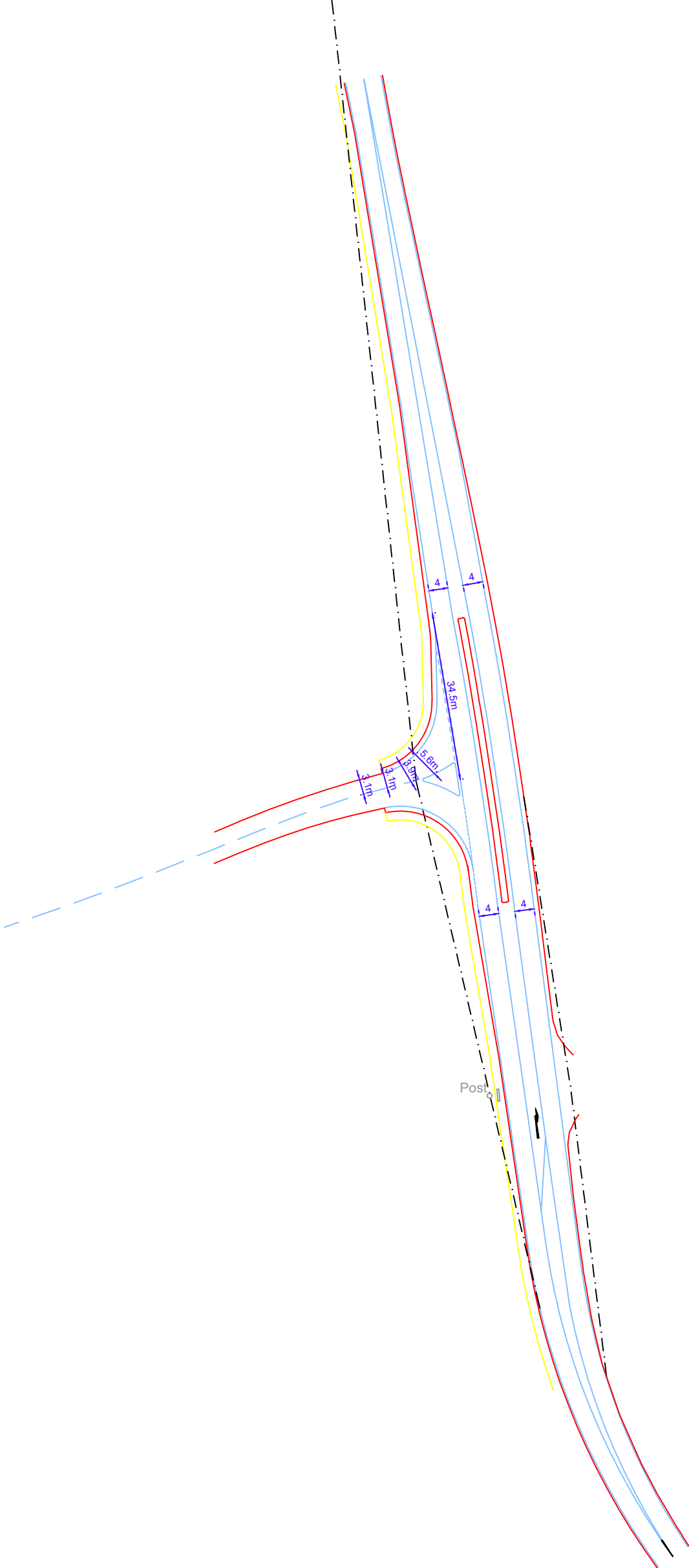
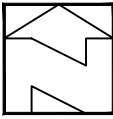


## Appendix 49 A508/Blisworth Road assessment results

Picady Assessment  
Proposed A508/Rookery Lane Junction  
Scale 1:1000@A3



Junctions 8
PICADY 8 - Priority Intersection Module
Version: 8.0.4.487 [15039,24/03/2014] © Copyright TRL Limited, 2018
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**Filename:** A508 Couteenhall Road Picady (Proposed LILO).arc8  
**Path:** C:\Users\ADCteam\Dropbox\~ JN8 TEMP  
**Report generation date:** 12/04/2018 11:29:27

