

Appendix 8: Brookbanks NW Harpenden Local Plan Transportation Study June 2016)

**Land at Luton Road
North West Harpenden**

Local Plan Transportation Study



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Contents

	Executive Summary	
1	Introduction	1
2	Allocation Description	1
3	Highway Capacity	5
4	Accessibility	11
5	Walking and Cycling	12
6	Public Transport	14
7	Accident Review	16

Appendix

Appendix A – TRICS Outputs

Appendix B – Modelling Output Data

Appendix C – Assessment Outputs

Appendix D – Highway Improvements

Appendix E – Access Drawings

Executive Summary

Brookbanks Consulting Engineers (BCL) has been instructed by CEG who are working in collaboration with Legal & General Property (L&G) to prepare a transport study to assist St. Albans District Council (SACDC) in supporting the allocation of land North West of Harpenden for residential development. The land to the south of Cooters End Lane is controlled by CEG and the land to the north of the site is controlled by L&G. The site is referred to as Broad Location 5 (BL5) and is identified by an allocation under Policy SLP13c of the Publication Draft Strategic Local Plan 2011-2031 (SLP).

Two vehicular accesses are proposed onto the existing highway network, the primary being a traffic signal-controlled junction on Luton Road and the secondary being a priority junction at Cooters End Lane to the north of the site.

Improvements to public transport provision are also included within this report as well as new and enhanced footways with improvements to cycle routes in the area, which will reduce the need to travel by private car. Pedestrian and cycle connections to the neighbouring Harpenden and the public transport network are proposed to be enhanced for which improved bus services will connect the proposed allocation to the town centre.

The potential impact of the proposals for North West Harpenden has been fully appraised. This assessment indicates that the delivery of these proposals will not significantly increase the flows through the town or impede access to the local highway network for existing residents. This is in relation to the policy basis for traffic testing which is outlined in further detail within the report.

Where highway impacts dictate, strategies for delivery mitigations are proposed.

In summary, the proposals demonstrate that a well-considered approach to developing transport and highways proposals for the proposed allocation at North West Harpenden is able to ensure the proposals meet national, regional and local policy and guidance while delivering the identified aspirations of the growth area.

1 Introduction

- 1.1 (BCL has been instructed by CEG to prepare a transport study to assist SACDC in supporting the allocation of land North West of Harpenden for residential development. The land is controlled by CEG who are working in collaboration with L&G. The site, referred to as Broad Location 5 (BL5) and identified by an allocation under Policy SLP13c of the SLP, is identified with capacity for approximately 500 residential units (to provide a mix of unit sizes and tenures). The SLP was most recently consulted in January 2016, and it is anticipated that the SLP will be submitted to the Secretary of State in July 2016 for Examination in autumn 2016.
- 1.2 This report has been prepared following discussions with officer at SACDC and Hertfordshire County Council (HCC) and provides additional evidence on transport matters related to residential development at BL5. It provides additional technical assessment to demonstrate the deliverability of SLP13c, and the associated highway works in particular, with a focus on those matters identified in the policy and the Council's Site Assessment Matrix. It also responds to comments on highway matters raised during the consultation process. This study has regard to relevant paragraphs of the Planning Practice Guidance (PPG) but does not consider strategic or district-wide highway matters as BCL understand these matters are addressed in other local plan evidence base documents.
- 1.3 This study outlines the existing highway situation including capacity/accident statistics and context in detail and explains the proposed allocation before considering wider accessibility matters including sustainable location/access to services, and identifying areas requiring mitigation. The study then sets out opportunities for accessibility improvements and considers in detail the highway mitigation measures which would be secured through Policy SLP13c as currently drafted. The study concludes with some overall observations on the transport and accessibility matters arising from residential development in BL5. The study is supported by information from a range of nationally recognised sources and modelling outputs from work undertaken by HCC in so far as these are available at this time, and this information is provided in the technical appendices found at the end of this document.
- 1.4 CEG who are controlling the land to the south of Cooters End Lane and L&G who are controlling the land to the north of Cooters End Lane, consider the development of this site to represent an appropriate and available location for a proposed allocation.
- 1.5 SACDC has published the emerging SLP for consultation to seek comments from key stakeholders. Following which the SLP will be reviewed by a Government appointed inspector through a formal Examination in Public to determine if the SLP is 'sound'.
- 1.6 The objective of the study is to provide an evidence base to suggest that the proposed allocation is acceptable from a transportation and highways viewpoint. In addition, the transport effects will be assessed to demonstrate the scale of impacts of the proposed allocation in accordance with the National Planning Policy Framework (NPPF) and PPG.

2 Allocation Description

Location

- 2.1 The proposed allocation lies to the north west of the town of Harpenden. The town of Harpenden, in Hertfordshire, is located centrally between Luton, Hemel Hempstead, St Albans, Hatfield and Stevenage. The location of Harpenden in relation to the wider hinterland is shown overleaf.

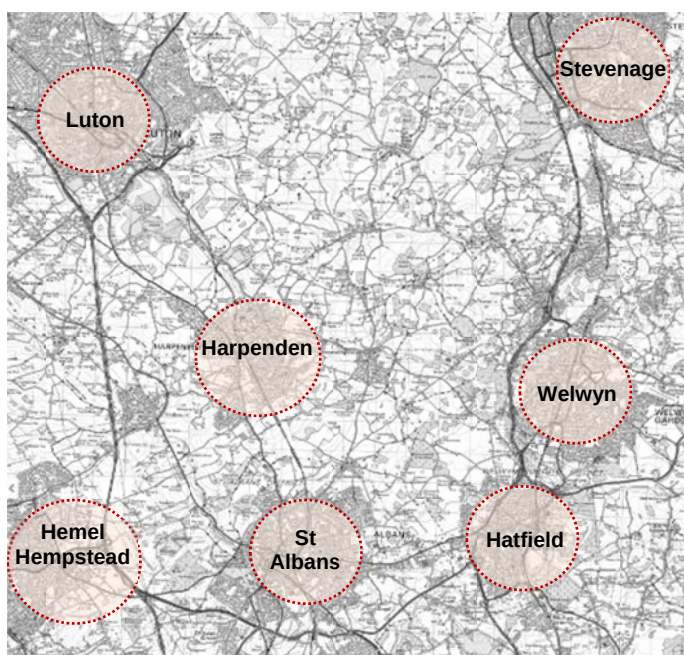


Figure 2a: Strategic location

- 2.2 The site is bound by Luton Road to the west with Ambrose Lane to the east, open farmland to the north of the site and Bloomfield Road located to the south. Cooters End Lane in turn bisects the proposed allocation to the north and south which is under the control of L&G and CEG respectively.
- 2.3 The land is currently undeveloped and it is not thought to have been historically constructed on. The site location and boundary is shown indicatively on Figure 2a, below.

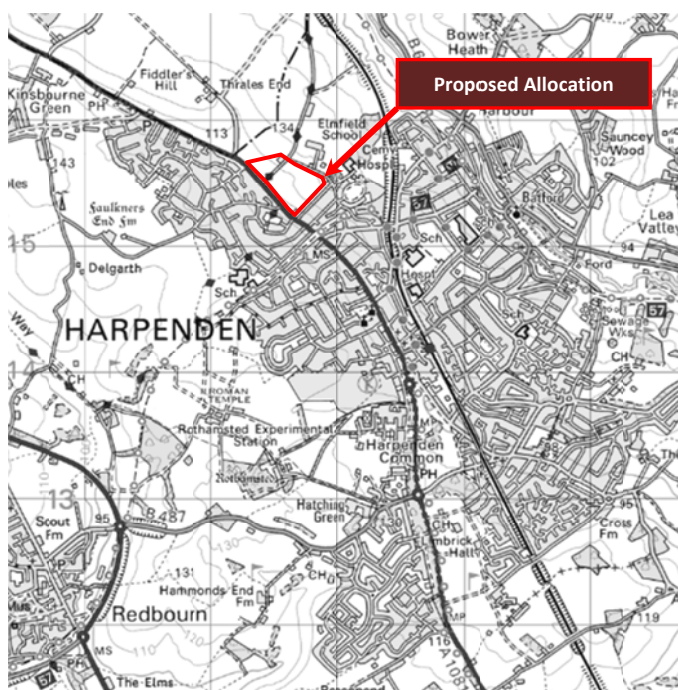


Figure 2b: Site Location

Proposed Allocation Description

- 2.4 The proposed allocation is to comprise circa 500 dwellings. The proposed allocation will deliver a mix of housing types and tenure to respond to the emerging demand of Harpenden.

- 2.5 The site will also likely provide a new two form entry primary school on a site to the north of Ambrose Lane to respond to the educational demand from both the proposed allocation and existing North West Harpenden hinterland.

Local Planning Policy Context

- 2.6 The following sections represent a comprehensive review of the proposed allocation and how it contributes towards fulfilling SACDC's policies SLP 25 and SLP 13c proposals which are part of the wider SADC Draft Strategic Local Plan Consultation (2014). It also refers to the relevance of the draft Harpenden Urban Transport Plan (2011).

Policy SLP25 – Transport Strategy

- 2.7 As required, the proposed allocation is in an accessible location which will reduce the need to travel over distance, encourage walking and cycling as well as using public transport services which run past this site and are therefore available to residents. As part of the proposed highway access and off-site mitigation measures such as junction improvements, the existing transport infrastructure and hierarchy will be maintained and improved. It has also been identified that road improvements are required, to secure environmental and transportation benefits, particularly at key junctions on the main roads in Harpenden Town Centre.
- 2.8 With respect to public transport, any proposed improvement or additional routes to bus services offered in conjunction with the proposed allocation will also improve accessibility improvements to and at Harpenden railway station
- 2.9 A fully comprehensive Travel Plan will be provided as is required for all residential and non-residential developments. Such plans will set out measures to encourage people to use alternative modes of travel to the single occupancy car. Detailed guidance included in the SLP will also be followed throughout this.

Policy SLP 13c – North West Harpenden

- 2.10 CEG and L&G consider that the proposed allocation provides an urban extension primarily for housing in a sustainable location close to existing communities and facilities in Harpenden, as is required in this policy.
- 2.11 The existing strategic road network and residential road network has been fully considered in producing this report and it has been demonstrated that both an appropriate highway access strategy as well as suitable off-site mitigation can be achieved. It has also been demonstrated that a two-form entry primary school can be delivered as part of the proposals with improved local public transport. This will be discussed at the detailed planning stage.

Harpenden Urban Transport Plan 2011

- 2.12 CEG and L&G consider that the proposed allocation will contribute towards fulfilling the following objectives:
- This report outlines improved cycle routes towards the station from the proposed allocation;
 - In with the above, this report includes improvements to the cycle network and promotion of cycling;
 - The proposed allocation can potentially improve sustainable transport, for which the Travel Plan will outline smarter choices, encouraging greater uptake of Safe Routes to Schools and active promotion of sustainable travel modes;
 - The proposed allocation will include pedestrian crossings in the access strategy.

Access proposals

- 2.13 An allocation delivering this scale preferably requires two points of access. The southern access will be designed with capacity to serve the majority of the southern part of the site under the control of CEG. The northern access will be

2.14	The A1081 bounds the site to the west, which is a single carriageway road. The A1081 provides access to individual properties as well as forming a junction with Roundwood Lane. To minimise the number of junctions along the A1081, it is considered that the main point of access into the site should consider upgrading the existing A1081 junction with Roundwood Lane, which is presently signal controlled. It is considered that a forth arm could be provided, maintaining the current level of control. Alternatively, the junction could be converted into a roundabout.
2.15	It is further considered appropriate to utilise the junction with Cooters End Lane located to the north of the allocation to provide the secondary point of access. This access will be used to serve the developable area both north and south of Cooters End Lane.
2.16	The potential access solutions are presented below and contained in the Appendix E.

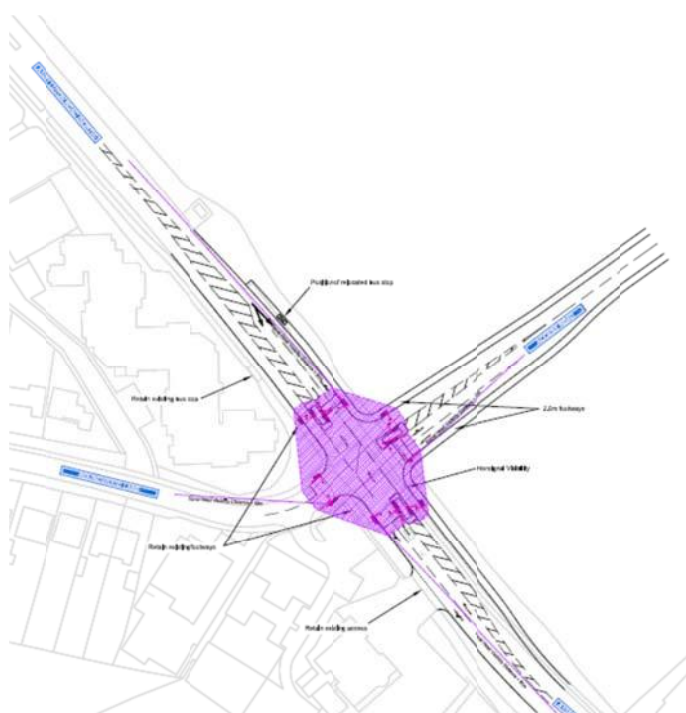
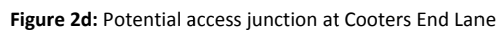


Figure 2c: Potential signalised access junction at A1081 / Roundwood Lane



2.17 Within the site, the masterplan proposes a street network having a clear hierarchy as described below:

Secondary Routes: Secondary routes are designed to penetrate the individual allocated blocks and cater for vehicles at the reduced speeds, which will be reflected in the design and appearance of these roads.

2.18 Additional details for the SLP and council master planning process will be provided at a later stage.

Introduction

- Page 5 of 17
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- 3.3 However, the formal COMET traffic model has not currently been provided to BCL by HCC. Therefore a traditional modelling methodology has been hereby adopted to deduce the impact of the proposed allocation on the local highway network and the subsequent highway mitigation measures that will be required.
- 3.4 The final highway mitigation measures may be subject to change should the formal COMET traffic model be provided to BCL.

Background Data

- 3.5 **Traffic Surveys:** To form the basis of the assessment, classified turning counts together with queue length surveys have taken place at agreed locations, these being the junctions considered most likely to be affected by the proposed allocation. The junctions are as follows:
- Location 1 – A5183 / B487 Redbourn Lane roundabout
 - Location 2 – A1081 St. Albans Road / B487 roundabout
 - Location 3 – A1081 High Street / B652 mini roundabout
 - Location 4 – A1081 Luton Road / The Common mini roundabout
 - Location 5 – A1081 Luton Road / Roundwood Lane traffic signals
- 3.6 It is proposed that the assessment of the proposed allocation impacts will follow a manual method which will include the following steps:
- Calculation of base traffic levels based on recently commissioned surveys
 - Base traffic to be growthed to 2016 (application submission date) and 2031 (future year) using Temprow/NTM.
 - There are no committed developments that should be taken into account
 - Proposed allocation generated trips based on TRICS.
 - Proposed allocation trips assigned to the network based on Census OD data.
- 3.7 **Assessment Year:** The proposed allocation has been assessed in 2031. This is to reflect the penultimate year cited within the long-term strategies outlined in the Publication Draft Strategic Local Plan 2011-2031 (SLP).

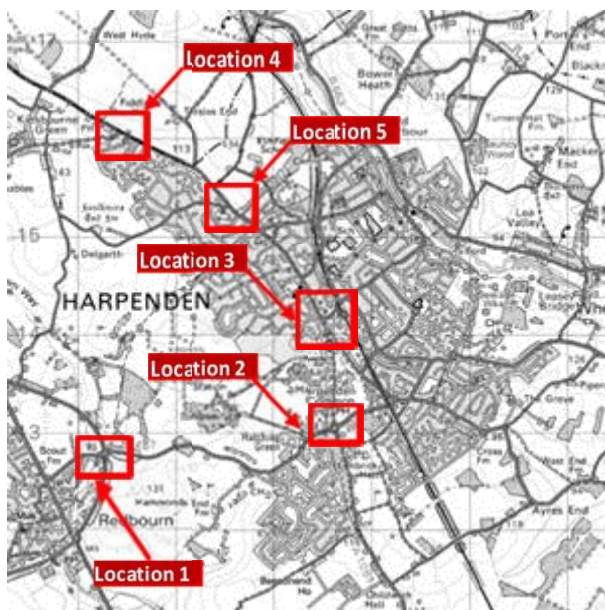


Figure 3a: Traffic count locations

- 3.8 **Traffic Generation:** Residential trip rates for the proposed allocation have been informed by the nationally accepted trip rate database TRICS, as attached in Appendix A. The TRICS output is attached in Appendix A. TRICS makes selections

from similarly sized development sites across the United Kingdom which are considered to exhibit similar traffic behaviours on completion and subsequent occupation. It is deemed from this that the selected sites are representative of the proposed allocation.

- 3.9 A proposed allocation of this size will deliver affordable housing. The final mix of affordable housing will be agreed during formal planning application discussions. The context of the policy within the core strategy states that developers will seek to provide 40% of affordable housing within allocated sites for the wider St. Albans and Harpenden area.
- 3.10 However, the trip rates for affordable housing are lower than for open market housing. Therefore, for the purposes of completing a robust assessment and to represent a worst case scenario, it has been assumed that 20% of the dwellings will be assumed to be of an affordable tenure, resulting in the following trip rates. The figures below identify the total number of vehicle trips generated by the proposed allocation, based on a total of 420 primary school places provided.

Trips	AM Peak			PM Peak		
	In	Out	Total	In	Out	Total
Housing – 500 units	74	182	256	158	104	262
Primary School – 420 places	122	85	207	87	101	188

Figure 3b: Total Vehicle trips

- 3.11 **Internalisation:** The proposed allocation is likely to deliver a complimentary mix of land uses that will reduce the number of trips exiting the proposed allocation. To determine the likely demand for school places created by the proposed allocation, Census statistics have been reviewed for the Harpenden North ward. This indicates that 150 primary school age children will be generated by the proposed allocation. The figure below quantifies the external trips.

Trips	AM Peak			PM Peak		
	In	Out	Total	In	Out	Total
Housing – 500 units	74	182	256	158	104	262
School external trips – 270 places	78	55	133	7	11	18

Figure 3c: External Vehicle trips

- 3.12 **Trip Distribution:** To distribute and assign the proposed allocation trips identified above, 2011 Census O-D travel to work statistics has been employed.
- 3.13 With respect to the primary school's location on the local network, it has been assumed that all traffic accessing the primary school from the A1081 Luton Road will do so via the proposed site access junction with the A1081 Luton Road and Roundwood Lane, as opposed to Ambrose Lane which is a very constrained road to the north of the site. This is due to the master plan options given so far, together with modelling for a worst case scenario within the design of the junction.
- 3.14 To discourage motorists from using Ambrose Lane as a "rat-run", it is envisaged that the access road through the site will also serve as the designated access to the primary school, with priority over the existing Ambrose lane alignment. However, this will be discussed at the detailed planning stage.
- 3.15 **COMET Modelling:** The HCC strategic network model, COMET, has been employed to model the impacts of the proposed allocation. Using the traffic model, HCC has undertaken a review of the model outputs to identify potential areas of stress on the highway network. This indicates that the following locations, together with those identified in Clause 3.5, could experience detrimental operation in the future:

- Thrales End Lane / Luton Road
- Luton Road / Park Hill junctions

3.16 The junctions included in Clause 3.5 have been assessed in this report, while the aforementioned junctions in the COMET model will be considered on receiving further information concerning the COMET model from HCC.

Link Capacity

3.17 The predicted traffic flows in the Future Year Scenario has been assessed along several key highway links. The increases in two way flow due to the proposed allocation have been screened using the following criteria.

Rating	Score
Negligible increase of up to 5%	Green
Minor increase between 5% and 10%	Yellow
Moderate Increase greater than 10%	Red



Figure 3d: Link assessment

3.18 This exercise demonstrates that the proposed allocation will increase traffic in excess of 5% on Cooters End Lane and along Luton Road south of the proposed allocation. This is not unexpected, as these links will be on the key traffic routes for traffic accessing the proposed allocation, especially Luton Road. The link show red, being Cooters End Lane is greater than 10% due to the existing low levels of traffic.

3.19 To determine the likely operation of these links, the link capacity has been assessed against the theoretical capacity as identified in the Advice Notes and TA 46/97: Traffic Flow Ranges for the Assessment of New Rural Roads in the case of Cooters End Lane; and TA 79/99: Traffic Capacity of Urban Roads for all other roads. The result of this assessment is shown overleaf:

Link	Link Type	Two Way Theoretical Capacity	Peak vehicle flow	Percentage Capacity	Peak vehicle flow (with proposed allocation traffic)	Percentage Capacity
1 A1081 north of The Common	UAP1	3350	1712	51.1%	1783	53.2%
2 The Common	UAP2	1700	560	32.9%	568	33.4%
3 A1081 south of The Common	UAP1	4250	2099	49.4%	2178	51.2%
4 Cooters End lane	SC (2 lane)	335	206	61.5%	263	78.5%
5 A1081 south of Cooters End lane	UAP1	4250	2257	53.1%	2356	55.4%
6 A1081 north of Roundwood Lane	UAP1	3350	1722	51.4%	1835	54.8%
7 Roundwood Lane	UAP3	1500	388	25.9%	400	26.7%
8 A1081 south of Roundwood Lane	UAP2	2583	1907	73.8%	2063	79.9%
9 A1081 north of Station Road	UAP2	2583	1909	73.9%	2115	81.9%
10 Station Road	UAP3	2167	1115	51.5%	1148	53.0%
11 A1081 south of Station Road	UAP2	2583	2117	81.9%	2291	88.7%
12 A1081 north of Walkers Road	UAP1	4250	2155	50.7%	2211	52.0%
13 Walkers Road	UAP2	2583	1124	43.5%	1131	43.8%
14 A1081 south of Walkers Road	UAP1	3350	1622	48.4%	1659	49.5%
15 B487 Redbourn Lane	UAP1	3350	2245	67.0%	2259	67.4%
16 A5183 north of B487 Redbourn Lane	UAP1	3350	2815	84.0%	2816	84.1%
17 A1081 south of B487 Redbourn Lane	UAP1	4667	2719	58.3%	2731	58.5%
18 Harpenden Lane west of A5183	UAP2	2450	501	20.4%	502	20.5%

Figure 3e: Link Capacity check

- 3.20 The above indicates that the predicted traffic flow for the links in the Future Year Scenario with and without the proposed allocation does not exceed highway capacity.

Junction Capacity

- 3.21 Link flow can also be constrained by junction capacity and the key junctions identified above have also been assessed.
- 3.22 Industry accepted capacity assessment methods have been used to appraise the highway network capacity. The junctions have been assessed in the Base Year Scenario, together with the Future Year Scenario. The assessment outputs are attached in Appendix C.
- 3.23 Worst case results in the peak periods are summarised below, showing the junctions that operate above the normally accepted thresholds of capacity. Additional information is included in the Appendix regarding the individual junction assessments.

Junction	Future year without proposed allocation	Future year with proposed allocation
A5183 with Redbourn Lane	RFC = 1.270	RFC = 1.273
A1081 St. Albans Road / B487	RFC = 1.299	RFC = 1.315
A1081 with Station Road	RFC = 1.094	RFC = 1.289
A1081 with The Common	RFC = 1.001	RFC = 1.015
A1081 with Roundwood Lane	✓	✓
A1081 with Cooters End Lane	✓	✓

Figure 3f: Junction Capacity check

- 3.24 This indicates that the thresholds of capacity will be exceeded at the following junctions:

- A5183 / B487 Redbourn Lane roundabout
- A1081 St. Albans Road / B487 roundabout
- A1081 High Street / B652 mini roundabout

- A1081 Luton Road / The Common mini roundabout

3.25 The junctions identified above have been reviewed to determine the extent of mitigation required to deliver nil-detriment improvement solutions. These are contained in Appendix D with the final results presented below.

Junction	Future year without mitigation	Future year with mitigation
A5183 with Redbourn Lane	✗	✓
A1081 St. Albans Road / B487	✗	✓
A1081 with Station Road	✗	✓
A1081 with The Common	✗	✓

Figure 3f: Junction operation

3.26 This demonstrates that through the identified highway interventions, the impact of the proposed allocation can be mitigated.

COMET Highway Stress Points

3.27 While traffic flow data has yet to be made available from the COMET model by the Highway Authority, the junctions have also been reviewed at a high level.

3.28 **Thrales End Lane / Luton Road:** This junction is located to the north of the site and forms a T junction that benefits from a right turn lane. Thrales End Lane provides access to an employment area and Luton Hoo Estate, which together would only generate modest volumes of traffic. The junction currently provides a right turn lane that assists with maintain the northbound flow along Luton Road. Therefore, any impact from the proposed allocation will be associated with the southbound flow, which could affect the ability to turn right into Thrales End Lane or traffic exiting Thrales End Lane. A review of the traffic distribution, indicates that there could be an increase of circa 15 (equivalent to an additional vehicle every four minutes) and 45 (equivalent to an additional vehicle every one minute) southbound movements in the morning and evening peak respectively. This level of increase is unlikely to have a significant impact at this junction. However, should an improvement be justified following a detailed assessment, this junction could be improved by widening the exit from Thrales End Lane. This will benefit the operation of the junction providing space for two vehicles exiting Thrales End Lane to wait side by side.

3.29 **Luton Road / Park Hill junction:** This junction is located to the south of the site and is currently signal controlled T junction. To the immediate south of this junction, the available width of Luton Road is constrained at the underpass to 'The Nickey Line'. However this junction could be improved through the introduction of Microprocessor Optimised Vehicle Actuation (MOVA) traffic control. MOVA is now an established strategy for the control of traffic light signals. For the major part of the day before congestion occurs, MOVA operates to minimise delay to motorists. However, should any approach become overloaded, MOVA then alters the signal timings to reflect the traffic conditions to maximize capacity. It is typically considered that the introduction of MOVA can reduce delays by over 10%.

3.30 The improvement in junction performance through the inclusion of MOVA is reported in the Traffic Advisory Leaflet 3/97. This note evaluated 20 sites where MOVA was introduced and identifies that MOVA reduces delays by an average of 13%. These benefits were further supported by TAL 2/93, that quotes:

"The original advantages claimed for MOVA remain valid; those of decreased delay and increased capacity."

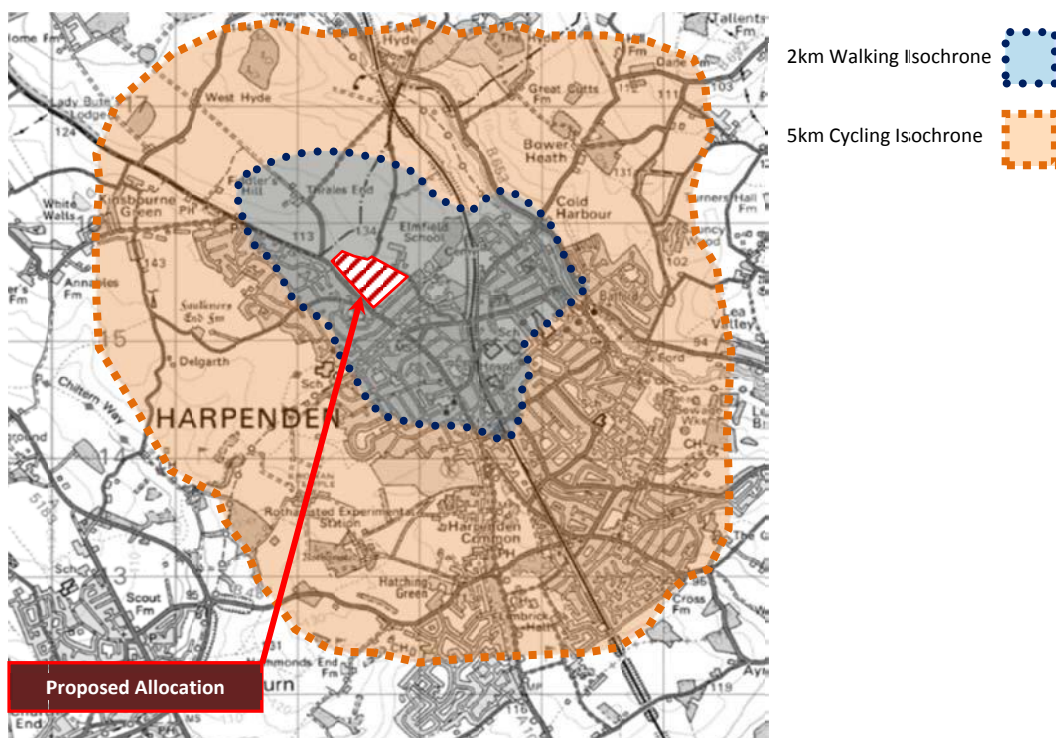
3.31 Therefore, based on the use of MOVA, this junction is likely to operate more efficiently which will reduce the predicted levels of delay and congestion.

Summary

- 3.32 This section demonstrates that although traffic levels will inevitably increase on the local roads as a result of the proposed allocation, suitable highway mitigation measures can be implemented to achieve Nil Detriment at all affected junctions.

4 Accessibility

- 4.1 The accessibility of the proposed allocation is achieved through successfully forming transport links from the proposed allocation to the external transport routes, so a permeable layout is delivered. This allows future site occupiers to access local facilities and amenities by different modes of travel. A qualitative review of the accessibility implications of the proposed allocation has been conducted. Harpenden Town Centre is located less than 1km away from the proposed allocation and is therefore within very close proximity.
- 4.2 In accordance with guidance given in LTN 1/04 – Policy, Planning and Design for Walking and Cycling, journeys of less than 2km should be targeted for the promotion of walking as a suitable and sustainable mode of travel. The equivalent distance quoted for cycling is 5km. These are the accepted standard measures used in a Transport Assessment.
- 4.3 Harpenden Town Centre offers a large range of restaurants, public houses and both independent and national retailers in a High Street setting as well as local amenities including a sports centre, swimming pool and leisure facilities.
- 4.4 The locations of the key destinations are indicated below.



4a: Walking and Cycling Isochrones

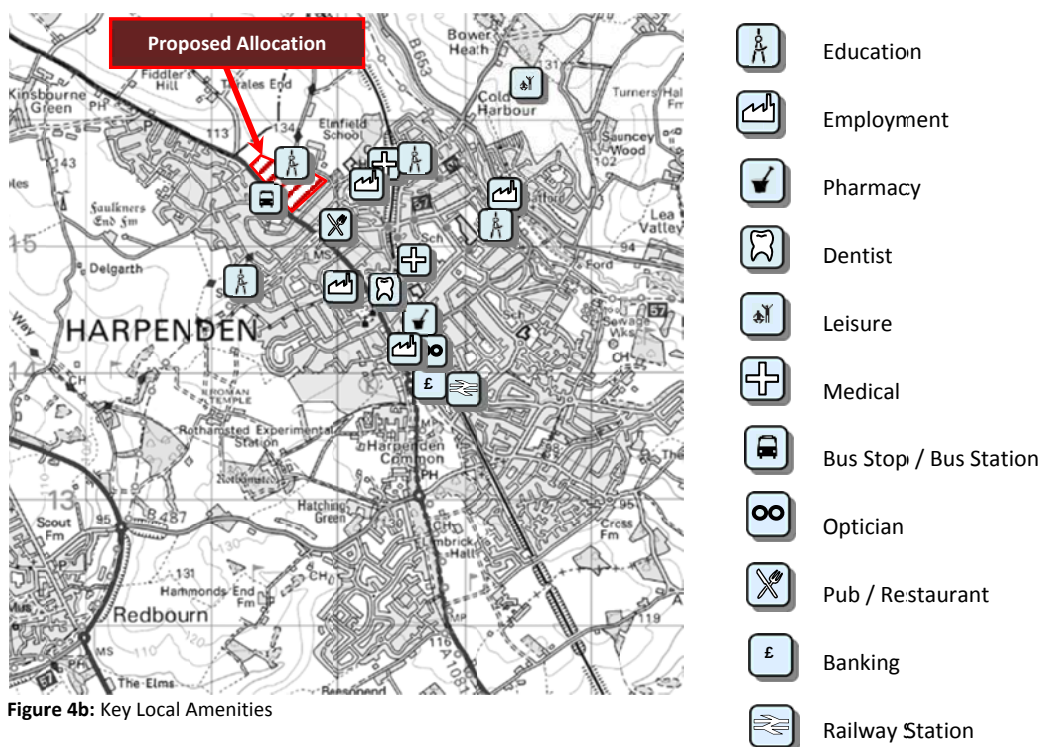


Figure 4b: Key Local Amenities

- 4.5 This demonstrates that a wide range of local amenities are within walking / cycling range, the site having very good accessibility. Harpenden Town Centre has a compact layout with the railway station nearby, meaning that the amenities are generally located in close proximity of each other. Together with the location of the proposed allocated site, this advocates that it is in a very good location with convenient access to the necessary facilities.
- 4.6 As indicated, the proposed allocation will deliver a primary school that will serve the proposed allocation as well as the existing residents. This will reduce the need to travel which will reduce the impact on the wider road network.

Summary

- 4.7 This section demonstrates that the proposed allocation site is well placed and has good walking access with limited dedicated cycling access to Harpenden Town Centre; however it is in close proximity to local facilities and amenities. It is therefore considered that there are alternative choices of transport to the car.

5 Walking and Cycling

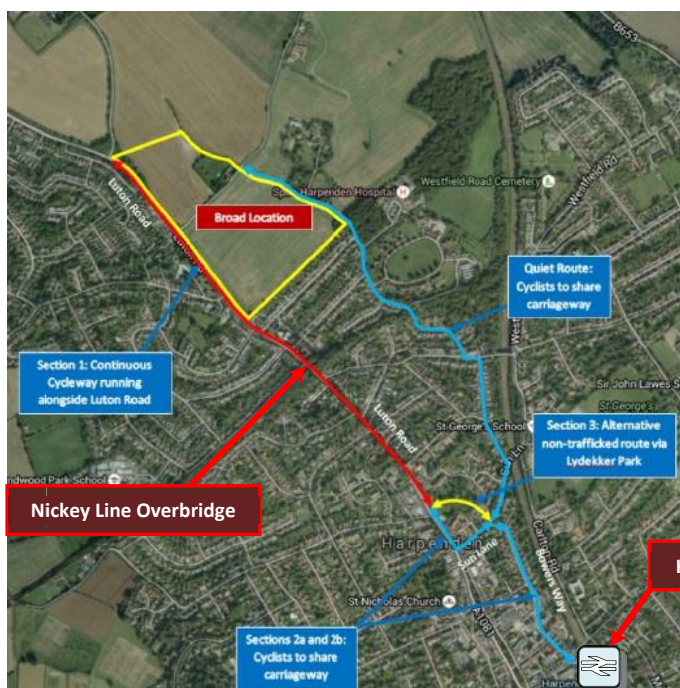
- 5.1 Presently, a number of discontinuous footways are provided alongside Luton Road, A1081. The junction between Roundwood Lane and the A1081 includes pedestrian crossing facilities. The current extent of pedestrian facilities is indicated below.



- Existing footway —
- Existing crossing ↔
- Proposed footway —
- Site Boundary —

Figure 5a: Walking and cycling connections

- 5.2 The masterplan for the site will include a comprehensive network of walking and cycling routes that will connect the housing blocks within the proposed allocation. The network will be inclusive to all potential users on site and cater for all future users. The masterplan for the site will include a new section of footway along the site frontage. The masterplan will include connections into the existing network.
- 5.3 To offer a further choice of sustainable travel between the proposed site of the allocation and Harpenden Town Centre together with Harpenden Railway Station, improvements to the walking and cycling network will be provided, as illustratively indicated in Figure 5b.



- Shared Cyclist Access on Carriageway ↔
- Cyclist Access along A1081 Luton Road ↔
- Cyclist Access through Park ↔

Figure 5b: Potential Cycling Routes from the Proposed Allocation to Harpenden Town Centre

- 5.4 Figure 5b represents the possible ways to reach Harpenden from the proposed allocation. There are two possible routes to Harpenden Town Centre, these are:

- A combination of a dedicated cycle route and shared carriageway via the A1081 Luton Road; or
- A “quiet” cycle route via a shared carriageway along the lightly trafficked Ambrose Lane.

Summary

- 5.5 Although the proposed cycle route along the A1081 Luton Road is constrained by the former railway bridge that carries the Nickey Line (now a shared pedestrian/cyclist route) overhead, however, the reach of Luton Road to the north of the bridge offers sufficient width to include a shared cycle route along the carriageway.
- 5.6 A quiet route to Harpenden Town Centre is available via Ambrose Lane which also gives direct and easy access to Harpenden Railway Station which has secure parking for cycles. This will allow cyclists to avoid the Town Centre should they wish to make the journey from the proposed allocated site to Harpenden Railway Station by cycle.
- 5.7 This section demonstrates that the proposed allocation has good cycle and pedestrian connections to Harpenden Town Centre as well as Harpenden Railway Station.

6 Public Transport

Road Based Public Transport

- 6.1 The site is supported by existing public transport that currently operates along Luton Road. The current level of services will offer a sustainable alternative to the motorcar. The services that operate adjacent to the site are highlighted below:
- Route 321 – Luton to St Albans
 - Route 366 – Luton to Welwyn / Hatfield
 - Route 636 – Luton to St Albans

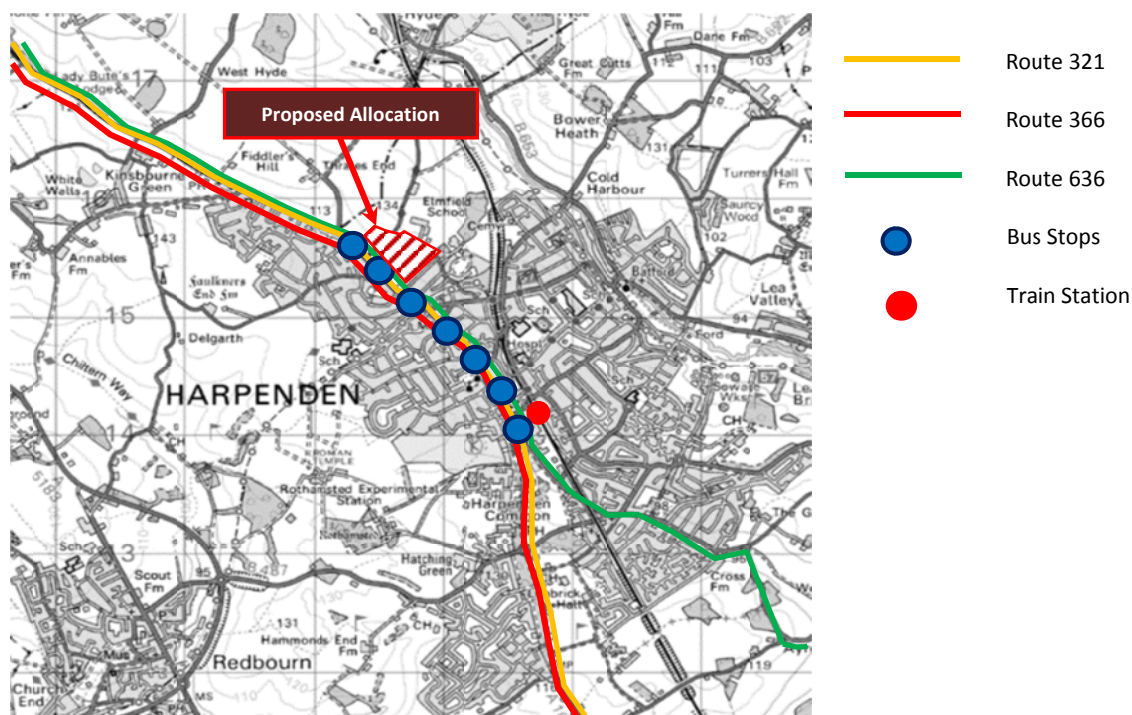


Figure 6a: Public Transport Routes

- 6.2 The bus stops adjacent to the site provide sheltered waiting areas and are located to the north of Roundwood Lane.

6.3 The road based public transport services provide comprehensive coverage during the day, but limited over the weekend. Therefore, the identified routes that operate adjacent to the site will be improved to deliver regular services over the weekend. The proposed allocation will help support a critical mass to justify the weekend service enhancements while providing additional patronage to the weekday services to ensure the longer term viability of existing routes.

6.4 The existing bus services that operate close to the proposed site are identified in Figure 6b.

Service	Destination	Frequency
321	Luton to Harpenden to St. Albans to Watford Operator: Arriva	Monday to Saturday: 20 minute frequency Sunday: 60 minute frequency
366	Luton to Harpenden to Wheathampstead to Welwyn Garden City to Hatfield Operator: Centrebus	Monday to Friday: 60 minute frequency Saturday and Sunday: No Services
636	Luton to Harpenden to St. Albans to London Colney Operator: Uno	Monday to Friday: 60 minute frequency Saturday and Sunday: No Services

Figure 6b: Bus Routes closest to the site

6.5 Presently, two routes operated by Arriva and Centrebus pass adjacent to the site boundary. It has been discussed that both of the existing routes are suitable for serving the proposed allocation. However, to maximise the opportunities to travel by public transport, it is proposed to improve these current routes that operate in Harpenden.

6.6 Routes 321, 366 and 636 do not currently offer sufficient frequencies of service. Therefore potential improvements could include:

- Route 321 to be improved to give a 15 minute frequency from Monday to Friday;
- Route 366 to be improved to give a 30 minute frequency from Monday to Friday with a 60 minute frequency on Saturdays.

6.7 The long term viability of any public transport routes is critical if it is to serve the community into the future. Therefore discussions with Arriva and Centrebus will establish the likely level of revenue that could be generated by the proposed allocation, which can be offset by the likely costs to understand the viability.

6.8 As a result of this work, financial support is likely to be needed initially, but over time it is expected that patronage levels will be sufficient to safeguard the long term viability of the proposed public transport interventions. This will be discussed in greater detail with the local public transport providers in the transport assessment.

Rail Based Public Transport

6.9 The Harpenden railway station is located within walking and cycling distance to the south east of the proposed site and is located on the electrified Midland Main Line railway that links London with the North of England. The road based public transport routes can also enhance connectivity with the train station. This in turn offers further sustainable transport to the City of London and the wider South East region, as well as the East Midlands and Yorkshire Regions.

6.10 The train station includes numerous facilities, including:

- Sheltered cycle parking (for cyclists wishing to commute to the railway station)
- 209 space car park
- Manned ticket office
- Ticket machines, including collection for pre-purchased tickets
- CCTV
- Pay phones
- Refreshment facilities
- Toilets

- Waiting rooms
- Lifts to platforms

6.11 The train station provides regular connections to:

- Six routes per hour to St Albans with a journey time of circa 6 minutes
- Seven routes per hour to Luton with a journey time of circa 17 minutes
- Eight routes per hour to London St. Pancras with a journey time of circa 26 minutes
- Five routes per hour to Bedford with a journey time of circa 33 minutes
- Four routes per hour to East Croydon with a journey time of circa 68 minutes
- Two routes per hour to Sutton with a journey time of circa 79 minutes
- Four routes per hour to London Gatwick Airport with a journey time of circa 82 minutes
- One route per hour to Sevenoaks with a journey time of circa 83 minutes
- Three routes per hour to Brighton with a journey time of circa 114 minutes

Summary

6.12 This section demonstrates that the proposed allocation site has good access to public transport with choices of sustainable transport available as an alternative to using the private car.

7 Accident Review

- 7.1 Existing road safety issues can sometimes be exacerbated with an increase in traffic. To determine if the proposed allocation could affect road safety, a review of the historical accidents has been carried out.
- 7.2 Data have been obtained from HCC relating to all personal injury road accidents (PIAs) reported as occurring during the last five years on the A1081 and B487 through Harpenden, as indicated in Figure 7a below:



Figure 7a: Distribution of Accidents on the Local Highway Network

- 7.3 A total of 52 accidents were reported, resulting in 68 casualties. One accident resulted in fatal injury when a light goods vehicle turned right out of Kinsbourne Green Lane into the path of a motorcycle travelling north on the A1081. A further six accidents resulted in serious injury, in two case to a pedestrian, one to a pedal cyclist and the other three to motor cyclists.

