Type	Model Start Time (HH:mm)	Model Finish Time (HH:mm)	Model Time Period Length (min)	Time Segment Length (min)	Results For Central Hour Only	Single Time Segment Only	Locked	Run Automatically	Use Relationship	Relationship
2014 PM, PM	2014 PM	PM		Varies by Arm	16:45	18:15	90	15				✓		

Junction Network

Junctions

Name	Junction Type	Major Road Direction	Arm Order	Do Geometric Delay	Junction Delay (s)	Junction LOS
untitled	T-Junction	Two-way	A,B,C		7.46	A

Junction Network Options

Driving Side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Name	Description	Arm Type
A	A354 East		Major
B	Site Access		Minor
C	A354 West		Major

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Width of kerbed central reserve (m)	Has right turn bay	Width For Right Turn (m)	Visibility For Right Turn (m)	Blocks?	Blocking Queue (PCU)
C	7.32		0.00	✓	3.50	250.00	✓	13.00

Geometries for Arm C are measured opposite Arm B. Geometries for Arm A (if relevant) are measured opposite Arm D.

Minor Arm Geometry

Arm	Minor Arm Type	Lane Width (m)	Lane Width (Left) (m)	Lane Width (Right) (m)	Width at give-way (m)	Width at 5m (m)	Width at 10m (m)	Width at 15m (m)	Width at 20m (m)	Estimate Flare Length	Flare Length (PCU)	Visibility To Left (m)	Visibility To Right (m)
B	One lane plus flare				10.00	7.30	4.20	3.60	3.60	✓	1.00	215	215

Pedestrian Crossings

Arm	Crossing Type
A	None
B	None
C	None

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Junction	Stream	Intercept (Veh/min)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
1	B-A	12.509	0.129	0.326	0.205	0.465
1	B-C	14.361	0.124	0.315	-	-
1	C-B	13.674	0.300	0.300	-	-

The slopes and intercepts shown above do NOT include any corrections or adjustments.

Streams may be combined, in which case capacity will be adjusted.

Values are shown for the first time segment only; they may differ for subsequent time segments.

Traffic Flows

Demand Set Data Options

Default Vehicle Mix	Vehicle Mix Varies Over Time	Vehicle Mix Varies Over Turn	Vehicle Mix Varies Over Entry	Vehicle Mix Source	PCU Factor for a HV (PCU)	Default Turning Proportions	Estimate from entry/exit counts	Turning Proportions Vary Over Time	Turning Proportions Vary Over Turn	Turning Proportions Vary Over Entry
✓			✓	HV Percentages	2.00				✓	✓

Entry Flows

General Flows Data

Arm	Profile Type	Use Turning Counts	Average Demand Flow (Veh/min)	Flow Scaling Factor (%)
A	ONE HOUR	✓	8.95	100.000
B	ONE HOUR	✓	0.51	100.000
C	ONE HOUR	✓	8.74	100.000

Direct/Resultant Flows

Direct Flows Data

Time Segment	Arm	Direct Demand Entry Flow (Veh/min)	DirectDemandEntryFlowInPCU (PCU/min)	Direct Demand Exit Flow (Veh/min)	Direct Demand Pedestrian Flow (Ped/min)
16:45-17:00	A	6.74	7.42	N/A	N/A
16:45-17:00	B	0.38	0.42	N/A	N/A
16:45-17:00	C	6.58	7.24	N/A	N/A
17:00-17:15	A	8.05	8.86	N/A	N/A
17:00-17:15	B	0.46	0.50	N/A	N/A
17:00-17:15	C	7.86	8.65	N/A	N/A
17:15-17:30	A	9.86	10.85	N/A	N/A
17:15-17:30	B	0.56	0.61	N/A	N/A
17:15-17:30	C	9.63	10.59	N/A	N/A
17:30-17:45	A	9.86	10.85	N/A	N/A

17:30-17:45	B	0.56	0.61	N/A	N/A
17:30-17:45	C	9.63	10.59	N/A	N/A
17:45-18:00	A	8.05	8.86	N/A	N/A
17:45-18:00	B	0.46	0.50	N/A	N/A
17:45-18:00	C	7.86	8.65	N/A	N/A
18:00-18:15	A	6.74	7.42	N/A	N/A
18:00-18:15	B	0.38	0.42	N/A	N/A
18:00-18:15	C	6.58	7.24	N/A	N/A