- » 2031 J1d development case, AM
- » 2031 J1d development case, PM

### Summary of junction performance

	AM			PM		
	Queue (PCU)	Delay (s)	RFC	Queue (PCU)	Delay (s)	RFC
2031 J1d development case						
Stream B-C	5.43	81.27	0.88	0.44	21.76	0.28
Stream B-A	0.00	0.00	0.00	0.00	0.00	0.00
Stream C-A	-	-	-	-	-	-
Stream C-B	0.00	0.00	0.00	0.00	0.00	0.00
Stream A-B	-	-	-	-	-	-
Stream A-C	-	-	-	-	-	-

Values shown are the maximum values over all time segments. Delay is the maximum value of average delay per arriving vehicle.

"D5 - 2031 J1d development case, AM " model duration: 07:45 - 09:15  
 "D6 - 2031 J1d development case, PM" model duration: 16:45 - 18:15

Run using Junctions 8.0.4.487 at 12/04/2018 11:29:25

### File summary

<b>Title</b>	A508/Courteenhall Road
<b>Location</b>	
<b>Site Number</b>	
<b>Date</b>	20/07/2017
<b>Version</b>	
<b>Status</b>	(new file)
<b>Identifier</b>	
<b>Client</b>	Roxhill (Junciton 15) Ltd
<b>Jobnumber</b>	ADC1475
<b>Enumerator</b>	ADCteam
<b>Description</b>	

## 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	PCU	PCU	perHour	s	-Min	perMin

# 2031 J1d development case, AM

## Data Errors and Warnings

*No errors or warnings*

## 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
	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	R
2031 J1d development case, AM	2031 J1d development case	AM		ONE HOUR	07:45	09:15	90	15				✓		

# Junction Network

## Junctions

Junction	Name	Junction Type	Major Road Direction	Arm Order	Do Geometric Delay	Junction Delay (s)	Junction LOS
1	(untitled)	T-Junction	Two-way	A,B,C		81.27	F

## Junction Network Options

Driving Side	Lighting
Left	Normal/unknown

# Arms

## Arms

Arm	Arm	Name	Description	Arm Type
A	A	A508 (S)		Major
B	B	Couteenhall Road		Minor
C	C	A508 (N)		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	8.00		0.00		2.20	130.00		

*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	5.60	3.90	3.10	3.10	✓	1.00	160	160

## Slope / Intercept / Capacity

### Priority Intersection Slopes and Intercepts

Junction	Stream	Intercept (PCU/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
1	B-A	601.257	0.100	0.253	0.159	0.361
1	B-C	798.664	0.112	0.283	-	-
1	C-B	649.248	0.230	0.230	-	-

*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	2.30				✓	✓

## Entry Flows

### General Flows Data

Arm	Profile Type	Use Turning Counts	Average Demand Flow (PCU/hr)	Flow Scaling Factor (%)
A	ONE HOUR	✓	1360.00	100.000
B	ONE HOUR	✓	237.00	100.000
C	ONE HOUR	✓	1552.00	100.000

# Turning Proportions

## Turning Counts / Proportions (PCU/hr) - Junction 1 (for whole period)

		To		
		A	B	C
From	A	0.000	109.000	1251.000
	B	0.000	0.000	237.000
	C	1552.000	0.000	0.000