	Number of PIAs				Casualties
	Slight	Serious	Fatal	Total	
Year 1	14	1	0	15	21
Year 2	5	0	0	5	5
Year 3	7	2	0	9	10
Year 4	11	2	1	14	18
Year 5	8	1	0	9	14
5 year period total	45	6	1	52	68

Figure 7b: Total number of PIAs by year and severity, with casualties

- 7.4 The most notable overall feature of the accidents is that 33% of them involved at least one vulnerable road user including four pedestrians and 13 cyclists.
- 7.5 Other notable common factors are that 11 or 22% of the accidents involved at least one young driver or rider aged 23 years or under and that 22% of the accidents occurred on a wet road surface. A high proportion of accidents resulted from vehicles failing to give way at junctions. There does not appear to be any consistent pattern over time.

	Pedestrian	Pedal cyclist	Total
Year 1	2	3	5
Year 2	0	2	2
Year 3	1	2	3
Year 4	1	2	3
Year 5	0	4	4
5 year period total	4	13	17

Figure 7c: PIAs involving vulnerable road users

- 7.6 One geographic cluster of accidents has been identified, at the A1081 roundabout junction with Bull Road where nine accidents occurred during the study period, just short of two per year. Two of the accidents resulted in serious injury and six of the nine involved vulnerable road users (one pedestrian; four pedal cyclists and one motor cyclist). Six of the accidents occurred during the hours of darkness and all but the one involving a pedestrian involved vehicles failing to give way to another vehicle using the junction, and in five of these incidents the cause was due to a vehicle travelling north on St Albans Road that was at fault.
- 7.7 All of the reported accidents involving vulnerable road users have been analysed. The majority of the accidents occurred on the A1081 between the B487 roundabout and just north of the railway line, with six at the Bull Road roundabout itself. There was no specific trend to the accidents.

Summary

- 7.8 52 personal injury accidents were reported to have occurred within the study area during the most recent 5-year period for which information is available at the time of writing. This included one fatal accident.
- 7.9 The only significant cluster of accidents is at the A1081 roundabout junction with Bull Road where nine injury accidents were reported, including four pedal cyclists. There was no specific trend to the accidents.
- 7.10 Whilst the proposed allocation will add traffic to the network, there is no evidence that this will significantly compromise the relatively safe performance of the existing road system. Therefore it is considered from this that the proposed allocation will not affect the road safety on the local highway network.

Appendix A – TRICS Outputs

Calculation Reference: AUDIT-346901-150706-0748

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 03 - RESIDENTIAL
 Category : A - HOUSES PRIVATELY OWNED
 VEHICLES

Selected regions and areas:

02	SOUTH EAST	
	EX ESSEX	1 days
	WS WEST SUSSEX	1 days
04	EAST ANGLIA	
	SF SUFFOLK	1 days
05	EAST MIDLANDS	
	LN LINCOLNSHIRE	2 days
06	WEST MIDLANDS	
	SH SHROPSHIRE	1 days
07	YORKSHIRE & NORTH LINCOLNSHIRE	
	NE NORTH EAST LINCOLNSHIRE	2 days
	NY NORTH YORKSHIRE	1 days
08	NORTH WEST	
	CH CHESHIRE	2 days

This section displays the number of survey days per TRICS® sub-region in the selected set

Filtering Stage 2 selection:

This data displays the chosen trip rate parameter and its selected range. Only sites that fall within the parameter range are included in the trip rate calculation.

Parameter: Number of dwellings
 Actual Range: 108 to 432 (units:)
 Range Selected by User: 100 to 2000 (units:)

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/07 to 11/12/14

This data displays the range of survey dates selected. Only surveys that were conducted within this date range are included in the trip rate calculation.

Selected survey days:

Monday	2 days
Tuesday	5 days
Thursday	3 days
Friday	1 days

This data displays the number of selected surveys by day of the week.

Selected survey types:

Manual count	11 days
Directional ATC Count	0 days

This data displays the number of manual classified surveys and the number of unclassified ATC surveys, the total adding up to the overall number of surveys in the selected set. Manual surveys are undertaken using staff, whilst ATC surveys are undertaken using machines.

Selected Locations:

Edge of Town Centre	1
Suburban Area (PPS6 Out of Centre)	4
Edge of Town	6

This data displays the number of surveys per main location category within the selected set. The main location categories consist of Free Standing, Edge of Town, Suburban Area, Neighbourhood Centre, Edge of Town Centre, Town Centre and Not Known.

Selected Location Sub Categories:

Residential Zone	8
No Sub Category	3

This data displays the number of surveys per location sub-category within the selected set. The location sub-categories consist of Commercial Zone, Industrial Zone, Development Zone, Residential Zone, Retail Zone, Built-Up Zone, Village, Out of Town, High Street and No Sub Category.

TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED
VEHICLES

Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	11	190	0.077	11	190	0.257	11	190	0.334
08:00 - 09:00	11	190	0.152	11	190	0.391	11	190	0.543
09:00 - 10:00	11	190	0.154	11	190	0.172	11	190	0.326
10:00 - 11:00	11	190	0.141	11	190	0.177	11	190	0.318
11:00 - 12:00	11	190	0.162	11	190	0.155	11	190	0.317
12:00 - 13:00	11	190	0.178	11	190	0.173	11	190	0.351
13:00 - 14:00	11	190	0.163	11	190	0.145	11	190	0.308
14:00 - 15:00	11	190	0.172	11	190	0.185	11	190	0.357
15:00 - 16:00	11	190	0.291	11	190	0.211	11	190	0.502
16:00 - 17:00	11	190	0.288	11	190	0.181	11	190	0.469
17:00 - 18:00	11	190	0.333	11	190	0.216	11	190	0.549
18:00 - 19:00	11	190	0.238	11	190	0.197	11	190	0.435
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:		2.349			2.460			4.809	

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected survey days that have count data available for the stated time period. Then, the average count is divided by the average trip rate parameter value, and multiplied by the stated calculation factor (shown just above the table and abbreviated here as FACT). So, the method is: $COUNT/TRP*FACT$. Trip rates are then rounded to 3 decimal places.

Parameter summary

Trip rate parameter range selected: 108 - 432 (units:)
 Survey date range: 01/01/07 - 11/12/14
 Number of weekdays (Monday-Friday): 11
 Number of Saturdays: 0
 Number of Sundays: 0
 Surveys manually removed from selection: 0

This section displays a quick summary of some of the data filtering selections made by the TRICS® user. The trip rate calculation parameter range of all selected surveys is displayed first, followed by the range of minimum and maximum survey dates selected by the user. Then, the total number of selected weekdays and weekend days in the selected set of surveys are shown. Finally, the number of survey days that have been manually removed from the selected set outside of the standard filtering procedure are displayed.

TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED

TAXIS

Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	11	190	0.003	11	190	0.002	11	190	0.005
08:00 - 09:00	11	190	0.002	11	190	0.003	11	190	0.005
09:00 - 10:00	11	190	0.002	11	190	0.002	11	190	0.004
10:00 - 11:00	11	190	0.003	11	190	0.004	11	190	0.007
11:00 - 12:00	11	190	0.001	11	190	0.001	11	190	0.002
12:00 - 13:00	11	190	0.001	11	190	0.001	11	190	0.002
13:00 - 14:00	11	190	0.001	11	190	0.000	11	190	0.001
14:00 - 15:00	11	190	0.003	11	190	0.003	11	190	0.006
15:00 - 16:00	11	190	0.005	11	190	0.005	11	190	0.010
16:00 - 17:00	11	190	0.002	11	190	0.001	11	190	0.003
17:00 - 18:00	11	190	0.002	11	190	0.001	11	190	0.003
18:00 - 19:00	11	190	0.001	11	190	0.001	11	190	0.002
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.026			0.024			0.050

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected survey days that have count data available for the stated time period. Then, the average count is divided by the average trip rate parameter value, and multiplied by the stated calculation factor (shown just above the table and abbreviated here as FACT). So, the method is: $COUNT/TRP*FACT$. Trip rates are then rounded to 3 decimal places.

Parameter summary

Trip rate parameter range selected: 108 - 432 (units:)
 Survey date date range: 01/01/07 - 11/12/14
 Number of weekdays (Monday-Friday): 11
 Number of Saturdays: 0
 Number of Sundays: 0
 Surveys manually removed from selection: 0

This section displays a quick summary of some of the data filtering selections made by the TRICS® user. The trip rate calculation parameter range of all selected surveys is displayed first, followed by the range of minimum and maximum survey dates selected by the user. Then, the total number of selected weekdays and weekend days in the selected set of surveys are shown. Finally, the number of survey days that have been manually removed from the selected set outside of the standard filtering procedure are displayed.

TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED

OGVS

Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	11	190	0.004	11	190	0.002	11	190	0.006
08:00 - 09:00	11	190	0.001	11	190	0.002	11	190	0.003
09:00 - 10:00	11	190	0.003	11	190	0.001	11	190	0.004
10:00 - 11:00	11	190	0.003	11	190	0.004	11	190	0.007
11:00 - 12:00	11	190	0.002	11	190	0.002	11	190	0.004
12:00 - 13:00	11	190	0.004	11	190	0.003	11	190	0.007
13:00 - 14:00	11	190	0.003	11	190	0.004	11	190	0.007
14:00 - 15:00	11	190	0.002	11	190	0.004	11	190	0.006
15:00 - 16:00	11	190	0.001	11	190	0.001	11	190	0.002
16:00 - 17:00	11	190	0.002	11	190	0.001	11	190	0.003
17:00 - 18:00	11	190	0.000	11	190	0.000	11	190	0.000
18:00 - 19:00	11	190	0.000	11	190	0.000	11	190	0.000
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.025			0.024			0.049

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected survey days that have count data available for the stated time period. Then, the average count is divided by the average trip rate parameter value, and multiplied by the stated calculation factor (shown just above the table and abbreviated here as FACT). So, the method is: $COUNT/TRP*FACT$. Trip rates are then rounded to 3 decimal places.

Parameter summary

Trip rate parameter range selected: 108 - 432 (units:)
 Survey date date range: 01/01/07 - 11/12/14
 Number of weekdays (Monday-Friday): 11
 Number of Saturdays: 0
 Number of Sundays: 0
 Surveys manually removed from selection: 0

This section displays a quick summary of some of the data filtering selections made by the TRICS® user. The trip rate calculation parameter range of all selected surveys is displayed first, followed by the range of minimum and maximum survey dates selected by the user. Then, the total number of selected weekdays and weekend days in the selected set of surveys are shown. Finally, the number of survey days that have been manually removed from the selected set outside of the standard filtering procedure are displayed.

TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED

PSVS

Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	11	190	0.000	11	190	0.000	11	190	0.000
08:00 - 09:00	11	190	0.000	11	190	0.000	11	190	0.000
09:00 - 10:00	11	190	0.000	11	190	0.000	11	190	0.000
10:00 - 11:00	11	190	0.000	11	190	0.000	11	190	0.000
11:00 - 12:00	11	190	0.000	11	190	0.000	11	190	0.000
12:00 - 13:00	11	190	0.000	11	190	0.000	11	190	0.000
13:00 - 14:00	11	190	0.000	11	190	0.000	11	190	0.000
14:00 - 15:00	11	190	0.000	11	190	0.000	11	190	0.000
15:00 - 16:00	11	190	0.000	11	190	0.000	11	190	0.000
16:00 - 17:00	11	190	0.000	11	190	0.000	11	190	0.000
17:00 - 18:00	11	190	0.000	11	190	0.000	11	190	0.000
18:00 - 19:00	11	190	0.000	11	190	0.000	11	190	0.000
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.000			0.000			0.000

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected survey days that have count data available for the stated time period. Then, the average count is divided by the average trip rate parameter value, and multiplied by the stated calculation factor (shown just above the table and abbreviated here as FACT). So, the method is: $COUNT/TRP*FACT$. Trip rates are then rounded to 3 decimal places.

Parameter summary

Trip rate parameter range selected: 108 - 432 (units:)
 Survey date date range: 01/01/07 - 11/12/14
 Number of weekdays (Monday-Friday): 11
 Number of Saturdays: 0
 Number of Sundays: 0
 Surveys manually removed from selection: 0

This section displays a quick summary of some of the data filtering selections made by the TRICS® user. The trip rate calculation parameter range of all selected surveys is displayed first, followed by the range of minimum and maximum survey dates selected by the user. Then, the total number of selected weekdays and weekend days in the selected set of surveys are shown. Finally, the number of survey days that have been manually removed from the selected set outside of the standard filtering procedure are displayed.

TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED
CYCLISTS

Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	11	190	0.008	11	190	0.011	11	190	0.019
08:00 - 09:00	11	190	0.005	11	190	0.017	11	190	0.022
09:00 - 10:00	11	190	0.005	11	190	0.003	11	190	0.008
10:00 - 11:00	11	190	0.003	11	190	0.007	11	190	0.010
11:00 - 12:00	11	190	0.006	11	190	0.004	11	190	0.010
12:00 - 13:00	11	190	0.008	11	190	0.005	11	190	0.013
13:00 - 14:00	11	190	0.004	11	190	0.006	11	190	0.010
14:00 - 15:00	11	190	0.004	11	190	0.005	11	190	0.009
15:00 - 16:00	11	190	0.021	11	190	0.013	11	190	0.034
16:00 - 17:00	11	190	0.011	11	190	0.007	11	190	0.018
17:00 - 18:00	11	190	0.012	11	190	0.013	11	190	0.025
18:00 - 19:00	11	190	0.012	11	190	0.007	11	190	0.019
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.099			0.098			0.197

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected survey days that have count data available for the stated time period. Then, the average count is divided by the average trip rate parameter value, and multiplied by the stated calculation factor (shown just above the table and abbreviated here as FACT). So, the method is: $COUNT/TRP*FACT$. Trip rates are then rounded to 3 decimal places.

Parameter summary

Trip rate parameter range selected: 108 - 432 (units:)
 Survey date range: 01/01/07 - 11/12/14
 Number of weekdays (Monday-Friday): 11
 Number of Saturdays: 0
 Number of Sundays: 0
 Surveys manually removed from selection: 0

This section displays a quick summary of some of the data filtering selections made by the TRICS® user. The trip rate calculation parameter range of all selected surveys is displayed first, followed by the range of minimum and maximum survey dates selected by the user. Then, the total number of selected weekdays and weekend days in the selected set of surveys are shown. Finally, the number of survey days that have been manually removed from the selected set outside of the standard filtering procedure are displayed.

Calculation Reference: AUDIT-346901-150706-0707

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 04 - EDUCATION

Category : A - PRIMARY

VEHICLES

Selected regions and areas:

02	SOUTH EAST	
	HC HAMPSHIRE	1 days
	SC SURREY	1 days
05	EAST MIDLANDS	
	LE LEICESTERSHIRE	1 days
	LN LINCOLNSHIRE	1 days
	NR NORTHAMPTONSHIRE	2 days
07	YORKSHIRE & NORTH LINCOLNSHIRE	
	NE NORTH EAST LINCOLNSHIRE	1 days
	NY NORTH YORKSHIRE	1 days
	WY WEST YORKSHIRE	1 days
08	NORTH WEST	
	MS MERSEYSIDE	1 days
09	NORTH	
	TW TYNE & WEAR	1 days

This section displays the number of survey days per TRICS® sub-region in the selected set

Filtering Stage 2 selection:

This data displays the chosen trip rate parameter and its selected range. Only sites that fall within the parameter range are included in the trip rate calculation.

Parameter: Number of pupils
 Actual Range: 92 to 414 (units:)
 Range Selected by User: 92 to 420 (units:)

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/07 to 20/05/14

This data displays the range of survey dates selected. Only surveys that were conducted within this date range are included in the trip rate calculation.

Selected survey days:

Monday	1 days
Tuesday	3 days
Wednesday	4 days
Thursday	3 days

This data displays the number of selected surveys by day of the week.

Selected survey types:

Manual count	11 days
Directional ATC Count	0 days

This data displays the number of manual classified surveys and the number of unclassified ATC surveys, the total adding up to the overall number of surveys in the selected set. Manual surveys are undertaken using staff, whilst ATC surveys are undertaken using machines.

Selected Locations:

Edge of Town Centre	1
Suburban Area (PPS6 Out of Centre)	5
Edge of Town	2
Neighbourhood Centre (PPS6 Local Centre)	3

This data displays the number of surveys per main location category within the selected set. The main location categories consist of Free Standing, Edge of Town, Suburban Area, Neighbourhood Centre, Edge of Town Centre, Town Centre and Not Known.

Selected Location Sub Categories:

Industrial Zone	1
-----------------	---

This data displays the number of surveys per location sub-category within the selected set. The location sub-categories consist of Commercial Zone, Industrial Zone, Development Zone, Residential Zone, Retail Zone, Built-Up Zone, Village, Out of Town, High Street and No Sub Category.

TRIP RATE for Land Use 04 - EDUCATION/A - PRIMARY
VEHICLES

Calculation factor: 1 PUPILS

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. PUPILS	Trip Rate	No. Days	Ave. PUPILS	Trip Rate	No. Days	Ave. PUPILS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00	1	312	0.000	1	312	0.000	1	312	0.000
06:00 - 07:00	1	312	0.013	1	312	0.003	1	312	0.016
07:00 - 08:00	11	273	0.043	11	273	0.017	11	273	0.060
08:00 - 09:00	11	273	0.291	11	273	0.202	11	273	0.493
09:00 - 10:00	11	273	0.037	11	273	0.068	11	273	0.105
10:00 - 11:00	11	273	0.014	11	273	0.012	11	273	0.026
11:00 - 12:00	11	273	0.025	11	273	0.021	11	273	0.046
12:00 - 13:00	11	273	0.031	11	273	0.032	11	273	0.063
13:00 - 14:00	11	273	0.019	11	273	0.028	11	273	0.047
14:00 - 15:00	11	273	0.048	11	273	0.023	11	273	0.071
15:00 - 16:00	11	273	0.207	11	273	0.240	11	273	0.447
16:00 - 17:00	11	273	0.051	11	273	0.086	11	273	0.137
17:00 - 18:00	11	273	0.027	11	273	0.040	11	273	0.067
18:00 - 19:00	10	260	0.016	10	260	0.028	10	260	0.044
19:00 - 20:00	1	312	0.000	1	312	0.000	1	312	0.000
20:00 - 21:00	1	312	0.000	1	312	0.032	1	312	0.032
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.822			0.832			1.654

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected survey days that have count data available for the stated time period. Then, the average count is divided by the average trip rate parameter value, and multiplied by the stated calculation factor (shown just above the table and abbreviated here as FACT). So, the method is: $COUNT/TRP*FACT$. Trip rates are then rounded to 3 decimal places.

Parameter summary

Trip rate parameter range selected: 92 - 414 (units:)
 Survey date range: 01/01/07 - 20/05/14
 Number of weekdays (Monday-Friday): 11
 Number of Saturdays: 0
 Number of Sundays: 0
 Surveys manually removed from selection: 0

This section displays a quick summary of some of the data filtering selections made by the TRICS® user. The trip rate calculation parameter range of all selected surveys is displayed first, followed by the range of minimum and maximum survey dates selected by the user. Then, the total number of selected weekdays and weekend days in the selected set of surveys are shown. Finally, the number of survey days that have been manually removed from the selected set outside of the standard filtering procedure are displayed.

TRIP RATE for Land Use 04 - EDUCATION/A - PRIMARY
TAXIS

Calculation factor: 1 PUPILS

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. PUPILS	Trip Rate	No. Days	Ave. PUPILS	Trip Rate	No. Days	Ave. PUPILS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00	1	312	0.000	1	312	0.000	1	312	0.000
06:00 - 07:00	1	312	0.000	1	312	0.000	1	312	0.000
07:00 - 08:00	11	273	0.000	11	273	0.000	11	273	0.000
08:00 - 09:00	11	273	0.004	11	273	0.004	11	273	0.008
09:00 - 10:00	11	273	0.001	11	273	0.000	11	273	0.001
10:00 - 11:00	11	273	0.000	11	273	0.000	11	273	0.000
11:00 - 12:00	11	273	0.000	11	273	0.000	11	273	0.000
12:00 - 13:00	11	273	0.000	11	273	0.001	11	273	0.001
13:00 - 14:00	11	273	0.001	11	273	0.001	11	273	0.002
14:00 - 15:00	11	273	0.000	11	273	0.000	11	273	0.000
15:00 - 16:00	11	273	0.004	11	273	0.004	11	273	0.008
16:00 - 17:00	11	273	0.000	11	273	0.000	11	273	0.000
17:00 - 18:00	11	273	0.000	11	273	0.000	11	273	0.000
18:00 - 19:00	10	260	0.000	10	260	0.000	10	260	0.000
19:00 - 20:00	1	312	0.000	1	312	0.000	1	312	0.000
20:00 - 21:00	1	312	0.000	1	312	0.000	1	312	0.000
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.010			0.010			0.020

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected survey days that have count data available for the stated time period. Then, the average count is divided by the average trip rate parameter value, and multiplied by the stated calculation factor (shown just above the table and abbreviated here as FACT). So, the method is: $COUNT/TRP*FACT$. Trip rates are then rounded to 3 decimal places.

Parameter summary

Trip rate parameter range selected: 92 - 414 (units:)
 Survey date range: 01/01/07 - 20/05/14
 Number of weekdays (Monday-Friday): 11
 Number of Saturdays: 0
 Number of Sundays: 0
 Surveys manually removed from selection: 0

This section displays a quick summary of some of the data filtering selections made by the TRICS® user. The trip rate calculation parameter range of all selected surveys is displayed first, followed by the range of minimum and maximum survey dates selected by the user. Then, the total number of selected weekdays and weekend days in the selected set of surveys are shown. Finally, the number of survey days that have been manually removed from the selected set outside of the standard filtering procedure are displayed.

TRIP RATE for Land Use 04 - EDUCATION/A - PRIMARY
OGVS

Calculation factor: 1 PUPILS

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. PUPILS	Trip Rate	No. Days	Ave. PUPILS	Trip Rate	No. Days	Ave. PUPILS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00	1	312	0.000	1	312	0.000	1	312	0.000
06:00 - 07:00	1	312	0.003	1	312	0.003	1	312	0.006
07:00 - 08:00	11	273	0.000	11	273	0.000	11	273	0.000
08:00 - 09:00	11	273	0.000	11	273	0.000	11	273	0.000
09:00 - 10:00	11	273	0.001	11	273	0.001	11	273	0.002
10:00 - 11:00	11	273	0.001	11	273	0.001	11	273	0.002
11:00 - 12:00	11	273	0.000	11	273	0.001	11	273	0.001
12:00 - 13:00	11	273	0.000	11	273	0.000	11	273	0.000
13:00 - 14:00	11	273	0.000	11	273	0.000	11	273	0.000
14:00 - 15:00	11	273	0.000	11	273	0.000	11	273	0.000
15:00 - 16:00	11	273	0.000	11	273	0.000	11	273	0.000
16:00 - 17:00	11	273	0.000	11	273	0.000	11	273	0.000
17:00 - 18:00	11	273	0.000	11	273	0.000	11	273	0.000
18:00 - 19:00	10	260	0.000	10	260	0.000	10	260	0.000
19:00 - 20:00	1	312	0.000	1	312	0.000	1	312	0.000
20:00 - 21:00	1	312	0.000	1	312	0.000	1	312	0.000
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.005			0.006			0.011

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected survey days that have count data available for the stated time period. Then, the average count is divided by the average trip rate parameter value, and multiplied by the stated calculation factor (shown just above the table and abbreviated here as FACT). So, the method is: $COUNT/TRP*FACT$. Trip rates are then rounded to 3 decimal places.

Parameter summary

Trip rate parameter range selected: 92 - 414 (units:)
 Survey date range: 01/01/07 - 20/05/14
 Number of weekdays (Monday-Friday): 11
 Number of Saturdays: 0
 Number of Sundays: 0
 Surveys manually removed from selection: 0

This section displays a quick summary of some of the data filtering selections made by the TRICS® user. The trip rate calculation parameter range of all selected surveys is displayed first, followed by the range of minimum and maximum survey dates selected by the user. Then, the total number of selected weekdays and weekend days in the selected set of surveys are shown. Finally, the number of survey days that have been manually removed from the selected set outside of the standard filtering procedure are displayed.

TRIP RATE for Land Use 04 - EDUCATION/A - PRIMARY
PSVS

Calculation factor: 1 PUPILS

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. PUPILS	Trip Rate	No. Days	Ave. PUPILS	Trip Rate	No. Days	Ave. PUPILS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00	1	312	0.000	1	312	0.000	1	312	0.000
06:00 - 07:00	1	312	0.000	1	312	0.000	1	312	0.000
07:00 - 08:00	11	273	0.000	11	273	0.000	11	273	0.000
08:00 - 09:00	11	273	0.000	11	273	0.000	11	273	0.000
09:00 - 10:00	11	273	0.000	11	273	0.000	11	273	0.000
10:00 - 11:00	11	273	0.001	11	273	0.001	11	273	0.002
11:00 - 12:00	11	273	0.000	11	273	0.000	11	273	0.000
12:00 - 13:00	11	273	0.000	11	273	0.000	11	273	0.000
13:00 - 14:00	11	273	0.000	11	273	0.000	11	273	0.000
14:00 - 15:00	11	273	0.000	11	273	0.000	11	273	0.000
15:00 - 16:00	11	273	0.000	11	273	0.000	11	273	0.000
16:00 - 17:00	11	273	0.000	11	273	0.000	11	273	0.000
17:00 - 18:00	11	273	0.000	11	273	0.000	11	273	0.000
18:00 - 19:00	10	260	0.000	10	260	0.000	10	260	0.000
19:00 - 20:00	1	312	0.000	1	312	0.000	1	312	0.000
20:00 - 21:00	1	312	0.000	1	312	0.000	1	312	0.000
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.001			0.001			0.002

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected survey days that have count data available for the stated time period. Then, the average count is divided by the average trip rate parameter value, and multiplied by the stated calculation factor (shown just above the table and abbreviated here as FACT). So, the method is: $COUNT/TRP*FACT$. Trip rates are then rounded to 3 decimal places.

Parameter summary

Trip rate parameter range selected: 92 - 414 (units:)
 Survey date range: 01/01/07 - 20/05/14
 Number of weekdays (Monday-Friday): 11
 Number of Saturdays: 0
 Number of Sundays: 0
 Surveys manually removed from selection: 0

This section displays a quick summary of some of the data filtering selections made by the TRICS® user. The trip rate calculation parameter range of all selected surveys is displayed first, followed by the range of minimum and maximum survey dates selected by the user. Then, the total number of selected weekdays and weekend days in the selected set of surveys are shown. Finally, the number of survey days that have been manually removed from the selected set outside of the standard filtering procedure are displayed.

TRIP RATE for Land Use 04 - EDUCATION/A - PRIMARY
CYCLISTS

Calculation factor: 1 PUPILS

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. PUPILS	Trip Rate	No. Days	Ave. PUPILS	Trip Rate	No. Days	Ave. PUPILS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00	1	312	0.000	1	312	0.000	1	312	0.000
06:00 - 07:00	1	312	0.000	1	312	0.000	1	312	0.000
07:00 - 08:00	11	273	0.003	11	273	0.000	11	273	0.003
08:00 - 09:00	11	273	0.014	11	273	0.002	11	273	0.016
09:00 - 10:00	11	273	0.002	11	273	0.003	11	273	0.005
10:00 - 11:00	11	273	0.000	11	273	0.000	11	273	0.000
11:00 - 12:00	11	273	0.000	11	273	0.000	11	273	0.000
12:00 - 13:00	11	273	0.000	11	273	0.000	11	273	0.000
13:00 - 14:00	11	273	0.000	11	273	0.001	11	273	0.001
14:00 - 15:00	11	273	0.001	11	273	0.000	11	273	0.001
15:00 - 16:00	11	273	0.006	11	273	0.009	11	273	0.015
16:00 - 17:00	11	273	0.000	11	273	0.008	11	273	0.008
17:00 - 18:00	11	273	0.000	11	273	0.003	11	273	0.003
18:00 - 19:00	10	260	0.000	10	260	0.000	10	260	0.000
19:00 - 20:00	1	312	0.000	1	312	0.000	1	312	0.000
20:00 - 21:00	1	312	0.000	1	312	0.000	1	312	0.000
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.026			0.026			0.052

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected survey days that have count data available for the stated time period. Then, the average count is divided by the average trip rate parameter value, and multiplied by the stated calculation factor (shown just above the table and abbreviated here as FACT). So, the method is: $COUNT/TRP*FACT$. Trip rates are then rounded to 3 decimal places.

Parameter summary

Trip rate parameter range selected: 92 - 414 (units:)
 Survey date range: 01/01/07 - 20/05/14
 Number of weekdays (Monday-Friday): 11
 Number of Saturdays: 0
 Number of Sundays: 0
 Surveys manually removed from selection: 0

This section displays a quick summary of some of the data filtering selections made by the TRICS® user. The trip rate calculation parameter range of all selected surveys is displayed first, followed by the range of minimum and maximum survey dates selected by the user. Then, the total number of selected weekdays and weekend days in the selected set of surveys are shown. Finally, the number of survey days that have been manually removed from the selected set outside of the standard filtering procedure are displayed.

Appendix B – Model Output Data

A5183 with Redbourn Lane

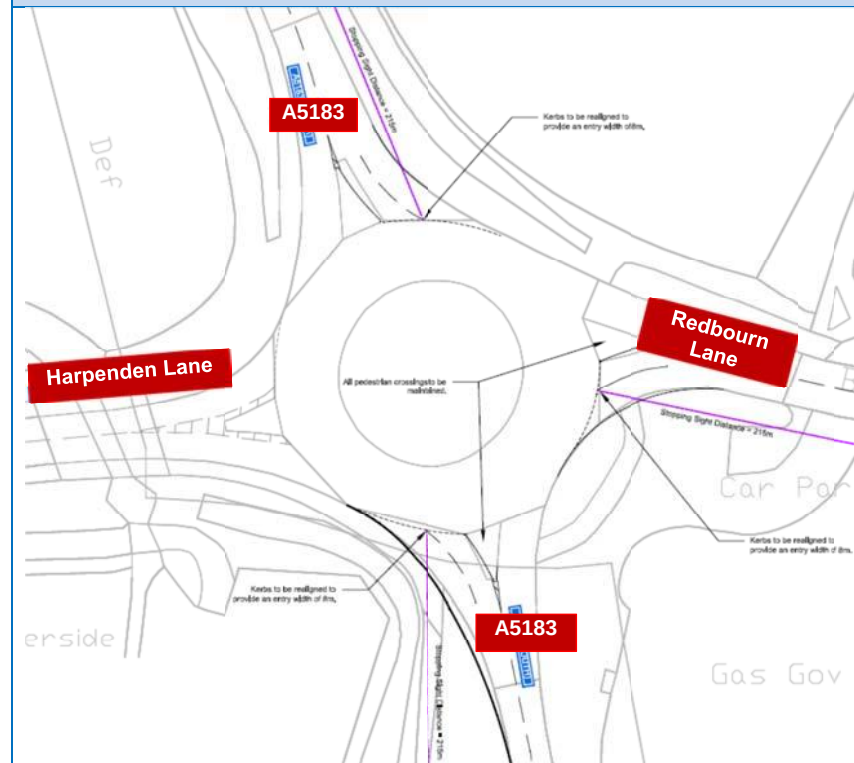
EXISTING LAYOUT



JUNCTION RESULTS

Traffic Scenario	AM Peak		PM Peak	
	RFC	Queue	RFC	Queue
Base Year	1.007	37.6	1.006	37.2
Future Year	1.270	305.4	1.266	308.7
Future with allocation	1.271	306.7	1.273	317.1

IMPROVED LAYOUT



JUNCTION RESULTS -

Traffic Scenario	AM Peak		PM Peak	
	RFC	Queue	RFC	Queue
Future with allocation	1.252	289.6	1.255	300.3

A1081 St. Albans Road / B487

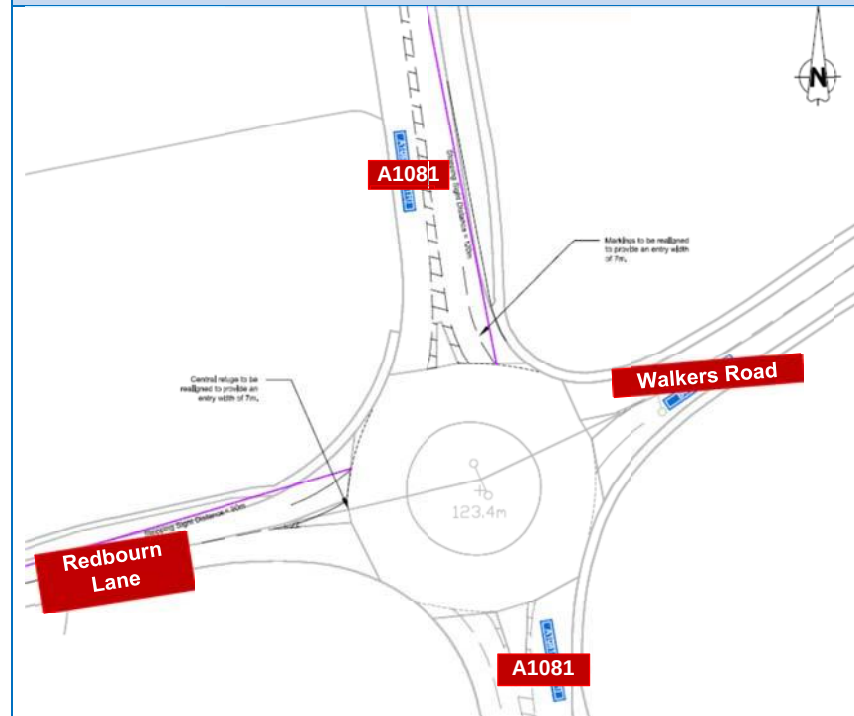
EXISTING LAYOUT



JUNCTION RESULTS

Traffic Scenario	AM Peak		PM Peak	
	RFC	Queue	RFC	Queue
Base Year	1.006	34.0	0.806	4.0
Future Year	1.299	282.2	1.049	59.9
Future with allocation	1.315	294.1	1.067	72.9

IMPROVED LAYOUT



JUNCTION RESULTS -

Traffic Scenario	AM Peak		PM Peak	
	RFC	Queue	RFC	Queue
Future with allocation	1.268	259.8	1.029	46.5

A1081 with Station Road

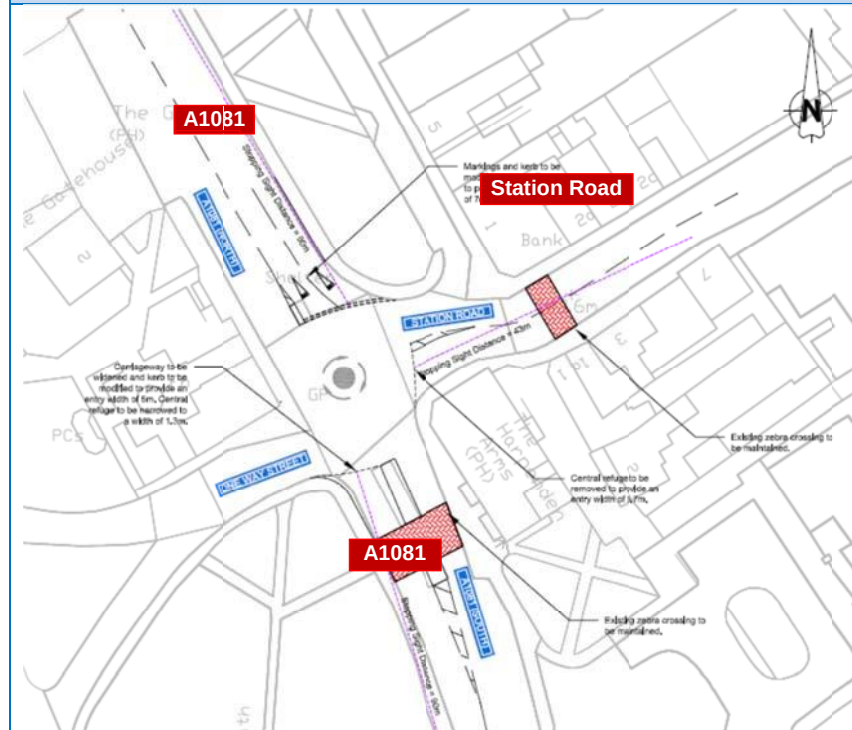
EXISTING LAYOUT



JUNCTION RESULTS

Traffic Scenario	AM Peak		PM Peak	
	RFC	Queue	RFC	Queue
Base Year	0.768	3.2	0.691	2.2
Future Year	1.094	51.9	0.997	21.0
Future with allocation	1.289	117.7	1.096	53.1

IMPROVED LAYOUT



JUNCTION RESULTS -

Traffic Scenario	AM Peak		PM Peak	
	RFC	Queue	RFC	Queue
Future with allocation	1.094	52.4	0.936	10.7

A1081 with The Common

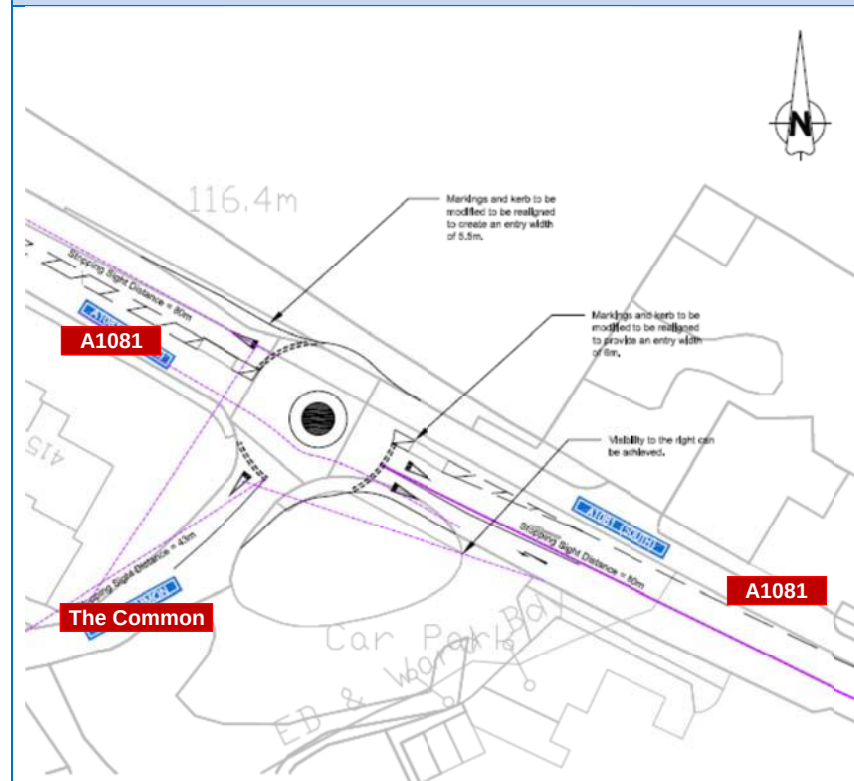
EXISTING LAYOUT



JUNCTION RESULTS

Traffic Scenario	AM Peak		PM Peak	
	RFC	Queue	RFC	Queue
Base Year	0.807	4.1	0.677	2.1
Future Year	1.001	33.2	0.823	4.5
Future with allocation	1.015	41.8	0.846	5.3

IMPROVED LAYOUT



JUNCTION RESULTS -

Traffic Scenario	AM Peak		PM Peak	
	RFC	Queue	RFC	Queue
Future with allocation	0.994	29.7	0.827	4.6

A1081 with Roundwood Lane

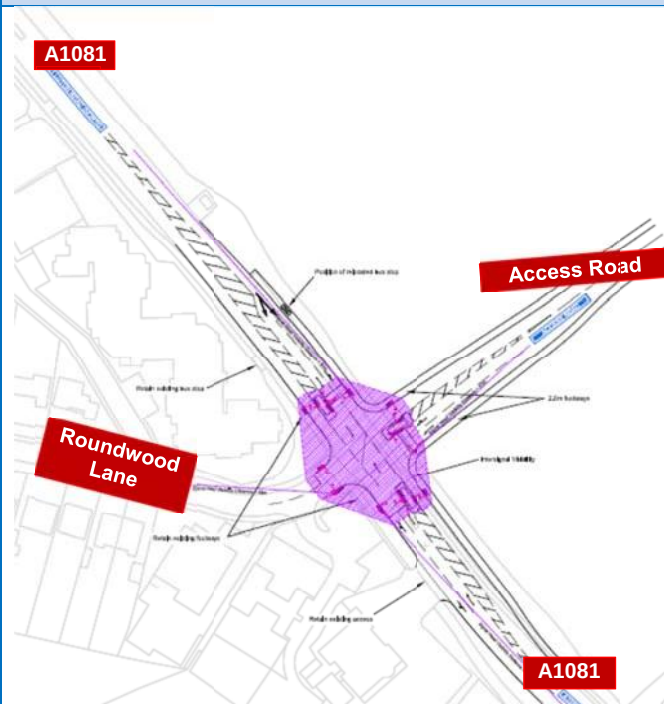
EXISTING LAYOUT



JUNCTION RESULTS

Traffic Scenario	AM Peak		PM Peak	
	Degree of Saturation	Queue	Degree of Saturation	Queue
Base Year	N/A	N/A	N/A	N/A
Future Year	N/A	N/A	N/A	N/A
Future with allocation	N/A	N/A	N/A	N/A

PROPOSED LAYOUT



JUNCTION RESULTS -

Traffic Scenario	AM Peak		PM Peak	
	Degree of Saturation	Queue	Degree of Saturation	Queue
Future with allocation	89.5%	31.7	89.6%	29.6

A1081 with Cooters End Lane

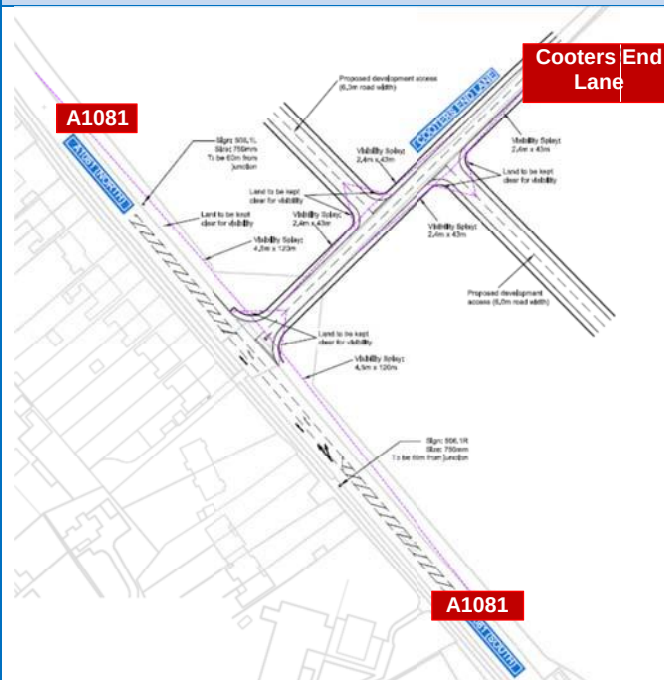
PROPOSED LAYOUT



JUNCTION RESULTS

Traffic Scenario	AM Peak		PM Peak	
	RFC	Queue	RFC	Queue
Base Year	0.304	0.4	0.185	0.2
Future Year	0.484	0.9	0.243	0.3
Future with allocation	N/A	N/A	N/A	N/A

PROPOSED LAYOUT



JUNCTION RESULTS -

Traffic Scenario	AM Peak		PM Peak	
	RFC	Queue	RFC	Queue
Future with allocation	0.651	1.8	0.292	0.4