Turning Proportions

Turning Counts or Proportions (Veh/min) - Junction 1 (for whole period)

		To		
		A	B	C
From	A	0.000	0.503	8.451
	B	0.251	0.000	0.257
	C	8.251	0.492	0.000

Turning Proportions (Veh) - Junction 1 (for whole period)

		To		
		A	B	C
From	A	0.00	0.06	0.94
	B	0.49	0.00	0.51
	C	0.94	0.06	0.00

Vehicle Mix

Average PCU Per Vehicle - Junction 1 (for whole period)

		To		
		A	B	C
From	A	1.100	1.100	1.100

B	1.100	1.100	1.100
C	1.100	1.100	1.100

Heavy Vehicle Percentages - Junction 1 (for whole period)

		To		
From		A	B	C
	A	10.000	10.000	10.000
	B	10.000	10.000	10.000
	C	10.000	10.000	10.000

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/min)	Total Junction Arrivals (Veh)	Total Queueing Delay (Veh-min)	Average Queueing Delay (s)	Rate Of Queueing Delay (Veh-min/min)	Inclusive Total Queueing Delay (Veh-min)	Inclusive Average Queueing Delay (s)
B-C	0.03	6.21	0.03	A	0.24	21.21	2.08	5.87	0.02	2.08	5.87
B-A	0.04	10.20	0.05	B	0.23	20.70	3.10	8.98	0.03	3.10	8.98
C-AB	0.06	6.71	0.06	A	0.45	40.59	4.30	6.35	0.05	4.30	6.35
C-A	-	-	-	-	7.57	681.41	-	-	-	-	-
A-B	-	-	-	-	0.46	41.58	-	-	-	-	-
A-C	-	-	-	-	7.76	697.96	-	-	-	-	-

(Default Analysis Set) - 2025 AM, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	DemandSets	D1 - 2014 AM, AM	Demand Set 1: Scenario Name includes Time Period Name ('AM'). Are you sure this is correct?

Warning	DemandSets	D2 - 2014 PM, PM	Demand Set 2: Scenario Name includes Time Period Name ('PM'). Are you sure this is correct?
Warning	DemandSets	D3 - 2025 AM, AM	Demand Set 3: Scenario Name includes Time Period Name ('AM'). Are you sure this is correct?
Warning	DemandSets	D4 - 2025 PM, PM	Demand Set 4: Scenario Name includes Time Period Name ('PM'). Are you sure this is correct?

Analysis Set Details

Name	Roundabout Capacity Model	Description	Include In Report	Use Specific Demand Set(s)	Specific Demand Set(s)	Locked	Network Flow Scaling Factor (%)	Network Capacity Scaling Factor (%)	Reason For Scaling Factors
(Default Analysis Set)	N/A		✓				100.000	100.000	

Demand Set Details

Name	Scenario Name	Time Period Name	Description	Traffic Profile Type	Model Start Time (HH:mm)	Model Finish Time (HH:mm)	Model Time Period Length (min)	Time Segment Length (min)	Results For Central Hour Only	Single Time Segment Only	Locked	Run Automatically	Use Relationship	Relationship
2025 AM, AM	2025 AM	AM		Varies by Arm	07:45	09:15	90	15				✓		

Junction Network

Junctions

Name	Junction Type	Major Road Direction	Arm Order	Do Geometric Delay	Junction Delay (s)	Junction LOS
untitled	T-Junction	Two-way	A,B,C		9.31	A

Junction Network Options

Driving Side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Name	Description	Arm Type
A	A354 East		Major
B	Site Access		Minor

C	A354 West		Major
---	-----------	--	-------

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Width of kerbed central reserve (m)	Has right turn bay	Width For Right Turn (m)	Visibility For Right Turn (m)	Blocks?	Blocking Queue (PCU)
C	7.32		0.00	✓	3.50	250.00	✓	13.00

Geometries for Arm C are measured opposite Arm B. Geometries for Arm A (if relevant) are measured opposite Arm D.