## Turning Proportions (PCU) - Junction 1 (for whole period)

		To		
		A	B	C
From	A	0.00	0.08	0.92
	B	0.00	0.00	1.00
	C	1.00	0.00	0.00

# Vehicle Mix

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

		To		
		A	B	C
From	A	1.000	1.010	1.202
	B	1.000	1.000	1.017
	C	1.161	1.000	1.000

## Heavy Vehicle Percentages - Junction 1 (for whole period)

		To		
		A	B	C
From	A	0.0	0.8	15.5
	B	0.0	0.0	1.3
	C	12.4	0.0	0.0

# Results

## Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)	Total Queueing Delay (PCU-min)	Average Queueing Delay (s)	Rate Of Queueing Delay (PCU-min/min)	Inclusive Total Queueing Delay (PCU-min)	Inclusive Average Queueing Delay (s)
B-C	0.88	81.27	5.43	F	217.48	326.21	172.14	31.66	1.91	172.15	31.66
B-A	0.00	0.00	0.00	A	0.00	0.00	0.00	0.00	0.00	0.00	0.00
C-A	-	-	-	-	1424.14	2136.21	-	-	-	-	-
C-B	0.00	0.00	0.00	A	0.00	0.00	0.00	0.00	0.00	0.00	0.00
A-B	-	-	-	-	100.02	150.03	-	-	-	-	-
A-C	-	-	-	-	1147.94	1721.91	-	-	-	-	-

# 2031 J1d development case, PM

## Data Errors and Warnings

No errors or warnings

## 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
	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
2031 J1d development case, PM	2031 J1d development case	PM	2031 Development Case	ONE HOUR	16:45	18:15	90	15				✓	

# Junction Network

## Junctions

Junction	Name	Junction Type	Major Road Direction	Arm Order	Do Geometric Delay	Junction Delay (s)	Junction LOS
1	(untitled)	T-Junction	Two-way	A,B,C		21.76	C

## Junction Network Options

Driving Side	Lighting
Left	Normal/unknown

# Arms

## Arms

Arm	Arm	Name	Description	Arm Type
A	A	A508 (S)		Major
B	B	Couteenhall Road		Minor
C	C	A508 (N)		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	8.00		0.00		2.20	130.00		

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	5.60	3.90	3.10	3.10	✓	1.00	160	160

## Slope / Intercept / Capacity

### Priority Intersection Slopes and Intercepts

Junction	Stream	Intercept (PCU/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
1	B-A	601.257	0.100	0.253	0.159	0.361
1	B-C	798.664	0.112	0.283	-	-
1	C-B	649.248	0.230	0.230	-	-

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	2.30				✓	✓

## Entry Flows

### General Flows Data

Arm	Profile Type	Use Turning Counts	Average Demand Flow (PCU/hr)	Flow Scaling Factor (%)
A	ONE HOUR	✓	1464.00	100.000
B	ONE HOUR	✓	67.00	100.000
C	ONE HOUR	✓	1652.00	100.000

## Turning Proportions

### Turning Counts / Proportions (PCU/hr) - Junction 1 (for whole period)

		To		
		A	B	C
From	A	0.000	74.000	1390.000
	B	0.000	0.000	67.000
	C	1652.000	0.000	0.000



### Turning Proportions (PCU) - Junction 1 (for whole period)

		To		
		A	B	C
From	A	0.00	0.05	0.95
	B	0.00	0.00	1.00
	C	1.00	0.00	0.00

## Vehicle Mix

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

		To		
		A	B	C
From	A	1.000	1.018	1.125
	B	1.000	1.000	1.174
	C	1.139	1.000	1.000

### Heavy Vehicle Percentages - Junction 1 (for whole period)

		To		
		A	B	C
From	A	0.0	1.4	9.6
	B	0.0	0.0	13.4
	C	10.7	0.0	0.0

## Results

### Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)	Total Queueing Delay (PCU-min)	Average Queueing Delay (s)	Rate Of Queueing Delay (PCU-min/min)	Inclusive Total Queueing Delay (PCU-min)	Inclusive Average Queueing Delay (s)
B-C	0.28	21.76	0.44	C	61.48	92.22	22.23	14.46	0.25	22.23	14.46
B-A	0.00	0.00	0.00	A	0.00	0.00	0.00	0.00	0.00	0.00	0.00
C-A	-	-	-	-	1515.90	2273.86	-	-	-	-	-
C-B	0.00	0.00	0.00	A	0.00	0.00	0.00	0.00	0.00	0.00	0.00
A-B	-	-	-	-	67.90	101.86	-	-	-	-	-
A-C	-	-	-	-	1275.49	1913.23	-	-	-	-	-