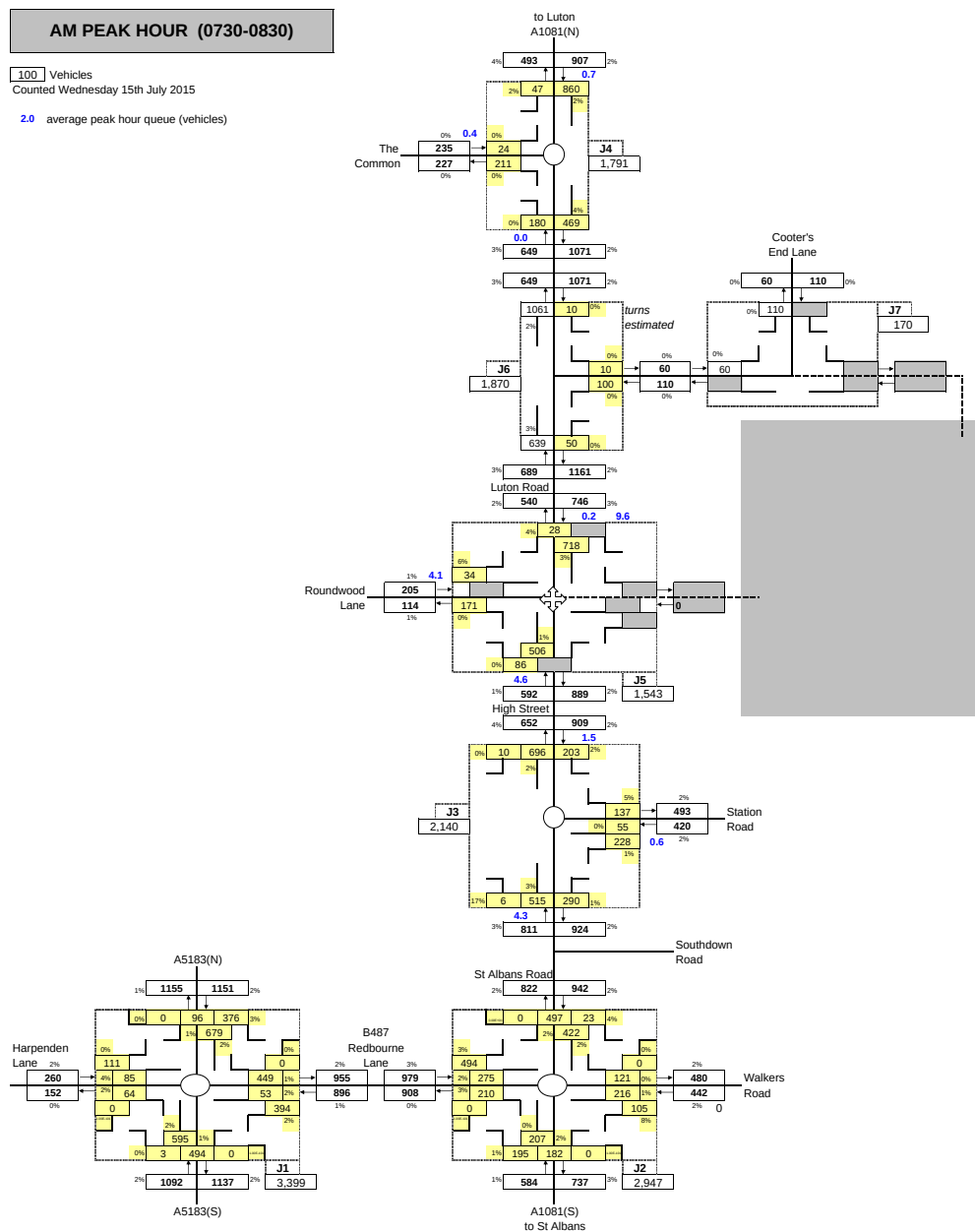
Appendix C – Assessment Outputs

AM PEAK HOUR (0730-0830)

100 Vehicles

Counted Wednesday 15th July 2015

2.0 average peak hour queue (vehicles)

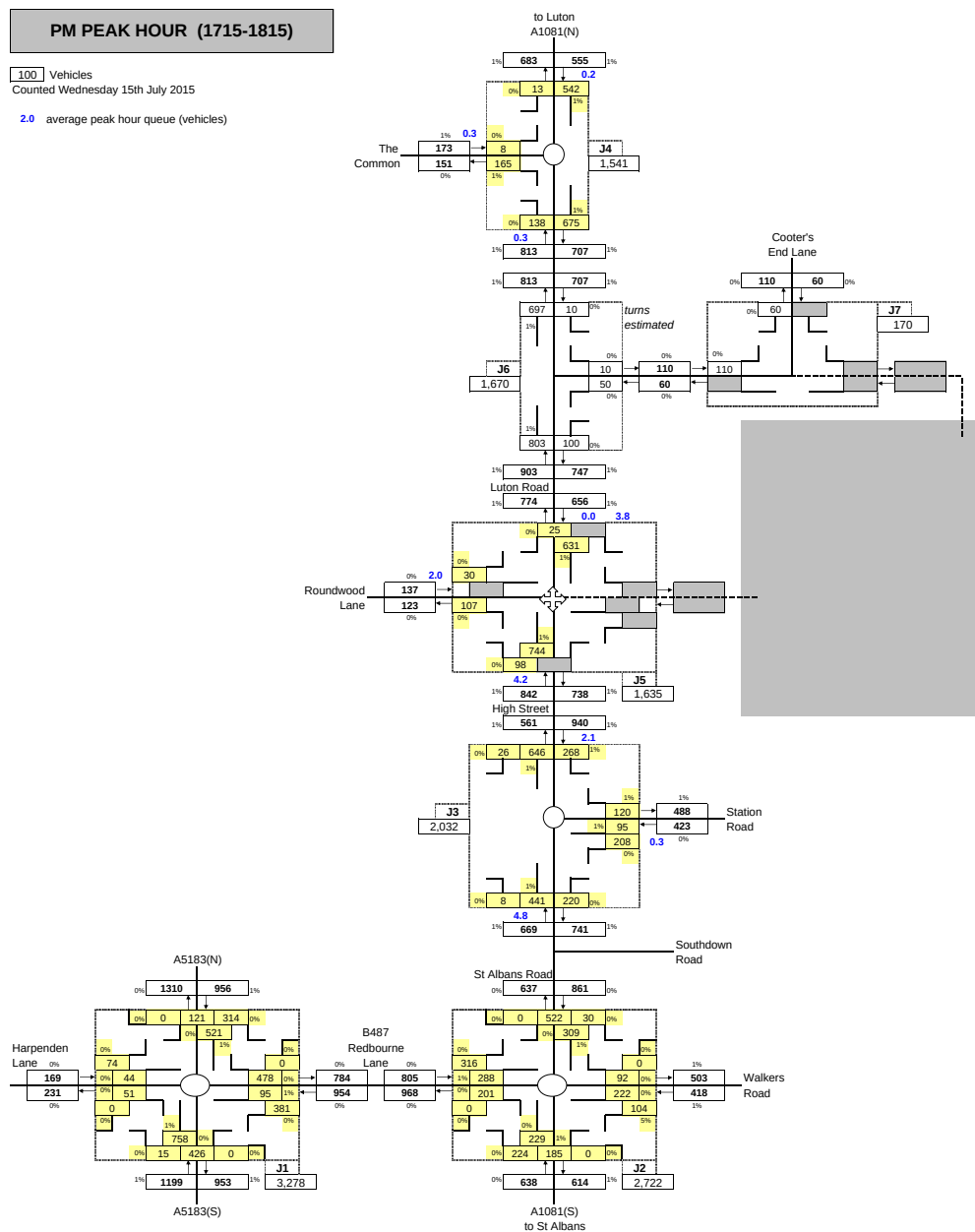


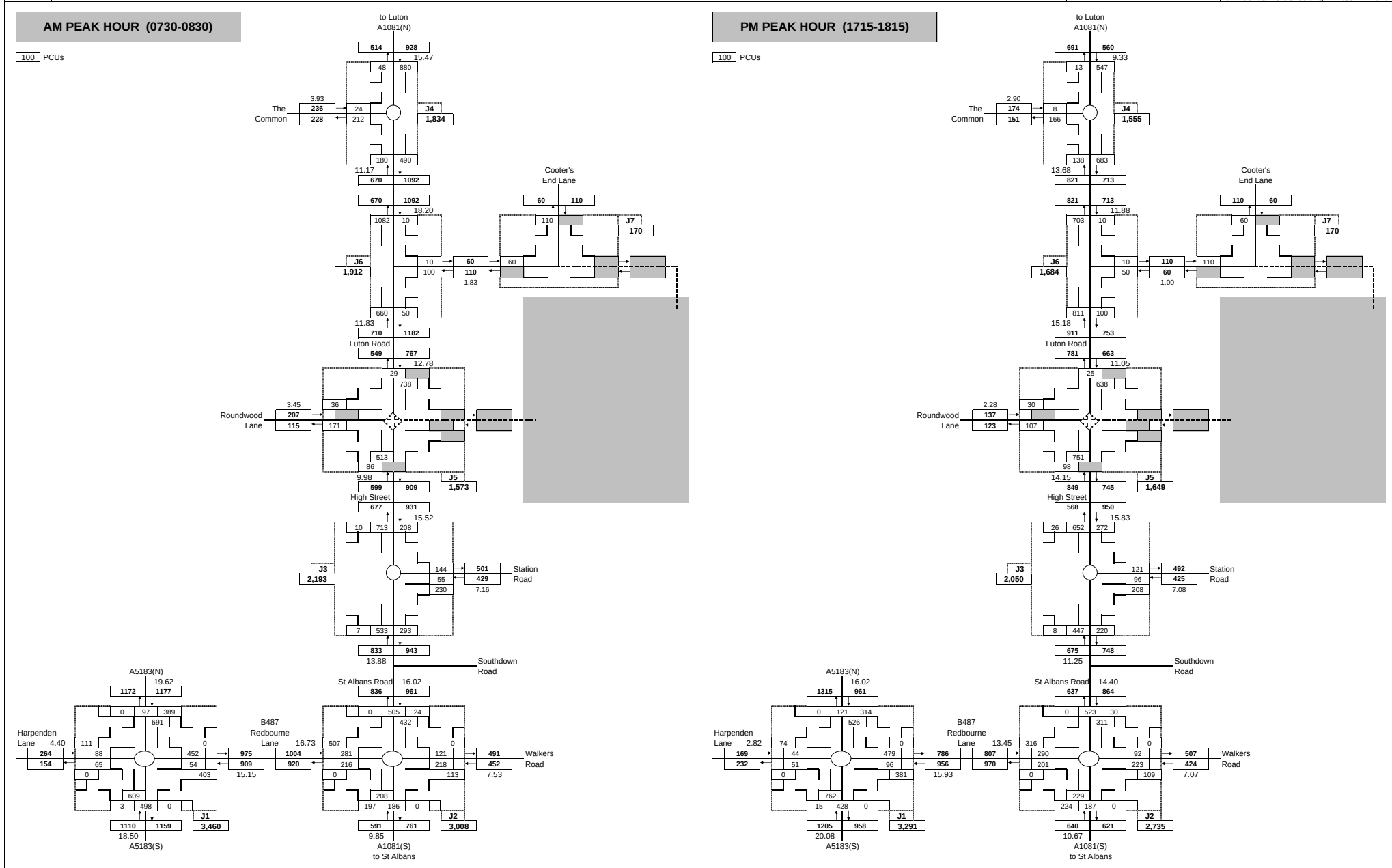
PM PEAK HOUR (1715-1815)

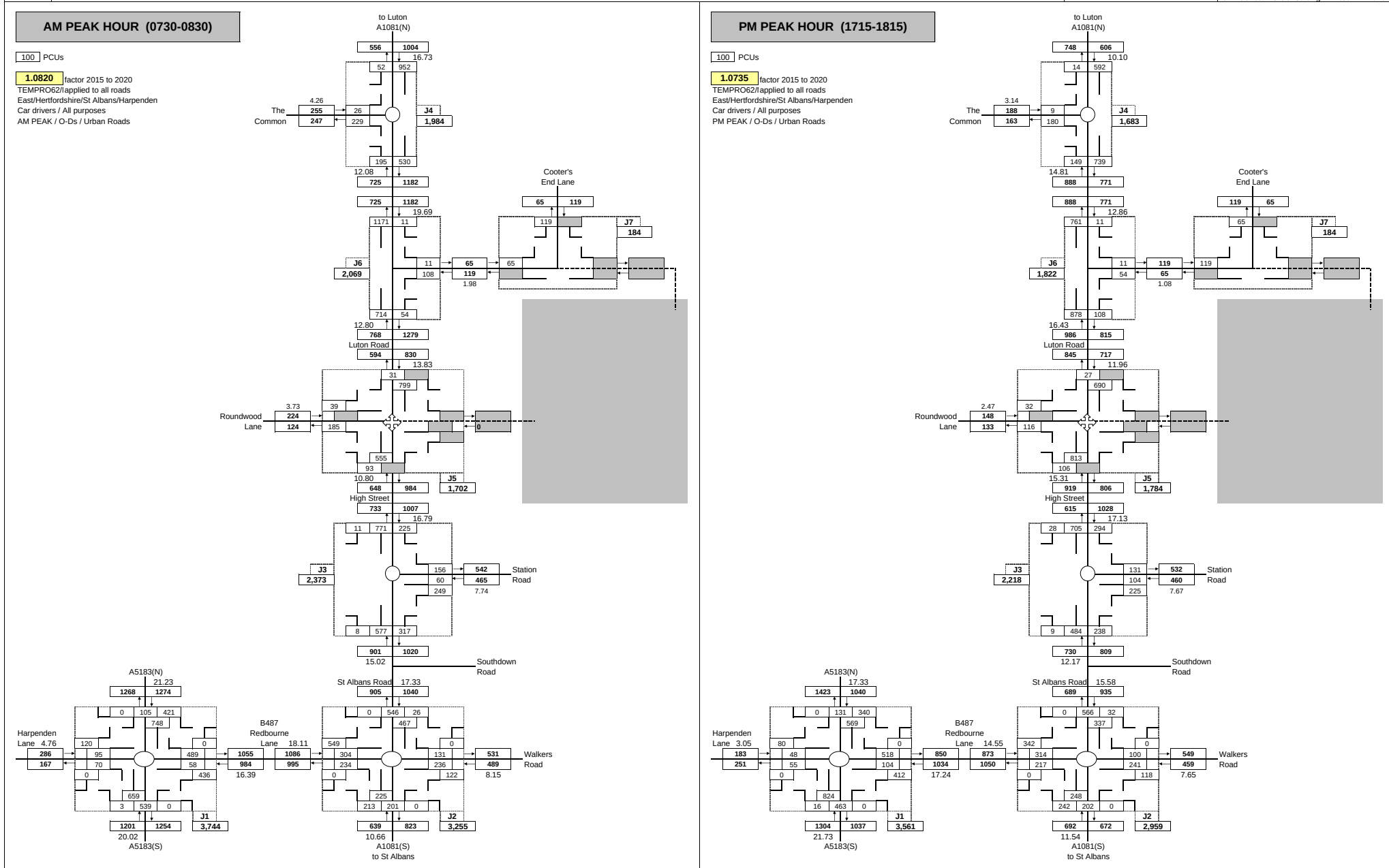
100 Vehicles

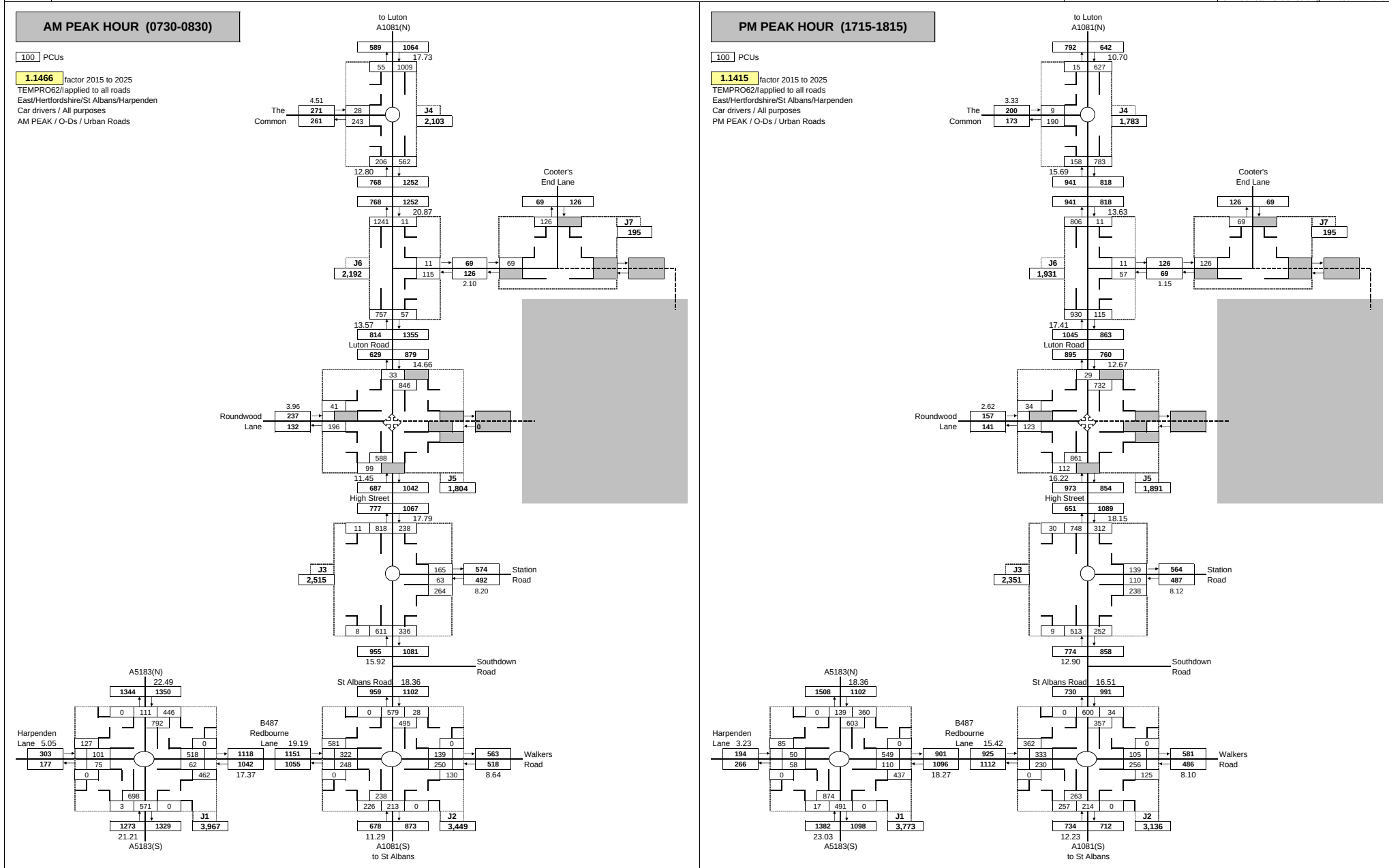
Counted Wednesday 15th July 2015

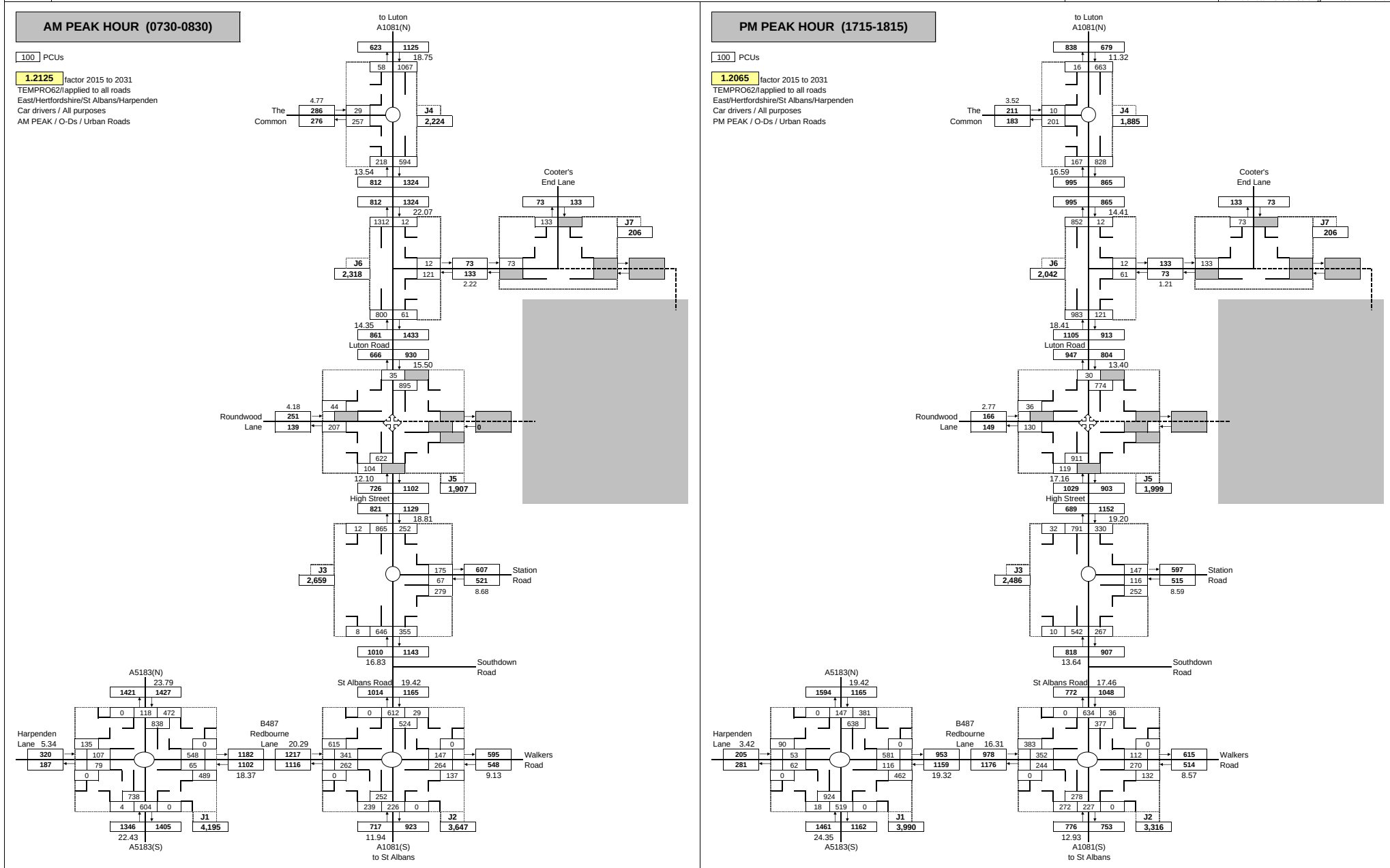
2.0 average peak hour queue (vehicles)