Minor Arm Geometry

Arm	Minor Arm Type	Lane Width (m)	Lane Width (Left) (m)	Lane Width (Right) (m)	Width at give-way (m)	Width at 5m (m)	Width at 10m (m)	Width at 15m (m)	Width at 20m (m)	Estimate Flare Length	Flare Length (PCU)	Visibility To Left (m)	Visibility To Right (m)
B	One lane plus flare				10.00	7.30	4.20	3.60	3.60	✓	1.00	215	215

Pedestrian Crossings

Arm	Crossing Type
A	None
B	None
C	None

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Junction	Stream	Intercept (Veh/min)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
1	B-A	12.581	0.130	0.328	0.206	0.468
1	B-C	14.280	0.124	0.313	-	-
1	C-B	13.674	0.300	0.300	-	-

The slopes and intercepts shown above do NOT include any corrections or adjustments. Streams may be combined, in which case capacity will be adjusted. Values are shown for the first time segment only; they may differ for subsequent time segments.

Traffic Flows

Demand Set Data Options

Default	Vehicle Mix	Vehicle Mix	Vehicle Mix	Vehicle Mix	PCU Factor	Default Turning	Estimate from	Turning Proportions	Turning Proportions	Turning Proportions
---------	-------------	-------------	-------------	-------------	------------	-----------------	---------------	---------------------	---------------------	---------------------

Vehicle Mix	Varies Over Time	Varies Over Turn	Varies Over Entry	Source	for a HV (PCU)	Proportions	entry/exit counts	Vary Over Time	Vary Over Turn	Vary Over Entry
✓			✓	HV Percentages	2.00				✓	✓

Entry Flows

General Flows Data

Arm	Profile Type	Use Turning Counts	Average Demand Flow (Veh/min)	Flow Scaling Factor (%)
A	ONE HOUR	✓	9.80	100.000
B	ONE HOUR	✓	1.28	100.000
C	ONE HOUR	✓	10.26	100.000

Direct/Resultant Flows

Direct Flows Data

Time Segment	Arm	Direct Demand Entry Flow (Veh/min)	DirectDemandEntryFlowInPCU (PCU/min)	Direct Demand Exit Flow (Veh/min)	Direct Demand Pedestrian Flow (Ped/min)
07:45-08:00	A	7.38	8.11	N/A	N/A
07:45-08:00	B	0.97	1.06	N/A	N/A
07:45-08:00	C	7.73	8.50	N/A	N/A
08:00-08:15	A	8.81	9.69	N/A	N/A
08:00-08:15	B	1.15	1.27	N/A	N/A
08:00-08:15	C	9.23	10.15	N/A	N/A
08:15-08:30	A	10.79	11.86	N/A	N/A
08:15-08:30	B	1.41	1.55	N/A	N/A
08:15-08:30	C	11.30	12.43	N/A	N/A
08:30-08:45	A	10.79	11.86	N/A	N/A
08:30-08:45	B	1.41	1.55	N/A	N/A
08:30-08:45	C	11.30	12.43	N/A	N/A
08:45-09:00	A	8.81	9.69	N/A	N/A
08:45-09:00	B	1.15	1.27	N/A	N/A

08:45-09:00	C	9.23	10.15	N/A	N/A
09:00-09:15	A	7.38	8.11	N/A	N/A
09:00-09:15	B	0.97	1.06	N/A	N/A
09:00-09:15	C	7.73	8.50	N/A	N/A

Turning Proportions

Turning Counts or Proportions (Veh/min) - Junction 1 (for whole period)

		To		
		A	B	C
From	A	0.000	0.205	9.592
	B	0.656	0.000	0.626
	C	10.049	0.215	0.000

Turning Proportions (Veh) - Junction 1 (for whole period)

		To		
		A	B	C
From	A	0.00	0.02	0.98
	B	0.51	0.00	0.49
	C	0.98	0.02	0.00

Vehicle Mix

Average PCU Per Vehicle - Junction 1 (for whole period)

		To		
		A	B	C
From	A	1.100	1.100	1.100
	B	1.100	1.100	1.100
	C	1.100	1.100	1.100

Heavy Vehicle Percentages - Junction 1 (for whole period)

		To		
		A	B	C
From	A	10.000	10.000	10.000
	B	10.000	10.000	10.000
	C	10.000	10.000	10.000