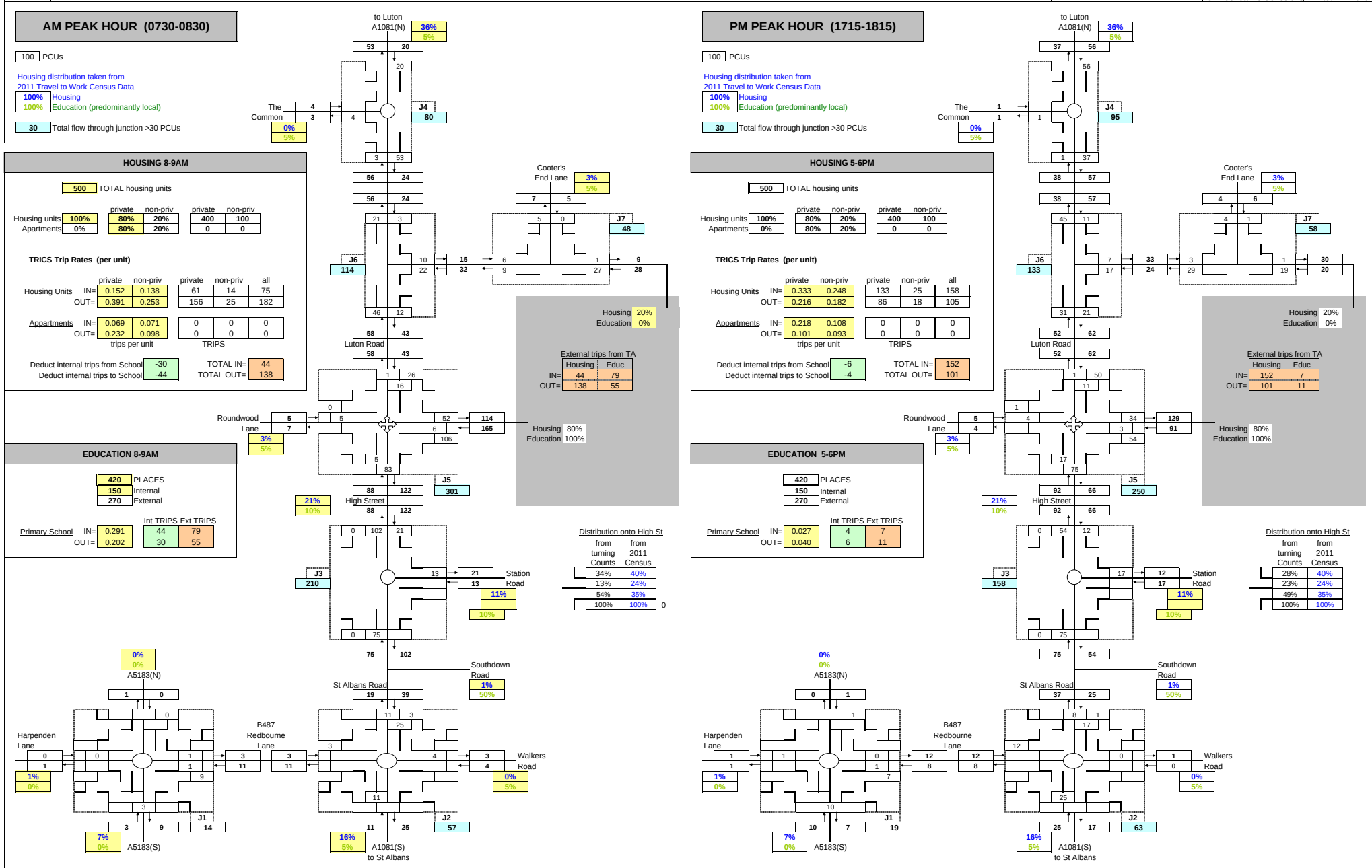


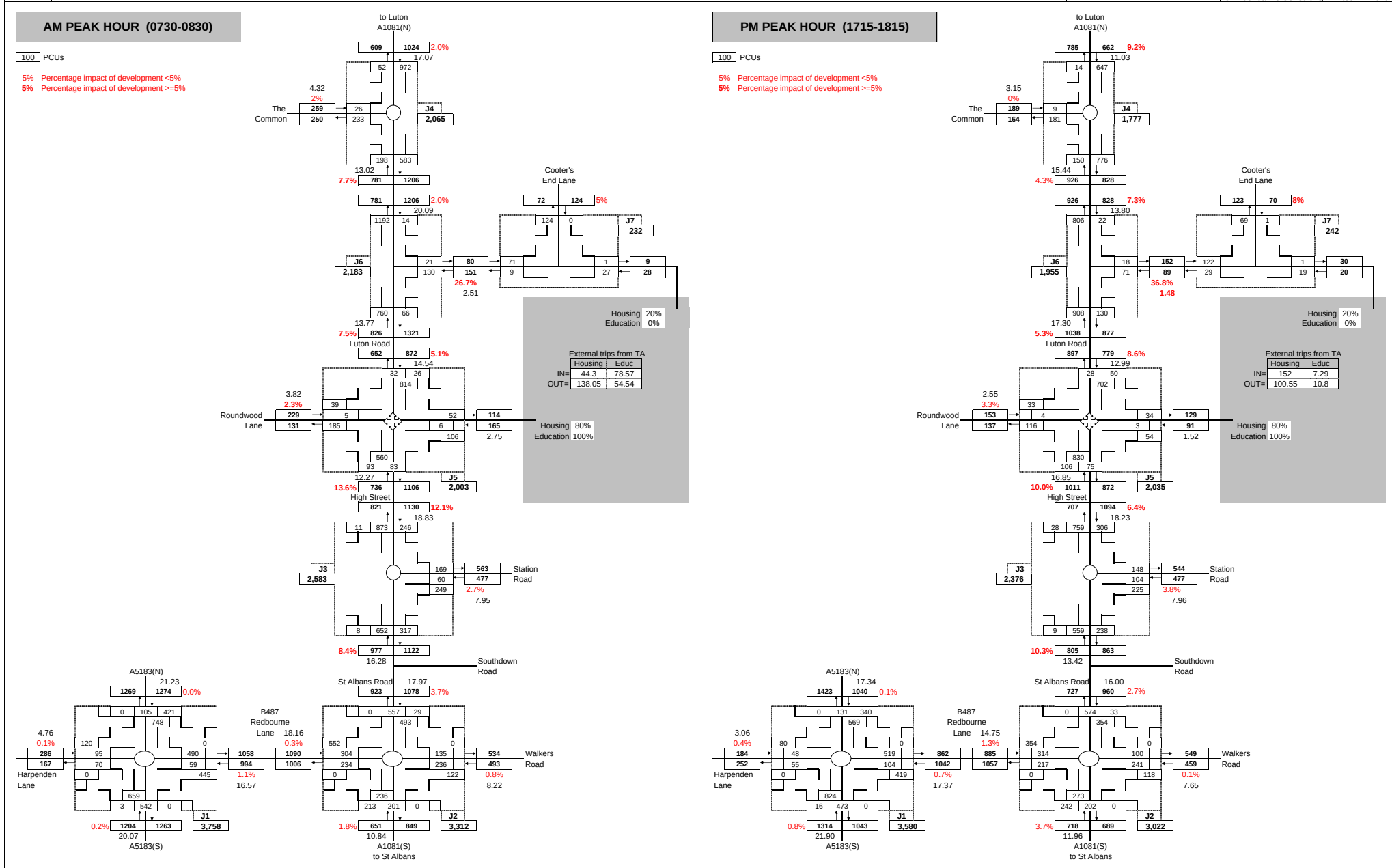


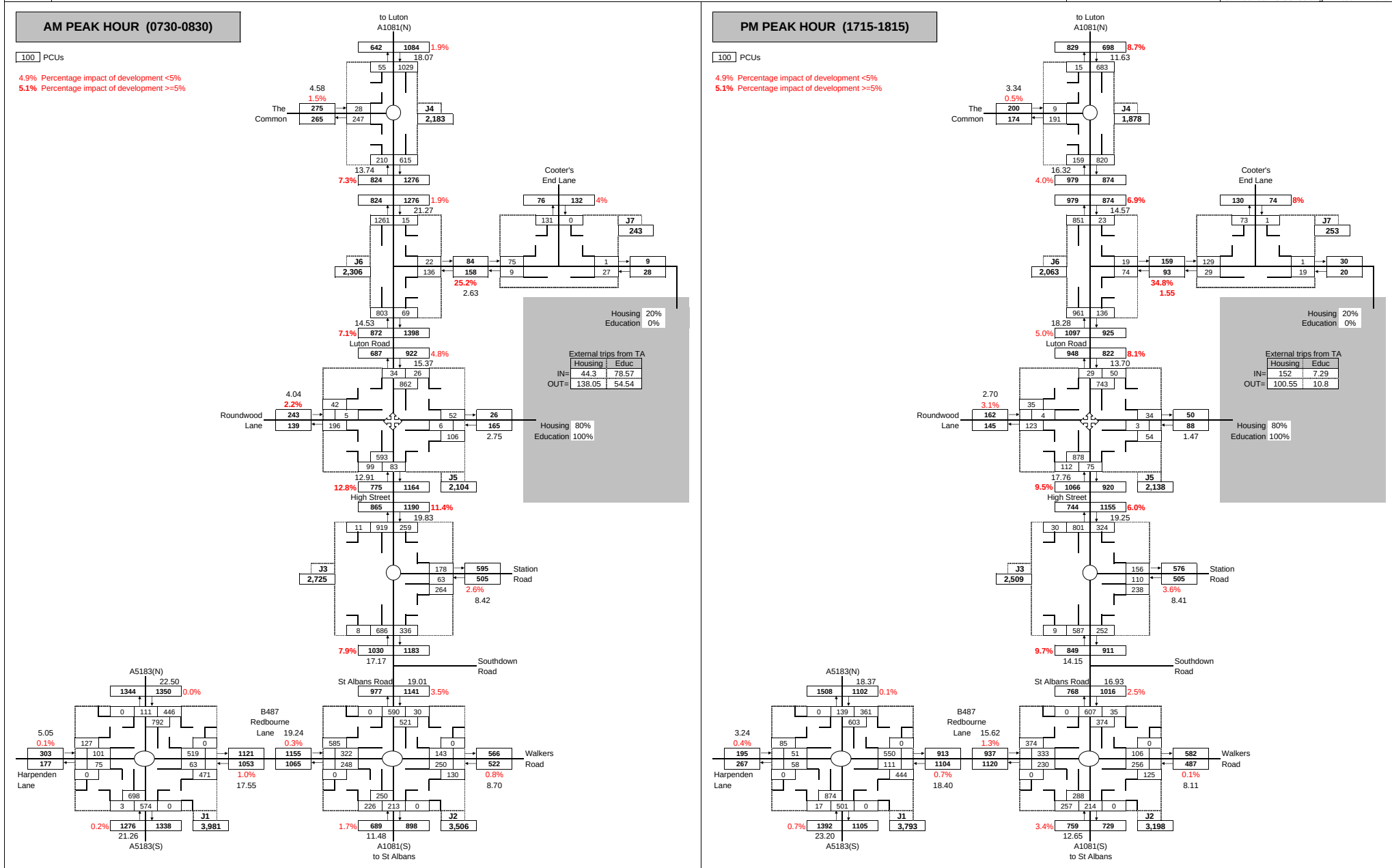


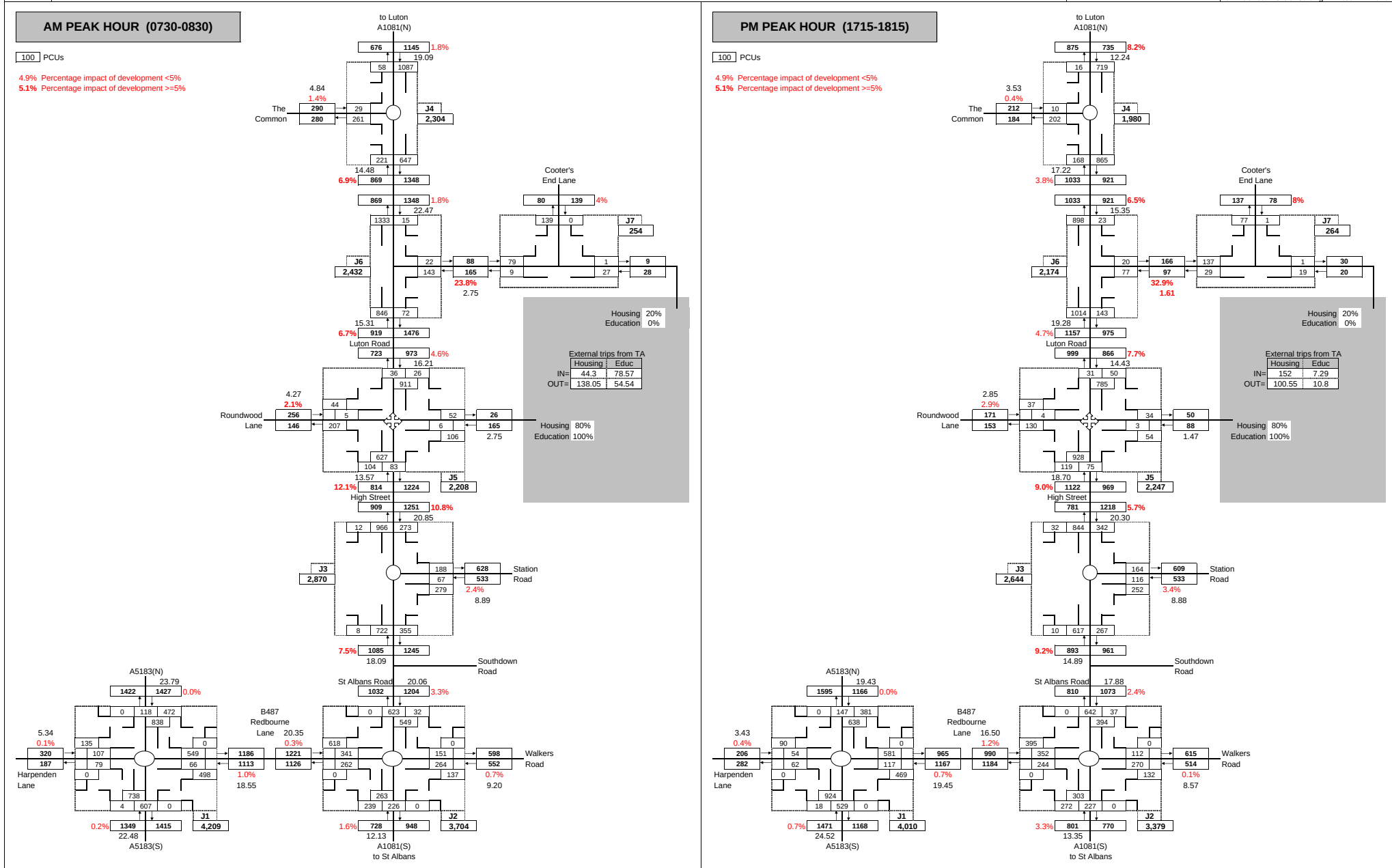


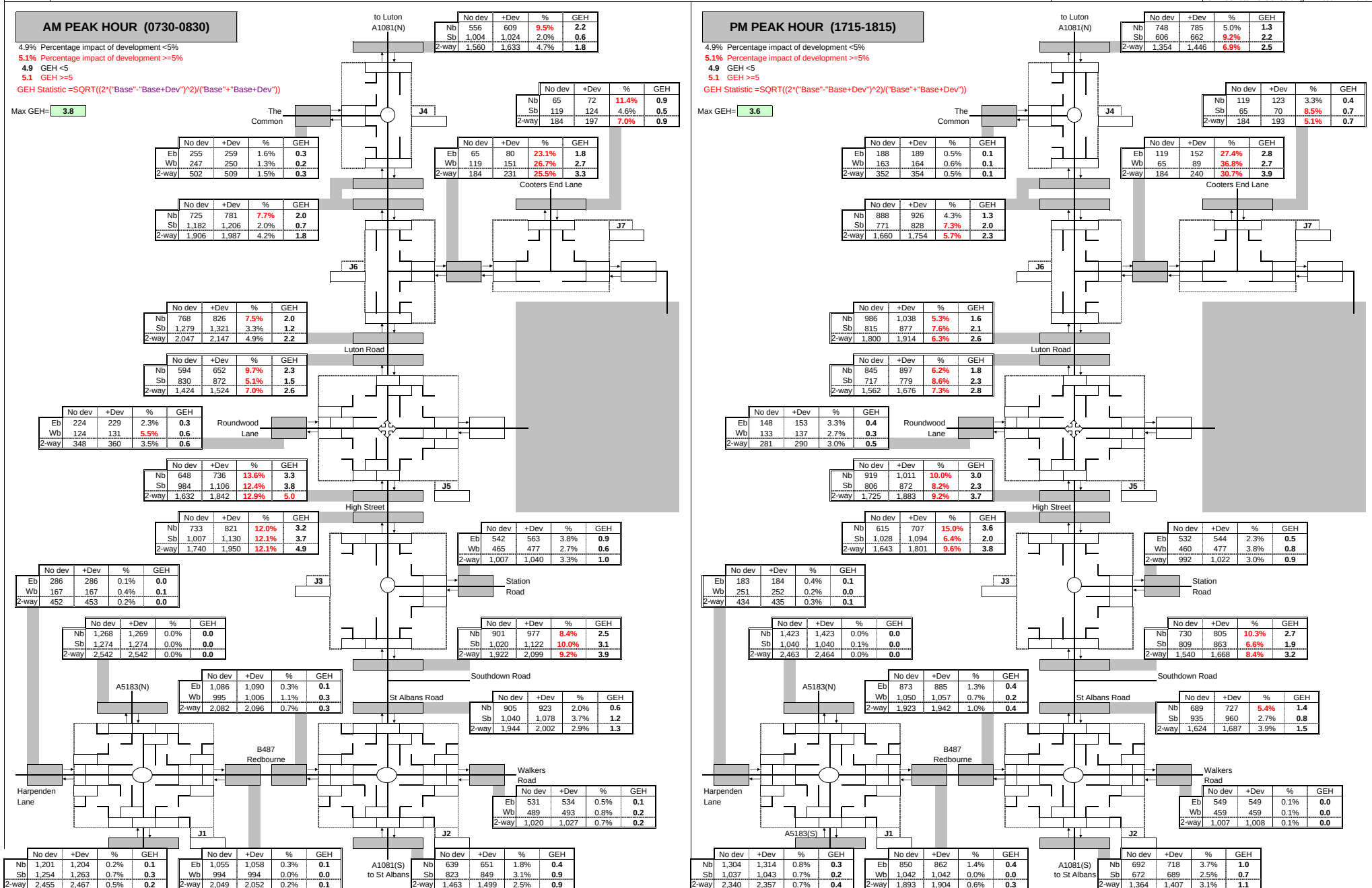


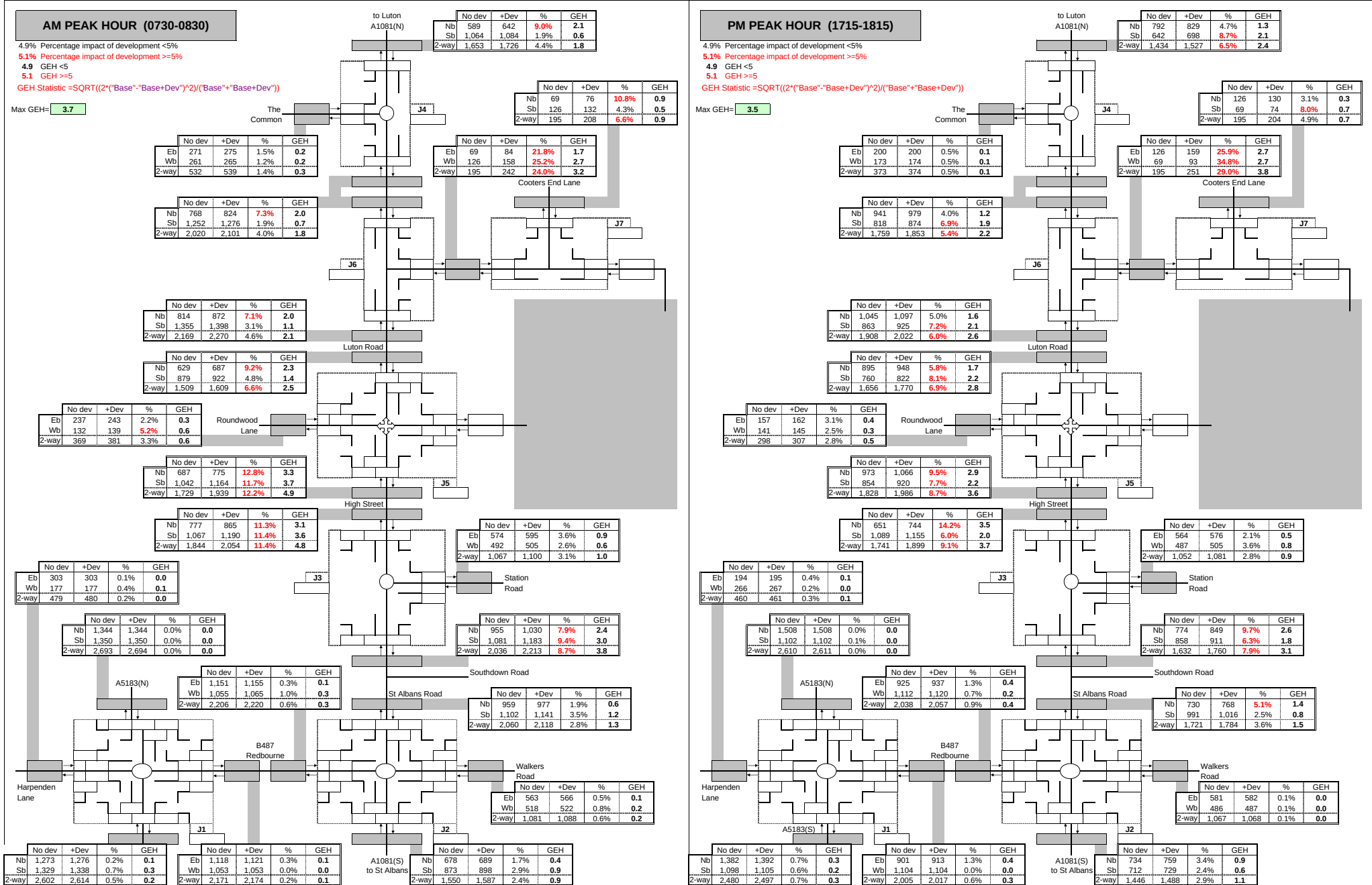


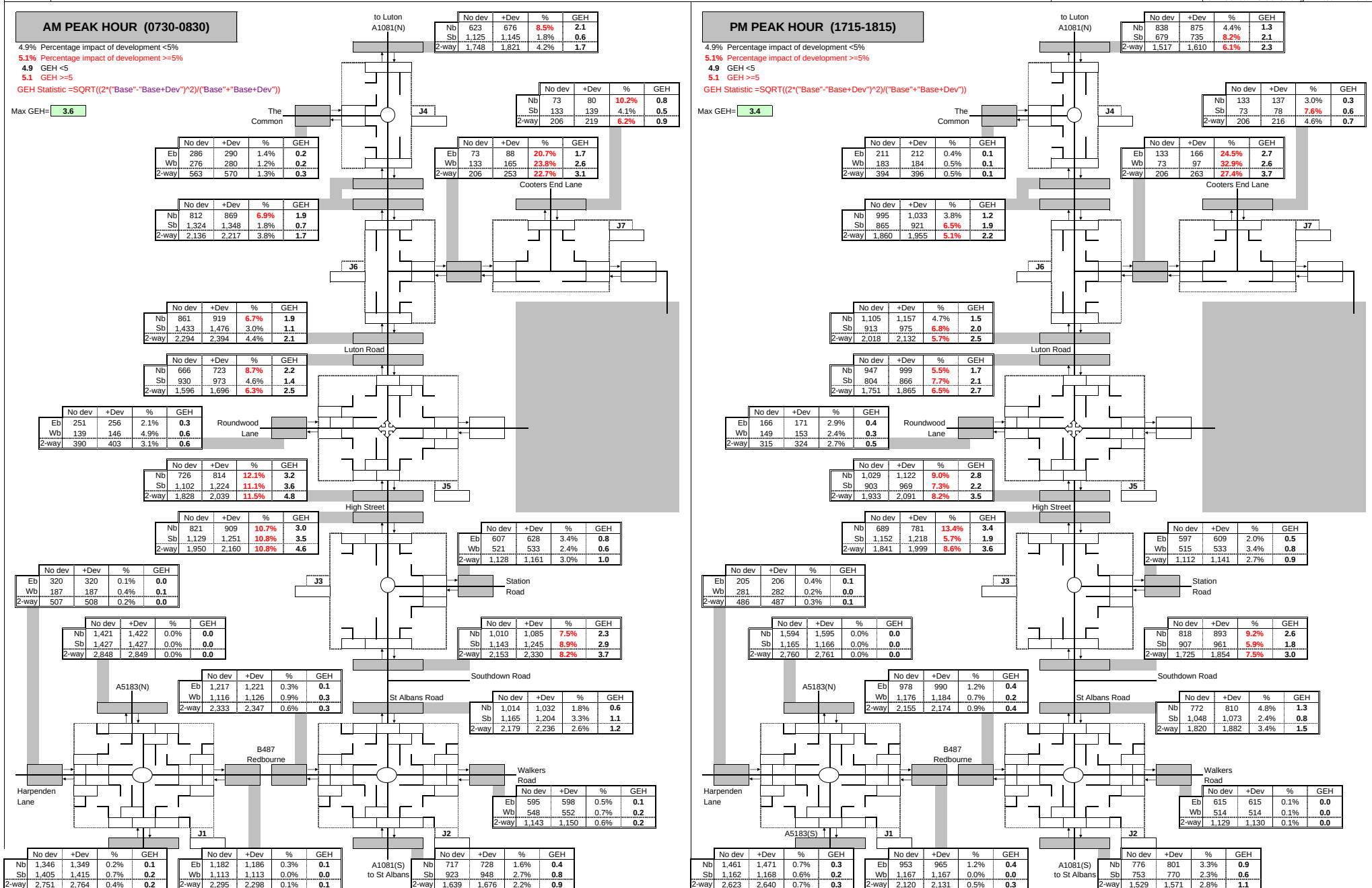












10338 Harpenden

2-way peak hour link flow [PCUs]										
Road Link	2015 counted		2031		2031+dev		% impact of development		GEH value	
	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM
A108 north of The Common	1442	1251	1748	1517	1821	1610	4%	6%	1.7	2.3
The Common	464	325	563	394	570	396	1%	0%	0.3	0.1
A108 south of The Common	1762	1534	2136	1860	2217	1955	4%	5%	1.7	2.2
Cooters End lane	170	170	206	206	253	263	23%	27%	3.1	3.7
A108 south of Cooters End lane	1892	1664	2294	2018	2394	2132	4%	6%	2.1	2.5
A108 north of Roundwood Lane	1316	1444	1596	1751	1696	1865	6%	7%	2.5	2.7
Roundwood Lane	322	260	390	315	403	324	3%	3%	0.6	0.5
A108 south of Roundwood Lane	1508	1594	1828	1933	2039	2091	11%	8%	4.8	3.5
A108 north of Station Road	1608	1518	1950	1841	2160	1999	11%	9%	4.6	3.6
Station Road	930	917	1128	1112	1161	1141	3%	3%	1.0	0.9
A108 south of Station Road	1776	1423	2153	1725	2330	1854	8%	7%	3.7	3.0
A108 north of Walkers Road	1797	1501	2179	1820	2236	1882	3%	3%	1.2	1.5
Walkers Road	943	931	1143	1129	1150	1130	1%	0%	0.2	0.0
A108 south of Walkers Road	1352	1261	1639	1529	1676	1571	2%	3%	0.9	1.1
B487 Redbourn Lane	1884	1742	2284	2112	2298	2131	1%	1%	0.3	0.4
A5183 north of B487 Redbourn Lane	2349	2276	2848	2760	2849	2761	0%	0%	0.0	0.0
A108 south of B487 Redbourn Lane	2269	2163	2751	2623	2764	2640	0%	1%	0.2	0.3
Harpenden Lane west of A5183	418	401	507	486	508	487	0%	0%	0.0	0.1
maximum GEH=									4.8	

Road Link	2-way peak hour link flow [Vehicles]										%HGVs
	2015 counted		2031		2031+dev		% impact of development		GEH value		
	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	
A108 north of The Common	1412	1225	1712	1485	1783	1576	4%	6%	1.7	2.3	2.1%
The Common	462	324	560	393	568	394	1%	0%	0.3	0.1	0.4%
A108 south of The Common	1732	1507	2099	1828	2178	1921	4%	5%	1.7	2.1	1.7%
Cooters End lane	170	170	206	206	253	263	23%	27%	3.1	3.7	0.0%
A108 south of Cooters End lane	1862	1637	2257	1985	2356	2098	4%	6%	2.1	2.5	1.6%
A108 north of Roundwood Lane	1295	1421	1570	1722	1669	1835	6%	7%	2.5	2.7	1.6%
Roundwood Lane	320	259	388	314	400	322	3%	3%	0.6	0.5	0.5%
A108 south of Roundwood Lane	1488	1573	1804	1907	2011	2063	11%	8%	4.7	3.5	1.3%
A108 north of Station Road	1574	1486	1909	1802	2115	1957	11%	9%	4.6	3.6	2.1%
Station Road	919	906	1115	1099	1148	1128	3%	3%	1.0	0.9	1.2%
A108 south of Station Road	1746	1399	2117	1696	2291	1823	8%	7%	3.7	3.0	1.7%
A108 north of Walkers Road	1777	1484	2155	1800	2211	1862	3%	3%	1.2	1.4	1.1%
Walkers Road	927	915	1124	1110	1131	1111	1%	0%	0.2	0.0	1.7%
A108 south of Walkers Road	1338	1248	1622	1513	1659	1555	2%	3%	0.9	1.1	1.0%
B487 Redbourn Lane	1851	1712	2245	2076	2259	2095	1%	1%	0.3	0.4	1.7%
A5183 north of B487 Redbourn Lane	2322	2250	2815	2728	2816	2729	0%	0%	0.0	0.0	1.2%
A108 south of B487 Redbourn Lane	2243	2138	2719	2592	2731	2609	0%	1%	0.2	0.3	1.2%
Harpenden Lane west of A5183	413	396	501	481	502	482	0%	0%	0.0	0.1	1.2%
maximum GEH=									4.7		

A R C A D Y 6

ASSESSMENT OF ROUNDABOUT CAPACITY AND DELAY

Analysis Program: Release 7.0 (FEBRUARY 2010)
Patch 15 Apr 2011
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IN NO WAY RELIEVED OF THEIR RESPONSIBILITY FOR THE CORRECTNESS OF THE SOLUTION

Run with file:-
"p:\10338\Traffic\Junctions\J1-A5183 jw B487 Redbourn Lane\
10338 J1 A5183 jw B487 Redbourn Lane - 2015 AM [flat].vai"
(drive-on-the-left) at 14:32:56 on Thursday, 27 August 2015

FILE PROPERTIES

RUN TITLE: 10338 J1 A5183 jw B487 Redbourn Lane - 2015 AM [flat]
LOCATION: Harpenden
DATE: 27/08/15
CLIENT: Commercial Estates Group
ENUMERATOR: sue.tadman [BCL25]
JOB NUMBER: 10338
STATUS: Preliminary
DESCRIPTION: Existing Layout

INPUT DATA

ARM A - A5183 (N)
ARM B - B487 Redbourne Lane (E)
ARM C - A5183 (S)
ARM D - Harpenden Lane

GEOMETRIC DATA

T5																			
I	ARM	I	V (M)	I	E (M)	I	L (M)	I	R (M)	I	D (M)	I	PHI (DEG)	I	SLOPE	I	INTERCEPT (PCU/MIN)	I	
I	ARM	A	I	3.20	I	7.50	I	10.00	I	30.00	I	52.00	I	30.0	I	0.575	I	25.712	I
I	ARM	B	I	3.20	I	7.50	I	10.00	I	20.00	I	52.00	I	30.0	I	0.565	I	25.299	I
I	ARM	C	I	3.60	I	7.50	I	10.00	I	40.00	I	52.00	I	40.0	I	0.578	I	26.665	I
I	ARM	D	I	3.20	I	7.00	I	10.00	I	40.00	I	52.00	I	30.0	I	0.574	I	25.427	I

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

TRAFFIC DEMAND DATA

Only sets included in the current run are shown

SCALING FACTORS

LENGTH OF TIME PERIOD -(60) MINUTES

LENGTH OF TIME SEGMENT - (15) MINUTES

DEMAND FLOW PROFILES ARE INPUT DIRECTLY.

DEMAND SET TITLE: as above

DEMAND SET TITLE: as above

T33									
		TURNING PROPORTIONS							
		TURNING COUNTS							
		(PERCENTAGE OF H.V.S)							
TIME		FROM/T	ARM A	ARM B	ARM C	ARM D			
08.00 - 09.00									
	ARM A	0.000	0.331	0.587	0.082				
		0.0	389.0	691.0	97.0				
		(0.0)	(0.0)	(0.0)	(0.0)				
	ARM B	0.497	0.000	0.443	0.059				
		452.0	0.0	403.0	54.0				
		(0.0)	(0.0)	(0.0)	(0.0)				
	ARM C	0.549	0.449	0.000	0.003				
		609.0	498.0	0.0	3.0				
		(0.0)	(0.0)	(0.0)	(0.0)				
	ARM D	0.420	0.333	0.246	0.000				
		111.0	88.0	65.0	0.0				
		(0.0)	(0.0)	(0.0)	(0.0)				

QUEUE AND DELAY INFORMATION FOR EACH 15 MIN TIME SEGMENT

T70											
I	TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)	I
I	08.00-08.15										I
I	ARM A	19.62	19.60	1.001	- -	0.0	16.8	165.5	-	-0.051	I
I	ARM B	15.15	17.69	0.856	- -	0.0	5.1	64.0	-	0.316	I
I	ARM C	18.50	21.02	0.880	- -	0.0	6.2	75.9	-	0.308	I
I	ARM D	4.40	10.85	0.405	- -	0.0	0.7	9.5	-	0.153	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)
08.15-08.30									
ARM A	19.62	19.49	1.007	-	16.8	25.2	318.3	-	1.269
ARM B	15.15	17.47	0.867	-	5.1	5.8	83.5	-	0.407
ARM C	18.50	20.90	0.885	-	6.2	6.9	98.9	-	0.394
ARM D	4.40	10.56	0.417	-	0.7	0.7	10.4	-	0.162

I	TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)	I
I	08.30-08.45										I
I	ARM A	19.62	19.48	1.007	- -	25.2	31.8	429.0	-	1.633	I
I	ARM B	15.15	17.43	0.869	- -	5.8	6.1	90.0	-	0.424	I
I	ARM C	18.50	20.89	0.886	- -	6.9	7.2	105.5	-	0.406	I
I	ARM D	4.40	10.53	0.418	- -	0.7	0.7	10.6	-	0.163	I
I											I

I	TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)	I
I	08.45-09.00										I
I	ARM A	19.62	19.48	1.007	- -	31.8	37.6	521.9	-	1.935	I
I	ARM B	15.15	17.41	0.870	- -	6.1	6.3	93.2	-	0.431	I
I	ARM C	18.50	20.88	0.886	- -	7.2	7.3	108.6	-	0.411	I
I	ARM D	4.40	10.53	0.418	- -	0.7	0.7	10.7	-	0.163	I
I											I

QUEUE AT ARM A

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE	
08.15	16.8	*****
08.30	25.2	*****
08.45	31.8	*****
09.00	37.6	*****

QUEUE AT ARM B

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE	
08.15	5.1	*****
08.30	5.8	*****
08.45	6.1	*****
09.00	6.3	*****

QUEUE AT ARM C

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE	
08.15	6.2	*****
08.30	6.9	*****
08.45	7.2	*****
09.00	7.3	*****

QUEUE AT ARM D

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE	
08.15	0.7	*
08.30	0.7	*
08.45	0.7	*
09.00	0.7	*

QUEUEING DELAY INFORMATION OVER WHOLE PERIOD

T75										
I	ARM	I	TOTAL DEMAND	I	* QUEUEING *	I	* INCLUSIVE QUEUEING *	I		I
I	I	I		I	* DELAY *	I	* DELAY *	I		I
I		I								I
I		I	(VEH)	(VEH/H)	I (MIN)	(MIN/VEH)	I (MIN)	(MIN/VEH)	I	
I	A	I	1177.2	I 1177.2	I 1434.7	I 1.22	I 1471.1	I 1.25	I	
I	B	I	909.0	I 909.0	I 330.7	I 0.36	I 331.9	I 0.37	I	
I	C	I	1110.0	I 1110.0	I 388.8	I 0.35	I 390.1	I 0.35	I	
I	D	I	264.0	I 264.0	I 41.3	I 0.16	I 41.3	I 0.16	I	
I	ALL	I	3460.2	I 3460.2	I 2195.5	I 0.63	I 2234.3	I 0.65	I	

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

END OF JOB

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

A R C A D Y 6

ASSESSMENT OF ROUNDABOUT CAPACITY AND DELAY

Analysis Program: Release 7.0 (FEBRUARY 2010)
Patch 15 Apr 2011
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IN NO WAY RELIEVED OF THEIR RESPONSIBILITY FOR THE CORRECTNESS OF THE SOLUTION

Run with file:-
"p:\10338\Traffic\Junctions\J1-A5183 jw B487 Redbourn Lane\
10338 J1 A5183 jw B487 Redbourn Lane - 2015 PM [flat].vai"
(drive-on-the-left) at 14:33:00 on Thursday, 27 August 2015

FILE PROPERTIES

RUN TITLE: 10338 J1 A5183 jw B487 Redbourn Lane - 2015 PM [flat]
LOCATION: Harpenden
DATE: 27/08/15
CLIENT: Commercial Estates Group
ENUMERATOR: sue.tadman [BCL25]
JOB NUMBER: 10338
STATUS: Preliminary
DESCRIPTION: Existing Layout

INPUT DATA

ARM A - A5183 (N)
ARM B - B487 Redbourne Lane (E)
ARM C - A5183 (S)
ARM D - Harpenden Lane

GEOMETRIC DATA

T5																			
I	ARM	I	V (M)	I	E (M)	I	L (M)	I	R (M)	I	D (M)	I	PHI (DEG)	I	SLOPE	I	INTERCEPT (PCU/MIN)	I	
I	ARM	A	I	3.20	I	7.50	I	10.00	I	30.00	I	52.00	I	30.0	I	0.575	I	25.712	I
I	ARM	B	I	3.20	I	7.50	I	10.00	I	20.00	I	52.00	I	30.0	I	0.565	I	25.299	I
I	ARM	C	I	3.60	I	7.50	I	10.00	I	40.00	I	52.00	I	40.0	I	0.578	I	26.665	I
I	ARM	D	I	3.20	I	7.00	I	10.00	I	40.00	I	52.00	I	30.0	I	0.574	I	25.427	I

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

TRAFFIC DEMAND DATA

Only sets included in the current run are shown

SCALING FACTORS

LENGTH OF TIME PERIOD - (60) MINUTES

DEMAND FLOW PROFILES ARE INPUT DIRECTLY.

DEMAND SET TITLE: as above

DEMAND SET TITLE: as above

[illegible]

T70											
I	TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)	I
I	17.00-17.15										I
I	ARM A	16.02	20.94	0.765	- -	0.0	3.1	41.6	-	0.188	I
I	ARM B	15.93	18.80	0.847	- -	0.0	4.9	61.7	-	0.288	I
I	ARM C	20.08	20.09	0.999	- -	0.0	16.8	165.7	-	0.633	I
I	ARM D	2.82	10.20	0.277	- -	0.0	0.4	5.4	-	0.135	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)
17.15-17.30									
ARM A	16.02	20.82	0.770	- -	-	3.1	3.2	47.6	0.208
ARM B	15.93	18.72	0.851	- -	-	4.9	5.3	76.8	0.348
ARM C	20.08	19.97	1.005	- -	-	16.8	25.0	317.0	1.233
ARM D	2.82	9.79	0.288	- -	-	0.4	0.4	5.9	0.143

I	TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)	I	
I											I	
I											I	
-											-	
I	17.30-17.45										I	
I	ARM A	16.02	20.79	0.771	- -	-	3.2	3.3	48.9	-	0.209	I
I	ARM B	15.93	18.72	0.851	- -	-	5.3	5.4	80.3	-	0.353	I
I	ARM C	20.08	19.97	1.006	- -	-	25.0	31.6	426.0	-	1.584	I
I	ARM D	2.82	9.72	0.290	- -	-	0.4	0.4	6.1	-	0.145	I
I											I	

I	TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)	I	
I	17.45-18.00										I	
I	ARM A	16.02	20.78	0.771	- -	-	3.3	3.3	49.4	-	0.210	I
I	ARM B	15.93	18.72	0.851	- -	-	5.4	5.5	81.8	-	0.355	I
I	ARM C	20.08	19.96	1.006	- -	-	31.6	37.2	516.6	-	1.878	I
I	ARM D	2.82	9.68	0.291	- -	-	0.4	0.4	6.1	-	0.146	I
I											I	

QUEUE AT ARM A

TIME SEGMENT	NO. OF	
ENDING	VEHICLES	
	IN QUEUE	
17.15	3.1	***
17.30	3.2	***
17.45	3.3	***
18.00	3.3	***

QUEUE AT ARM B

TIME SEGMENT	NO. OF	
ENDING	VEHICLES	
	IN QUEUE	
17.15	4.9	*****
17.30	5.3	*****
17.45	5.4	*****
18.00	5.5	*****

QUEUE AT ARM C

TIME SEGMENT	NO. OF	
ENDING	VEHICLES	
	IN QUEUE	
17.15	16.8	*****
17.30	25.0	*****
17.45	31.6	*****
18.00	37.2	*****

QUEUE AT ARM D

TIME SEGMENT	NO. OF	
ENDING	VEHICLES	
	IN QUEUE	
17.15	0.4	
17.30	0.4	
17.45	0.4	
18.00	0.4	

QUEUEING DELAY INFORMATION OVER WHOLE PERIOD

T75										
I	ARM	I	TOTAL	DEMAND	I	* QUEUEING *	I	* INCLUSIVE QUEUEING *	I	
I	I	I			I	* DELAY *	I	* DELAY *	I	
I	I	I			I		I		I	
I	I	I	(VEH)	(VEH/H)	I	(MIN)	(MIN/VEH)	I	(MIN)	(MIN/VEH)
I	A	I	961.2	I 961.2	I	187.5	I 0.20	I	187.8	I 0.20
I	B	I	955.8	I 955.8	I	300.5	I 0.31	I	301.3	I 0.32
I	C	I	1204.8	I 1204.8	I	1425.3	I 1.18	I	1460.0	I 1.21
I	D	I	169.2	I 169.2	I	23.5	I 0.14	I	23.5	I 0.14
I	ALL	I	3291.0	I 3291.0	I	1936.9	I 0.59	I	1972.6	I 0.60

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

END OF JOB

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

A R C A D Y 6

ASSESSMENT OF ROUNDABOUT CAPACITY AND DELAY

Analysis Program: Release 7.0 (FEBRUARY 2010)
Patch 15 Apr 2011
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Nine Mile Ride Email: software@trl.co.uk
Wokingham, Berks. Web: www.trlsoftware.co.uk
RG40 3GA,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 with file:-
"p:\10338\Traffic\Junctions\J1-A5183 jw B487 Redbourn Lane\
10338 J1 A5183 jw B487 Redbourn Lane - 2031 AM [flat].vai"
(drive-on-the-left) at 10:45:41 on Wednesday, 25 May 2016

FILE PROPERTIES

RUN TITLE: 10338 J1 A5183 jw B487 Redbourn Lane - 2031 AM [flat]
LOCATION: Harpenden
DATE: 25/05/16
CLIENT: Commercial Estates Group
ENUMERATOR: sue.tadman [BCL25]
JOB NUMBER: 10338
STATUS: Preliminary
DESCRIPTION: Existing Layout

INPUT DATA

ARM A - A5183 (N)
ARM B - B487 Redbourne Lane (E)
ARM C - A5183 (S)
ARM D - Harpenden Lane

GEOMETRIC DATA

T5																			
I	ARM	I	V (M)	I	E (M)	I	L (M)	I	R (M)	I	D (M)	I	PHI (DEG)	I	SLOPE	I	INTERCEPT (PCU/MIN)	I	
I	ARM	A	I	3.20	I	7.50	I	10.00	I	30.00	I	52.00	I	30.0	I	0.575	I	25.712	I
I	ARM	B	I	3.20	I	7.50	I	10.00	I	20.00	I	52.00	I	30.0	I	0.565	I	25.299	I
I	ARM	C	I	3.60	I	7.50	I	10.00	I	40.00	I	52.00	I	40.0	I	0.578	I	26.665	I
I	ARM	D	I	3.20	I	7.00	I	10.00	I	40.00	I	52.00	I	30.0	I	0.574	I	25.427	I

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

TRAFFIC DEMAND DATA

Only sets included in the current run are shown

SCALING FACTORS

TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)
08.15-08.30									
ARM A	23.79	18.74	1.270	-	77.8	153.7	1736.4	-	6.294
ARM B	18.37	17.47	1.052	-	23.4	39.4	473.1	-	2.001
ARM C	22.43	20.21	1.110	-	38.6	72.7	835.3	-	2.913
ARM D	5.34	8.96	0.596	-	1.3	1.4	20.9	-	0.275

I	TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)	I
I	08.30-08.45										I
I	ARM A	23.79	18.73	1.270	- -	-	153.7	229.6	2874.3	10.323	I
I	ARM B	18.37	17.47	1.052	- -	-	39.4	54.3	703.0	2.853	I
I	ARM C	22.43	20.18	1.111	- -	-	72.7	106.7	1345.3	4.566	I
I	ARM D	5.34	8.93	0.598	- -	-	1.4	1.5	21.7	0.278	I
I											I

I	TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)	I
I	08.45-09.00										I
I	ARM A	23.79	18.73	1.270	- -	-	229.6	305.4	4012.2	14.365	I
I	ARM B	18.37	17.46	1.052	- -	-	54.3	68.7	922.4	3.674	I
I	ARM C	22.43	20.18	1.112	- -	-	106.7	140.7	1855.1	6.237	I
I	ARM D	5.34	8.92	0.598	- -	-	1.5	1.5	21.9	0.279	I
I											I

QUEUE AT ARM A

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE	
08.15	77.8	*****
08.30	153.7	*****
08.45	229.6	*****
09.00	305.4	*****

QUEUE AT ARM B

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE	
08.15	23.4	*****
08.30	39.4	*****
08.45	54.3	*****
09.00	68.7	*****

QUEUE AT ARM C

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE	
08.15	38.6	*****
08.30	72.7	*****
08.45	106.7	*****
09.00	140.7	*****

QUEUE AT ARM D

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE	
08.15	1.3	*
08.30	1.4	*
08.45	1.5	*
09.00	1.5	*

QUEUEING DELAY INFORMATION OVER WHOLE PERIOD

T75										
I	ARM	I	TOTAL DEMAND	I	* QUEUEING *	I	* INCLUSIVE QUEUEING *	I		I
I	I	I		I	* DELAY *	I	* DELAY *	I		I
I	I	I		I		I		I		I
I	I	I	(VEH)	(VEH/H)	(MIN)	(MIN/VEH)	(MIN)	(MIN/VEH)		I
I	A	I	1427.4	I 1427.4	I 9227.7	I 6.46	I 11717.1	I 8.21		I
I	B	I	1102.2	I 1102.2	I 2309.9	I 2.10	I 2444.9	I 2.22		I
I	C	I	1345.8	I 1345.8	I 4358.9	I 3.24	I 4849.3	I 3.60		I
I	D	I	320.4	I 320.4	I 82.4	I 0.26	I 82.5	I 0.26		I
I	ALL	I	4195.8	I 4195.8	I 15979.0	I 3.81	I 19093.9	I 4.55		I

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

END OF JOB

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

A R C A D Y 6

ASSESSMENT OF ROUNDABOUT CAPACITY AND DELAY

Analysis Program: Release 7.0 (FEBRUARY 2010)
Patch 15 Apr 2011
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RG40 3GA,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 with file:-
"p:\10338\Traffic\Junctions\J1-A5183 jw B487 Redbourn Lane\
10338 J1 A5183 jw B487 Redbourn Lane - 2031 PM [flat].vai"
(drive-on-the-left) at 09:02:02 on Wednesday, 1 June 2016

FILE PROPERTIES

RUN TITLE: 10338 J1 A5183 jw B487 Redbourn Lane - 2031 PM [flat]
LOCATION: Harpenden
DATE: 25/05/16
CLIENT: Commercial Estates Group
ENUMERATOR: sue.tadman [BCL25]
JOB NUMBER: 10338
STATUS: Preliminary
DESCRIPTION: Existing Layout

INPUT DATA

ARM A - A5183 (N)
ARM B - B487 Redbourne Lane (E)
ARM C - A5183 (S)
ARM D - Harpenden Lane

GEOMETRIC DATA

T5																			
I	ARM	I	V (M)	I	E (M)	I	L (M)	I	R (M)	I	D (M)	I	PHI (DEG)	I	SLOPE	I	INTERCEPT (PCU/MIN)	I	
I	ARM	A	I	3.20	I	7.50	I	10.00	I	30.00	I	52.00	I	30.0	I	0.575	I	25.712	I
I	ARM	B	I	3.20	I	7.50	I	10.00	I	20.00	I	52.00	I	30.0	I	0.565	I	25.299	I
I	ARM	C	I	3.60	I	7.50	I	10.00	I	40.00	I	52.00	I	40.0	I	0.578	I	26.665	I
I	ARM	D	I	3.20	I	7.00	I	10.00	I	40.00	I	52.00	I	30.0	I	0.574	I	25.427	I

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

TRAFFIC DEMAND DATA

Only sets included in the current run are shown

SCALING FACTORS

T13

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IARM I FLOW SCALE(%) I
-----
I A I 100 I
I B I 100 I
I C I 100 I
I D I 100 I
-----

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TIME PERIOD BEGINS(17.00)AND ENDS(18.00)

LENGTH OF TIME PERIOD -(60) MINUTES

LENGTH OF TIME SEGMENT - (15) MINUTES

DEMAND FLOW PROFILES ARE INPUT DIRECTLY.

DEMAND SET TITLE: as above

DEMAND SET TITLE: as above

T33

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I I TURNING PROPORTIONS I
I I TURNING COUNTS I
I I (PERCENTAGE OF H.V.S) I
I
I
I TIME I FROM/T I ARM A I ARM B I ARM C I ARM D I
-----
I 17.00 - 18.00 I
I I I I I I I
I I ARM A I 0.000 I 0.327 I 0.547 I 0.126 I
I I I 0.0 I 381.0 I 638.0 I 147.0 I
I I I ( 0.0)I ( 0.0)I ( 0.0)I ( 0.0)I
I I I I I I I
I I ARM B I 0.501 I 0.000 I 0.399 I 0.100 I
I I I 581.0 I 0.0 I 462.0 I 116.0 I
I I I ( 0.0)I ( 0.0)I ( 0.0)I ( 0.0)I
I I I I I I I
I I ARM C I 0.632 I 0.355 I 0.000 I 0.012 I
I I I 924.0 I 519.0 I 0.0 I 18.0 I
I I I ( 0.0)I ( 0.0)I ( 0.0)I ( 0.0)I
I I I I I I I
I I ARM D I 0.439 I 0.259 I 0.302 I 0.000 I
I I I 90.0 I 53.0 I 62.0 I 0.0 I
I I I ( 0.0)I ( 0.0)I ( 0.0)I ( 0.0)I
I I I I I I I
-----

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QUEUE AND DELAY INFORMATION FOR EACH 15 MIN TIME SEGMENT

T70

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I TIME DEMAND CAPACITY DEMAND/ PEDESTRIAN START END DELAY GEOMETRIC DELAY AVERAGE DELAY I
I (VEH/MIN) (VEH/MIN) CAPACITY FLOW QUEUE QUEUE (VEH.MIN/ (VEH.MIN/ PER ARRIVING I
I (RFC) (PEDS/MIN) (VEHS) (VEHS) TIME SEGMENT) TIME SEGMENT) VEHICLE (MIN) I
-----
I 17.00-17.15 I
I ARM A 19.42 20.72 0.937 - - - 0.0 9.7 108.8 - 0.426 I
I ARM B 19.32 17.57 1.099 - - - 0.0 33.8 285.5 - 1.167 I
I ARM C 24.35 19.37 1.257 - - - 0.0 78.4 609.6 - 2.161 I
I ARM D 3.42 9.68 0.353 - - - 0.0 0.5 7.7 - 0.158 I
I
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I TIME DEMAND CAPACITY DEMAND/ PEDESTRIAN START END DELAY GEOMETRIC DELAY AVERAGE DELAY I
I (VEH/MIN) (VEH/MIN) CAPACITY FLOW QUEUE QUEUE (VEH.MIN/ (VEH.MIN/ PER ARRIVING I
I (RFC) (PEDS/MIN) (VEHS) (VEHS) TIME SEGMENT) TIME SEGMENT) VEHICLE (MIN) I
-----
I 17.15-17.30 I
I ARM A 19.42 20.68 0.939 - - - 9.7 11.5 160.7 - 0.633 I
I ARM B 19.32 17.37 1.112 - - - 33.8 63.9 733.4 - 2.988 I
I ARM C 24.35 19.24 1.266 - - - 78.4 155.2 1752.0 - 6.186 I
I ARM D 3.42 9.54 0.358 - - - 0.5 0.6 8.2 - 0.163 I
I
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I	TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)	I
I	17.30-17.45										I
I	ARM A	19.42	20.68	0.939	- -	11.5	12.4	179.9	-	0.680	I
I	ARM B	19.32	17.35	1.114	- -	63.9	93.8	1182.7	-	4.688	I
I	ARM C	24.35	19.23	1.266	- -	155.2	232.0	2903.5	-	10.156	I
I	ARM D	3.42	9.54	0.358	- -	0.6	0.6	8.3	-	0.163	I
I											I

I	TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)	I
I	17.45-18.00										I
I	ARM A	19.42	20.68	0.939	- -	12.4	13.0	190.6	-	0.705	I
I	ARM B	19.32	17.34	1.114	- -	93.8	123.7	1631.5	-	6.390	I
I	ARM C	24.35	19.23	1.266	- -	232.0	308.7	4055.2	-	14.139	I
I	ARM D	3.42	9.54	0.358	- -	0.6	0.6	8.3	-	0.163	I
I											I

QUEUE AT ARM A

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE	
17.15	9.7	*****
17.30	11.5	*****
17.45	12.4	*****
18.00	13.0	*****

QUEUE AT ARM B

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE	
17.15	33.8	*****
17.30	63.9	*****
17.45	93.8	*****
18.00	123.7	*****

QUEUE AT ARM C

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE	
17.15	78.4	*****
17.30	155.2	*****
17.45	232.0	*****
18.00	308.7	*****

QUEUE AT ARM D

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE	
17.15	0.5	*
17.30	0.6	*
17.45	0.6	*
18.00	0.6	*

QUEUEING DELAY INFORMATION OVER WHOLE PERIOD

T75										
I	ARM	I	TOTAL DEMAND	I	* QUEUEING *	I	* INCLUSIVE QUEUEING *	I		I
I	I	I		I	* DELAY *	I	* DELAY *	I		I
I		I								I
I		I	(VEH)	(VEH/H)	(MIN)	(MIN/VEH)	(MIN)	(MIN/VEH)		I
I	A	I	1165.2	I 1165.2	I 639.9	I 0.55	I 644.0	I 0.55		I
I	B	I	1159.2	I 1159.2	I 3833.0	I 3.31	I 4274.4	I 3.69		I
I	C	I	1461.0	I 1461.0	I 9320.3	I 6.38	I 11798.5	I 8.08		I
I	D	I	205.2	I 205.2	I 32.5	I 0.16	I 32.5	I 0.16		I
I	ALL	I	3990.6	I 3990.6	I 13825.8	I 3.46	I 16749.4	I 4.20		I

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

END OF JOB

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

A R C A D Y 6

ASSESSMENT OF ROUNDABOUT CAPACITY AND DELAY

Analysis Program: Release 7.0 (FEBRUARY 2010)
Patch 15 Apr 2011
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RG40 3GA,UK

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

Run with file:-
"p:\10338\Traffic\Junctions\J1-A5183 jw B487 Redbourn Lane\
10338 J1 A5183 jw B487 Redbourn Lane - 2031+Dev Rev3 AM [flat].vai"
(drive-on-the-left) at 08:53:46 on Wednesday, 1 June 2016

FILE PROPERTIES

RUN TITLE: 10338 J1 A5183 jw B487 Redbourn Lane - 2031+Dev Rev3 AM [flat]
LOCATION: Harpenden
DATE: 01/06/16
CLIENT: Commercial Estates Group
ENUMERATOR: sue.tadman [BCL25]
JOB NUMBER: 10338
STATUS: Preliminary
DESCRIPTION: Existing Layout

INPUT DATA

ARM A - A5183 (N)
ARM B - B487 Redbourne Lane (E)
ARM C - A5183 (S)
ARM D - Harpenden Lane

GEOMETRIC DATA

T5																			
I	ARM	I	V (M)	I	E (M)	I	L (M)	I	R (M)	I	D (M)	I	PHI (DEG)	I	SLOPE	I	INTERCEPT (PCU/MIN)	I	
I	ARM	A	I	3.20	I	7.50	I	10.00	I	30.00	I	52.00	I	30.0	I	0.575	I	25.712	I
I	ARM	B	I	3.20	I	7.50	I	10.00	I	20.00	I	52.00	I	30.0	I	0.565	I	25.299	I
I	ARM	C	I	3.60	I	7.50	I	10.00	I	40.00	I	52.00	I	40.0	I	0.578	I	26.665	I
I	ARM	D	I	3.20	I	7.00	I	10.00	I	40.00	I	52.00	I	30.0	I	0.574	I	25.427	I

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

TRAFFIC DEMAND DATA

Only sets included in the current run are shown

SCALING FACTORS

T13

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

TIME PERIOD BEGINS(08.00)AND ENDS(09.00)

LENGTH OF TIME PERIOD -(60) MINUTES

LENGTH OF TIME SEGMENT - (15) MINUTES

DEMAND FLOW PROFILES ARE INPUT DIRECTLY.

DEMAND SET TITLE: as above

DEMAND SET TITLE: as above

T33

		TURNING PROPORTIONS									
		TURNING COUNTS									
		(PERCENTAGE OF H.V.S)									
I	TIME	I	FROM/T	I	ARM A	I	ARM B	I	ARM C	I	ARM D
I	08.00 - 09.00	I		I		I		I		I	
I		I	ARM A	I	0.000	I	0.331	I	0.587	I	0.083
I		I		I	0.0	I	472.0	I	838.0	I	118.0
I		I		I	(0.0)	I	(0.0)	I	(0.0)	I	(0.0)
I		I		I		I		I		I	
I		I	ARM B	I	0.493	I	0.000	I	0.447	I	0.059
I		I		I	549.0	I	0.0	I	498.0	I	66.0
I		I		I	(0.0)	I	(0.0)	I	(0.0)	I	(0.0)
I		I		I		I		I		I	
I		I	ARM C	I	0.547	I	0.450	I	0.000	I	0.003
I		I		I	738.0	I	607.0	I	0.0	I	4.0
I		I		I	(0.0)	I	(0.0)	I	(0.0)	I	(0.0)
I		I		I		I		I		I	
I		I	ARM D	I	0.421	I	0.333	I	0.246	I	0.000
I		I		I	135.0	I	107.0	I	79.0	I	0.0
I		I		I	(0.0)	I	(0.0)	I	(0.0)	I	(0.0)
I		I		I		I		I		I	

QUEUE AND DELAY INFORMATION FOR EACH 15 MIN TIME SEGMENT

T70

I	TIME	I	DEMAND	I	CAPACITY	I	DEMAND/	I	PEDESTRIAN	I	START	I	END	I	DELAY	I	GEOMETRIC DELAY	I	AVERAGE DELAY	I
I		I	(VEH/MIN)	I	(VEH/MIN)	I	CAPACITY	I	FLOW	I	QUEUE	I	QUEUE	I	(VEH.MIN/	I	(VEH.MIN/	I	PER ARRIVING	I
I		I		I		I	(RFC)	I	(PEDS/MIN)	I	(VEHS)	I	(VEHS)	I	TIME SEGMENT)	I	TIME SEGMENT)	I	VEHICLE (MIN)	I
I	08.00-08.15	I		I		I		I		I		I		I		I		I		I
I	ARM A	I	23.79	I	18.82	I	1.264	I	- -	I	0.0	I	78.1	I	606.8	I	-	I	2.216	I
I	ARM B	I	18.55	I	17.53	I	1.058	I	- -	I	0.0	I	25.3	I	224.6	I	-	I	0.945	I
I	ARM C	I	22.48	I	20.39	I	1.102	I	- -	I	0.0	I	39.0	I	326.0	I	-	I	1.138	I
I	ARM D	I	5.34	I	9.28	I	0.576	I	- -	I	0.0	I	1.3	I	17.9	I	-	I	0.244	I

I	TIME	I	DEMAND	I	CAPACITY	I	DEMAND/	I	PEDESTRIAN	I	START	I	END	I	DELAY	I	GEOMETRIC DELAY	I	AVERAGE DELAY	I
I		I	(VEH/MIN)	I	(VEH/MIN)	I	CAPACITY	I	FLOW	I	QUEUE	I	QUEUE	I	(VEH.MIN/	I	(VEH.MIN/	I	PER ARRIVING	I
I		I		I		I	(RFC)	I	(PEDS/MIN)	I	(VEHS)	I	(VEHS)	I	TIME SEGMENT)	I	TIME SEGMENT)	I	VEHICLE (MIN)	I
I	08.15-08.30	I		I		I		I		I		I		I		I		I		I
I	ARM A	I	23.79	I	18.72	I	1.271	I	- -	I	78.1	I	154.3	I	1743.1	I	-	I	6.322	I
I	ARM B	I	18.55	I	17.47	I	1.062	I	- -	I	25.3	I	43.4	I	516.6	I	-	I	2.168	I
I	ARM C	I	22.48	I	20.23	I	1.111	I	- -	I	39.0	I	73.4	I	843.9	I	-	I	2.936	I
I	ARM D	I	5.34	I	8.97	I	0.595	I	- -	I	1.3	I	1.4	I	20.8	I	-	I	0.274	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									
ARM A	23.79	18.71	1.271	-	154.3	230.5	2885.8	-	10.372
ARM B	18.55	17.47	1.062	-	43.4	60.5	779.8	-	3.143
ARM C	22.48	20.21	1.112	-	73.4	107.7	1358.7	-	4.602
ARM D	5.34	8.95	0.597	-	1.4	1.4	21.6	-	0.276

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									
ARM A	23.79	18.71	1.271	-	230.5	306.7	4028.7	-	14.433
ARM B	18.55	17.47	1.062	-	60.5	77.3	1034.1	-	4.090
ARM C	22.48	20.21	1.113	-	107.7	142.0	1872.8	-	6.285
ARM D	5.34	8.94	0.597	-	1.4	1.5	21.8	-	0.277

QUEUE AT ARM A

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE	
08.15	78.1	*****
08.30	154.3	*****
08.45	230.5	*****
09.00	306.7	*****

QUEUE AT ARM B

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE	
08.15	25.3	*****
08.30	43.4	*****
08.45	60.5	*****
09.00	77.3	*****

QUEUE AT ARM C

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE	
08.15	39.0	*****
08.30	73.4	*****
08.45	107.7	*****
09.00	142.0	*****

QUEUE AT ARM D

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE	
08.15	1.3	*
08.30	1.4	*
08.45	1.4	*
09.00	1.5	*

QUEUEING DELAY INFORMATION OVER WHOLE PERIOD

											T75
I	ARM	I	TOTAL	DEMAND	I	* QUEUEING *	I	* INCLUSIVE QUEUEING *	I		
I		I			I	* DELAY *	I	* DELAY *	I		
I		I									I
I		I	(VEH)	(VEH/H)	I	(MIN)	(MIN/VEH)	I	(MIN)	(MIN/VEH)	I
I	A	I	1427.4	I 1427.4	I	9264.4	I 6.49	I	11777.5	I 8.25	I
I	B	I	1113.0	I 1113.0	I	2555.2	I 2.30	I	2726.3	I 2.45	I
I	C	I	1348.8	I 1348.8	I	4401.4	I 3.26	I	4900.3	I 3.63	I
I	D	I	320.4	I 320.4	I	82.1	I 0.26	I	82.3	I 0.26	I
I	ALL	I	4209.6	I 4209.6	I	16303.2	I 3.87	I	19486.3	I 4.63	I

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

END OF JOB

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

A R C A D Y 6

ASSESSMENT OF ROUNDABOUT CAPACITY AND DELAY

Analysis Program: Release 7.0 (FEBRUARY 2010)
Patch 15 Apr 2011
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IN NO WAY RELIEVED OF THEIR RESPONSIBILITY FOR THE CORRECTNESS OF THE SOLUTION

Run with file:-
"p:\10338\Traffic\Junctions\J1-A5183 jw B487 Redbourn Lane\
10338 J1 A5183 jw B487 Redbourn Lane - 2031+Dev Rev3 PM [flat].vai"
(drive-on-the-left) at 08:53:54 on Wednesday, 1 June 2016

FILE PROPERTIES

RUN TITLE: 10338 J1 A5183 jw B487 Redbourn Lane - 2031+Dev Rev3 PM [flat]
LOCATION: Harpenden
DATE: 01/06/16
CLIENT: Commercial Estates Group
ENUMERATOR: sue.tadman [BCL25]
JOB NUMBER: 10338
STATUS: Preliminary
DESCRIPTION: Existing Layout

INPUT DATA

ARM A - A5183 (N)
ARM B - B487 Redbourne Lane (E)
ARM C - A5183 (S)
ARM D - Harpenden Lane

GEOMETRIC DATA

T5																			
I	ARM	I	V (M)	I	E (M)	I	L (M)	I	R (M)	I	D (M)	I	PHI (DEG)	I	SLOPE	I	INTERCEPT (PCU/MIN)	I	
I	ARM	A	I	3.20	I	7.50	I	10.00	I	30.00	I	52.00	I	30.0	I	0.575	I	25.712	I
I	ARM	B	I	3.20	I	7.50	I	10.00	I	20.00	I	52.00	I	30.0	I	0.565	I	25.299	I
I	ARM	C	I	3.60	I	7.50	I	10.00	I	40.00	I	52.00	I	40.0	I	0.578	I	26.665	I
I	ARM	D	I	3.20	I	7.00	I	10.00	I	40.00	I	52.00	I	30.0	I	0.574	I	25.427	I

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

TRAFFIC DEMAND DATA

Only sets included in the current run are shown

SCALING FACTORS

T13

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

TIME PERIOD BEGINS(17.00)AND ENDS(18.00)

LENGTH OF TIME PERIOD -(60) MINUTES

LENGTH OF TIME SEGMENT - (15) MINUTES

DEMAND FLOW PROFILES ARE INPUT DIRECTLY.

DEMAND SET TITLE: as above

DEMAND SET TITLE: as above

T33

		TURNING PROPORTIONS									
		TURNING COUNTS									
		(PERCENTAGE OF H.V.S)									
I	TIME	I	FROM/T	I	ARM A	I	ARM B	I	ARM C	I	ARM D
I	17.00 - 18.00	I		I		I		I		I	
I		I	ARM A	I	0.000	I	0.327	I	0.547	I	0.126
I		I		I	0.0	I	381.0	I	638.0	I	147.0
I		I		I	(0.0)	I	(0.0)	I	(0.0)	I	(0.0)
I		I		I		I		I		I	
I		I	ARM B	I	0.498	I	0.000	I	0.402	I	0.100
I		I		I	581.0	I	0.0	I	469.0	I	117.0
I		I		I	(0.0)	I	(0.0)	I	(0.0)	I	(0.0)
I		I		I		I		I		I	
I		I	ARM C	I	0.628	I	0.360	I	0.000	I	0.012
I		I		I	924.0	I	529.0	I	0.0	I	18.0
I		I		I	(0.0)	I	(0.0)	I	(0.0)	I	(0.0)
I		I		I		I		I		I	
I		I	ARM D	I	0.437	I	0.262	I	0.301	I	0.000
I		I		I	90.0	I	54.0	I	62.0	I	0.0
I		I		I	(0.0)	I	(0.0)	I	(0.0)	I	(0.0)
I		I		I		I		I		I	

QUEUE AND DELAY INFORMATION FOR EACH 15 MIN TIME SEGMENT

T70

I	TIME	I	DEMAND	I	CAPACITY	I	DEMAND/	I	PEDESTRIAN	I	START	I	END	I	DELAY	I	GEOMETRIC DELAY	I	AVERAGE DELAY	I
I		I	(VEH/MIN)	I	(VEH/MIN)	I	CAPACITY	I	FLOW	I	QUEUE	I	QUEUE	I	(VEH.MIN/	I	(VEH.MIN/	I	PER ARRIVING	I
I		I		I		I	(RFC)	I	(PEDS/MIN)	I	(VEHS)	I	(VEHS)	I	TIME SEGMENT)	I	TIME SEGMENT)	I	VEHICLE (MIN)	I
I	17.00-17.15	I		I		I		I		I		I		I		I		I		I
I	ARM A	I	19.43	I	20.66	I	0.941	I	-	I	0.0	I	9.9	I	111.1	I	-	I	0.437	I
I	ARM B	I	19.45	I	17.58	I	1.107	I	-	I	0.0	I	35.3	I	296.6	I	-	I	1.213	I
I	ARM C	I	24.52	I	19.39	I	1.265	I	-	I	0.0	I	80.5	I	625.0	I	-	I	2.217	I
I	ARM D	I	3.43	I	9.69	I	0.354	I	-	I	0.0	I	0.5	I	7.7	I	-	I	0.158	I

I	TIME	I	DEMAND	I	CAPACITY	I	DEMAND/	I	PEDESTRIAN	I	START	I	END	I	DELAY	I	GEOMETRIC DELAY	I	AVERAGE DELAY	I
I		I	(VEH/MIN)	I	(VEH/MIN)	I	CAPACITY	I	FLOW	I	QUEUE	I	QUEUE	I	(VEH.MIN/	I	(VEH.MIN/	I	PER ARRIVING	I
I		I		I		I	(RFC)	I	(PEDS/MIN)	I	(VEHS)	I	(VEHS)	I	TIME SEGMENT)	I	TIME SEGMENT)	I	VEHICLE (MIN)	I
I	17.15-17.30	I		I		I		I		I		I		I		I		I		I
I	ARM A	I	19.43	I	20.62	I	0.942	I	-	I	9.9	I	11.9	I	165.9	I	-	I	0.652	I
I	ARM B	I	19.45	I	17.37	I	1.120	I	-	I	35.3	I	67.3	I	770.5	I	-	I	3.128	I
I	ARM C	I	24.52	I	19.27	I	1.272	I	-	I	80.5	I	159.4	I	1799.2	I	-	I	6.331	I
I	ARM D	I	3.43	I	9.56	I	0.359	I	-	I	0.5	I	0.6	I	8.2	I	-	I	0.163	I

I	TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)	I
I	17.30-17.45										I
I	ARM A	19.43	20.62	0.942	- -	11.9	12.9	186.9	-	0.706	I
I	ARM B	19.45	17.35	1.121	- -	67.3	99.1	1247.9	-	4.932	I
I	ARM C	24.52	19.27	1.273	- -	159.4	238.2	2981.8	-	10.411	I
I	ARM D	3.43	9.56	0.359	- -	0.6	0.6	8.3	-	0.163	I
I											I

I	TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)	I
I	17.45-18.00										I
I	ARM A	19.43	20.62	0.942	- -	12.9	13.5	198.7	-	0.734	I
I	ARM B	19.45	17.34	1.122	- -	99.1	131.0	1725.6	-	6.752	I
I	ARM C	24.52	19.26	1.273	- -	238.2	317.1	4164.6	-	14.494	I
I	ARM D	3.43	9.56	0.359	- -	0.6	0.6	8.3	-	0.163	I
I											I

QUEUE AT ARM A

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE	
17.15	9.9	*****
17.30	11.9	*****
17.45	12.9	*****
18.00	13.5	*****

QUEUE AT ARM B

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE	
17.15	35.3	*****
17.30	67.3	*****
17.45	99.1	*****
18.00	131.0	*****

QUEUE AT ARM C

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE	
17.15	80.5	*****
17.30	159.4	*****
17.45	238.2	*****
18.00	317.1	*****

QUEUE AT ARM D

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE	
17.15	0.5	*
17.30	0.6	*
17.45	0.6	*
18.00	0.6	*

QUEUEING DELAY INFORMATION OVER WHOLE PERIOD

										T75
I	ARM	I	TOTAL DEMAND	I	* QUEUEING *	I	* INCLUSIVE QUEUEING *	I		
I	I	I		I	* DELAY *	I	* DELAY *	I		I
I		I								I
I		I	(VEH)	(VEH/H)	(MIN)	(MIN/VEH)	(MIN)	(MIN/VEH)		I
I	A	I	1165.8	I 1165.8	I 662.6	I 0.57	I 667.1	I 0.57		I
I	B	I	1167.0	I 1167.0	I 4040.7	I 3.46	I 4535.3	I 3.89		I
I	C	I	1471.2	I 1471.2	I 9570.7	I 6.51	I 12180.0	I 8.28		I
I	D	I	205.8	I 205.8	I 32.6	I 0.16	I 32.6	I 0.16		I
I	ALL	I	4009.8	I 4009.8	I 14306.6	I 3.57	I 17415.0	I 4.34		I

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

END OF JOB

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

Printed at 09:18:37 on 01/06/2016]

A R C A D Y 6

ASSESSMENT OF ROUNDABOUT CAPACITY AND DELAY

Analysis Program: Release 7.0 (FEBRUARY 2010)
Patch 15 Apr 2011
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Run with file:-
"p:\10338\Traffic\Junctions\J1-A5183 jw B487 Redbourn Lane\
10338 J1 A5183 jw B487 Redbourn Lane +Impr - 2031+Dev Rev3 AM [flat].vai"
(drive-on-the-left) at 08:54:00 on Wednesday, 1 June 2016

FILE PROPERTIES

RUN TITLE: 10338 J1 A5183 jw B487 Redbourn Lane +Impr - 2031+Dev Rev3 AM [flat]
LOCATION: Harpenden
DATE: 01/06/16
CLIENT: Commercial Estates Group
ENUMERATOR: sue.tadman [BCL25]
JOB NUMBER: 10338
STATUS: Preliminary
DESCRIPTION: Existing Layout

INPUT DATA

ARM A - A5183 (N)
ARM B - B487 Redbourne Lane (E)
ARM C - A5183 (S)
ARM D - Harpenden Lane

GEOMETRIC DATA

T5																			
I	ARM	I	V (M)	I	E (M)	I	L (M)	I	R (M)	I	D (M)	I	PHI (DEG)	I	SLOPE	I	INTERCEPT (PCU/MIN)	I	
I	ARM	A	I	3.20	I	8.00	I	10.00	I	30.00	I	52.00	I	30.0	I	0.579	I	26.138	I
I	ARM	B	I	3.20	I	8.00	I	10.00	I	20.00	I	52.00	I	30.0	I	0.570	I	25.718	I
I	ARM	C	I	3.60	I	8.00	I	10.00	I	40.00	I	52.00	I	40.0	I	0.583	I	27.127	I
I	ARM	D	I	3.20	I	7.00	I	10.00	I	40.00	I	52.00	I	30.0	I	0.574	I	25.427	I

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

TRAFFIC DEMAND DATA

Only sets included in the current run are shown

SCALING FACTORS

T13

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-----
IARM I FLOW SCALE(%) I
-----
I A I 100 I
I B I 100 I
I C I 100 I
I D I 100 I
-----

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TIME PERIOD BEGINS(08.00)AND ENDS(09.00)

LENGTH OF TIME PERIOD -(60) MINUTES

LENGTH OF TIME SEGMENT - (15) MINUTES

DEMAND FLOW PROFILES ARE INPUT DIRECTLY.

DEMAND SET TITLE: as above

DEMAND SET TITLE: as above

T33

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I I TURNING PROPORTIONS I
I I TURNING COUNTS I
I I (PERCENTAGE OF H.V.S) I
I
I TIME I FROM/T I ARM A I ARM B I ARM C I ARM D I
-----
I 08.00 - 09.00 I I I I I I
I I ARM A I 0.000 I 0.331 I 0.587 I 0.083 I
I I I 0.0 I 472.0 I 838.0 I 118.0 I
I I I ( 0.0)I ( 0.0)I ( 0.0)I ( 0.0)I
I I I I I I
I I ARM B I 0.493 I 0.000 I 0.447 I 0.059 I
I I I 549.0 I 0.0 I 498.0 I 66.0 I
I I I ( 0.0)I ( 0.0)I ( 0.0)I ( 0.0)I
I I I I I I
I I ARM C I 0.547 I 0.450 I 0.000 I 0.003 I
I I I 738.0 I 607.0 I 0.0 I 4.0 I
I I I ( 0.0)I ( 0.0)I ( 0.0)I ( 0.0)I
I I I I I I
I I ARM D I 0.421 I 0.333 I 0.246 I 0.000 I
I I I 135.0 I 107.0 I 79.0 I 0.0 I
I I I ( 0.0)I ( 0.0)I ( 0.0)I ( 0.0)I
I I I I I I
-----