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/min)	Total Junction Arrivals (Veh)	Total Queueing Delay (Veh-min)	Average Queueing Delay (s)	Rate Of Queueing Delay (Veh-min/min)	Inclusive Total Queueing Delay (Veh-min)	Inclusive Average Queueing Delay (s)
B-C	0.07	6.97	0.08	A	0.57	51.73	5.55	6.44	0.06	5.55	6.44
B-A	0.13	12.41	0.15	B	0.60	54.20	9.42	10.43	0.10	9.42	10.43
C-AB	0.03	6.69	0.03	A	0.20	17.73	1.87	6.34	0.02	1.87	6.34
C-A	-	-	-	-	9.22	829.86	-	-	-	-	-
A-B	-	-	-	-	0.19	16.92	-	-	-	-	-
A-C	-	-	-	-	8.80	792.14	-	-	-	-	-

(Default Analysis Set) - 2025 PM, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	DemandSets	D1 - 2014 AM, AM	Demand Set 1: Scenario Name includes Time Period Name ('AM'). Are you sure this is correct?
Warning	DemandSets	D2 - 2014 PM, PM	Demand Set 2: Scenario Name includes Time Period Name ('PM'). Are you sure this is correct?
Warning	DemandSets	D3 - 2025 AM, AM	Demand Set 3: Scenario Name includes Time Period Name ('AM'). Are you sure this is correct?
Warning	DemandSets	D4 - 2025 PM, PM	Demand Set 4: Scenario Name includes Time Period Name ('PM'). Are you sure this is correct?

C	7.32		0.00	✓	3.50	250.00	✓	13.00
---	------	--	------	---	------	--------	---	-------

Geometries for Arm C are measured opposite Arm B. Geometries for Arm A (if relevant) are measured opposite Arm D.

Minor Arm Geometry

Arm	Minor Arm Type	Lane Width (m)	Lane Width (Left) (m)	Lane Width (Right) (m)	Width at give-way (m)	Width at 5m (m)	Width at 10m (m)	Width at 15m (m)	Width at 20m (m)	Estimate Flare Length	Flare Length (PCU)	Visibility To Left (m)	Visibility To Right (m)
B	One lane plus flare				10.00	7.30	4.20	3.60	3.60	✓	1.00	215	215

Pedestrian Crossings

Arm	Crossing Type
A	None
B	None
C	None

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Junction	Stream	Intercept (Veh/min)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
1	B-A	12.509	0.129	0.326	0.205	0.465
1	B-C	14.361	0.124	0.315	-	-
1	C-B	13.674	0.300	0.300	-	-

The slopes and intercepts shown above do NOT include any corrections or adjustments. Streams may be combined, in which case capacity will be adjusted. Values are shown for the first time segment only; they may differ for subsequent time segments.

Traffic Flows

Demand Set Data Options

Default Vehicle Mix	Vehicle Mix Varies Over Time	Vehicle Mix Varies Over Turn	Vehicle Mix Varies Over Entry	Vehicle Mix Source	PCU Factor for a HV (PCU)	Default Turning Proportions	Estimate from entry/exit counts	Turning Proportions Vary Over Time	Turning Proportions Vary Over Turn	Turning Proportions Vary Over Entry
✓			✓	HV Percentages	2.00				✓	✓

Entry Flows

General Flows Data

Arm	Profile Type	Use Turning Counts	Average Demand Flow (Veh/min)	Flow Scaling Factor (%)
A	ONE HOUR	✓	9.87	100.000
B	ONE HOUR	✓	0.51	100.000
C	ONE HOUR	✓	9.63	100.000