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QUEUE AND DELAY INFORMATION FOR EACH 15 MIN TIME SEGMENT

T70

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I TIME DEMAND CAPACITY DEMAND/ PEDESTRIAN START END DELAY GEOMETRIC DELAY AVERAGE DELAY I
I (VEH/MIN) (VEH/MIN) CAPACITY FLOW QUEUE QUEUE (VEH.MIN/ (VEH.MIN/ PER ARRIVING I
I (RFC) (PEDS/MIN) (VEHS) (VEHS) TIME SEGMENT) TIME SEGMENT) VEHICLE (MIN) I
-----
I 08.00-08.15 I
I ARM A 23.79 19.12 1.244 - - - 0.0 73.9 576.2 - 2.074 I
I ARM B 18.55 17.78 1.043 - - - 0.0 22.8 207.0 - 0.866 I
I ARM C 22.48 20.73 1.084 - - - 0.0 34.9 297.5 - 1.030 I
I ARM D 5.34 9.08 0.588 - - - 0.0 1.4 18.7 - 0.255 I
I I
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I TIME DEMAND CAPACITY DEMAND/ PEDESTRIAN START END DELAY GEOMETRIC DELAY AVERAGE DELAY I
I (VEH/MIN) (VEH/MIN) CAPACITY FLOW QUEUE QUEUE (VEH.MIN/ (VEH.MIN/ PER ARRIVING I
I (RFC) (PEDS/MIN) (VEHS) (VEHS) TIME SEGMENT) TIME SEGMENT) VEHICLE (MIN) I
-----
I 08.15-08.30 I
I ARM A 23.79 19.01 1.252 - - - 73.9 145.8 1647.3 - 5.898 I
I ARM B 18.55 17.72 1.047 - - - 22.8 37.9 457.0 - 1.916 I
I ARM C 22.48 20.56 1.093 - - - 34.9 64.7 748.6 - 2.585 I
I ARM D 5.34 8.74 0.611 - - - 1.4 1.5 22.1 - 0.292 I
I I
-----

```

I	TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)	I
I	08.30-08.45										I
I	ARM A	23.79	19.00	1.252	- -	145.8	217.7	2725.6	-	9.657	I
I	ARM B	18.55	17.72	1.047	- -	37.9	51.8	673.6	-	2.704	I
I	ARM C	22.48	20.54	1.095	- -	64.7	94.4	1193.7	-	4.003	I
I	ARM D	5.34	8.71	0.613	- -	1.5	1.5	23.0	-	0.296	I
I											I

I	TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)	I
I	08.45-09.00										I
I	ARM A	23.79	19.00	1.252	- -	217.7	289.6	3804.1	-	13.430	I
I	ARM B	18.55	17.72	1.047	- -	51.8	65.3	878.8	-	3.455	I
I	ARM C	22.48	20.52	1.095	- -	94.4	123.9	1637.4	-	5.429	I
I	ARM D	5.34	8.70	0.614	- -	1.5	1.6	23.3	-	0.297	I
I											I

QUEUE AT ARM A

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE	
08.15	73.9	*****
08.30	145.8	*****
08.45	217.7	*****
09.00	289.6	*****

QUEUE AT ARM B

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE	
08.15	22.8	*****
08.30	37.9	*****
08.45	51.8	*****
09.00	65.3	*****

QUEUE AT ARM C

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE	
08.15	34.9	*****
08.30	64.7	*****
08.45	94.4	*****
09.00	123.9	*****

QUEUE AT ARM D

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE	
08.15	1.4	*
08.30	1.5	**
08.45	1.5	**
09.00	1.6	**

QUEUEING DELAY INFORMATION OVER WHOLE PERIOD

											T75
I	ARM	I	TOTAL DEMAND	I	* QUEUEING *	I	* INCLUSIVE QUEUEING *	I		I	
I		I		I	* DELAY *	I	* DELAY *	I		I	
I		I		I		I		I		I	
I		I	(VEH)	(VEH/H)	(MIN)	(MIN/VEH)	(MIN)	(MIN/VEH)		I	
I	A	I	1427.4	I 1427.4	I 8753.2	I 6.13	I 10959.7	I 7.68		I	
I	B	I	1113.0	I 1113.0	I 2216.3	I 1.99	I 2336.6	I 2.10		I	
I	C	I	1348.8	I 1348.8	I 3877.2	I 2.87	I 4251.4	I 3.15		I	
I	D	I	320.4	I 320.4	I 87.2	I 0.27	I 87.3	I 0.27		I	
I	ALL	I	4209.6	I 4209.6	I 14933.8	I 3.55	I 17635.0	I 4.19		I	

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

END OF JOB

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

Printed at 09:19:06 on 01/06/2016]

A R C A D Y 6

ASSESSMENT OF ROUNDABOUT CAPACITY AND DELAY

Analysis Program: Release 7.0 (FEBRUARY 2010)
Patch 15 Apr 2011
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IN NO WAY RELIEVED OF THEIR RESPONSIBILITY FOR THE CORRECTNESS OF THE SOLUTION

Run with file:-
"p:\10338\Traffic\Junctions\J1-A5183 jw B487 Redbourn Lane\
10338 J1 A5183 jw B487 Redbourn Lane +Impr - 2031+Dev Rev3 PM [flat].vai"
(drive-on-the-left) at 08:54:05 on Wednesday, 1 June 2016

FILE PROPERTIES

RUN TITLE: 10338 J1 A5183 jw B487 Redbourn Lane +Impr - 2031+Dev Rev3 PM [flat]
LOCATION: Harpenden
DATE: 01/06/16
CLIENT: Commercial Estates Group
ENUMERATOR: sue.tadman [BCL25]
JOB NUMBER: 10338
STATUS: Preliminary
DESCRIPTION: Existing Layout

INPUT DATA

ARM A - A5183 (N)
ARM B - B487 Redbourne Lane (E)
ARM C - A5183 (S)
ARM D - Harpenden Lane

GEOMETRIC DATA

T5																			
I	ARM	I	V (M)	I	E (M)	I	L (M)	I	R (M)	I	D (M)	I	PHI (DEG)	I	SLOPE	I	INTERCEPT (PCU/MIN)	I	
I	ARM	A	I	3.20	I	8.00	I	10.00	I	30.00	I	52.00	I	30.0	I	0.579	I	26.138	I
I	ARM	B	I	3.20	I	8.00	I	10.00	I	20.00	I	52.00	I	30.0	I	0.570	I	25.718	I
I	ARM	C	I	3.60	I	8.00	I	10.00	I	40.00	I	52.00	I	40.0	I	0.583	I	27.127	I
I	ARM	D	I	3.20	I	7.00	I	10.00	I	40.00	I	52.00	I	30.0	I	0.574	I	25.427	I

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

TRAFFIC DEMAND DATA

Only sets included in the current run are shown

SCALING FACTORS

T13

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IARM I FLOW SCALE(%) I
-----
I A I 100 I
I B I 100 I
I C I 100 I
I D I 100 I
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TIME PERIOD BEGINS(17.00)AND ENDS(18.00)

LENGTH OF TIME PERIOD -(60) MINUTES

LENGTH OF TIME SEGMENT - (15) MINUTES

DEMAND FLOW PROFILES ARE INPUT DIRECTLY.

DEMAND SET TITLE: as above

DEMAND SET TITLE: as above

T33

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I I TURNING PROPORTIONS I
I I TURNING COUNTS I
I I (PERCENTAGE OF H.V.S) I
I
I TIME I FROM/T I ARM A I ARM B I ARM C I ARM D I
-----
I 17.00 - 18.00 I I I I I I
I I ARM A I 0.000 I 0.327 I 0.547 I 0.126 I
I I I 0.0 I 381.0 I 638.0 I 147.0 I
I I I ( 0.0)I ( 0.0)I ( 0.0)I ( 0.0)I
I I I I I I
I I ARM B I 0.498 I 0.000 I 0.402 I 0.100 I
I I I 581.0 I 0.0 I 469.0 I 117.0 I
I I I ( 0.0)I ( 0.0)I ( 0.0)I ( 0.0)I
I I I I I I
I I ARM C I 0.628 I 0.360 I 0.000 I 0.012 I
I I I 924.0 I 529.0 I 0.0 I 18.0 I
I I I ( 0.0)I ( 0.0)I ( 0.0)I ( 0.0)I
I I I I I I
I I ARM D I 0.437 I 0.262 I 0.301 I 0.000 I
I I I 90.0 I 54.0 I 62.0 I 0.0 I
I I I ( 0.0)I ( 0.0)I ( 0.0)I ( 0.0)I
I I I I I I
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QUEUE AND DELAY INFORMATION FOR EACH 15 MIN TIME SEGMENT

T70

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I TIME DEMAND CAPACITY DEMAND/ PEDESTRIAN START END DELAY GEOMETRIC DELAY AVERAGE DELAY I
I (VEH/MIN) (VEH/MIN) CAPACITY FLOW QUEUE QUEUE (VEH.MIN/ (VEH.MIN/ PER ARRIVING I
I (RFC) (PEDS/MIN) (VEHS) (VEHS) TIME SEGMENT) TIME SEGMENT) VEHICLE (MIN) I
-----
I 17.00-17.15 I
I ARM A 19.43 20.98 0.926 - - - 0.0 8.8 101.3 - 0.396 I
I ARM B 19.45 17.90 1.086 - - - 0.0 31.5 269.4 - 1.088 I
I ARM C 24.52 19.69 1.245 - - - 0.0 76.3 594.2 - 2.075 I
I ARM D 3.43 9.45 0.363 - - - 0.0 0.6 8.0 - 0.164 I
I I
-----

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-----
I TIME DEMAND CAPACITY DEMAND/ PEDESTRIAN START END DELAY GEOMETRIC DELAY AVERAGE DELAY I
I (VEH/MIN) (VEH/MIN) CAPACITY FLOW QUEUE QUEUE (VEH.MIN/ (VEH.MIN/ PER ARRIVING I
I (RFC) (PEDS/MIN) (VEHS) (VEHS) TIME SEGMENT) TIME SEGMENT) VEHICLE (MIN) I
-----
I 17.15-17.30 I
I ARM A 19.43 20.95 0.928 - - - 8.8 10.2 144.4 - 0.563 I
I ARM B 19.45 17.71 1.098 - - - 31.5 58.6 676.9 - 2.726 I
I ARM C 24.52 19.55 1.254 - - - 76.3 150.9 1703.9 - 5.925 I
I ARM D 3.43 9.31 0.368 - - - 0.6 0.6 8.6 - 0.170 I
I I
-----

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I	TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)	I
I	17.30-17.45										I
I	ARM A	19.43	20.95	0.928	- -	10.2	10.9	158.8	-	0.596	I
I	ARM B	19.45	17.69	1.099	- -	58.6	85.4	1080.8	-	4.213	I
I	ARM C	24.52	19.54	1.255	- -	150.9	225.6	2823.9	-	9.726	I
I	ARM D	3.43	9.31	0.369	- -	0.6	0.6	8.7	-	0.170	I
I											I

I	TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)	I
I	17.45-18.00										I
I	ARM A	19.43	20.95	0.928	- -	10.9	11.3	166.4	-	0.613	I
I	ARM B	19.45	17.68	1.100	- -	85.4	112.2	1482.5	-	5.711	I
I	ARM C	24.52	19.54	1.255	- -	225.6	300.3	3944.7	-	13.538	I
I	ARM D	3.43	9.31	0.369	- -	0.6	0.6	8.7	-	0.170	I
I											I

QUEUE AT ARM A

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE	
17.15	8.8	*****
17.30	10.2	*****
17.45	10.9	*****
18.00	11.3	*****

QUEUE AT ARM B

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE	
17.15	31.5	*****
17.30	58.6	*****
17.45	85.4	*****
18.00	112.2	*****

QUEUE AT ARM C

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE	
17.15	76.3	*****
17.30	150.9	*****
17.45	225.6	*****
18.00	300.3	*****

QUEUE AT ARM D

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE	
17.15	0.6	*
17.30	0.6	*
17.45	0.6	*
18.00	0.6	*

QUEUEING DELAY INFORMATION OVER WHOLE PERIOD

											T75
I	ARM	I	TOTAL	DEMAND	I	* QUEUEING *	I	* INCLUSIVE QUEUEING *	I		
I		I			I	* DELAY *	I	* DELAY *	I		
I		I			I		I		I		
I		I	(VEH)	(VEH/H)	I	(MIN)	(MIN/VEH)	I	(MIN)	(MIN/VEH)	I
I	A	I	1165.8	I 1165.8	I	571.0	I 0.49	I	574.0	I 0.49	I
I	B	I	1167.0	I 1167.0	I	3509.6	I 3.01	I	3865.6	I 3.31	I
I	C	I	1471.2	I 1471.2	I	9066.7	I 6.16	I	11374.9	I 7.73	I
I	D	I	205.8	I 205.8	I	33.9	I 0.16	I	33.9	I 0.16	I
I	ALL	I	4009.8	I 4009.8	I	13181.2	I 3.29	I	15848.4	I 3.95	I

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

END OF JOB

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

A R C A D Y 6

ASSESSMENT OF ROUNDABOUT CAPACITY AND DELAY

Analysis Program: Release 7.0 (FEBRUARY 2010)
Patch 15 Apr 2011
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Run with file:-
"p:\10338\Traffic\Junctions\J2-A1081 jw B487 Redbourn Lane\
10338-J2 A1081 jw B487 Redbourn Lane - 2015 AM [flat].vai"
(drive-on-the-left) at 14:24:24 on Thursday, 27 August 2015

FILE PROPERTIES

RUN TITLE: 10338 J2 A1081 jw B487 Redbourne Lane - 2015 AM [flat]
LOCATION: Harpenden
DATE: 27/08/15
CLIENT: Commercial Estates Group
ENUMERATOR: sue.tadman [BCL25]
JOB NUMBER: 10338
STATUS: Preliminary
DESCRIPTION: Existing Layout

INPUT DATA

ARM A - A1081 (N)
ARM B - Walkers Road
ARM C - A1081 (S)
ARM D - B487 Redbourn Lane (W)

GEOMETRIC DATA

T5																			
I	ARM	I	V (M)	I	E (M)	I	L (M)	I	R (M)	I	D (M)	I	PHI (DEG)	I	SLOPE	I	INTERCEPT (PCU/MIN)	I	
I	ARM	A	I	4.00	I	6.00	I	10.00	I	15.00	I	37.00	I	40.0	I	0.592	I	25.014	I
I	ARM	B	I	3.50	I	7.00	I	6.00	I	30.00	I	37.00	I	30.0	I	0.603	I	24.229	I
I	ARM	C	I	4.00	I	6.00	I	8.00	I	25.00	I	37.00	I	40.0	I	0.602	I	25.168	I
I	ARM	D	I	3.20	I	6.00	I	6.00	I	30.00	I	37.00	I	40.0	I	0.559	I	21.429	I

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

TRAFFIC DEMAND DATA

Only sets included in the current run are shown

SCALING FACTORS

LENGTH OF TIME PERIOD - (60) MINUTES

DEMAND FLOW PROFILES ARE INPUT DIRECTLY.

DEMAND SET TITLE: as above

DEMAND SET TITLE: as above

										T33		
I			I	TURNING PROPORTIONS						I		
I			I	TURNING COUNTS						I		
I			I	(PERCENTAGE OF H.V.S)						I		
I										I		
I	TIME	I	FROM/T	I	ARM A	I	ARM B	I	ARM C	I	ARM D	I
I	08.00 - 09.00	I		I		I		I		I		I
I		I	ARM A <th>I</th> <td>0.000<th>I</th><td>0.025<th>I</th><td>0.450<th>I</th><td>0.525<th>I</th></td></td></td></td>	I	0.000 <th>I</th> <td>0.025<th>I</th><td>0.450<th>I</th><td>0.525<th>I</th></td></td></td>	I	0.025 <th>I</th> <td>0.450<th>I</th><td>0.525<th>I</th></td></td>	I	0.450 <th>I</th> <td>0.525<th>I</th></td>	I	0.525 <th>I</th>	I
I		I		I	0.0 <th>I</th> <td>24.0<th>I</th><td>432.0<th>I</th><td>505.0<th>I</th></td></td></td>	I	24.0 <th>I</th> <td>432.0<th>I</th><td>505.0<th>I</th></td></td>	I	432.0 <th>I</th> <td>505.0<th>I</th></td>	I	505.0 <th>I</th>	I
I		I		I	(0.0) <th>I</th> <td>(0.0)<th>I</th><td>(0.0)<th>I</th><td>(0.0)<th>I</th></td></td></td>	I	(0.0) <th>I</th> <td>(0.0)<th>I</th><td>(0.0)<th>I</th></td></td>	I	(0.0) <th>I</th> <td>(0.0)<th>I</th></td>	I	(0.0) <th>I</th>	I
I		I		I		I		I		I		I
I		I	ARM B <th>I</th> <td>0.268<th>I</th><td>0.000<th>I</th><td>0.250<th>I</th><td>0.482<th>I</th></td></td></td></td>	I	0.268 <th>I</th> <td>0.000<th>I</th><td>0.250<th>I</th><td>0.482<th>I</th></td></td></td>	I	0.000 <th>I</th> <td>0.250<th>I</th><td>0.482<th>I</th></td></td>	I	0.250 <th>I</th> <td>0.482<th>I</th></td>	I	0.482 <th>I</th>	I
I		I		I	121.0 <th>I</th> <td>0.0<th>I</th><td>113.0<th>I</th><td>218.0<th>I</th></td></td></td>	I	0.0 <th>I</th> <td>113.0<th>I</th><td>218.0<th>I</th></td></td>	I	113.0 <th>I</th> <td>218.0<th>I</th></td>	I	218.0 <th>I</th>	I
I		I		I	(0.0) <th>I</th> <td>(0.0)<th>I</th><td>(0.0)<th>I</th><td>(0.0)<th>I</th></td></td></td>	I	(0.0) <th>I</th> <td>(0.0)<th>I</th><td>(0.0)<th>I</th></td></td>	I	(0.0) <th>I</th> <td>(0.0)<th>I</th></td>	I	(0.0) <th>I</th>	I
I		I		I		I		I		I		I
I		I	ARM C <th>I</th> <td>0.352<th>I</th><td>0.315<th>I</th><td>0.000<th>I</th><td>0.333<th>I</th></td></td></td></td>	I	0.352 <th>I</th> <td>0.315<th>I</th><td>0.000<th>I</th><td>0.333<th>I</th></td></td></td>	I	0.315 <th>I</th> <td>0.000<th>I</th><td>0.333<th>I</th></td></td>	I	0.000 <th>I</th> <td>0.333<th>I</th></td>	I	0.333 <th>I</th>	I
I		I		I	208.0 <th>I</th> <td>186.0<th>I</th><td>0.0<th>I</th><td>197.0<th>I</th></td></td></td>	I	186.0 <th>I</th> <td>0.0<th>I</th><td>197.0<th>I</th></td></td>	I	0.0 <th>I</th> <td>197.0<th>I</th></td>	I	197.0 <th>I</th>	I
I		I		I	(0.0) <th>I</th> <td>(0.0)<th>I</th><td>(0.0)<th>I</th><td>(0.0)<th>I</th></td></td></td>	I	(0.0) <th>I</th> <td>(0.0)<th>I</th><td>(0.0)<th>I</th></td></td>	I	(0.0) <th>I</th> <td>(0.0)<th>I</th></td>	I	(0.0) <th>I</th>	I
I		I		I		I		I		I		I
I		I	ARM D <th>I</th> <td>0.505<th>I</th><td>0.280<th>I</th><td>0.215<th>I</th><td>0.000<th>I</th></td></td></td></td>	I	0.505 <th>I</th> <td>0.280<th>I</th><td>0.215<th>I</th><td>0.000<th>I</th></td></td></td>	I	0.280 <th>I</th> <td>0.215<th>I</th><td>0.000<th>I</th></td></td>	I	0.215 <th>I</th> <td>0.000<th>I</th></td>	I	0.000 <th>I</th>	I
I		I		I	507.0 <th>I</th> <td>281.0<th>I</th><td>216.0<th>I</th><td>0.0<th>I</th></td></td></td>	I	281.0 <th>I</th> <td>216.0<th>I</th><td>0.0<th>I</th></td></td>	I	216.0 <th>I</th> <td>0.0<th>I</th></td>	I	0.0 <th>I</th>	I
I		I		I	(0.0) <th>I</th> <td>(0.0)<th>I</th><td>(0.0)<th>I</th><td>(0.0)<th>I</th></td></td></td>	I	(0.0) <th>I</th> <td>(0.0)<th>I</th><td>(0.0)<th>I</th></td></td>	I	(0.0) <th>I</th> <td>(0.0)<th>I</th></td>	I	(0.0) <th>I</th>	I
I		I		I		I		I		I		I

QUEUE AND DELAY INFORMATION FOR EACH 15 MIN TIME SEGMENT

T70											
I	TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)	I
I	08.00-08.15										I
I	ARM A	16.02	18.60	0.861	- -	0.0	5.3	66.5	-	0.310	I
I	ARM B	7.53	12.98	0.580	- -	0.0	1.3	18.7	-	0.178	I
I	ARM C	9.85	16.85	0.585	- -	0.0	1.4	19.4	-	0.139	I
I	ARM D	16.73	16.68	1.003	- -	0.0	15.7	153.9	-	-0.060	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)
08.15-08.30									
ARM A	16.02	18.41	0.870	-	5.3	6.0	86.2	-	0.396
ARM B	7.53	12.73	0.592	-	1.3	1.4	20.9	-	0.192
ARM C	9.85	16.72	0.589	-	1.4	1.4	21.0	-	0.145
ARM D	16.73	16.63	1.006	-	15.7	23.1	294.1	-	1.377

I	TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)	I
I	08.30-08.45										I
I	ARM A	16.02	18.38	0.872	- -	6.0	6.3	92.4	-	0.412	I
I	ARM B	7.53	12.69	0.593	- -	1.4	1.4	21.4	-	0.193	I
I	ARM C	9.85	16.71	0.590	- -	1.4	1.4	21.3	-	0.146	I
I	ARM D	16.73	16.63	1.006	- -	23.1	28.9	391.6	-	1.752	I
I											I

I	TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)	I
I	08.45-09.00										I
I	ARM A	16.02	18.37	0.872	- -	6.3	6.4	95.3	-	0.417	I
I	ARM B	7.53	12.68	0.594	- -	1.4	1.4	21.6	-	0.194	I
I	ARM C	9.85	16.70	0.590	- -	1.4	1.4	21.4	-	0.146	I
I	ARM D	16.73	16.63	1.006	- -	28.9	34.0	472.6	-	2.062	I
I											I

QUEUE AT ARM A

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE	
08.15	5.3	*****
08.30	6.0	*****
08.45	6.3	*****
09.00	6.4	*****

QUEUE AT ARM B

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE	
08.15	1.3	*
08.30	1.4	*
08.45	1.4	*
09.00	1.4	*

QUEUE AT ARM C

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE	
08.15	1.4	*
08.30	1.4	*
08.45	1.4	*
09.00	1.4	*

QUEUE AT ARM D

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE	
08.15	15.7	*****
08.30	23.1	*****
08.45	28.9	*****
09.00	34.0	*****

QUEUEING DELAY INFORMATION OVER WHOLE PERIOD

											T75
I	ARM	I	TOTAL	DEMAND	I	* QUEUEING *	I	* INCLUSIVE QUEUEING *	I		
I		I			I	* DELAY *	I	* DELAY *	I		
I		I									I
I		I	(VEH)	(VEH/H)	I	(MIN)	(MIN/VEH)	I	(MIN)	(MIN/VEH)	I
I	A	I	961.2	I 961.2	I	340.5	I 0.35	I	341.6	I 0.36	I
I	B	I	451.8	I 451.8	I	82.7	I 0.18	I	82.8	I 0.18	I
I	C	I	591.0	I 591.0	I	83.1	I 0.14	I	83.1	I 0.14	I
I	D	I	1003.8	I 1003.8	I	1312.3	I 1.31	I	1347.1	I 1.34	I
I	ALL	I	3007.8	I 3007.8	I	1818.6	I 0.60	I	1854.6	I 0.62	I

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

END OF JOB

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

A R C A D Y 6

ASSESSMENT OF ROUNDABOUT CAPACITY AND DELAY

Analysis Program: Release 7.0 (FEBRUARY 2010)
Patch 15 Apr 2011
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THE USER OF THIS COMPUTER PROGRAM FOR THE SOLUTION OF AN ENGINEERING PROBLEM IS
IN NO WAY RELIEVED OF THEIR RESPONSIBILITY FOR THE CORRECTNESS OF THE SOLUTION

Run with file:-
"p:\10338\Traffic\Junctions\J2-A1081 jw B487 Redbourn Lane\
10338-J2 A1081 jw B487 Redbourn Lane - 2015 PM [flat].vai"
(drive-on-the-left) at 14:24:28 on Thursday, 27 August 2015

FILE PROPERTIES

RUN TITLE: 10338 J2 A1081 jw B487 Redbourne Lane - 2015 PM [flat]
LOCATION: Harpenden
DATE: 27/08/15
CLIENT: Commercial Estates Group
ENUMERATOR: sue.tadman [BCL25]
JOB NUMBER: 10338
STATUS: Preliminary
DESCRIPTION: Existing Layout

INPUT DATA

ARM A - A1081 (N)
ARM B - Walkers Road
ARM C - A1081 (S)
ARM D - B487 Redbourn Lane (W)

GEOMETRIC DATA

T5																			
I	ARM	I	V (M)	I	E (M)	I	L (M)	I	R (M)	I	D (M)	I	PHI (DEG)	I	SLOPE	I	INTERCEPT (PCU/MIN)	I	
I	ARM	A	I	4.00	I	6.00	I	10.00	I	15.00	I	37.00	I	40.0	I	0.592	I	25.014	I
I	ARM	B	I	3.50	I	7.00	I	6.00	I	30.00	I	37.00	I	30.0	I	0.603	I	24.229	I
I	ARM	C	I	4.00	I	6.00	I	8.00	I	25.00	I	37.00	I	40.0	I	0.602	I	25.168	I
I	ARM	D	I	3.20	I	6.00	I	6.00	I	30.00	I	37.00	I	40.0	I	0.559	I	21.429	I

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

TRAFFIC DEMAND DATA

Only sets included in the current run are shown

SCALING FACTORS

T13

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IARM I FLOW SCALE(%) I
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I A I 100 I
I B I 100 I
I C I 100 I
I D I 100 I
-----

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TIME PERIOD BEGINS(17.00)AND ENDS(18.00)

LENGTH OF TIME PERIOD -(60) MINUTES

LENGTH OF TIME SEGMENT - (15) MINUTES

DEMAND FLOW PROFILES ARE INPUT DIRECTLY.

DEMAND SET TITLE: as above

DEMAND SET TITLE: as above

T33

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I I TURNING PROPORTIONS I
I I TURNING COUNTS I
I I (PERCENTAGE OF H.V.S) I
I
I
I TIME I FROM/T I ARM A I ARM B I ARM C I ARM D I
-----
I 17.00 - 18.00 I
I I I I I I I I
I I ARM A I 0.000 I 0.035 I 0.360 I 0.605 I
I I I 0.0 I 30.0 I 311.0 I 523.0 I
I I I ( 0.0)I ( 0.0)I ( 0.0)I ( 0.0)I
I I I I I I I I
I I ARM B I 0.217 I 0.000 I 0.257 I 0.526 I
I I I 92.0 I 0.0 I 109.0 I 223.0 I
I I I ( 0.0)I ( 0.0)I ( 0.0)I ( 0.0)I
I I I I I I I I
I I ARM C I 0.358 I 0.292 I 0.000 I 0.350 I
I I I 229.0 I 187.0 I 0.0 I 224.0 I
I I I ( 0.0)I ( 0.0)I ( 0.0)I ( 0.0)I
I I I I I I I I
I I ARM D I 0.392 I 0.359 I 0.249 I 0.000 I
I I I 316.0 I 290.0 I 201.0 I 0.0 I
I I I ( 0.0)I ( 0.0)I ( 0.0)I ( 0.0)I
I I I I I I I I
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QUEUE AND DELAY INFORMATION FOR EACH 15 MIN TIME SEGMENT

T70

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I TIME DEMAND CAPACITY DEMAND/ PEDESTRIAN START END DELAY GEOMETRIC DELAY AVERAGE DELAY I
I (VEH/MIN) (VEH/MIN) CAPACITY FLOW QUEUE QUEUE (VEH.MIN/ (VEH.MIN/ PER ARRIVING I
I (RFC) (PEDS/MIN) (VEHS) (VEHS) TIME SEGMENT) TIME SEGMENT) VEHICLE (MIN) I
-----
I 17.00-17.15 I
I ARM A 14.42 18.43 0.782 - - - 0.0 3.4 44.4 - 0.225 I
I ARM B 7.07 13.98 0.506 - - - 0.0 1.0 14.2 - 0.142 I
I ARM C 10.67 16.86 0.633 - - - 0.0 1.7 23.4 - 0.156 I
I ARM D 13.45 16.74 0.803 - - - 0.0 3.7 48.4 - 0.266 I
I I
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I TIME DEMAND CAPACITY DEMAND/ PEDESTRIAN START END DELAY GEOMETRIC DELAY AVERAGE DELAY I
I (VEH/MIN) (VEH/MIN) CAPACITY FLOW QUEUE QUEUE (VEH.MIN/ (VEH.MIN/ PER ARRIVING I
I (RFC) (PEDS/MIN) (VEHS) (VEHS) TIME SEGMENT) TIME SEGMENT) VEHICLE (MIN) I
-----
I 17.15-17.30 I
I ARM A 14.42 18.33 0.787 - - - 3.4 3.5 52.0 - 0.254 I
I ARM B 7.07 13.82 0.512 - - - 1.0 1.0 15.4 - 0.148 I
I ARM C 10.67 16.76 0.637 - - - 1.7 1.7 25.6 - 0.164 I
I ARM D 13.45 16.70 0.806 - - - 3.7 3.9 57.8 - 0.304 I
I I
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I	TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)	I
I	17.30-17.45										I
I	ARM A	14.42	18.32	0.787	- -	3.5	3.6	53.5	-	0.255	I
I	ARM B	7.07	13.81	0.512	- -	1.0	1.0	15.6	-	0.148	I
I	ARM C	10.67	16.75	0.637	- -	1.7	1.7	25.9	-	0.164	I
I	ARM D	13.45	16.70	0.806	- -	3.9	4.0	59.5	-	0.306	I
I											I

I	TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)	I
I	17.45-18.00										I
I	ARM A	14.42	18.32	0.787	- -	3.6	3.6	54.1	-	0.256	I
I	ARM B	7.07	13.81	0.512	- -	1.0	1.0	15.6	-	0.148	I
I	ARM C	10.67	16.75	0.637	- -	1.7	1.7	26.1	-	0.164	I
I	ARM D	13.45	16.70	0.806	- -	4.0	4.0	60.3	-	0.307	I
I											I

QUEUE AT ARM A

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE	
17.15	3.4	***
17.30	3.5	****
17.45	3.6	****
18.00	3.6	****

QUEUE AT ARM B

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE	
17.15	1.0	*
17.30	1.0	*
17.45	1.0	*
18.00	1.0	*

QUEUE AT ARM C

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE	
17.15	1.7	**
17.30	1.7	**
17.45	1.7	**
18.00	1.7	**

QUEUE AT ARM D

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE	
17.15	3.7	****
17.30	3.9	****
17.45	4.0	****
18.00	4.0	****

QUEUEING DELAY INFORMATION OVER WHOLE PERIOD

T75										
I	ARM	I	TOTAL DEMAND		I	* QUEUEING *	I	* INCLUSIVE QUEUEING *	I	
I		I			I	* DELAY *	I	* DELAY *	I	
I		I	(VEH)	(VEH/H)	I	(MIN)	(MIN/VEH)	I	(MIN)	(MIN/VEH)
I	A	I	865.2	I 865.2	I	204.0	I 0.24	I	204.4	I 0.24
I	B	I	424.2	I 424.2	I	60.8	I 0.14	I	60.8	I 0.14
I	C	I	640.2	I 640.2	I	101.0	I 0.16	I	101.0	I 0.16
I	D	I	807.0	I 807.0	I	226.0	I 0.28	I	226.5	I 0.28
I	ALL	I	2736.6	I 2736.6	I	591.7	I 0.22	I	592.7	I 0.22

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

END OF JOB

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

A R C A D Y 6

ASSESSMENT OF ROUNDABOUT CAPACITY AND DELAY

Analysis Program: Release 7.0 (FEBRUARY 2010)
Patch 15 Apr 2011
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IN NO WAY RELIEVED OF THEIR RESPONSIBILITY FOR THE CORRECTNESS OF THE SOLUTION

Run with file:-
"p:\10338\Traffic\Junctions\J2-A1081 jw B487 Redbourn Lane\
10338-J2 A1081 jw B487 Redbourn Lane - 2031 AM [flat].vai"
(drive-on-the-left) at 11:16:30 on Wednesday, 25 May 2016

FILE PROPERTIES

RUN TITLE: 10338 J2 A1081 jw B487 Redbourne Lane - 2031 AM [flat]
LOCATION: Harpenden
DATE: 25/05/16
CLIENT: Commercial Estates Group
ENUMERATOR: sue.tadman [BCL25]
JOB NUMBER: 10338
STATUS: Preliminary
DESCRIPTION: Existing Layout

INPUT DATA

ARM A - A1081 (N)
ARM B - Walkers Road
ARM C - A1081 (S)
ARM D - B487 Redbourn Lane (W)

GEOMETRIC DATA

T5																			
I	ARM	I	V (M)	I	E (M)	I	L (M)	I	R (M)	I	D (M)	I	PHI (DEG)	I	SLOPE	I	INTERCEPT (PCU/MIN)	I	
I	ARM	A	I	4.00	I	6.00	I	10.00	I	15.00	I	37.00	I	40.0	I	0.592	I	25.014	I
I	ARM	B	I	3.50	I	7.00	I	6.00	I	30.00	I	37.00	I	30.0	I	0.603	I	24.229	I
I	ARM	C	I	4.00	I	6.00	I	8.00	I	25.00	I	37.00	I	40.0	I	0.602	I	25.168	I
I	ARM	D	I	3.20	I	6.00	I	6.00	I	30.00	I	37.00	I	40.0	I	0.559	I	21.429	I

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

TRAFFIC DEMAND DATA

Only sets included in the current run are shown

SCALING FACTORS

LENGTH OF TIME PERIOD - (60) MINUTES

DEMAND FLOW PROFILES ARE INPUT DIRECTLY.

DEMAND SET TITLE: as above

DEMAND SET TITLE: as above

										T33		
I		I	TURNING PROPORTIONS							I		
I		I	TURNING COUNTS							I		
I		I	(PERCENTAGE OF H.V.S)							I		
I		I								I		
I	TIME	I	FROM/T	I	ARM A	I	ARM B	I	ARM C	I	ARM D	I
I	08.00 - 09.00	I		I		I		I		I		I
I		I	ARM A	I	0.000	I	0.025	I	0.450	I	0.525	I
I		I		I	0.0	I	29.0	I	524.0	I	612.0	I
I		I		I	(0.0)	I	(0.0)	I	(0.0)	I	(0.0)	I
I		I		I		I		I		I		I
I		I	ARM B	I	0.268	I	0.000	I	0.250	I	0.482	I
I		I		I	147.0	I	0.0	I	137.0	I	264.0	I
I		I		I	(0.0)	I	(0.0)	I	(0.0)	I	(0.0)	I
I		I		I		I		I		I		I
I		I	ARM C	I	0.351	I	0.315	I	0.000	I	0.333	I
I		I		I	252.0	I	226.0	I	0.0	I	239.0	I
I		I		I	(0.0)	I	(0.0)	I	(0.0)	I	(0.0)	I
I		I		I		I		I		I		I
I		I	ARM D	I	0.505	I	0.280	I	0.215	I	0.000	I
I		I		I	615.0	I	341.0	I	262.0	I	0.0	I
I		I		I	(0.0)	I	(0.0)	I	(0.0)	I	(0.0)	I
I		I		I		I		I		I		I

[illegible]

TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)
08.15-08.30									
ARM A	19.42	18.21	1.067	-	27.0	46.9	555.9	-	2.225
ARM B	9.13	11.56	0.790	-	3.1	3.5	49.9	-	0.400
ARM C	11.94	15.33	0.779	-	3.1	3.3	48.6	-	0.291
ARM D	20.29	15.62	1.299	-	71.8	141.9	1603.1	-	6.972

I	TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)	I
I	08.30-08.45										I
I	ARM A	19.42	18.21	1.067	- -	46.9	66.0	847.4	-	3.259	I
I	ARM B	9.13	11.52	0.792	- -	3.5	3.6	53.3	-	0.412	I
I	ARM C	11.94	15.31	0.780	- -	3.3	3.4	50.8	-	0.294	I
I	ARM D	20.29	15.62	1.299	- -	141.9	212.0	2654.6	-	11.436	I
I											I

I	TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)	I
I	08.45-09.00										I
I	ARM A	19.42	18.21	1.067	- -	66.0	84.7	1130.7	-	4.278	I
I	ARM B	9.13	11.51	0.793	- -	3.6	3.7	54.7	-	0.415	I
I	ARM C	11.94	15.30	0.781	- -	3.4	3.5	51.6	-	0.297	I
I	ARM D	20.29	15.61	1.299	- -	212.0	282.2	3706.8	-	15.918	I
I											I

QUEUE AT ARM A

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE	
08.15	27.0	*****
08.30	46.9	*****
08.45	66.0	*****
09.00	84.7	*****

QUEUE AT ARM B

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE	
08.15	3.1	***
08.30	3.5	***
08.45	3.6	****
09.00	3.7	****

QUEUE AT ARM C

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE	
08.15	3.1	***
08.30	3.3	***
08.45	3.4	***
09.00	3.5	***

QUEUE AT ARM D

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE	
08.15	71.8	*****
08.30	141.9	*****
08.45	212.0	*****
09.00	282.2	*****

QUEUEING DELAY INFORMATION OVER WHOLE PERIOD

T75										
I	ARM	I	TOTAL DEMAND	I	* QUEUEING *	I	* INCLUSIVE QUEUEING *	I		I
I	I	I		I	* DELAY *	I	* DELAY *	I		I
I	I	I		I		I		I		I
I	I	I	(VEH)	(VEH/H)	(MIN)	(MIN/VEH)	(MIN)	(MIN/VEH)		I
I	A	I	1165.2	I 1165.2	I 2771.8	I 2.38	I 2968.9	I 2.55		I
I	B	I	547.8	I 547.8	I 197.5	I 0.36	I 198.1	I 0.36		I
I	C	I	716.4	I 716.4	I 191.5	I 0.27	I 191.9	I 0.27		I
I	D	I	1217.4	I 1217.4	I 8522.3	I 7.00	I 11072.4	I 9.10		I
I	ALL	I	3646.8	I 3646.8	I 11683.0	I 3.20	I 14431.3	I 3.96		I

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

END OF JOB

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

A R C A D Y 6

ASSESSMENT OF ROUNDABOUT CAPACITY AND DELAY

Analysis Program: Release 7.0 (FEBRUARY 2010)
Patch 15 Apr 2011
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Crowthorne House Fax: +44 (0) 1344 770356
Nine Mile Ride Email: software@trl.co.uk
Wokingham, Berks. Web: www.trlsoftware.co.uk
RG40 3GA,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 with file:-
"p:\10338\Traffic\Junctions\J2-A1081 jw B487 Redbourn Lane\
10338-J2 A1081 jw B487 Redbourn Lane - 2031 PM [flat].vai"
(drive-on-the-left) at 11:16:33 on Wednesday, 25 May 2016

FILE PROPERTIES

RUN TITLE: 10338 J2 A1081 jw B487 Redbourne Lane - 2031 PM [flat]
LOCATION: Harpenden
DATE: 25/05/16
CLIENT: Commercial Estates Group
ENUMERATOR: sue.tadman [BCL25]
JOB NUMBER: 10338
STATUS: Preliminary
DESCRIPTION: Existing Layout

INPUT DATA

ARM A - A1081 (N)
ARM B - Walkers Road
ARM C - A1081 (S)
ARM D - B487 Redbourn Lane (W)

GEOMETRIC DATA

T5																			
I	ARM	I	V (M)	I	E (M)	I	L (M)	I	R (M)	I	D (M)	I	PHI (DEG)	I	SLOPE	I	INTERCEPT (PCU/MIN)	I	
I	ARM	A	I	4.00	I	6.00	I	10.00	I	15.00	I	37.00	I	40.0	I	0.592	I	25.014	I
I	ARM	B	I	3.50	I	7.00	I	6.00	I	30.00	I	37.00	I	30.0	I	0.603	I	24.229	I
I	ARM	C	I	4.00	I	6.00	I	8.00	I	25.00	I	37.00	I	40.0	I	0.602	I	25.168	I
I	ARM	D	I	3.20	I	6.00	I	6.00	I	30.00	I	37.00	I	40.0	I	0.559	I	21.429	I

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

TRAFFIC DEMAND DATA

Only sets included in the current run are shown

SCALING FACTORS

T13

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-----
IARM I FLOW SCALE(%) I
-----
I A I 100 I
I B I 100 I
I C I 100 I
I D I 100 I
-----

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TIME PERIOD BEGINS(17.00)AND ENDS(18.00)

LENGTH OF TIME PERIOD -(60) MINUTES

LENGTH OF TIME SEGMENT - (15) MINUTES

DEMAND FLOW PROFILES ARE INPUT DIRECTLY.

DEMAND SET TITLE: as above

DEMAND SET TITLE: as above

T33

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-----
I I TURNING PROPORTIONS I
I I TURNING COUNTS I
I I (PERCENTAGE OF H.V.S) I
I
I
I TIME I FROM/T I ARM A I ARM B I ARM C I ARM D I
-----
I 17.00 - 18.00 I
I I I I I I I I
I I ARM A I 0.000 I 0.034 I 0.360 I 0.606 I
I I I 0.0 I 36.0 I 377.0 I 634.0 I
I I I ( 0.0)I ( 0.0)I ( 0.0)I ( 0.0)I
I I I I I I I
I I ARM B I 0.218 I 0.000 I 0.257 I 0.525 I
I I I 112.0 I 0.0 I 132.0 I 270.0 I
I I I ( 0.0)I ( 0.0)I ( 0.0)I ( 0.0)I
I I I I I I I
I I ARM C I 0.358 I 0.292 I 0.000 I 0.350 I
I I I 278.0 I 227.0 I 0.0 I 272.0 I
I I I ( 0.0)I ( 0.0)I ( 0.0)I ( 0.0)I
I I I I I I I
I I ARM D I 0.391 I 0.360 I 0.249 I 0.000 I
I I I 383.0 I 352.0 I 244.0 I 0.0 I
I I I ( 0.0)I ( 0.0)I ( 0.0)I ( 0.0)I
I I I I I I I
-----

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QUEUE AND DELAY INFORMATION FOR EACH 15 MIN TIME SEGMENT

T70

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-----
I TIME DEMAND CAPACITY DEMAND/ PEDESTRIAN START END DELAY GEOMETRIC DELAY AVERAGE DELAY I
I (VEH/MIN) (VEH/MIN) CAPACITY FLOW QUEUE QUEUE (VEH.MIN/ (VEH.MIN/ PER ARRIVING I
I (RFC) (PEDS/MIN) (VEHS) (VEHS) TIME SEGMENT) TIME SEGMENT) VEHICLE (MIN) I
-----
I 17.00-17.15 I
I ARM A 17.46 17.39 1.004 - - - 0.0 16.2 158.4 - -0.058 I
I ARM B 8.57 12.41 0.691 - - - 0.0 2.1 28.5 - 0.244 I
I ARM C 12.93 15.42 0.839 - - - 0.0 4.5 56.8 - 0.330 I
I ARM D 16.46 15.82 1.041 - - - 0.0 20.6 189.0 - 0.899 I
I I
-----

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-----
I TIME DEMAND CAPACITY DEMAND/ PEDESTRIAN START END DELAY GEOMETRIC DELAY AVERAGE DELAY I
I (VEH/MIN) (VEH/MIN) CAPACITY FLOW QUEUE QUEUE (VEH.MIN/ (VEH.MIN/ PER ARRIVING I
I (RFC) (PEDS/MIN) (VEHS) (VEHS) TIME SEGMENT) TIME SEGMENT) VEHICLE (MIN) I
-----
I 17.15-17.30 I
I ARM A 17.46 17.18 1.016 - - - 16.2 25.6 316.7 - 1.427 I
I ARM B 8.57 12.08 0.709 - - - 2.1 2.3 34.0 - 0.281 I
I ARM C 12.93 15.20 0.851 - - - 4.5 5.1 73.5 - 0.420 I
I ARM D 16.46 15.70 1.048 - - - 20.6 34.6 416.7 - 1.977 I
I I
-----

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I	TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)	I
I	17.30-17.45										I
I	ARM A	17.46	17.15	1.018	- -	-	25.6	33.6	445.5	1.915	I
I	ARM B	8.57	12.01	0.713	- -	-	2.3	2.4	35.7	0.288	I
I	ARM C	12.93	15.16	0.853	- -	-	5.1	5.4	79.0	0.436	I
I	ARM D	16.46	15.70	1.048	- -	-	34.6	47.5	616.7	2.798	I
I											I

I	TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)	I
I	17.45-18.00										I
I	ARM A	17.46	17.14	1.019	- -	-	33.6	41.0	560.4	2.348	I
I	ARM B	8.57	11.99	0.715	- -	-	2.4	2.4	36.4	0.292	I
I	ARM C	12.93	15.14	0.854	- -	-	5.4	5.5	81.7	0.444	I
I	ARM D	16.46	15.70	1.049	- -	-	47.5	59.9	806.3	3.590	I
I											I

QUEUE AT ARM A

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE	
17.15	16.2	*****
17.30	25.6	*****
17.45	33.6	*****
18.00	41.0	*****

QUEUE AT ARM B

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE	
17.15	2.1	**
17.30	2.3	**
17.45	2.4	**
18.00	2.4	**

QUEUE AT ARM C

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE	
17.15	4.5	*****
17.30	5.1	*****
17.45	5.4	*****
18.00	5.5	*****

QUEUE AT ARM D

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE	
17.15	20.6	*****
17.30	34.6	*****
17.45	47.5	*****
18.00	59.9	*****

QUEUEING DELAY INFORMATION OVER WHOLE PERIOD

											T75
I	ARM	I	TOTAL	DEMAND	I	* QUEUEING *	I	* INCLUSIVE QUEUEING *	I		
I		I			I	* DELAY *	I	* DELAY *	I		
I		I			I		I		I		
I		I	(VEH)	(VEH/H)	I	(MIN)	(MIN/VEH)	I	(MIN)	(MIN/VEH)	I
I	A	I	1047.6	I 1047.6	I	1480.9	I 1.41	I	1529.9	I 1.46	I
I	B	I	514.2	I 514.2	I	134.6	I 0.26	I	134.9	I 0.26	I
I	C	I	775.8	I 775.8	I	291.0	I 0.38	I	292.0	I 0.38	I
I	D	I	987.6	I 987.6	I	2028.7	I 2.05	I	2143.2	I 2.17	I
I	ALL	I	3325.2	I 3325.2	I	3935.3	I 1.18	I	4100.0	I 1.23	I

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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 JOB

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

A R C A D Y 6

ASSESSMENT OF ROUNDABOUT CAPACITY AND DELAY

Analysis Program: Release 7.0 (FEBRUARY 2010)
Patch 15 Apr 2011
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Wokingham, Berks. Web: www.trlsoftware.co.uk
RG40 3GA,UK

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

Run with file:-
"p:\10338\Traffic\Junctions\J2-A1081 jw B487 Redbourn Lane\
10338-J2 A1081 jw B487 Redbourn Lane - 2031+Dev Rev3 AM [flat].vai"
(drive-on-the-left) at 09:11:23 on Wednesday, 1 June 2016

FILE PROPERTIES

RUN TITLE: 10338 J2 A1081 jw B487 Redbourne Lane - 2031+Dev Rev3 AM [flat]
LOCATION: Harpenden
DATE: 01/06/16
CLIENT: Commercial Estates Group
ENUMERATOR: sue.tadman [BCL25]
JOB NUMBER: 10338
STATUS: Preliminary
DESCRIPTION: Existing Layout

INPUT DATA

ARM A - A1081 (N)
ARM B - Walkers Road
ARM C - A1081 (S)
ARM D - B487 Redbourn Lane (W)

GEOMETRIC DATA

																	T5		
I	ARM	I	V (M)	I	E (M)	I	L (M)	I	R (M)	I	D (M)	I	PHI (DEG)	I	SLOPE	I	INTERCEPT (PCU/MIN)	I	
I	ARM	A	I	4.00	I	6.00	I	10.00	I	15.00	I	37.00	I	40.0	I	0.592	I	25.014	I
I	ARM	B	I	3.50	I	7.00	I	6.00	I	30.00	I	37.00	I	30.0	I	0.603	I	24.229	I
I	ARM	C	I	4.00	I	6.00	I	8.00	I	25.00	I	37.00	I	40.0	I	0.602	I	25.168	I
I	ARM	D	I	3.20	I	6.00	I	6.00	I	30.00	I	37.00	I	40.0	I	0.559	I	21.429	I

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

TRAFFIC DEMAND DATA

Only sets included in the current run are shown

SCALING FACTORS

-----T13			
IARM	I	FLOW SCALE(%)	I

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

TIME PERIOD BEGINS(08.00)AND ENDS(09.00)

LENGTH OF TIME PERIOD - (60) MINUTES

LENGTH OF TIME SEGMENT - (15) MINUTES

DEMAND FLOW PROFILES ARE INPUT DIRECTLY.

DEMAND SET TITLE: as above

DEMAND SET TITLE: as above

									T33
I		I	TURNING PROPORTIONS						I
I		I	TURNING COUNTS						I
I		I	(PERCENTAGE OF H.V.S)						I
I									
I	TIME	I FROM/T	I	ARM A I	ARM B I	ARM C I	ARM D I	I	
I	08.00 - 09.00	I		I	I	I	I	I	
I		I ARM A I	I	0.000 I	0.027 I	0.456 I	0.517 I	I	
I		I	I	0.0 I	32.0 I	549.0 I	623.0 I	I	
I		I	I	(0.0)I	(0.0)I	(0.0)I	(0.0)I	I	
I		I	I	I	I	I	I	I	
I		I ARM B I	I	0.274 I	0.000 I	0.248 I	0.478 I	I	
I		I	I	151.0 I	0.0 I	137.0 I	264.0 I	I	
I		I	I	(0.0)I	(0.0)I	(0.0)I	(0.0)I	I	
I		I	I	I	I	I	I	I	
I		I ARM C I	I	0.361 I	0.310 I	0.000 I	0.328 I	I	
I		I	I	263.0 I	226.0 I	0.0 I	239.0 I	I	
I		I	I	(0.0)I	(0.0)I	(0.0)I	(0.0)I	I	
I		I	I	I	I	I	I	I	
I		I ARM D I	I	0.506 I	0.279 I	0.215 I	0.000 I	I	
I		I	I	618.0 I	341.0 I	262.0 I	0.0 I	I	
I		I	I	(0.0)I	(0.0)I	(0.0)I	(0.0)I	I	
I		I	I	I	I	I	I	I	

QUEUE AND DELAY INFORMATION FOR EACH 15 MIN TIME SEGMENT

T70											
I	TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)	I
I	08.00-08.15										I
I	ARM A	20.06	18.32	1.095	- -	0.0	33.9	287.3	-	1.130	I
I	ARM B	9.20	11.78	0.781	- -	0.0	3.2	41.3	-	0.336	I
I	ARM C	12.13	15.55	0.780	- -	0.0	3.3	42.9	-	0.261	I
I	ARM D	20.35	15.58	1.306	- -	0.0	74.6	578.0	-	2.552	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)
08.15-08.30									
ARM A	20.06	18.26	1.099	-	33.9	61.9	719.4	-	2.800
ARM B	9.20	11.54	0.798	-	3.2	3.6	52.2	-	0.415
ARM C	12.13	15.34	0.791	-	3.3	3.6	51.8	-	0.307
ARM D	20.35	15.48	1.314	-	74.6	147.7	1667.5	-	7.307

11

I	TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)	I
I	08.30-08.45										I
I	ARM A	20.06	18.26	1.099	- -	61.9	89.3	1134.1	-	4.283	I
I	ARM B	9.20	11.52	0.799	- -	3.6	3.8	55.5	-	0.425	I
I	ARM C	12.13	15.32	0.792	- -	3.6	3.7	54.2	-	0.312	I
I	ARM D	20.35	15.47	1.315	- -	147.7	220.9	2764.4	-	12.015	I
I											I

I	TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)	I
I	08.45-09.00										I
I	ARM A	20.06	18.26	1.099	- -	89.3	116.6	1544.1	-	5.759	I
I	ARM B	9.20	11.51	0.799	- -	3.8	3.8	56.9	-	0.429	I
I	ARM C	12.13	15.32	0.792	- -	3.7	3.7	55.1	-	0.313	I
I	ARM D	20.35	15.47	1.315	- -	220.9	294.1	3862.2	-	16.735	I
I											I

QUEUE AT ARM A

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE	
08.15	33.9	*****
08.30	61.9	*****
08.45	89.3	*****
09.00	116.6	*****

QUEUE AT ARM B

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE	
08.15	3.2	***
08.30	3.6	****
08.45	3.8	****
09.00	3.8	****

QUEUE AT ARM C

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE	
08.15	3.3	***
08.30	3.6	****
08.45	3.7	****
09.00	3.7	****

QUEUE AT ARM D

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE	
08.15	74.6	*****
08.30	147.7	*****
08.45	220.9	*****
09.00	294.1	*****

QUEUEING DELAY INFORMATION OVER WHOLE PERIOD

											T75
I	ARM	I	TOTAL DEMAND	I	* QUEUEING *	I	* INCLUSIVE QUEUEING *	I		I	
I	I	I		I	* DELAY *	I	* DELAY *	I		I	
I		I								I	
I		I	(VEH)	(VEH/H)	I	(MIN)	(MIN/VEH)	I	(MIN)	(MIN/VEH)	I
I	A	I	1203.6	I 1203.6	I	3685.0	I 3.06	I	4057.1	I 3.37	I
I	B	I	552.0	I 552.0	I	205.9	I 0.37	I	206.5	I 0.37	I
I	C	I	727.8	I 727.8	I	204.1	I 0.28	I	204.5	I 0.28	I
I	D	I	1221.0	I 1221.0	I	8872.0	I 7.27	I	11666.8	I 9.56	I
I	ALL	I	3704.4	I 3704.4	I	12967.0	I 3.50	I	16134.9	I 4.36	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.
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END OF JOB

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

Printed at 09:16:01 on 01/06/2016]

A R C A D Y 6

ASSESSMENT OF ROUNDABOUT CAPACITY AND DELAY

Analysis Program: Release 7.0 (FEBRUARY 2010)
Patch 15 Apr 2011
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RG40 3GA,UK

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

Run with file:-
"p:\10338\Traffic\Junctions\J2-A1081 jw B487 Redbourn Lane\
10338-J2 A1081 jw B487 Redbourn Lane - 2031+Dev Rev3 PM [flat].vai"
(drive-on-the-left) at 09:11:35 on Wednesday, 1 June 2016

FILE PROPERTIES

RUN TITLE: 10338 J2 A1081 jw B487 Redbourne Lane - 2031+Dev Rev3 PM [flat]
LOCATION: Harpenden
DATE: 01/06/16
CLIENT: Commercial Estates Group
ENUMERATOR: sue.tadman [BCL25]
JOB NUMBER: 10338
STATUS: Preliminary
DESCRIPTION: Existing Layout

INPUT DATA

ARM A - A1081 (N)
ARM B - Walkers Road
ARM C - A1081 (S)
ARM D - B487 Redbourn Lane (W)

GEOMETRIC DATA

T5																			
I	ARM	I	V (M)	I	E (M)	I	L (M)	I	R (M)	I	D (M)	I	PHI (DEG)	I	SLOPE	I	INTERCEPT (PCU/MIN)	I	
I	ARM	A	I	4.00	I	6.00	I	10.00	I	15.00	I	37.00	I	40.0	I	0.592	I	25.014	I
I	ARM	B	I	3.50	I	7.00	I	6.00	I	30.00	I	37.00	I	30.0	I	0.603	I	24.229	I
I	ARM	C	I	4.00	I	6.00	I	8.00	I	25.00	I	37.00	I	40.0	I	0.602	I	25.168	I
I	ARM	D	I	3.20	I	6.00	I	6.00	I	30.00	I	37.00	I	40.0	I	0.559	I	21.429	I

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

TRAFFIC DEMAND DATA

Only sets included in the current run are shown

SCALING FACTORS

----- T13			
IARM	I	FLOW SCALE(%)	I

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

TIME PERIOD BEGINS(17.00)AND ENDS(18.00)

LENGTH OF TIME PERIOD - (60) MINUTES

LENGTH OF TIME SEGMENT - (15) MINUTES

DEMAND FLOW PROFILES ARE INPUT DIRECTLY.

DEMAND SET TITLE: as above

DEMAND SET TITLE: as above

TURNING PROPORTIONS										T33
TURNING COUNTS										
(PERCENTAGE OF H.V.S)										
TIME	FROM/T	ARM A	ARM B	ARM C	ARM D					
17.00 - 18.00										
	ARM A	0.000	0.034	0.367	0.598					
		0.0	37.0	394.0	642.0					
		(0.0)	(0.0)	(0.0)	(0.0)					
	ARM B	0.218	0.000	0.257	0.525					
		112.0	0.0	132.0	270.0					
		(0.0)	(0.0)	(0.0)	(0.0)					
	ARM C	0.378	0.283	0.000	0.339					
		303.0	227.0	0.0	272.0					
		(0.0)	(0.0)	(0.0)	(0.0)					
	ARM D	0.399	0.355	0.246	0.000					
		395.0	352.0	244.0	0.0					
		(0.0)	(0.0)	(0.0)	(0.0)					

QUEUE AND DELAY INFORMATION FOR EACH 15 MIN TIME SEGMENT

T70											
I	TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)	I
I	17.00-17.15										I
I	ARM A	17.88	17.51	1.021	- -	0.0	18.8	178.0	-	0.771	I
I	ARM B	8.57	12.32	0.696	- -	0.0	2.2	29.1	-	0.249	I
I	ARM C	13.35	15.40	0.867	- -	0.0	5.4	65.7	-	0.373	I
I	ARM D	16.50	15.60	1.057	- -	0.0	23.1	206.7	-	0.982	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)
17.15-17.30									
ARM A	17.88	17.32	1.033	-	18.8	31.0	376.8	-	1.653
ARM B	8.57	12.00	0.714	-	2.2	2.4	34.7	-	0.288
ARM C	13.35	15.19	0.879	-	5.4	6.3	88.8	-	0.500
ARM D	16.50	15.48	1.066	-	23.1	40.4	478.2	-	2.266

I	TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)	I
I	17.30-17.45										I
I	ARM A	17.88	17.29	1.034	- -	31.0	42.1	549.5	-	2.295	I
I	ARM B	8.57	11.95	0.717	- -	2.4	2.5	36.4	-	0.294	I
I	ARM C	13.35	15.16	0.881	- -	6.3	6.6	97.2	-	0.527	I
I	ARM D	16.50	15.47	1.067	- -	40.4	56.8	729.3	-	3.325	I
I											I

I	TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)	I
I	17.45-18.00										I
I	ARM A	17.88	17.28	1.035	- -	42.1	52.6	710.6	-	2.906	I
I	ARM B	8.57	11.92	0.719	- -	2.5	2.5	37.1	-	0.298	I
I	ARM C	13.35	15.14	0.882	- -	6.6	6.9	101.3	-	0.538	I
I	ARM D	16.50	15.46	1.067	- -	56.8	72.9	973.2	-	4.353	I
I											I

QUEUE AT ARM A

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE	
17.15	18.8	*****
17.30	31.0	*****
17.45	42.1	*****
18.00	52.6	*****

QUEUE AT ARM B

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE	
17.15	2.2	**
17.30	2.4	**
17.45	2.5	**
18.00	2.5	**

QUEUE AT ARM C

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE	
17.15	5.4	*****
17.30	6.3	*****
17.45	6.6	*****
18.00	6.9	*****

QUEUE AT ARM D

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE	
17.15	23.1	*****
17.30	40.4	*****
17.45	56.8	*****
18.00	72.9	*****

QUEUEING DELAY INFORMATION OVER WHOLE PERIOD

											T75
I	ARM	I	TOTAL	DEMAND	I	* QUEUEING *	I	* INCLUSIVE QUEUEING *	I		
I		I			I	* DELAY *	I	* DELAY *	I		
I		I									I
I		I	(VEH)	(VEH/H)	I	(MIN)	(MIN/VEH)	I	(MIN)	(MIN/VEH)	I
I	A	I	1072.8	I 1072.8	I	1814.8	I 1.69	I	1894.7	I 1.77	I
I	B	I	514.2	I 514.2	I	137.4	I 0.27	I	137.6	I 0.27	I
I	C	I	801.0	I 801.0	I	353.0	I 0.44	I	354.6	I 0.44	I
I	D	I	990.0	I 990.0	I	2387.3	I 2.41	I	2559.3	I 2.59	I
I	ALL	I	3378.0	I 3378.0	I	4692.5	I 1.39	I	4946.2	I 1.46	I

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

END OF JOB

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

A R C A D Y 6

ASSESSMENT OF ROUNDABOUT CAPACITY AND DELAY

Analysis Program: Release 7.0 (FEBRUARY 2010)
Patch 15 Apr 2011
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THE USER OF THIS COMPUTER PROGRAM FOR THE SOLUTION OF AN ENGINEERING PROBLEM IS
IN NO WAY RELIEVED OF THEIR RESPONSIBILITY FOR THE CORRECTNESS OF THE SOLUTION

Run with file:-
"p:\10338\Traffic\Junctions\J2-A1081 jw B487 Redbourn Lane\
10338-J2 A1081 jw B487 Redbourn Lane [HL-07] - 2031+Dev Rev3 AM [flat].vai"
(drive-on-the-left) at 09:11:42 on Wednesday, 1 June 2016

FILE PROPERTIES

RUN TITLE: 10338 J2 A1081 jw B487 Redbourne Lane +Impr HL-07 - 2031+Dev Rev3 AM [flat]
LOCATION: Harpenden
DATE: 01/06/16
CLIENT: Commercial Estates Group
ENUMERATOR: sue.tadman [BCL25]
JOB NUMBER: 10338
STATUS: Preliminary
DESCRIPTION: Existing Layout

INPUT DATA

ARM A - A1081 (N)
ARM B - Walkers Road
ARM C - A1081 (S)
ARM D - B487 Redbourn Lane (W)

GEOMETRIC DATA

T5																			
I	ARM	I	V (M)	I	E (M)	I	L (M)	I	R (M)	I	D (M)	I	PHI (DEG)	I	SLOPE	I	INTERCEPT (PCU/MIN)	I	
I	ARM	A	I	4.00	I	7.00	I	15.00	I	15.00	I	37.00	I	40.0	I	0.628	I	27.936	I
I	ARM	B	I	3.50	I	7.00	I	6.00	I	30.00	I	37.00	I	30.0	I	0.603	I	24.229	I
I	ARM	C	I	4.00	I	6.00	I	8.00	I	25.00	I	37.00	I	40.0	I	0.602	I	25.168	I
I	ARM	D	I	3.20	I	7.00	I	6.00	I	30.00	I	37.00	I	40.0	I	0.567	I	22.086	I

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

TRAFFIC DEMAND DATA

Only sets included in the current run are shown

SCALING FACTORS

LENGTH OF TIME PERIOD - (60) MINUTES

DEMAND FLOW PROFILES ARE INPUT DIRECTLY.

DEMAND SET TITLE: as above

DEMAND SET TITLE: as above

											T33	
I			I	TURNING PROPORTIONS						I		
I			I	TURNING COUNTS						I		
I			I	(PERCENTAGE OF H.V.S)						I		
I											I	
I	TIME	I	FROM/T	I	ARM A	I	ARM B	I	ARM C	I	ARM D	I
I	08.00 - 09.00	I		I		I		I		I		I
I		I	ARM A	I	0.000	I	0.027	I	0.456	I	0.517	I
I		I		I	0.0	I	32.0	I	549.0	I	623.0	I
I		I		I	(0.0)	I	(0.0)	I	(0.0)	I	(0.0)	I
I		I		I		I		I		I		I
I		I	ARM B	I	0.274	I	0.000	I	0.248	I	0.478	I
I		I		I	151.0	I	0.0	I	137.0	I	264.0	I
I		I		I	(0.0)	I	(0.0)	I	(0.0)	I	(0.0)	I
I		I		I		I		I		I		I
I		I	ARM C	I	0.361	I	0.310	I	0.000	I	0.328	I
I		I		I	263.0	I	226.0	I	0.0	I	239.0	I
I		I		I	(0.0)	I	(0.0)	I	(0.0)	I	(0.0)	I
I		I		I		I		I		I		I
I		I	ARM D	I	0.506	I	0.279	I	0.215	I	0.000	I
I		I		I	618.0	I	341.0	I	262.0	I	0.0	I
I		I		I	(0.0)	I	(0.0)	I	(0.0)	I	(0.0)	I
I		I		I		I		I		I		I

[illegible]

TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)
08.15-08.30									
ARM A	20.06	20.60	0.974	-	13.0	17.1	228.8	-	0.893
ARM B	9.20	10.53	0.874	-	4.5	5.7	78.1	-	0.659
ARM C	12.13	14.87	0.816	-	3.6	4.1	58.9	-	0.354
ARM D	20.35	16.06	1.267	-	66.2	130.6	1476.5	-	6.263

I	TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)	I
I	08.30-08.45										I
I	ARM A	20.06	20.60	0.974	- -	17.1	19.8	278.2	-	1.035	I
I	ARM B	9.20	10.47	0.879	- -	5.7	6.2	89.6	-	0.723	I
I	ARM C	12.13	14.82	0.818	- -	4.1	4.3	62.8	-	0.365	I
I	ARM D	20.35	16.05	1.268	- -	130.6	195.2	2443.8	-	10.257	I
I											I

I	TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)	I
I	08.45-09.00										I
I	ARM A	20.06	20.60	0.974	- -	19.8	21.7	311.7	-	1.135	I
I	ARM B	9.20	10.44	0.881	- -	6.2	6.5	95.7	-	0.752	I
I	ARM C	12.13	14.80	0.820	- -	4.3	4.3	64.6	-	0.372	I
I	ARM D	20.35	16.04	1.268	- -	195.2	259.8	3412.5	-	14.275	I
I											I

QUEUE AT ARM A

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE	
08.15	13.0	*****
08.30	17.1	*****
08.45	19.8	*****
09.00	21.7	*****

QUEUE AT ARM B

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE	
08.15	4.5	****
08.30	5.7	*****
08.45	6.2	*****
09.00	6.5	*****

QUEUE AT ARM C

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE	
08.15	3.6	****
08.30	4.1	****
08.45	4.3	****
09.00	4.3	****

QUEUE AT ARM D

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE	
08.15	66.2	*****
08.30	130.6	*****
08.45	195.2	*****
09.00	259.8	*****

QUEUEING DELAY INFORMATION OVER WHOLE PERIOD

T75										
I	ARM	I	TOTAL	DEMAND	I	* QUEUEING *	I	* INCLUSIVE QUEUEING *	I	I
I	I	I			I	* DELAY *	I	* DELAY *	I	I
I	I	I			I		I		I	I
I	I	I	(VEH)	(VEH/H)	I	(MIN)	(MIN/VEH)	I	(MIN)	(MIN/VEH)
I	A	I	1203.6	I 1203.6	I	955.0	I 0.79	I	966.4	I 0.80
I	B	I	552.0	I 552.0	I	317.7	I 0.58	I	319.7	I 0.58
I	C	I	727.8	I 727.8	I	233.3	I 0.32	I	234.0	I 0.32
I	D	I	1221.0	I 1221.0	I	7850.0	I 6.43	I	9953.3	I 8.15
I	ALL	I	3704.4	I 3704.4	I	9356.1	I 2.53	I	11473.4	I 3.10

* DELAY IS THAT OCCURRING ONLY WITHIN THE TIME PERIOD.
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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 JOB

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

A R C A D Y 6

ASSESSMENT OF ROUNDABOUT CAPACITY AND DELAY

Analysis Program: Release 7.0 (FEBRUARY 2010)
Patch 15 Apr 2011
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Run with file:-
"p:\10338\Traffic\Junctions\J2-A1081 jw B487 Redbourn Lane\
10338-J2 A1081 jw B487 Redbourn Lane [HL-07] - 2031+Dev Rev3 PM [flat].vai"
(drive-on-the-left) at 09:11:48 on Wednesday, 1 June 2016

FILE PROPERTIES

RUN TITLE: 10338 J2 A1081 jw B487 Redbourne Lane +Impr HL-07 - 2031+Dev Rev3 PM [flat]
LOCATION: Harpenden
DATE: 01/06/16
CLIENT: Commercial Estates Group
ENUMERATOR: sue.tadman [BCL25]
JOB NUMBER: 10338
STATUS: Preliminary
DESCRIPTION: Existing Layout

INPUT DATA

ARM A - A1081 (N)
ARM B - Walkers Road
ARM C - A1081 (S)
ARM D - B487 Redbourn Lane (W)

GEOMETRIC DATA

T5																			
I	ARM	I	V (M)	I	E (M)	I	L (M)	I	R (M)	I	D (M)	I	PHI (DEG)	I	SLOPE	I	INTERCEPT (PCU/MIN)	I	
I	ARM	A	I	4.00	I	7.00	I	15.00	I	15.00	I	37.00	I	40.0	I	0.628	I	27.936	I
I	ARM	B	I	3.50	I	7.00	I	6.00	I	30.00	I	37.00	I	30.0	I	0.603	I	24.229	I
I	ARM	C	I	4.00	I	6.00	I	8.00	I	25.00	I	37.00	I	40.0	I	0.602	I	25.168	I
I	ARM	D	I	3.20	I	7.00	I	6.00	I	30.00	I	37.00	I	40.0	I	0.567	I	22.086	I

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

TRAFFIC DEMAND DATA

Only sets included in the current run are shown

SCALING FACTORS

TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)
17.15-17.30									
ARM A	17.88	19.62	0.911	-	7.1	8.5	118.9	-	0.504
ARM B	8.57	11.52	0.744	-	2.5	2.7	39.7	-	0.334
ARM C	13.35	14.93	0.894	-	5.9	7.0	99.0	-	0.562
ARM D	16.50	16.05	1.028	-	17.6	28.3	347.5	-	1.652

I	TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)	I
I	17.30-17.45										I
I	ARM A	17.88	19.58	0.913	- -	8.5	9.1	132.4	-	0.541	I
I	ARM B	8.57	11.48	0.747	- -	2.7	2.8	41.9	-	0.341	I
I	ARM C	13.35	14.91	0.896	- -	7.0	7.5	109.5	-	0.598	I
I	ARM D	16.50	16.04	1.029	- -	28.3	37.7	496.5	-	2.252	I
I											I

I	TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)	I
I	17.45-18.00										I
I	ARM A	17.88	19.56	0.914	- -	9.1	9.5	139.6	-	0.558	I
I	ARM B	8.57	11.46	0.748	- -	2.8	2.9	42.8	-	0.344	I
I	ARM C	13.35	14.90	0.896	- -	7.5	7.8	114.8	-	0.612	I
I	ARM D	16.50	16.03	1.029	- -	37.7	46.5	632.6	-	2.799	I
I											I

QUEUE AT ARM A

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE	
17.15	7.1	*****
17.30	8.5	*****
17.45	9.1	*****
18.00	9.5	*****

QUEUE AT ARM B

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE	
17.15	2.5	**
17.30	2.7	***
17.45	2.8	***
18.00	2.9	***

QUEUE AT ARM C

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE	
17.15	5.9	*****
17.30	7.0	*****
17.45	7.5	*****
18.00	7.8	*****

QUEUE AT ARM D

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE	
17.15	17.6	*****
17.30	28.3	*****
17.45	37.7	*****
18.00	46.5	*****

QUEUEING DELAY INFORMATION OVER WHOLE PERIOD

T75										
I	ARM	I	TOTAL DEMAND	I	* QUEUEING *	I	* INCLUSIVE QUEUEING *	I		I
I	I	I		I	* DELAY *	I	* DELAY *	I		I
I	I	I		I		I		I		I
I	I	I	(VEH)	(VEH/H)	(MIN)	(MIN/VEH)	(MIN)	(MIN/VEH)		I
I	A	I	1072.8	I 1072.8	I 475.7	I 0.44	I 478.0	I 0.45		I
I	B	I	514.2	I 514.2	I 157.2	I 0.31	I 157.5	I 0.31		I
I	C	I	801.0	I 801.0	I 394.3	I 0.49	I 396.4	I 0.49		I
I	D	I	990.0	I 990.0	I 1644.2	I 1.66	I 1711.8	I 1.73		I
I	ALL	I	3378.0	I 3378.0	I 2671.5	I 0.79	I 2743.7	I 0.81		I

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

END OF JOB

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

A R C A D Y 6

ASSESSMENT OF ROUNDABOUT CAPACITY AND DELAY

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RG40 3GA,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 with file:-
"p:\10338\Traffic\Junctions\J3-A1081 jw Station Road\10338-J3 A1081 jw Station Road - 2015 AM [flat].vai"
(drive-on-the-left) at 12:02:50 on Wednesday, 11 May 2016

FILE PROPERTIES

RUN TITLE: 10338-J3 A1081 jw Station Road - 2015 AM [flat]
LOCATION: Harpenden
DATE: 11/05/16
CLIENT: Commercial Estates Group
ENUMERATOR: sue.tadman [BCL25]
JOB NUMBER: 10338
STATUS: Preliminary
DESCRIPTION: Existing Layout

INPUT DATA

ARM A - A1081 (N)
ARM B - Station Road
ARM C - A1081 (S)
ARM D - Exit

GEOMETRIC DATA

ARM B HAS A ZEBRA CROSSING

ARM C HAS A ZEBRA CROSSING

T5																			
I	ARM	I	V (M)	I	E (M)	I	L (M)	I	R (M)	I	D (M)	I	PHI (DEG)	I	SLOPE	I	INTERCEPT (PCU/MIN)	I	
I	ARM	A	I	3.50	I	6.00	I	20.00	I	15.00	I	17.00	I	40.0	I	0.612	I	25.332	I
I	ARM	B	I	3.50	I	4.00	I	5.00	I	5.00	I	17.00	I	40.0	I	0.456	I	16.035	I
I	ARM	C	I	3.50	I	4.00	I	5.00	I	40.00	I	17.00	I	30.0	I	0.570	I	20.067	I
I	ARM	D	I	3.50	I	4.00	I	5.00	I	30.00	I	17.00	I	30.0	I	0.566	I	19.907	I

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

TRAFFIC DEMAND DATA

Only sets included in the current run are shown

SCALING FACTORS

T13			
IARM	I	FLOW SCALE(%)	I
I A	I	100	I
I B	I	100	I
I C	I	100	I
I D	I	100	I

TIME PERIOD BEGINS(08.00)AND ENDS(09.00)

LENGTH OF TIME PERIOD -(60) MINUTES

LENGTH OF TIME SEGMENT - (15) MINUTES

DEMAND FLOW PROFILES ARE INPUT DIRECTLY.

DEMAND SET TITLE: as above

DEMAND SET TITLE: as above

T33									
		TURNING PROPORTIONS							
		TURNING COUNTS							
		(PERCENTAGE OF H.V.S)							
TIME		I FROM/T	I	ARM A	I	ARM B	I	ARM C	I
08.00 - 09.00		I	I	I	I	I	I	I	I
		I ARM A	I	0.000	I	0.223	I	0.766	I
		I	I	0.0	I	208.0	I	713.0	I
		I	I	(0.0)	I	(0.0)	I	(0.0)	I
		I	I	I	I	I	I	I	I
		I ARM B	I	0.336	I	0.000	I	0.536	I
		I	I	144.0	I	0.0	I	230.0	I
		I	I	(0.0)	I	(0.0)	I	(0.0)	I
		I	I	I	I	I	I	I	I
		I ARM C	I	0.640	I	0.352	I	0.000	I
		I	I	533.0	I	293.0	I	0.0	I
		I	I	(0.0)	I	(0.0)	I	(0.0)	I
		I	I	I	I	I	I	I	I
		I ARM D	I	0.000	I	0.000	I	0.000	I
		I	I	0.0	I	0.0	I	0.0	I
		I	I	(0.0)	I	(0.0)	I	(0.0)	I
		I	I	I	I	I	I	I	I

PEDESTRIAN CROSSING DATA
PEDESTRIAN CROSSING FLOW:
ARM B: PEDESTRIAN FLOWS ARE INPUT DIRECTLY
ARM C: PEDESTRIAN FLOWS ARE INPUT DIRECTLY
ZEBRA CROSSINGS

T40							
I ARM	I	LENGTH OF CROSSING		I	QUEUEING SPACE BETWEEN		I
I	I	(M)	(M)	I	CROSSING AND JUNCTION	I	QUEUEING SPACE WITHOUT
I	I	(ENTRY)	(EXIT)	I	ENTRY (VEHS)	I	BLOCKING BACK INTO
I B	I	10.00	3.50	I	5.0	I	5.0
I C	I	6.00	3.50	I	4.0	I	2.0

QUEUE AND DELAY INFORMATION FOR EACH 15 MIN TIME SEGMENT

T70										
I TIME	I	DEMAND	CAPACITY	DEMAND/	PEDESTRIAN	START	END	DELAY	GEOMETRIC DELAY	AVERAGE DELAY
I	I	(VEH/MIN)	(VEH/MIN)	CAPACITY	FLOW	QUEUE	QUEUE	(VEH.MIN/	(VEH.MIN/	PER ARRIVING
I	I			(RFC)	(PEDS/MIN)	(VEHS)	(VEHS)	TIME SEGMENT)	TIME SEGMENT)	VEHICLE (MIN)
08.00-08.15										
I ARM A	I	15.52	22.39	0.693	- -	0.0	2.2	30.5	-	0.140
I ARM B	I	7.16	9.75	0.735	- -	0.5	2.5	33.0	-	0.345
I ARM C	I	13.88	18.12	0.766	- -	0.3	3.1	41.1	-	0.216
I ARM D	I	0.00	10.91	0.000	- -	0.0	0.0	0.0	-	0.000

I	TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)	I
I	08.15-08.30										I
I	ARM A	15.52	22.34	0.695	- -	-	2.2	2.2	33.3	0.147	I
I	ARM B	7.16	9.66	0.741	- -	0.5	2.5	2.7	39.7	0.393	I
I	ARM C	13.88	18.08	0.768	- -	0.3	3.1	3.2	47.2	0.237	I
I	ARM D	0.00	10.77	0.000	- -	-	0.0	0.0	0.0	0.000	I

I	TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)	I
I	08.30-08.45										I
I	ARM A	15.52	22.34	0.695	- -	-	2.2	2.2	33.7	0.147	I
I	ARM B	7.16	9.66	0.741	- -	0.5	2.7	2.8	41.1	0.397	I
I	ARM C	13.88	18.08	0.768	- -	0.3	3.2	3.2	48.2	0.238	I
I	ARM D	0.00	10.76	0.000	- -	-	0.0	0.0	0.0	0.000	I

I	TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)	I
I	08.45-09.00										I
I	ARM A	15.52	22.34	0.695	- -	-	2.2	2.3	33.8	0.147	I
I	ARM B	7.16	9.66	0.741	- -	0.5	2.8	2.8	41.7	0.399	I
I	ARM C	13.88	18.08	0.768	- -	0.3	3.2	3.2	48.6	0.238	I
I	ARM D	0.00	10.76	0.000	- -	-	0.0	0.0	0.0	0.000	I

QUEUE AT ARM A

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE
08.15	2.2 **
08.30	2.2 **
08.45	2.2 **
09.00	2.3 **

QUEUE AT ARM B

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE
08.15	2.5 ***
08.30	2.7 ***
08.45	2.8 ***
09.00	2.8 ***

QUEUE AT ARM C

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE
08.15	3.1 ***
08.30	3.2 ***
08.45	3.2 ***
09.00	3.2 ***

QUEUE AT ARM D

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

QUEUEING DELAY INFORMATION OVER WHOLE PERIOD

T75										
I	ARM	I	TOTAL DEMAND	I	* QUEUEING *	I	* INCLUSIVE QUEUEING *	I		I
I		I		I	* DELAY *	I	* DELAY *	I		I
I		I	(VEH)	(VEH/H)	(MIN)	(MIN/VEH)	(MIN)	(MIN/VEH)		I
I	A	I	931.2	I 931.2	I 131.3	I 0.14	I 131.4	I 0.14		I
I	B	I	429.6	I 429.6	I 155.4	I 0.36	I 155.8	I 0.36		I
I	C	I	832.8	I 832.8	I 185.0	I 0.22	I 185.3	I 0.22		I
I	D	I	0.0	I 0.0	I 0.0	I 0.00	I 0.0	I 0.00		I
I	ALL	I	2193.6	I 2193.6	I 471.7	I 0.22	I 472.5	I 0.22		I

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

END OF JOB

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

A R C A D Y 6

ASSESSMENT OF ROUNDABOUT CAPACITY AND DELAY

Analysis Program: Release 7.0 (FEBRUARY 2010)
Patch 15 Apr 2011
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Run with file:-
"p:\10338\Traffic\Junctions\J3-A1081 jw Station Road\10338-J3 A1081 jw Station Road - 2015 PM [flat].vai"
(drive-on-the-left) at 12:02:54 on Wednesday, 11 May 2016

FILE PROPERTIES

RUN TITLE: 10338-J3 A1081 jw Station Road - 2015 PM [flat]
LOCATION: Harpenden
DATE: 11/05/16
CLIENT: Commercial Estates Group
ENUMERATOR: sue.tadman [BCL25]
JOB NUMBER: 10338
STATUS: Preliminary
DESCRIPTION: Existing Layout

INPUT DATA

ARM A - A1081 (N)
ARM B - Station Road
ARM C - A1081 (S)
ARM D - Exit

GEOMETRIC DATA

ARM B HAS A ZEBRA CROSSING

ARM C HAS A ZEBRA CROSSING

I	ARM	I	V (M)	I	E (M)	I	L (M)	I	R (M)	I	D (M)	I	PHI (DEG)	I	SLOPE	I	INTERCEPT (PCU/MIN)	I	T5
I	ARM A	I	3.50	I	6.00	I	20.00	I	15.00	I	17.00	I	40.0	I	0.612	I	25.332	I	
I	ARM B	I	3.50	I	4.00	I	5.00	I	5.00	I	17.00	I	40.0	I	0.456	I	16.035	I	
I	ARM C	I	3.50	I	4.00	I	5.00	I	40.00	I	17.00	I	30.0	I	0.570	I	20.067	I	
I	ARM D	I	3.50	I	4.00	I	5.00	I	30.00	I	17.00	I	30.0	I	0.566	I	19.907	I	

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

TRAFFIC DEMAND DATA

Only sets included in the current run are shown

SCALING FACTORS

											T70	
I	TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)	I	
I											I	
-											-	
I	17.00-17.15										I	
I	ARM A	15.83	23.11	0.685	- -	-	0.0	2.1	29.5	-	0.132	I
I	ARM B	7.08	10.31	0.687	- -	0.5	0.0	2.1	27.5	-	0.287	I
I	ARM C	11.25	17.80	0.632	- -	0.3	0.0	1.7	23.4	-	0.148	I
I	ARM D	0.00	12.56	0.000	- -	-	0.0	0.0	0.0	-	0.000	I
I											I	

I	TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)	I	
I	17.15-17.30										I	
I	ARM A	15.83	23.09	0.686	- -	-	2.1	2.1	32.0	-	0.138	I
I	ARM B	7.08	10.24	0.691	- -	0.5	2.1	2.2	31.8	-	0.314	I
I	ARM C	11.25	17.76	0.633	- -	0.3	1.7	1.7	25.4	-	0.153	I
I	ARM D	0.00	12.48	0.000	- -	-	0.0	0.0	0.0	-	0.000	I
I											I	

I	TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)	I	
I	17.30-17.45										I	
I	ARM A	15.83	23.09	0.686	- -	-	2.1	2.2	32.3	-	0.138	I
I	ARM B	7.08	10.24	0.691	- -	0.5	2.2	2.2	32.6	-	0.316	I
I	ARM C	11.25	17.76	0.634	- -	0.3	1.7	1.7	25.6	-	0.154	I
I	ARM D	0.00	12.48	0.000	- -	-	0.0	0.0	0.0	-	0.000	I
I											I	

I	TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)	I	
I	-										I	
I	17.45-18.00										I	
I	ARM A	15.83	23.09	0.686	- -	-	2.2	2.2	32.4	-	0.138	I
I	ARM B	7.08	10.24	0.691	- -	0.5	2.2	2.2	32.9	-	0.316	I
I	ARM C	11.25	17.76	0.634	- -	0.3	1.7	1.7	25.7	-	0.154	I
I	ARM D	0.00	12.48	0.000	- -	-	0.0	0.0	0.0	-	0.000	I
I											I	

QUEUE AT ARM A

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE	
17.15	2.1	**
17.30	2.1	**
17.45	2.2	**
18.00	2.2	**

QUEUE AT ARM B

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE	
17.15	2.1	**
17.30	2.2	**
17.45	2.2	**
18.00	2.2	**

QUEUE AT ARM C

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE	
17.15	1.7	**
17.30	1.7	**
17.45	1.7	**
18.00	1.7	**

QUEUE AT ARM D

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

QUEUEING DELAY INFORMATION OVER WHOLE PERIOD

T75										
I	ARM	I	TOTAL DEMAND	I	* QUEUEING *	I	* INCLUSIVE QUEUEING *	I		I
I		I		I	* DELAY *	I	* DELAY *	I		I
I		I	(VEH)	(VEH/H)	(MIN)	(MIN/VEH)	(MIN)	(MIN/VEH)		I
I	A	I	949.8	I 949.8	I 126.4	I 0.13	I 126.5	I 0.13		I
I	B	I	424.8	I 424.8	I 124.8	I 0.29	I 125.1	I 0.29		I
I	C	I	675.0	I 675.0	I 100.1	I 0.15	I 100.2	I 0.15		I
I	D	I	0.0	I 0.0	I 0.0	I 0.00	I 0.0	I 0.00		I
I	ALL	I	2049.6	I 2049.6	I 351.3	I 0.17	I 351.7	I 0.17		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.
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END OF JOB

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

A R C A D Y 6

ASSESSMENT OF ROUNDABOUT CAPACITY AND DELAY

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Patch 15 Apr 2011
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Run with file:-
"p:\10338\Traffic\Junctions\J3-A1081 jw Station Road\10338-J3 A1081 jw Station Road - 2031 AM [flat].vai"
(drive-on-the-left) at 12:06:38 on Wednesday, 25 May 2016

FILE PROPERTIES

RUN TITLE: 10338-J3 A1081 jw Station Road - 2031 AM [flat]
LOCATION: Harpenden
DATE: 25/05/16
CLIENT: Commercial Estates Group
ENUMERATOR: sue.tadman [BCL25]
JOB NUMBER: 10338
STATUS: Preliminary
DESCRIPTION: Existing Layout

INPUT DATA

ARM A - A1081 (N)
ARM B - Station Road
ARM C - A1081 (S)
ARM D - Exit

GEOMETRIC DATA

ARM B HAS A ZEBRA CROSSING

ARM C HAS A ZEBRA CROSSING

T5																			
I	ARM	I	V (M)	I	E (M)	I	L (M)	I	R (M)	I	D (M)	I	PHI (DEG)	I	SLOPE	I	INTERCEPT (PCU/MIN)	I	
I	ARM	A	I	3.50	I	6.00	I	20.00	I	15.00	I	17.00	I	40.0	I	0.612	I	25.332	I
I	ARM	B	I	3.50	I	4.00	I	5.00	I	5.00	I	17.00	I	40.0	I	0.456	I	16.035	I
I	ARM	C	I	3.50	I	4.00	I	5.00	I	40.00	I	17.00	I	30.0	I	0.570	I	20.067	I
I	ARM	D	I	3.50	I	4.00	I	5.00	I	30.00	I	17.00	I	30.0	I	0.566	I	19.907	I

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

TRAFFIC DEMAND DATA

Only sets included in the current run are shown

SCALING FACTORS

											T70
I	TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)	I
I	08.00-08.15										I
I	ARM A	18.81	21.83	0.862	- -	0.0	5.5	68.7	-	0.272	I
I	ARM B	8.68	8.10	1.072	BB-	0.0	15.9	142.9	-	1.352	I
I	ARM C	16.83	17.94	0.938	- -	0.0	9.4	104.2	-	0.474	I
I	ARM D	0.00	9.36	0.000	- -	0.0	0.0	0.0	-	0.000	I

I	TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)	I
I	08.15-08.30										I
I	ARM A	18.81	21.72	0.866	- -	-	5.5	86.2	-	0.333	I
I	ARM B	8.68	7.95	1.092	BB-	0.5	15.9	333.7	-	3.119	I
I	ARM C	16.83	17.87	0.942	- -	0.3	9.4	158.1	-	0.725	I
I	ARM D	0.00	9.04	0.000	- -	-	0.0	0.0	-	0.000	I
I											I

I	TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)	I
I	08.30-08.45										I
I	ARM A	18.81	21.71	0.867	- -	-	5.9	90.6	-	0.339	I
I	ARM B	8.68	7.94	1.094	BB-	0.5	28.4	514.8	-	4.614	I
I	ARM C	16.83	17.86	0.942	- -	0.3	11.4	180.4	-	0.791	I
I	ARM D	0.00	8.99	0.000	- -	-	0.0	0.0	-	0.000	I
I											I

I	TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)	I
I	08.45-09.00										I
I	ARM A	18.81	21.70	0.867	- -	-	6.1	92.6	-	0.342	I
I	ARM B	8.68	7.93	1.094	BB-	0.5	40.2	690.8	-	6.057	I
I	ARM C	16.83	17.86	0.943	- -	0.3	12.5	193.5	-	0.833	I
I	ARM D	0.00	8.98	0.000	- -	-	0.0	0.0	-	0.000	I
I											I

WARNING Entry capacities in certain time segments
(flagged BB in Queue and Delay Table) are restricted due
to traffic queueing to leave the junction on an adjacent arm

QUEUE AT ARM A

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE	
08.15	5.5	*****
08.30	5.9	*****
08.45	6.1	*****
09.00	6.2	*****

QUEUE AT ARM B

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE	
08.15	15.9	*****
08.30	28.4	*****
08.45	40.2	*****
09.00	51.9	*****

QUEUE AT ARM C

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE	
08.15	9.4	*****
08.30	11.4	*****
08.45	12.5	*****
09.00	13.2	*****

QUEUE AT ARM D

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

QUEUEING DELAY INFORMATION OVER WHOLE PERIOD

										T75
I	ARM	I	TOTAL DEMAND	I	* QUEUEING *	I	* INCLUSIVE QUEUEING *	I		
I		I		I	* DELAY *	I	* DELAY *	I		
I		I	(VEH)	(VEH/H)	(MIN)	(MIN/VEH)	(MIN)	(MIN/VEH)	I	
I	A	I	1128.6	I 1128.6	I 338.2	I 0.30	I 339.1	I 0.30	I	
I	B	I	520.8	I 520.8	I 1682.2	I 3.23	I 1851.7	I 3.56	I	
I	C	I	1009.8	I 1009.8	I 636.2	I 0.63	I 641.1	I 0.63	I	
I	D	I	0.0	I 0.0	I 0.0	I 0.00	I 0.0	I 0.00	I	
I	ALL	I	2659.2	I 2659.2	I 2656.6	I 1.00	I 2831.9	I 1.06	I	

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

END OF JOB

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

A R C A D Y 6

ASSESSMENT OF ROUNDABOUT CAPACITY AND DELAY

Analysis Program: Release 7.0 (FEBRUARY 2010)
Patch 15 Apr 2011
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THE USER OF THIS COMPUTER PROGRAM FOR THE SOLUTION OF AN ENGINEERING PROBLEM IS
IN NO WAY RELIEVED OF THEIR RESPONSIBILITY FOR THE CORRECTNESS OF THE SOLUTION

Run with file:-
"p:\10338\Traffic\Junctions\J3-A1081 jw Station Road\10338-J3 A1081 jw Station Road - 2031 PM [flat].vai"
(drive-on-the-left) at 12:06:42 on Wednesday, 25 May 2016

FILE PROPERTIES

RUN TITLE: 10338-J3 A1081 jw Station Road - 2031 PM [flat]
LOCATION: Harpenden
DATE: 25/05/16
CLIENT: Commercial Estates Group
ENUMERATOR: sue.tadman [BCL25]
JOB NUMBER: 10338
STATUS: Preliminary
DESCRIPTION: Existing Layout

INPUT DATA

ARM A - A1081 (N)
ARM B - Station Road
ARM C - A1081 (S)
ARM D - Exit

GEOMETRIC DATA

ARM B HAS A ZEBRA CROSSING

ARM C HAS A ZEBRA CROSSING

I	ARM	I	V (M)	I	E (M)	I	L (M)	I	R (M)	I	D (M)	I	PHI (DEG)	I	SLOPE	I	INTERCEPT (PCU/MIN)	I	T5
I	ARM A	I	3.50	I	6.00	I	20.00	I	15.00	I	17.00	I	40.0	I	0.612	I	25.332	I	
I	ARM B	I	3.50	I	4.00	I	5.00	I	5.00	I	17.00	I	40.0	I	0.456	I	16.035	I	
I	ARM C	I	3.50	I	4.00	I	5.00	I	40.00	I	17.00	I	30.0	I	0.570	I	20.067	I	
I	ARM D	I	3.50	I	4.00	I	5.00	I	30.00	I	17.00	I	30.0	I	0.566	I	19.907	I	

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

TRAFFIC DEMAND DATA

Only sets included in the current run are shown

SCALING FACTORS

-----T13			
IARM	I	FLOW SCALE(%)	I

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

LENGTH OF TIME PERIOD - (60) MINUTES

LENGTH OF TIME SEGMENT - (15) MINUTES

DEMAND FLOW PROFILES ARE INPUT DIRECTLY.

DEMAND SET TITLE: as above

DEMAND SET TITLE: as above

										T33		
I			I	TURNING PROPORTIONS						I		
I			I	TURNING COUNTS						I		
I			I	(PERCENTAGE OF H.V.S)						I		
I										I		
I	TIME	I	FROM/T	I	ARM A	I	ARM B	I	ARM C	I	ARM D	I
I	17.00 - 18.00	I		I		I		I		I		I
I		I	ARM A	I	0.000	I	0.286	I	0.686	I	0.028	I
I		I		I	0.0	I	330.0	I	791.0	I	32.0	I
I		I		I	(0.0)	I	(0.0)	I	(0.0)	I	(0.0)	I
I		I		I		I		I		I		I
I		I	ARM B	I	0.285	I	0.000	I	0.489	I	0.225	I
I		I		I	147.0	I	0.0	I	252.0	I	116.0	I
I		I		I	(0.0)	I	(0.0)	I	(0.0)	I	(0.0)	I
I		I		I		I		I		I		I
I		I	ARM C	I	0.662	I	0.326	I	0.000	I	0.012	I
I		I		I	542.0	I	267.0	I	0.0	I	10.0	I
I		I		I	(0.0)	I	(0.0)	I	(0.0)	I	(0.0)	I
I		I		I		I		I		I		I
I		I	ARM D	I	0.000	I	0.000	I	0.000	I	0.000	I
I		I		I	0.0	I	0.0	I	0.0	I	0.0	I
I		I		I	(0.0)	I	(0.0)	I	(0.0)	I	(0.0)	I
I		I		I		I		I		I		I

PEDESTRIAN CROSSING DATA
PEDESTRIAN CROSSING FLOW:
ARM B: PEDESTRIAN FLOWS ARE INPUT DIRECTLY
ARM C: PEDESTRIAN FLOWS ARE INPUT DIRECTLY
ZEBRA CROSSINGS

								T40
I	ARM	I	LENGTH OF CROSSING (M)	I	CROSSING AND JUNCTION SPACE BETWEEN (VEHS)	I	QUEUEING SPACE WITHOUT BLOCKING BACK INTO JUNCTION (VEHS)	I
I		I	(ENTRY)	I	(EXIT)	I		I
I	B	I	10.00	I	5.0	I	5.0	I
I	C	I	6.00	3.50	I	4.0	I	2.0

QUEUE AND DELAY INFORMATION FOR EACH 15 MIN TIME SEGMENT

											T70
I	TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)	I
I	17.00-17.15										I
I	ARM A	19.20	22.64	0.848	- -	0.0	5.0	64.0	-	0.247	I
I	ARM B	8.59	8.76	0.981	BB-	0.0	9.7	97.9	-	0.911	I
I	ARM C	13.64	17.45	0.781	- -	0.0	3.3	43.9	-	0.236	I
I	ARM D	0.00	11.12	0.000	- -	0.0	0.0	0.0	-	0.000	I

I	TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)	I
I	17.15-17.30										I
I	ARM A	19.20	22.60	0.850	- -	5.0	5.3	77.7	-	0.289	I
I	ARM B	8.59	8.62	0.997	BB-	0.5	9.7	184.2	-	1.724	I
I	ARM C	13.64	17.35	0.786	- -	0.3	3.3	51.6	-	0.266	I
I	ARM D	0.00	10.95	0.000	- -	-	0.0	0.0	-	0.000	I
I											I

I	TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)	I
I	17.30-17.45										I
I	ARM A	19.20	22.60	0.850	- -	5.3	5.4	80.5	-	0.292	I
I	ARM B	8.59	8.61	0.997	BB-	0.5	14.5	245.4	-	2.178	I
I	ARM C	13.64	17.33	0.787	- -	0.3	3.5	53.3	-	0.269	I
I	ARM D	0.00	10.94	0.000	- -	0.0	0.0	0.0	-	0.000	I
I											I

I	TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)	I
I	17.45-18.00										I
I	ARM A	19.20	22.60	0.850	- -	5.4	5.5	81.7	-	0.293	I
I	ARM B	8.59	8.61	0.997	BB-	0.5	18.1	294.1	-	2.539	I
I	ARM C	13.64	17.32	0.788	- -	0.3	3.6	54.0	-	0.271	I
I	ARM D	0.00	10.93	0.000	- -	0.0	0.0	0.0	-	0.000	I
I											I

WARNING Entry capacities in certain time segments
(flagged BB in Queue and Delay Table) are restricted due
to traffic queueing to leave the junction on an adjacent arm

QUEUE AT ARM A

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE	
17.15	5.0	*****
17.30	5.3	*****
17.45	5.4	*****
18.00	5.5	*****

QUEUE AT ARM B

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE	
17.15	9.7	*****
17.30	14.5	*****
17.45	18.1	*****
18.00	21.0	*****

QUEUE AT ARM C

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE	
17.15	3.3	***
17.30	3.5	****
17.45	3.6	****
18.00	3.6	****

QUEUE AT ARM D

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

QUEUEING DELAY INFORMATION OVER WHOLE PERIOD

T75									
I	ARM	I	TOTAL DEMAND	I	* QUEUEING *	I	* INCLUSIVE QUEUEING *	I	
I	I	I	I	I	* DELAY *	I	* DELAY *	I	
I	I	I	(VEH)	(VEH/H)	(MIN)	(MIN/VEH)	(MIN)	(MIN/VEH)	I
I	A	I	1152.0	I 1152.0	I 303.9	I 0.26	I 304.6	I 0.26	I
I	B	I	515.4	I 515.4	I 821.7	I 1.59	I 847.4	I 1.64	I
I	C	I	818.4	I 818.4	I 202.8	I 0.25	I 203.2	I 0.25	I
I	D	I	0.0	I 0.0	I 0.0	I 0.00	I 0.0	I 0.00	I
I	ALL	I	2485.8	I 2485.8	I 1328.3	I 0.53	I 1355.1	I 0.55	I

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

END OF JOB

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

A R C A D Y 6

ASSESSMENT OF ROUNDABOUT CAPACITY AND DELAY

Analysis Program: Release 7.0 (FEBRUARY 2010)
Patch 15 Apr 2011
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THE USER OF THIS COMPUTER PROGRAM FOR THE SOLUTION OF AN ENGINEERING PROBLEM IS
IN NO WAY RELIEVED OF THEIR RESPONSIBILITY FOR THE CORRECTNESS OF THE SOLUTION

Run with file:-
"p:\10338\Traffic\Junctions\J3-A1081 jw Station Road\
10338-J3 A1081 jw Station Road - 2031+Dev Rev3 AM [flat].vai"
(drive-on-the-left) at 09:30:12 on Wednesday, 1 June 2016

FILE PROPERTIES *****

RUN TITLE: 10338-J3 A1081 jw Station Road - 2031+Dev Rev3 AM [flat]
LOCATION: Harpenden
DATE: 01/06/16
CLIENT: Commercial Estates Group
ENUMERATOR: sue.tadman [BCL25]
JOB NUMBER: 10338
STATUS: Preliminary
DESCRIPTION: Existing Layout

INPUT DATA *****

ARM A - A1081 (N)
ARM B - Station Road
ARM C - A1081 (S)
ARM D - Exit

GEOMETRIC DATA -----

ARM B HAS A ZEBRA CROSSING

ARM C HAS A ZEBRA CROSSING

T5																			
I	ARM	I	V (M)	I	E (M)	I	L (M)	I	R (M)	I	D (M)	I	PHI (DEG)	I	SLOPE	I	INTERCEPT (PCU/MIN)	I	
I	ARM	A	I	3.50	I	6.00	I	20.00	I	15.00	I	17.00	I	40.0	I	0.612	I	25.332	I
I	ARM	B	I	3.50	I	4.00	I	5.00	I	5.00	I	17.00	I	40.0	I	0.456	I	16.035	I
I	ARM	C	I	3.50	I	4.00	I	5.00	I	40.00	I	17.00	I	30.0	I	0.570	I	20.067	I
I	ARM	D	I	3.50	I	4.00	I	5.00	I	30.00	I	17.00	I	30.0	I	0.566	I	19.907	I

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

TRAFFIC DEMAND DATA -----

Only sets included in the current run are shown

SCALING FACTORS

T13			
IARM	I	FLOW SCALE(%)	I
I A	I	100	I
I B	I	100	I
I C	I	100	I
I D	I	100	I

TIME PERIOD BEGINS(08.00)AND ENDS(09.00)

LENGTH OF TIME PERIOD -(60) MINUTES

LENGTH OF TIME SEGMENT - (15) MINUTES

DEMAND FLOW PROFILES ARE INPUT DIRECTLY.

DEMAND SET TITLE: as above

DEMAND SET TITLE: as above

T33									
		TURNING PROPORTIONS							
		TURNING COUNTS							
		(PERCENTAGE OF H.V.S)							
TIME		I FROM/T	I	ARM A	I	ARM B	I	ARM C	I
08.00 - 09.00		I	I	I	I	I	I	I	I
		I ARM A	I	0.000	I	0.218	I	0.772	I
		I	I	0.0	I	273.0	I	966.0	I
		I	I	(0.0)	I	(0.0)	I	(0.0)	I
		I	I	I	I	I	I	I	I
		I ARM B	I	0.352	I	0.000	I	0.522	I
		I	I	188.0	I	0.0	I	279.0	I
		I	I	(0.0)	I	(0.0)	I	(0.0)	I
		I	I	I	I	I	I	I	I
		I ARM C	I	0.665	I	0.327	I	0.000	I
		I	I	722.0	I	355.0	I	0.0	I
		I	I	(0.0)	I	(0.0)	I	(0.0)	I
		I	I	I	I	I	I	I	I
		I ARM D	I	0.000	I	0.000	I	0.000	I
		I	I	0.0	I	0.0	I	0.0	I
		I	I	(0.0)	I	(0.0)	I	(0.0)	I
		I	I	I	I	I	I	I	I

PEDESTRIAN CROSSING DATA
PEDESTRIAN CROSSING FLOW:
ARM B: PEDESTRIAN FLOWS ARE INPUT DIRECTLY
ARM C: PEDESTRIAN FLOWS ARE INPUT DIRECTLY
ZEBRA CROSSINGS

T40						
I ARM	I	LENGTH OF CROSSING	I	QUEUEING SPACE BETWEEN	I	QUEUEING SPACE WITHOUT
I	I	(M)	I	CROSSING AND JUNCTION	I	BLOCKING BACK INTO
I	I	(ENTRY)	I	ENTRY (VEHS)	I	JUNCTION (VEHS)
I B	I	10.00	I	5.0	I	5.0
I C	I	6.00	I	4.0	I	2.0

QUEUE AND DELAY INFORMATION FOR EACH 15 MIN TIME SEGMENT

T70										
I TIME	I	DEMAND	I	CAPACITY	I	DEMAND/	I	PEDESTRIAN	I	START
I	I	(VEH/MIN)	I	(VEH/MIN)	I	CAPACITY	I	FLOW	I	QUEUE
I	I		I		I	(RFC)	I	(PEDS/MIN)	I	(VEHS)
08.00-08.15										
I ARM A	I	20.85	I	21.91	I	0.952	I	-	I	0.0
I ARM B	I	8.89	I	7.23	I	1.230	I	BB-	I	0.5
I ARM C	I	18.09	I	18.06	I	1.002	I	-	I	0.3
I ARM D	I	0.00	I	8.96	I	0.000	I	-	I	0.0
I	I		I		I		I		I	

I	TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)	I
I	08.15-08.30										I
I	ARM A	20.85	21.78	0.957	- -	-	11.2	14.1	192.4	0.718	I
I	ARM B	8.89	6.95	1.280	BB-	0.5	28.6	58.0	649.8	6.536	I
I	ARM C	18.09	18.07	1.001	- -	0.3	16.2	23.2	298.8	1.283	I
I	ARM D	0.00	8.62	0.000	- -	-	0.0	0.0	0.0	0.000	I
I											I

I	TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)	I
I	08.30-08.45										I
I	ARM A	20.85	21.76	0.958	- -	-	14.1	15.9	226.0	0.806	I
I	ARM B	8.89	6.91	1.287	BB-	0.5	58.0	87.8	1093.5	10.798	I
I	ARM C	18.09	18.07	1.001	- -	0.3	23.2	28.6	389.5	1.605	I
I	ARM D	0.00	8.57	0.000	- -	-	0.0	0.0	0.0	0.000	I
I											I

I	TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)	I
I	08.45-09.00										I
I	ARM A	20.85	21.75	0.959	- -	-	15.9	17.0	247.1	0.867	I
I	ARM B	8.89	6.90	1.289	BB-	0.5	87.8	117.7	1541.4	15.109	I
I	ARM C	18.09	18.07	1.001	- -	0.3	28.6	33.1	462.8	1.868	I
I	ARM D	0.00	8.54	0.000	- -	-	0.0	0.0	0.0	0.000	I
I											I

WARNING Entry capacities in certain time segments
(flagged BB in Queue and Delay Table) are restricted due
to traffic queueing to leave the junction on an adjacent arm

QUEUE AT ARM A

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE	
08.15	11.2	*****
08.30	14.1	*****
08.45	15.9	*****
09.00	17.0	*****

QUEUE AT ARM B

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE	
08.15	28.6	*****
08.30	58.0	*****
08.45	87.8	*****
09.00	117.7	*****

QUEUE AT ARM C

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE	
08.15	16.2	*****
08.30	23.2	*****
08.45	28.6	*****
09.00	33.1	*****

QUEUE AT ARM D

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

QUEUEING DELAY INFORMATION OVER WHOLE PERIOD

----- T75									
I	ARM	I	TOTAL DEMAND	I	* QUEUEING *	I	* INCLUSIVE QUEUEING *	I	
I		I		I	* DELAY *	I	* DELAY *	I	

I		I	(VEH)	I	(MIN)	I	(MIN)	I	

I	A	I	1251.0	I	1251.0	I	787.9	I	0.63
I	B	I	533.4	I	533.4	I	3516.6	I	6.59
I	C	I	1085.4	I	1085.4	I	1310.5	I	1.21
I	D	I	0.0	I	0.0	I	0.0	I	0.00

I	ALL	I	2869.8	I	2869.8	I	5615.0	I	1.96

I		I	6656.5	I	2.32	I		I	

* DELAY IS THAT OCCURRING ONLY WITHIN THE TIME PERIOD.

* INCLUSIVE DELAY INCLUDES DELAY SUFFERED BY VEHICLES WHICH ARE STILL QUEUEING AFTER THE END OF THE TIME PERIOD.

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

END OF JOB

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

A R C A D Y 6

ASSESSMENT OF ROUNDABOUT CAPACITY AND DELAY

Analysis Program: Release 7.0 (FEBRUARY 2010)
Patch 15 Apr 2011