Direct/Resultant Flows

Direct Flows Data

Time Segment	Arm	Direct Demand Entry Flow (Veh/min)	DirectDemandEntryFlowInPCU (PCU/min)	Direct Demand Exit Flow (Veh/min)	Direct Demand Pedestrian Flow (Ped/min)
16:45-17:00	A	7.43	8.17	N/A	N/A
16:45-17:00	B	0.38	0.42	N/A	N/A
16:45-17:00	C	7.25	7.98	N/A	N/A
17:00-17:15	A	8.87	9.76	N/A	N/A
17:00-17:15	B	0.46	0.50	N/A	N/A
17:00-17:15	C	8.66	9.53	N/A	N/A
17:15-17:30	A	10.86	11.95	N/A	N/A
17:15-17:30	B	0.56	0.61	N/A	N/A
17:15-17:30	C	10.61	11.67	N/A	N/A
17:30-17:45	A	10.86	11.95	N/A	N/A
17:30-17:45	B	0.56	0.61	N/A	N/A
17:30-17:45	C	10.61	11.67	N/A	N/A
17:45-18:00	A	8.87	9.76	N/A	N/A
17:45-18:00	B	0.46	0.50	N/A	N/A
17:45-18:00	C	8.66	9.53	N/A	N/A
18:00-18:15	A	7.43	8.17	N/A	N/A
18:00-18:15	B	0.38	0.42	N/A	N/A
18:00-18:15	C	7.25	7.98	N/A	N/A

Turning Proportions

Turning Counts or Proportions (Veh/min) - Junction 1 (for whole period)

		To		
		A	B	C
From	A	0.000	0.503	9.363
	B	0.251	0.000	0.257
	C	9.141	0.492	0.000

Turning Proportions (Veh) - Junction 1 (for whole period)

		To		
		A	B	C
From	A	0.00	0.05	0.95
	B	0.49	0.00	0.51
	C	0.95	0.05	0.00

Vehicle Mix

Average PCU Per Vehicle - Junction 1 (for whole period)

		To		
		A	B	C
From	A	1.100	1.100	1.100
	B	1.100	1.100	1.100
	C	1.100	1.100	1.100

Heavy Vehicle Percentages - Junction 1 (for whole period)

		To		
		A	B	C
From	A	10.000	10.000	10.000
	B	10.000	10.000	10.000
	C	10.000	10.000	10.000

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/min)	Total Junction Arrivals (Veh)	Total Queueing Delay (Veh-min)	Average Queueing Delay (s)	Rate Of Queueing Delay (Veh-min/min)	Inclusive Total Queueing Delay (Veh-min)	Inclusive Average Queueing Delay (s)
B-C	0.03	6.43	0.03	A	0.24	21.21	2.13	6.04	0.02	2.13	6.04
B-A	0.05	11.21	0.05	B	0.23	20.70	3.33	9.66	0.04	3.33	9.66
C-AB	0.06	6.95	0.06	A	0.45	40.59	4.42	6.53	0.05	4.42	6.53
C-A	-	-	-	-	8.39	754.89	-	-	-	-	-
A-B	-	-	-	-	0.46	41.58	-	-	-	-	-
A-C	-	-	-	-	8.59	773.22	-	-	-	-	-

<h2>Junctions 8</h2>
<h3>PICADY 8 - Priority Intersection Module</h3>
Version: 8.0.1.305 [25 May 2012] © Copyright TRL Limited, 2013
For sales and distribution information, program advice and maintenance, contact TRL: Tel: +44 (0)1344 770758 E-mail: software@trl.co.uk Web: http://www.trlsoftware.co.uk
The users of this computer program for the solution of an engineering problem are in no way relieved of their responsibility for the correctness of the solution

Filename: (new file)

Path:

Report generation date: 22/11/2013 09:03:44

File summary

File Description

Title	Blandford Forum Traffic Modelling
Location	Blandford Forum, Dorset
Site Number	
Date	14/11/2013
Version	
Status	-
Identifier	
Client	AIS
Jobnumber	3513028A
Enumerator	haywardr [W-EAPBL-L-20035]
Description	Proposed development access onto A350 to the south of Blandford Forum

Analysis Options

Vehicle Length (m)	Do Queue Variations	Calculate Residual Capacity	Residual Capacity Criteria Type	RFC Threshold	Average Delay Threshold (s)	Queue Threshold (PCU)
5.75			N/A	0.85	36.00	20.00

Units

Distance Units	Speed Units	Traffic Units Input	Traffic Units Results	Flow Units	Average Delay Units	Total Delay Units	Rate Of Delay Units
m	kph	Veh	Veh	perMin	s	-Min	perMin

(Default Analysis Set) - 2014 AM, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	DemandSets	D1 - 2014 AM, AM	Demand Set 1: Scenario Name includes Time Period Name ('AM'). Are you sure this is correct?
Warning	DemandSets	D2 - 2014 PM, PM	Demand Set 2: Scenario Name includes Time Period Name ('PM'). Are you sure this is correct?
Warning	DemandSets	D3 - 2025 AM, AM	Demand Set 3: Scenario Name includes Time Period Name ('AM'). Are you sure this is correct?
Warning	DemandSets	D4 - 2025 PM, PM	Demand Set 4: Scenario Name includes Time Period Name ('PM'). Are you sure this is correct?

Analysis Set Details

Name	Roundabout Capacity Model	Description	Include In Report	Use Specific Demand Set(s)	Specific Demand Set(s)	Locked	Network Flow Scaling Factor (%)	Network Capacity Scaling Factor (%)	Reason For Scaling Factors
(Default Analysis Set)	N/A		✓				100.000	100.000	

Demand Set Details

Name	Scenario Name	Time Period Name	Description	Traffic Profile Type	Model Start Time (HH:mm)	Model Finish Time (HH:mm)	Model Time Period Length (min)	Time Segment Length (min)	Results For Central Hour Only	Single Time Segment Only	Locked	Run Automatically	Use Relationship	Relationship
2014 AM, AM	2014 AM	AM		Varies by Arm	07:45	09:15	90	15				✓		

Junction Network

Junctions

Name	Junction Type	Major Road Direction	Arm Order	Do Geometric Delay	Junction Delay (s)	Junction LOS
untitled	T-Junction	Two-way	A,B,C		11.74	B

Junction Network Options

Driving Side	Lighting
--------------	----------

Left	Normal/unknown
------	----------------

Arms

Arms

Arm	Name	Description	Arm Type
A	A350 South		Major
B	Site Access		Minor
C	A350 North		Major

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Width of kerbed central reserve (m)	Has right turn bay	Width For Right Turn (m)	Visibility For Right Turn (m)	Blocks?	Blocking Queue (PCU)
C	6.85		0.00	✓	3.50	170.00	✓	8.00

Geometries for Arm C are measured opposite Arm B. Geometries for Arm A (if relevant) are measured opposite Arm D.

Minor Arm Geometry

Arm	Minor Arm Type	Lane Width (m)	Lane Width (Left) (m)	Lane Width (Right) (m)	Width at give-way (m)	Width at 5m (m)	Width at 10m (m)	Width at 15m (m)	Width at 20m (m)	Estimate Flare Length	Flare Length (PCU)	Visibility To Left (m)	Visibility To Right (m)
B	One lane plus flare				10.00	5.80	3.30	3.00	3.00	✓	1.00	90	120

Pedestrian Crossings

Arm	Crossing Type
A	None
B	None
C	None

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Junction	Stream	Intercept (Veh/min)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
1	B-A	10.294	0.108	0.274	0.172	0.391

1	B-C	12.846	0.114	0.288	-	-
1	C-B	12.792	0.286	0.286	-	-

The slopes and intercepts shown above do NOT include any corrections or adjustments.
Streams may be combined, in which case capacity will be adjusted.
Values are shown for the first time segment only; they may differ for subsequent time segments.

Traffic Flows

Demand Set Data Options

Default Vehicle Mix	Vehicle Mix Varies Over Time	Vehicle Mix Varies Over Turn	Vehicle Mix Varies Over Entry	Vehicle Mix Source	PCU Factor for a HV (PCU)	Default Turning Proportions	Estimate from entry/exit counts	Turning Proportions Vary Over Time	Turning Proportions Vary Over Turn	Turning Proportions Vary Over Entry
✓			✓	HV Percentages	2.00				✓	✓

Entry Flows

General Flows Data

Arm	Profile Type	Use Turning Counts	Average Demand Flow (Veh/min)	Flow Scaling Factor (%)
A	ONE HOUR	✓	10.75	100.000
B	ONE HOUR	✓	1.28	100.000
C	ONE HOUR	✓	9.89	100.000

Turning Proportions

Turning Counts or Proportions (Veh/min) - Junction 1 (for whole period)

		To		
		A	B	C
From	A	0.000	0.220	10.530
	B	0.610	0.000	0.670
	C	9.690	0.200	0.000

Turning Proportions (Veh) - Junction 1 (for whole period)