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Nine Mile Ride Email: software@trl.co.uk
Wokingham, Berks. Web: www.trlsoftware.co.uk
RG40 3GA,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 with file:-
"p:\10338\Traffic\Junctions\J3-A1081 jw Station Road\
10338-J3 A1081 jw Station Road - 2031+Dev Rev3 PM [flat].vai"
(drive-on-the-left) at 09:30:30 on Wednesday, 1 June 2016

FILE PROPERTIES

RUN TITLE: 10338-J3 A1081 jw Station Road - 2031+Dev Rev3 PM [flat]
LOCATION: Harpenden
DATE: 01/06/16
CLIENT: Commercial Estates Group
ENUMERATOR: sue.tadman [BCL25]
JOB NUMBER: 10338
STATUS: Preliminary
DESCRIPTION: Existing Layout

INPUT DATA

ARM A - A1081 (N)
ARM B - Station Road
ARM C - A1081 (S)
ARM D - Exit

GEOMETRIC DATA

ARM B HAS A ZEBRA CROSSING

ARM C HAS A ZEBRA CROSSING

T5																			
I	ARM	I	V (M)	I	E (M)	I	L (M)	I	R (M)	I	D (M)	I	PHI (DEG)	I	SLOPE	I	INTERCEPT (PCU/MIN)	I	
I	ARM	A	I	3.50	I	6.00	I	20.00	I	15.00	I	17.00	I	40.0	I	0.612	I	25.332	I
I	ARM	B	I	3.50	I	4.00	I	5.00	I	5.00	I	17.00	I	40.0	I	0.456	I	16.035	I
I	ARM	C	I	3.50	I	4.00	I	5.00	I	40.00	I	17.00	I	30.0	I	0.570	I	20.067	I
I	ARM	D	I	3.50	I	4.00	I	5.00	I	30.00	I	17.00	I	30.0	I	0.566	I	19.907	I

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

TRAFFIC DEMAND DATA

Only sets included in the current run are shown

SCALING FACTORS

T13			
IARM	I	FLOW SCALE(%)	I
I A	I	100	I
I B	I	100	I
I C	I	100	I
I D	I	100	I

TIME PERIOD BEGINS(17.00)AND ENDS(18.00)

LENGTH OF TIME PERIOD -(60) MINUTES

LENGTH OF TIME SEGMENT - (15) MINUTES

DEMAND FLOW PROFILES ARE INPUT DIRECTLY.

DEMAND SET TITLE: as above

DEMAND SET TITLE: as above

T33									
		TURNING PROPORTIONS							
		TURNING COUNTS							
		(PERCENTAGE OF H.V.S)							
I	TIME	I FROM/T	I	ARM A	I	ARM B	I	ARM C	I
I	17.00 - 18.00	I	I	I	I	I	I	I	I
I		I ARM A	I	0.000	I	0.281	I	0.693	I
I		I	I	0.0	I	342.0	I	844.0	I
I		I	I	(0.0)	I	(0.0)	I	(0.0)	I
I		I	I	I	I	I	I	I	I
I		I ARM B	I	0.308	I	0.000	I	0.474	I
I		I	I	164.0	I	0.0	I	252.0	I
I		I	I	(0.0)	I	(0.0)	I	(0.0)	I
I		I	I	I	I	I	I	I	I
I		I ARM C	I	0.690	I	0.299	I	0.000	I
I		I	I	617.0	I	267.0	I	0.0	I
I		I	I	(0.0)	I	(0.0)	I	(0.0)	I
I		I	I	I	I	I	I	I	I
I		I ARM D	I	0.000	I	0.000	I	0.000	I
I		I	I	0.0	I	0.0	I	0.0	I
I		I	I	(0.0)	I	(0.0)	I	(0.0)	I
I		I	I	I	I	I	I	I	I

PEDESTRIAN CROSSING DATA
PEDESTRIAN CROSSING FLOW:
ARM B: PEDESTRIAN FLOWS ARE INPUT DIRECTLY
ARM C: PEDESTRIAN FLOWS ARE INPUT DIRECTLY
ZEBRA CROSSINGS

T40						
I ARM	I	LENGTH OF CROSSING	I	QUEUEING SPACE BETWEEN	I	QUEUEING SPACE WITHOUT
I	I	(M)	I	CROSSING AND JUNCTION	I	BLOCKING BACK INTO
I	I	(ENTRY)	I	ENTRY (VEHS)	I	JUNCTION (VEHS)
I B	I	10.00	I	5.0	I	5.0
I C	I	6.00	I	4.0	I	2.0

QUEUE AND DELAY INFORMATION FOR EACH 15 MIN TIME SEGMENT

T70										
I TIME	I	DEMAND	I	CAPACITY	I	DEMAND/	I	PEDESTRIAN	I	START
I	I	(VEH/MIN)	I	(VEH/MIN)	I	CAPACITY	I	FLOW	I	QUEUE
I	I		I		I	(RFC)	I	(PEDS/MIN)	I	(VEHS)
I 17.00-17.15	I		I		I		I		I	
I ARM A	I	20.30	I	22.66	I	0.896	I	-	I	0.0
I ARM B	I	8.88	I	8.30	I	1.070	I	BB-	I	0.5
I ARM C	I	14.89	I	17.42	I	0.855	I	-	I	0.3
I ARM D	I	0.00	I	10.40	I	0.000	I	-	I	0.0
I	I		I		I		I		I	

I	TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)	I
I	17.15-17.30										I
I	ARM A	20.30	22.60	0.898	- -	7.0	7.8	112.1	-	0.406	I
I	ARM B	8.88	8.12	1.093	BB-	16.0	28.8	337.6	-	3.091	I
I	ARM C	14.89	17.35	0.858	- -	5.1	5.5	80.2	-	0.391	I
I	ARM D	0.00	10.19	0.000	- -	0.0	0.0	0.0	-	0.000	I
I											I

I	TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)	I
I	17.30-17.45										I
I	ARM A	20.30	22.60	0.898	- -	7.8	8.1	119.4	-	0.418	I
I	ARM B	8.88	8.11	1.095	BB-	28.8	41.1	524.3	-	4.590	I
I	ARM C	14.89	17.34	0.859	- -	5.5	5.7	84.4	-	0.400	I
I	ARM D	0.00	10.17	0.000	- -	0.0	0.0	0.0	-	0.000	I
I											I

I	TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)	I
I	17.45-18.00										I
I	ARM A	20.30	22.60	0.898	- -	8.1	8.3	122.8	-	0.423	I
I	ARM B	8.88	8.10	1.096	BB-	41.1	53.1	706.6	-	6.070	I
I	ARM C	14.89	17.34	0.859	- -	5.7	5.8	86.3	-	0.403	I
I	ARM D	0.00	10.17	0.000	- -	0.0	0.0	0.0	-	0.000	I
I											I

WARNING Entry capacities in certain time segments
(flagged BB in Queue and Delay Table) are restricted due
to traffic queueing to leave the junction on an adjacent arm

QUEUE AT ARM A

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE	
17.15	7.0	*****
17.30	7.8	*****
17.45	8.1	*****
18.00	8.3	*****

QUEUE AT ARM B

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE	
17.15	16.0	*****
17.30	28.8	*****
17.45	41.1	*****
18.00	53.1	*****

QUEUE AT ARM C

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE	
17.15	5.1	*****
17.30	5.5	*****
17.45	5.7	*****
18.00	5.8	*****

QUEUE AT ARM D

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

QUEUEING DELAY INFORMATION OVER WHOLE PERIOD

-----										T75
I	ARM	I	TOTAL DEMAND	I	* QUEUEING *	I	* INCLUSIVE QUEUEING *	I		
I		I		I	* DELAY *	I	* DELAY *	I		
I		I	-----							I
I		I	(VEH)	(VEH/H)	I	(MIN)	(MIN/VEH)	I	(MIN)	(MIN/VEH)

I	A	I	1218.0	I	1218.0	I	439.3	I	0.36	I
I	B	I	532.8	I	532.8	I	1712.3	I	3.21	I
I	C	I	893.4	I	893.4	I	314.1	I	0.35	I
I	D	I	0.0	I	0.0	I	0.0	I	0.00	I

I	ALL	I	2644.2	I	2644.2	I	2465.7	I	0.93	I

* DELAY IS THAT OCCURRING ONLY WITHIN THE TIME PERIOD.

* INCLUSIVE DELAY INCLUDES DELAY SUFFERED BY VEHICLES WHICH ARE STILL QUEUEING AFTER THE END OF THE TIME PERIOD.

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

END OF JOB

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

A R C A D Y 6

ASSESSMENT OF ROUNDABOUT CAPACITY AND DELAY

Analysis Program: Release 7.0 (FEBRUARY 2010)
Patch 15 Apr 2011
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RG40 3GA,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 with file:-
"p:\10338\Traffic\Junctions\J3-A1081 jw Station Road\
10338-J3 A1081 jw Station Road [HL-08] - 2031+Dev Rev3 AM [flat].vai"
(drive-on-the-left) at 10:19:11 on Wednesday, 1 June 2016

FILE PROPERTIES

RUN TITLE: 10338-J3 A1081 jw Station Road +[HL-08] - 2031+Dev Rev3 AM [flat]
LOCATION: Harpenden
DATE: 01/06/16
CLIENT: Commercial Estates Group
ENUMERATOR: sue.tadman [BCL25]
JOB NUMBER: 10338
STATUS: Preliminary
DESCRIPTION: Existing Layout

INPUT DATA

ARM A - A1081 (N)
ARM B - Station Road
ARM C - A1081 (S)
ARM D - Exit

GEOMETRIC DATA

ARM B HAS A ZEBRA CROSSING

ARM C HAS A ZEBRA CROSSING

T5																			
I	ARM	I	V (M)	I	E (M)	I	L (M)	I	R (M)	I	D (M)	I	PHI (DEG)	I	SLOPE	I	INTERCEPT (PCU/MIN)	I	
I	ARM	A	I	3.50	I	7.00	I	20.00	I	15.00	I	17.00	I	40.0	I	0.639	I	27.526	I
I	ARM	B	I	3.50	I	5.70	I	5.00	I	5.00	I	17.00	I	40.0	I	0.483	I	18.246	I
I	ARM	C	I	3.50	I	5.00	I	5.00	I	40.00	I	17.00	I	30.0	I	0.595	I	22.066	I
I	ARM	D	I	3.50	I	4.00	I	5.00	I	30.00	I	17.00	I	30.0	I	0.566	I	19.907	I

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

TRAFFIC DEMAND DATA

Only sets included in the current run are shown

SCALING FACTORS

-----T13			
IARM	I	FLOW SCALE(%)	I

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

TIME PERIOD BEGINS(08.00)AND ENDS(09.00)

LENGTH OF TIME PERIOD - (60) MINUTES

LENGTH OF TIME SEGMENT - (15) MINUTES

DEMAND FLOW PROFILES ARE INPUT DIRECTLY.

DEMAND SET TITLE: as above

DEMAND SET TITLE: as above

[illegible]

PEDESTRIAN CROSSING DATA
PEDESTRIAN CROSSING FLOW:
ARM B: PEDESTRIAN FLOWS ARE INPUT DIRECTLY
ARM C: PEDESTRIAN FLOWS ARE INPUT DIRECTLY
ZEBRA CROSSINGS

								T40
I	ARM	I	LENGTH OF CROSSING (M)	I	CROSSING AND JUNCTION (VEHS)	I	QUEUEING SPACE WITHOUT BLOCKING BACK INTO (VEHS)	I
I		I	(ENTRY)	I	(EXIT)	I	JUNCTION	I
I	B	I	10.00	I	5.0	I	5.0	I
I	C	I	6.00	I	4.0	I	2.0	I

QUEUE AND DELAY INFORMATION FOR EACH 15 MIN TIME SEGMENT

T70											
I	TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)	I
I	08.00-08.15										I
I	ARM A	20.85	23.84	0.875	- -	0.0	6.0	75.4	-	0.270	I
I	ARM B	8.89	8.34	1.067	BB-	0.0	15.8	142.1	-	1.312	I
I	ARM C	18.09	19.72	0.917	- -	0.0	8.1	93.9	-	0.394	I
I	ARM D	0.00	8.49	0.000	- -	0.0	0.0	0.0	-	0.000	I

I	TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)	I
I	08.15-08.30										I
I	ARM A	20.85	23.74	0.878	- -	6.0	6.6	95.5	-	0.332	I
I	ARM B	8.89	8.15	1.091	BB-	15.8	28.4	332.8	-	3.047	I
I	ARM C	18.09	19.66	0.920	- -	8.1	9.4	132.5	-	0.553	I
I	ARM D	0.00	8.19	0.000	- -	0.0	0.0	0.0	-	0.000	I
I											I

I	TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)	I
I	08.30-08.45										I
I	ARM A	20.85	23.73	0.879	- -	6.6	6.8	100.6	-	0.341	I
I	ARM B	8.89	8.13	1.093	BB-	28.4	40.5	517.1	-	4.518	I
I	ARM C	18.09	19.65	0.921	- -	9.4	10.0	145.6	-	0.587	I
I	ARM D	0.00	8.15	0.000	- -	0.0	0.0	0.0	-	0.000	I
I											I

I	TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)	I
I	08.45-09.00										I
I	ARM A	20.85	23.73	0.879	- -	6.8	6.9	102.9	-	0.343	I
I	ARM B	8.89	8.13	1.094	BB-	40.5	52.4	696.7	-	5.964	I
I	ARM C	18.09	19.64	0.921	- -	10.0	10.3	152.5	-	0.602	I
I	ARM D	0.00	8.14	0.000	- -	0.0	0.0	0.0	-	0.000	I
I											I

WARNING Entry capacities in certain time segments
(flagged BB in Queue and Delay Table) are restricted due
to traffic queueing to leave the junction on an adjacent arm

QUEUE AT ARM A

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE	
08.15	6.0	*****
08.30	6.6	*****
08.45	6.8	*****
09.00	6.9	*****

QUEUE AT ARM B

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE	
08.15	15.8	*****
08.30	28.4	*****
08.45	40.5	*****
09.00	52.4	*****

QUEUE AT ARM C

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE	
08.15	8.1	*****
08.30	9.4	*****
08.45	10.0	*****
09.00	10.3	*****

QUEUE AT ARM D

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

QUEUEING DELAY INFORMATION OVER WHOLE PERIOD

T75									
I	ARM	I	TOTAL DEMAND	I	* QUEUEING *	I	* INCLUSIVE QUEUEING *	I	
I	I	I	I	I	* DELAY *	I	* DELAY *	I	
I	I	I	I	I	I	I	I	I	I
I	I	I	(VEH)	(VEH/H)	(MIN)	(MIN/VEH)	(MIN)	(MIN/VEH)	I
I	A	I	1251.0	I 1251.0	I 374.3	I 0.30	I 375.3	I 0.30	I
I	B	I	533.4	I 533.4	I 1688.8	I 3.17	I 1857.5	I 3.48	I
I	C	I	1085.4	I 1085.4	I 524.5	I 0.48	I 527.2	I 0.49	I
I	D	I	0.0	I 0.0	I 0.0	I 0.00	I 0.0	I 0.00	I
I	ALL	I	2869.8	I 2869.8	I 2587.6	I 0.90	I 2760.1	I 0.96	I

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

END OF JOB

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

A R C A D Y 6

ASSESSMENT OF ROUNDABOUT CAPACITY AND DELAY

Analysis Program: Release 7.0 (FEBRUARY 2010)
Patch 15 Apr 2011
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RG40 3GA,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 with file:-
"p:\10338\Traffic\Junctions\J3-A1081 jw Station Road\
10338-J3 A1081 jw Station Road [HL-08] - 2031+Dev Rev3 PM [flat].vai"
(drive-on-the-left) at 10:18:52 on Wednesday, 1 June 2016

FILE PROPERTIES

RUN TITLE: 10338-J3 A1081 jw Station Road [HL-08] - 2031+Dev Rev3 PM [flat]
LOCATION: Harpenden
DATE: 01/06/16
CLIENT: Commercial Estates Group
ENUMERATOR: sue.tadman [BCL25]
JOB NUMBER: 10338
STATUS: Preliminary
DESCRIPTION: Existing Layout

INPUT DATA

ARM A - A1081 (N)
ARM B - Station Road
ARM C - A1081 (S)
ARM D - Exit

GEOMETRIC DATA

ARM B HAS A ZEBRA CROSSING

ARM C HAS A ZEBRA CROSSING

T5																			
I	ARM	I	V (M)	I	E (M)	I	L (M)	I	R (M)	I	D (M)	I	PHI (DEG)	I	SLOPE	I	INTERCEPT (PCU/MIN)	I	
I	ARM	A	I	3.50	I	7.00	I	20.00	I	15.00	I	17.00	I	40.0	I	0.639	I	27.526	I
I	ARM	B	I	3.50	I	5.70	I	5.00	I	5.00	I	17.00	I	40.0	I	0.483	I	18.246	I
I	ARM	C	I	3.50	I	5.00	I	5.00	I	40.00	I	17.00	I	30.0	I	0.595	I	22.066	I
I	ARM	D	I	3.50	I	4.00	I	5.00	I	30.00	I	17.00	I	30.0	I	0.566	I	19.907	I

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

TRAFFIC DEMAND DATA

Only sets included in the current run are shown

SCALING FACTORS

											T70
I	TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)	I
I	17.00-17.15										I
I	ARM A	20.30	24.71	0.821	- -	0.0	4.3	56.2	-	0.202	I
I	ARM B	8.88	9.72	0.913	BB-	0.0	6.6	73.1	-	0.646	I
I	ARM C	14.89	19.11	0.779	- -	0.0	3.3	44.0	-	0.216	I
I	ARM D	0.00	10.22	0.000	- -	0.0	0.0	0.0	-	0.000	I

I	TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)	I
I	17.15-17.30										I
I	ARM A	20.30	24.67	0.823	- -	-	4.3	65.7	-	0.227	I
I	ARM B	8.88	9.51	0.934	BB-	0.5	6.6	117.3	-	1.053	I
I	ARM C	14.89	19.01	0.783	- -	0.3	3.3	51.1	-	0.240	I
I	ARM D	0.00	10.06	0.000	- -	-	0.0	0.0	-	0.000	I
I											I

I	TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)	I
I	17.30-17.45										I
I	ARM A	20.30	24.67	0.823	- -	-	4.5	67.3	-	0.228	I
I	ARM B	8.88	9.49	0.935	BB-	0.5	8.8	141.2	-	1.202	I
I	ARM C	14.89	18.99	0.784	- -	0.3	3.5	52.6	-	0.243	I
I	ARM D	0.00	10.04	0.000	- -	-	0.0	0.0	-	0.000	I
I											I

I	TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)	I
I	17.45-18.00										I
I	ARM A	20.30	24.67	0.823	- -	-	4.5	68.0	-	0.228	I
I	ARM B	8.88	9.49	0.936	BB-	0.5	10.0	155.5	-	1.291	I
I	ARM C	14.89	18.98	0.784	- -	0.3	3.6	53.2	-	0.243	I
I	ARM D	0.00	10.04	0.000	- -	-	0.0	0.0	-	0.000	I
I											I

WARNING Entry capacities in certain time segments
(flagged BB in Queue and Delay Table) are restricted due
to traffic queueing to leave the junction on an adjacent arm

QUEUE AT ARM A

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE	
17.15	4.3	****
17.30	4.5	****
17.45	4.5	*****
18.00	4.5	*****

QUEUE AT ARM B

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE	
17.15	6.6	*****
17.30	8.8	*****
17.45	10.0	*****
18.00	10.7	*****

QUEUE AT ARM C

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE	
17.15	3.3	***
17.30	3.5	***
17.45	3.5	***
18.00	3.6	***

QUEUE AT ARM D

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

QUEUEING DELAY INFORMATION OVER WHOLE PERIOD

										T75
I	ARM	I	TOTAL DEMAND	I	* QUEUEING *	I	* INCLUSIVE QUEUEING *	I		
I		I		I	* DELAY *	I	* DELAY *	I		
I		I	(VEH)	(VEH/H)	(MIN)	(MIN/VEH)	(MIN)	(MIN/VEH)	I	
I	A	I	1218.0	I 1218.0	I 257.1	I 0.21	I 257.6	I 0.21	I	
I	B	I	532.8	I 532.8	I 487.1	I 0.91	I 493.2	I 0.93	I	
I	C	I	893.4	I 893.4	I 200.8	I 0.22	I 201.2	I 0.23	I	
I	D	I	0.0	I 0.0	I 0.0	I 0.00	I 0.0	I 0.00	I	
I	ALL	I	2644.2	I 2644.2	I 945.1	I 0.36	I 951.9	I 0.36	I	

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

END OF JOB

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

Printed at 10:20:34 on 01/06/2016]

A R C A D Y 6

ASSESSMENT OF ROUNDABOUT CAPACITY AND DELAY

Analysis Program: Release 7.0 (FEBRUARY 2010)
Patch 15 Apr 2011
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Nine Mile Ride Email: software@trl.co.uk
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RG40 3GA,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 with file:-
"p:\10338\Traffic\Junctions\J4-A1081 jw The Common\10338-J4 A1081 jw The Common - 2015 AM [flat].vai"
(drive-on-the-left) at 12:58:52 on Wednesday, 11 May 2016

FILE PROPERTIES

RUN TITLE: 10338-J4 A1081 jw The Common - 2015 AM [flat]
LOCATION: Harpenden
DATE: 11/05/16
CLIENT: Commercial Estates Group
ENUMERATOR: sue.tadman [BCL25]
JOB NUMBER: 10338
STATUS: Preliminary
DESCRIPTION: Existing Layout

INPUT DATA

ARM A - A1081 (N)
ARM B - A1081 (S)
ARM C - The Common

MINI-ROUNDABOUT GEOMETRIC DATA

JUNCTION IN LONDON
LIGHTING CONDITIONS : NORMAL
ROAD SURFACE CONDITION: NORMAL

																	T5
I	ARM	I	V (M)	I	E (M)	I	Lm(M)	I	Vm(M)	I	A (M)	I	K (M)	I	G (%)	I SLOPE	I INTERCEPT I
I	I	I	I	I	I	I	I	I	I	I	I	I	I	I	I	I	I (PCU/MIN) I
I	ARM A	I	3.50	I	4.50	I	5.00	I	3.50	I	16.00	I	14.00	I	0.00	I 0.588	I 21.253* I
I	ARM B	I	3.50	I	4.00	I	2.00	I	3.50	I	10.00	I	8.00	I	0.00	I 0.544	I 15.311 I
I	ARM C	I	3.00	I	4.00	I	2.00	I	3.00	I	8.00	I	6.00	I	0.00	I 0.524	I 11.719 I

V = approach half-width Lm = effective flare length A = distance between arms
E = entry width Vm = minimum approach half-width K = entry corner kerb line G=gradient over 50 m
WARNING One or more intercept values (flagged * in the table)
have been adjusted according to local input values
from a previous run and listed below -

					T6
I	I	ADJUSTMENT TO	I	I	
I	I	INTERCEPT (PCU/MIN)	I	I	
I	ARM A	I	5.000	I	

TRAFFIC DEMAND DATA

Only sets included in the current run are shown

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)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)
08.30-08.45								
ARM A	15.47	19.18	0.807	- -	4.0	4.0	60.3	0.269
ARM B	11.17	14.88	0.751	- -	2.9	2.9	43.9	0.269
ARM C	3.93	7.44	0.528	- -	1.1	1.1	16.5	0.285

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)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)
08.45-09.00								
ARM A	15.47	19.18	0.807	-	4.0	4.1	60.9	0.269
ARM B	11.17	14.88	0.751	-	2.9	3.0	44.3	0.269
ARM C	3.93	7.44	0.528	-	1.1	1.1	16.6	0.285

QUEUE AT ARM A

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE
08.15	3.8 ****
08.30	4.0 ****
08.45	4.0 ****
09.00	4.1 ****

QUEUE AT ARM B

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE
08.15	2.8 ***
08.30	2.9 ***
08.45	2.9 ***
09.00	3.0 ***

QUEUE AT ARM C

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE
08.15	1.1 *
08.30	1.1 *
08.45	1.1 *
09.00	1.1 *

QUEUEING DELAY INFORMATION OVER WHOLE PERIOD

ARM	TOTAL DEMAND (VEH)	DEMAND (VEH/H)	* QUEUEING * (MIN)	* INCLUSIVE QUEUEING * (MIN/VEH)
A	928.2	928.2	229.8	0.25
B	670.2	670.2	168.8	0.25
C	235.8	235.8	63.8	0.27
ALL	1834.2	1834.2	462.3	0.25

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

END OF JOB

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

A R C A D Y 6

ASSESSMENT OF ROUNDABOUT CAPACITY AND DELAY

Analysis Program: Release 7.0 (FEBRUARY 2010)
Patch 15 Apr 2011
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Nine Mile Ride Email: software@trl.co.uk
Wokingham, Berks. Web: www.trlsoftware.co.uk
RG40 3GA,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 with file:-
"p:\10338\Traffic\Junctions\J4-A1081 jw The Common\10338-J4 A1081 jw The Common - 2015 PM [flat].vai"
(drive-on-the-left) at 12:59:06 on Wednesday, 11 May 2016

FILE PROPERTIES

RUN TITLE: 10338-J4 A1081 jw The Common - 2015 PM [flat]
LOCATION: Harpenden
DATE: 11/05/16
CLIENT: Commercial Estates Group
ENUMERATOR: sue.tadman [BCL25]
JOB NUMBER: 10338
STATUS: Preliminary
DESCRIPTION: Existing Layout

INPUT DATA

ARM A - A1081 (N)
ARM B - A1081 (S)
ARM C - The Common

MINI-ROUNDABOUT GEOMETRIC DATA

JUNCTION IN LONDON
LIGHTING CONDITIONS : NORMAL
ROAD SURFACE CONDITION: NORMAL

																	T5
I	ARM	I	V (M)	I	E (M)	I	Lm(M)	I	Vm(M)	I	A (M)	I	K (M)	I	G (%)	I SLOPE	I INTERCEPT I
I	I	I	I	I	I	I	I	I	I	I	I	I	I	I	I	I	I (PCU/MIN) I
I	ARM A	I	3.50	I	4.50	I	5.00	I	3.50	I	16.00	I	14.00	I	0.00	I 0.588	I 16.253 I
I	ARM B	I	3.50	I	4.00	I	2.00	I	3.50	I	10.00	I	8.00	I	0.00	I 0.544	I 20.311* I
I	ARM C	I	3.00	I	4.00	I	2.00	I	3.00	I	8.00	I	6.00	I	0.00	I 0.524	I 11.719 I

V = approach half-width Lm = effective flare length A = distance between arms
E = entry width Vm = minimum approach half-width K= entry corner kerb line G=gradient over 50 m
WARNING One or more intercept values (flagged * in the table)
have been adjusted according to local input values
from a previous run and listed below -

										T6
I	I	ADJUSTMENT TO							I	
I	I	INTERCEPT (PCU/MIN)							I	
IARM	B	I	5.000							I

TRAFFIC DEMAND DATA

Only sets included in the current run are shown

I	TIME	DEMAND	CAPACITY	DEMAND/	PEDESTRIAN	START	END	DELAY		AVERAGE DELAY	I	
I		(VEH/MIN)	(VEH/MIN)	CAPACITY	FLOW	QUEUE	QUEUE	(VEH.MIN/		PER ARRIVING	I	
I				(RFC)	(PEDS/MIN)	(VEHS)	(VEHS)	TIME SEGMENT)		VEHICLE (MIN)	I	
-											-	
I	17.30-17.45										I	
I	ARM A	9.33	14.63	0.638	- -	-	1.7	1.7	26.0	-	0.189	I
I	ARM B	13.68	20.19	0.677	- -	-	2.1	2.1	31.1	-	0.153	I
I	ARM C	2.90	5.76	0.504	- -	-	1.0	1.0	14.9	-	0.350	I
I											I	

TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)
17.45-18.00								
ARM A	9.33	14.63	0.638	-	1.7	1.7	26.1	0.189
ARM B	13.68	20.19	0.677	-	2.1	2.1	31.2	0.153
ARM C	2.90	5.76	0.504	-	1.0	1.0	15.0	0.350

QUEUE AT ARM A

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE
17.15	1.7 **
17.30	1.7 **
17.45	1.7 **
18.00	1.7 **

QUEUE AT ARM B

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE
17.15	2.0 **
17.30	2.1 **
17.45	2.1 **
18.00	2.1 **

QUEUE AT ARM C

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE
17.15	1.0 *
17.30	1.0 *
17.45	1.0 *
18.00	1.0 *

QUEUEING DELAY INFORMATION OVER WHOLE PERIOD

ARM	TOTAL DEMAND (VEH)	DEMAND (VEH/H)	* QUEUEING * (MIN)	* INCLUSIVE QUEUEING * (MIN/VEH)
A	559.8	559.8	101.4	0.18
B	820.8	820.8	121.5	0.15
C	174.0	174.0	57.4	0.33
ALL	1554.6	1554.6	280.3	0.18

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

END OF JOB

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

A R C A D Y 6

ASSESSMENT OF ROUNDABOUT CAPACITY AND DELAY

Analysis Program: Release 7.0 (FEBRUARY 2010)
Patch 15 Apr 2011
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RG40 3GA,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 with file:-
"p:\10338\Traffic\Junctions\J4-A1081 jw The Common\10338-J4 A1081 jw The Common - 2031 AM [flat].vai"
(drive-on-the-left) at 12:07:50 on Wednesday, 25 May 2016

FILE PROPERTIES

RUN TITLE: 10338-J4 A1081 jw The Common - 2031 AM [flat]
LOCATION: Harpenden
DATE: 25/05/16
CLIENT: Commercial Estates Group
ENUMERATOR: sue.tadman [BCL25]
JOB NUMBER: 10338
STATUS: Preliminary
DESCRIPTION: Existing Layout

INPUT DATA

ARM A - A1081 (N)
ARM B - A1081 (S)
ARM C - The Common

MINI-ROUNDABOUT GEOMETRIC DATA

JUNCTION IN LONDON
LIGHTING CONDITIONS : NORMAL
ROAD SURFACE CONDITION: NORMAL

																			T5	
I	ARM	I	V (M)	I	E (M)	I	Lm(M)	I	Vm(M)	I	A (M)	I	K (M)	I	G (%)	I	SLOPE	I	INTERCEPT	I
I		I		I		I		I		I		I		I		I		I	(PCU/MIN)	I
I	ARM A	I	3.50	I	4.50	I	5.00	I	3.50	I	16.00	I	14.00	I	0.00	I	0.588	I	21.253*	I
I	ARM B	I	3.50	I	4.00	I	2.00	I	3.50	I	10.00	I	8.00	I	0.00	I	0.544	I	15.311	I
I	ARM C	I	3.00	I	4.00	I	2.00	I	3.00	I	8.00	I	6.00	I	0.00	I	0.524	I	11.719	I

V = approach half-width Lm = effective flare length A = distance between arms
E = entry width Vm = minimum approach half-width K = entry corner kerb line G=gradient over 50 m
WARNING One or more intercept values (flagged * in the table)
have been adjusted according to local input values
from a previous run and listed below -

					T6
I		I	ADJUSTMENT TO	I	
I		I	INTERCEPT (PCU/MIN)	I	
I	ARM A	I	5.000	I	

TRAFFIC DEMAND DATA

Only sets included in the current run are shown

SCALING FACTORS

----- T13			
I A R M	I	FLOW SCALE(%)	I

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

TIME PERIOD BEGINS(08.00)AND ENDS(09.00)

LENGTH OF TIME PERIOD - (60) MINUTES

LENGTH OF TIME SEGMENT - (15) MINUTES

DEMAND FLOW PROFILES ARE INPUT DIRECTLY.

DEMAND SET TITLE: as above

DEMAND SET TITLE: as above

								T33	
		TURNING PROPORTIONS						I	
		TURNING COUNTS						I	
		(PERCENTAGE OF H.V.S)						I	
								I	
TIME		I FROM/T	I	ARM A	I	ARM B	I	ARM C	I
I	08.00 - 09.00	I		I		I		I	
I		I	ARM A	I	0.000	I	0.948	I	0.052
I		I		I	0.0	I	1067.0	I	58.0
I		I		I	(0.0)	I	(0.0)	I	(0.0)
I		I		I		I		I	
I		I	ARM B	I	0.732	I	0.000	I	0.268
I		I		I	594.0	I	0.0	I	218.0
I		I		I	(0.0)	I	(0.0)	I	(0.0)
I		I		I		I		I	
I		I	ARM C	I	0.101	I	0.899	I	0.000
I		I		I	29.0	I	257.0	I	0.0
I		I		I	(0.0)	I	(0.0)	I	(0.0)
I		I		I		I		I	

QUEUE AND DELAY INFORMATION FOR EACH 15 MIN TIME SEGMENT

	TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)	TOTAL DELAY (MIN)
	08.00-08.15									
ARM A		18.75	18.81	0.997	-	0.0	15.9	157.3	0.647	
ARM B		13.54	14.81	0.914	-	0.0	7.4	84.4	0.479	
ARM C		4.77	6.72	0.710	-	0.0	2.2	28.2	0.451	

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)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)
08.15-08.30								
ARM A	18.75	18.74	1.000	-	15.9	23.0	294.6	1.228
ARM B	13.54	14.80	0.915	-	7.4	8.6	121.0	0.678
ARM C	4.77	6.56	0.727	-	2.2	2.5	35.5	0.544

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)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)
08.30-08.45								
ARM A	18.75	18.73	1.001	-	23.0	28.5	388.0	1.548
ARM B	13.54	14.79	0.915	-	8.6	9.1	133.1	0.718
ARM C	4.77	6.55	0.729	-	2.5	2.5	37.7	0.557

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)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)
08.45-09.00								
ARM A	18.75	18.73	1.001	-	28.5	33.2	463.9	1.804
ARM B	13.54	14.79	0.915	-	9.1	9.5	139.6	0.735
ARM C	4.77	6.54	0.729	-	2.5	2.6	38.6	0.558

QUEUE AT ARM A

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE
08.15	15.9
08.30	23.0
08.45	28.5
09.00	33.2

QUEUE AT ARM B

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE
08.15	7.4
08.30	8.6
08.45	9.1
09.00	9.5

QUEUE AT ARM C

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE
08.15	2.2
08.30	2.5
08.45	2.5
09.00	2.6

QUEUEING DELAY INFORMATION OVER WHOLE PERIOD

ARM	TOTAL DEMAND (VEH)	DEMAND (VEH/H)	* QUEUEING * (MIN)	* INCLUSIVE QUEUEING * (MIN/VEH)
A	1125.0	1125.0	1303.8	1.16
B	812.4	812.4	478.1	0.59
C	286.2	286.2	140.0	0.49
ALL	2223.6	2223.6	1921.9	0.86

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

END OF JOB

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

A R C A D Y 6

ASSESSMENT OF ROUNDABOUT CAPACITY AND DELAY

Analysis Program: Release 7.0 (FEBRUARY 2010)
Patch 15 Apr 2011
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Crowthorne House Fax: +44 (0) 1344 770356
Nine Mile Ride Email: software@trl.co.uk
Wokingham, Berks. Web: www.trlsoftware.co.uk
RG40 3GA,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 with file:-
"p:\10338\Traffic\Junctions\J4-A1081 jw The Common\10338-J4 A1081 jw The Common - 2031 PM [flat].vai"
(drive-on-the-left) at 12:07:55 on Wednesday, 25 May 2016

FILE PROPERTIES

RUN TITLE: 10338-J4 A1081 jw The Common - 2031 PM [flat]
LOCATION: Harpenden
DATE: 25/05/16
CLIENT: Commercial Estates Group
ENUMERATOR: sue.tadman [BCL25]
JOB NUMBER: 10338
STATUS: Preliminary
DESCRIPTION: Existing Layout

INPUT DATA

ARM A - A1081 (N)
ARM B - A1081 (S)
ARM C - The Common

MINI-ROUNDABOUT GEOMETRIC DATA

JUNCTION IN LONDON
LIGHTING CONDITIONS : NORMAL
ROAD SURFACE CONDITION: NORMAL

																	T5
I	ARM	I	V (M)	I	E (M)	I	Lm(M)	I	Vm(M)	I	A (M)	I	K (M)	I	G (%)	I SLOPE	I INTERCEPT I
I	I	I	I	I	I	I	I	I	I	I	I	I	I	I	I	I	I (PCU/MIN) I
I	ARM A	I	3.50	I	4.50	I	5.00	I	3.50	I	16.00	I	14.00	I	0.00	I 0.588	I 16.253 I
I	ARM B	I	3.50	I	4.00	I	2.00	I	3.50	I	10.00	I	8.00	I	0.00	I 0.544	I 20.311* I
I	ARM C	I	3.00	I	4.00	I	2.00	I	3.00	I	8.00	I	6.00	I	0.00	I 0.524	I 11.719 I

V = approach half-width Lm = effective flare length A = distance between arms
E = entry width Vm = minimum approach half-width K = entry corner kerb line G=gradient over 50 m
WARNING One or more intercept values (flagged * in the table)
have been adjusted according to local input values
from a previous run and listed below -

				T6
I	I	ADJUSTMENT TO	I	I
I	I	INTERCEPT (PCU/MIN)	I	I
I	ARM B	I	5.000	I

TRAFFIC DEMAND DATA

Only sets included in the current run are shown

SCALING FACTORS

T13			
I	I	FLOW SCALE(%)	I
I	A	I	I
I	B	I	I
I	C	I	I

TIME PERIOD BEGINS(17.00)AND ENDS(18.00)

LENGTH OF TIME PERIOD -(60) MINUTES

LENGTH OF TIME SEGMENT - (15) MINUTES

DEMAND FLOW PROFILES ARE INPUT DIRECTLY.

DEMAND SET TITLE: as above

DEMAND SET TITLE: as above

T33										
I	TURNING PROPORTIONS									I
I	TURNING COUNTS									I
I	(PERCENTAGE OF H.V.S)									I
I										I
I	TIME	I	FROM/T	I	ARM A	I	ARM B	I	ARM C	I
I	17.00 - 18.00	I		I		I		I		I
I		I	ARM A <th>I</th> <td>0.000</td> <th>I</th> <td>0.976</td> <th>I</th> <td>0.024</td> <th>I</th>	I	0.000	I	0.976	I	0.024	I
I		I		I	0.0	I	663.0	I	16.0	I
I		I		I	(0.0)	I	(0.0)	I	(0.0)	I
I		I		I		I		I		I
I		I	ARM B <th>I</th> <td>0.832</td> <th>I</th> <td>0.000</td> <th>I</th> <td>0.168</td> <th>I</th>	I	0.832	I	0.000	I	0.168	I
I		I		I	828.0	I	0.0	I	167.0	I
I		I		I	(0.0)	I	(0.0)	I	(0.0)	I
I		I		I		I		I		I
I		I	ARM C <th>I</th> <td>0.047</td> <th>I</th> <td>0.953</td> <th>I</th> <td>0.000</td> <th>I</th>	I	0.047	I	0.953	I	0.000	I
I		I		I	10.0	I	201.0	I	0.0	I
I		I		I	(0.0)	I	(0.0)	I	(0.0)	I
I		I		I		I		I		I

QUEUE AND DELAY INFORMATION FOR EACH 15 MIN TIME SEGMENT

T70												
I	TIME	DEMAND	CAPACITY	DEMAND/	PEDESTRIAN	START	END	DELAY	AVERAGE DELAY	I		
I		(VEH/MIN)	(VEH/MIN)	CAPACITY	FLOW	QUEUE	QUEUE	(VEH.MIN/	PER ARRIVING	I		
I				(RFC)	(PEDS/MIN)	(VEHS)	(VEHS)	TIME SEGMENT)	VEHICLE (MIN)	I		
-										-		
I	17.00-17.15									I		
I	ARM A	11.32	14.39	0.787	- -	-	0.0	3.4	43.8	-	0.287	I
I	ARM B	16.59	20.17	0.823	- -	-	0.0	4.2	54.8	-	0.244	I
I	ARM C	3.52	4.61	0.763	- -	-	0.0	2.6	31.7	-	0.715	I
I												I

I	TIME	I	DEMAND	I	CAPACITY	I	DEMAND/	I	PEDESTRIAN	I	START	I	END	I	DELAY	I	AVERAGE DELAY	I
I		I	(VEH/MIN)	I	(VEH/MIN)	I	CAPACITY	I	FLOW	I	QUEUE	I	QUEUE	I	(VEH.MIN/	I	PER ARRIVING	I
I		I		I		I	(RFC)	I	(PEDS/MIN)	I	(VEHS)	I	(VEHS)	I	TIME SEGMENT)	I	VEHICLE (MIN)	I
I	17.15-17.30	I		I		I		I		I		I		I		I		I
I	ARM A	I	11.32	I	14.31	I	0.791	I	- -	I	3.4	I	3.6	I	52.5	I	0.330	I
I	ARM B	I	16.59	I	20.17	I	0.823	I	- -	I	4.2	I	4.4	I	65.1	I	0.276	I
I	ARM C	I	3.52	I	4.49	I	0.783	I	- -	I	2.6	I	3.1	I	43.8	I	0.944	I

I	TIME	I	DEMAND	I	CAPACITY	I	DEMAND/	I	PEDESTRIAN	I	START	I	END	I	DELAY	I	AVERAGE DELAY	I
I		I	(VEH/MIN)	I	(VEH/MIN)	I	CAPACITY	I	FLOW	I	QUEUE	I	QUEUE	I	(VEH.MIN/	I	PER ARRIVING	I
I		I		I		I	(RFC)	I	(PEDS/MIN)	I	(VEHS)	I	(VEHS)	I	TIME SEGMENT)	I	VEHICLE (MIN)	I
I	17.30-17.45	I		I		I		I		I		I		I		I		I
I	ARM A	I	11.32	I	14.30	I	0.792	I	- -	I	3.6	I	3.7	I	54.4	I	0.334	I
I	ARM B	I	16.59	I	20.17	I	0.823	I	- -	I	4.4	I	4.5	I	66.8	I	0.278	I
I	ARM C	I	3.52	I	4.49	I	0.784	I	- -	I	3.1	I	3.3	I	47.9	I	0.986	I

I	TIME	DEMAND	CAPACITY	DEMAND/	PEDESTRIAN	START	END	DELAY		AVERAGE DELAY	I
I		(VEH/MIN)	(VEH/MIN)	CAPACITY	FLOW	QUEUE	QUEUE	(VEH.MIN/		PER ARRIVING	I
I				(RFC)	(PEDS/MIN)	(VEHS)	(VEHS)	TIME SEGMENT)		VEHICLE (MIN)	I
-											-
I	17.45-18.00										I
I	ARM A	11.32	14.29	0.792	- -	-	3.7	3.7	55.2	0.335	I
I	ARM B	16.59	20.17	0.823	- -	-	4.5	4.5	67.6	0.279	I
I	ARM C	3.52	4.49	0.784	- -	-	3.3	3.4	49.7	1.003	I
I											I

QUEUE AT ARM A

TIME SEGMENT	NO. OF	
ENDING	VEHICLES	
	IN QUEUE	
17.15	3.4	***
17.30	3.6	****
17.45	3.7	****
18.00	3.7	****

QUEUE AT ARM B

TIME SEGMENT	NO. OF	
ENDING	VEHICLES	
	IN QUEUE	
17.15	4.2	****
17.30	4.4	****
17.45	4.5	****
18.00	4.5	*****

QUEUE AT ARM C

TIME SEGMENT	NO. OF	
ENDING	VEHICLES	
	IN QUEUE	
17.15	2.6	***
17.30	3.1	***
17.45	3.3	***
18.00	3.4	***

QUEUEING DELAY INFORMATION OVER WHOLE PERIOD

T75										
I	ARM	I	TOTAL DEMAND	I	* QUEUEING *	I	* INCLUSIVE QUEUEING *	I		I
I		I		I	* DELAY *	I	* DELAY *	I		I
I		I		I		I		I		I
I		I	(VEH)	I	(MIN)	I	(MIN)	I	(MIN/VEH)	I
I	A	I	679.2	I	205.9	I	206.4	I	0.30	I
I	B	I	995.4	I	254.4	I	254.9	I	0.26	I
I	C	I	211.2	I	173.1	I	174.3	I	0.83	I
I	ALL	I	1885.8	I	633.3	I	635.6	I	0.34	I

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

END OF JOB

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

A R C A D Y 6

ASSESSMENT OF ROUNDABOUT CAPACITY AND DELAY

Analysis Program: Release 7.0 (FEBRUARY 2010)
Patch 15 Apr 2011
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RG40 3GA,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 with file:-
"p:\10338\Traffic\Junctions\J4-A1081 jw The Common\10338-J4 A1081 jw The Common - 2031+Dev AM [flat].vai"
(drive-on-the-left) at 12:14:11 on Wednesday, 25 May 2016

FILE PROPERTIES

RUN TITLE: 10338-J4 A1081 jw The Common - 2031+Dev AM [flat]
LOCATION: Harpenden
DATE: 25/05/16
CLIENT: Commercial Estates Group
ENUMERATOR: sue.tadman [BCL25]
JOB NUMBER: 10338
STATUS: Preliminary
DESCRIPTION: Existing Layout

INPUT DATA

ARM A - A1081 (N)
ARM B - A1081 (S)
ARM C - The Common

MINI-ROUNDABOUT GEOMETRIC DATA

JUNCTION IN LONDON
LIGHTING CONDITIONS : NORMAL
ROAD SURFACE CONDITION: NORMAL

I	ARM	I	V (M)	I	E (M)	I	Lm(M)	I	Vm(M)	I	A (M)	I	K (M)	I	G (%)	I	SLOPE	I	INTERCEPT	I
I		I		I		I		I		I		I		I		I		I	(PCU/MIN)	I
I	ARM A	I	3.50	I	4.50	I	5.00	I	3.50	I	16.00	I	14.00	I	0.00	I	0.588	I	21.253*	I
I	ARM B	I	3.50	I	4.00	I	2.00	I	3.50	I	10.00	I	8.00	I	0.00	I	0.544	I	15.311	I
I	ARM C	I	3.00	I	4.00	I	2.00	I	3.00	I	8.00	I	6.00	I	0.00	I	0.524	I	11.719	I

V = approach half-width Lm = effective flare length A = distance between arms
E = entry width Vm = minimum approach half-width K= entry corner kerb line G=gradient over 50 m
WARNING One or more intercept values (flagged * in the table)
have been adjusted according to local input values
from a previous run and listed below -

I	ARM	I	ADJUSTMENT TO	I
I		I	INTERCEPT (PCU/MIN)	I
I	ARM A	I	5.000	I

TRAFFIC DEMAND DATA

Only sets included in the current run are shown

SCALING FACTORS

----- T13

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

TIME PERIOD BEGINS(08.00)AND ENDS(09.00)

LENGTH OF TIME PERIOD -(60) MINUTES

LENGTH OF TIME SEGMENT - (15) MINUTES

DEMAND FLOW PROFILES ARE INPUT DIRECTLY.

DEMAND SET TITLE: as above

DEMAND SET TITLE: as above

----- T33

I	I	I	TURNING PROPORTIONS			I				
I	I	I	TURNING COUNTS			I				
I	I	I	(PERCENTAGE OF H.V.S)			I				
I	I	I	-----			I				
I	TIME	I	FROM/T	I	ARM A	I	ARM B	I	ARM C	I
I	08.00 - 09.00	I	I	I	I	I	I	I	I	I
I	I	I	ARM A	I	0.000	I	0.949	I	0.051	I
I	I	I	I	I	0.0	I	1080.0	I	58.0	I
I	I	I	I	I	(0.0)	I	(0.0)	I	(0.0)	I
I	I	I	I	I	I	I	I	I	I	I
I	I	I	ARM B	I	0.741	I	0.000	I	0.259	I
I	I	I	I	I	633.0	I	0.0	I	221.0	I
I	I	I	I	I	(0.0)	I	(0.0)	I	(0.0)	I
I	I	I	I	I	I	I	I	I	I	I
I	I	I	ARM C	I	0.100	I	0.900	I	0.000	I
I	I	I	I	I	29.0	I	261.0	I	0.0	I
I	I	I	I	I	(0.0)	I	(0.0)	I	(0.0)	I
I	I	I	I	I	I	I	I	I	I	I

QUEUE AND DELAY INFORMATION FOR EACH 15 MIN TIME SEGMENT

----- T70

I	TIME	I	DEMAND	I	CAPACITY	I	DEMAND/	I	PEDESTRIAN	I	START	I	END	I	DELAY	I	AVERAGE DELAY	I
I	I	I	(VEH/MIN)	I	(VEH/MIN)	I	CAPACITY	I	FLOW	I	QUEUE	I	QUEUE	I	(VEH.MIN/	I	PER ARRIVING	I
I	I	I		I		I	(RFC)	I	(PEDS/MIN)	I	(VEHS)	I	(VEHS)	I	TIME SEGMENT)	I	VEHICLE (MIN)	I
I	08.00-08.15	I		I		I		I		I		I		I		I		I
I	ARM A	I	18.97	I	18.78	I	1.010	I	- -	I	0.0	I	17.8	I	171.9	I	-0.053	I
I	ARM B	I	14.23	I	14.82	I	0.960	I	- -	I	0.0	I	10.5	I	111.2	I	0.605	I
I	ARM C	I	4.84	I	6.47	I	0.748	I	- -	I	0.0	I	2.6	I	32.4	I	0.515	I

I	TIME	I	DEMAND	I	CAPACITY	I	DEMAND/	I	PEDESTRIAN	I	START	I	END	I	DELAY	I	AVERAGE DELAY	I
I	I	I	(VEH/MIN)	I	(VEH/MIN)	I	CAPACITY	I	FLOW	I	QUEUE	I	QUEUE	I	(VEH.MIN/	I	PER ARRIVING	I
I	I	I		I		I	(RFC)	I	(PEDS/MIN)	I	(VEHS)	I	(VEHS)	I	TIME SEGMENT)	I	VEHICLE (MIN)	I
I	08.15-08.30	I		I		I		I		I		I		I		I		I
I	ARM A	I	18.97	I	18.71	I	1.014	I	- -	I	17.8	I	27.1	I	339.8	I	1.397	I
I	ARM B	I	14.23	I	14.80	I	0.961	I	- -	I	10.5	I	13.4	I	181.9	I	0.994	I
I	ARM C	I	4.84	I	6.27	I	0.772	I	- -	I	2.6	I	3.0	I	42.9	I	0.664	I

I	TIME	I	DEMAND	I	CAPACITY	I	DEMAND/	I	PEDESTRIAN	I	START	I	END	I	DELAY	I	AVERAGE DELAY	I
I	I	I	(VEH/MIN)	I	(VEH/MIN)	I	CAPACITY	I	FLOW	I	QUEUE	I	QUEUE	I	(VEH.MIN/	I	PER ARRIVING	I
I	I	I		I		I	(RFC)	I	(PEDS/MIN)	I	(VEHS)	I	(VEHS)	I	TIME SEGMENT)	I	VEHICLE (MIN)	I
I	08.30-08.45	I		I		I		I		I		I		I		I		I
I	ARM A	I	18.97	I	18.70	I	1.015	I	- -	I	27.1	I	34.9	I	466.1	I	1.834	I
I	ARM B	I	14.23	I	14.80	I	0.962	I	- -	I	13.4	I	15.2	I	216.1	I	1.135	I
I	ARM C	I	4.84	I	6.24	I	0.776	I	- -	I	3.0	I	3.2	I	46.7	I	0.694	I

I	TIME	DEMAND	CAPACITY	DEMAND/	PEDESTRIAN	START	END	DELAY		AVERAGE DELAY	I	
I		(VEH/MIN)	(VEH/MIN)	CAPACITY	FLOW	QUEUE	QUEUE	(VEH.MIN/		PER ARRIVING	I	
I				(RFC)	(PEDS/MIN)	(VEHS)	(VEHS)	TIME SEGMENT)		VEHICLE (MIN)	I	
-											-	
I	08.45-09.00										I	
I	ARM A	18.97	18.69	1.015	- -	-	34.9	41.8	576.1	-	2.215	I
I	ARM B	14.23	14.80	0.962	- -	-	15.2	16.5	238.6	-	1.224	I
I	ARM C	4.84	6.23	0.777	- -	-	3.2	3.3	48.5	-	0.706	I
I											I	

QUEUE AT ARM A

TIME SEGMENT	NO. OF	
ENDING	VEHICLES	
	IN QUEUE	
08.15	17.8	*****
08.30	27.1	*****
08.45	34.9	*****
09.00	41.8	*****

QUEUE AT ARM B

TIME SEGMENT	NO. OF	
ENDING	VEHICLES	
	IN QUEUE	
08.15	10.5	*****
08.30	13.4	*****
08.45	15.2	*****
09.00	16.5	*****

QUEUE AT ARM C

TIME SEGMENT	NO. OF	
ENDING	VEHICLES	
	IN QUEUE	
08.15	2.6	***
08.30	3.0	***
08.45	3.2	***
09.00	3.3	***

QUEUEING DELAY INFORMATION OVER WHOLE PERIOD

T75										
I	ARM	I	TOTAL DEMAND	I	* QUEUEING *	I	* INCLUSIVE QUEUEING *	I		I
I		I		I	* DELAY *	I	* DELAY *	I		I
I		I		I		I		I		I
I		I	(VEH)	I	(MIN)	I	(MIN)	I	(MIN/VEH)	I
I	A	I	1138.2	I	1138.2	I	1553.9	I	1.37	I
I	B	I	853.8	I	853.8	I	747.8	I	0.88	I
I	C	I	290.4	I	290.4	I	170.5	I	0.59	I
I	ALL	I	2282.4	I	2282.4	I	2472.1	I	1.08	I

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

END OF JOB

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

A R C A D Y 6

ASSESSMENT OF ROUNDABOUT CAPACITY AND DELAY

Analysis Program: Release 7.0 (FEBRUARY 2010)
Patch 15 Apr 2011
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RG40 3GA,UK

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

Run with file:-
"p:\10338\Traffic\Junctions\J4-A1081 jw The Common\10338-J4 A1081 jw The Common - 2031+Dev PM [flat].vai"
(drive-on-the-left) at 12:08:06 on Wednesday, 25 May 2016

FILE PROPERTIES

RUN TITLE: 10338-J4 A1081 jw The Common - 2031+Dev PM [flat]
LOCATION: Harpenden
DATE: 25/05/16
CLIENT: Commercial Estates Group
ENUMERATOR: sue.tadman [BCL25]
JOB NUMBER: 10338
STATUS: Preliminary
DESCRIPTION: Existing Layout

INPUT DATA

ARM A - A1081 (N)
ARM B - A1081 (S)
ARM C - The Common

MINI-ROUNDABOUT GEOMETRIC DATA

JUNCTION IN LONDON
LIGHTING CONDITIONS : NORMAL
ROAD SURFACE CONDITION: NORMAL

I	ARM	I	V (M)	I	E (M)	I	Lm(M)	I	Vm(M)	I	A (M)	I	K (M)	I	G (%)	I	SLOPE	I	INTERCEPT	I
I		I		I		I		I		I		I		I		I		I	(PCU/MIN)	I
I	ARM A	I	3.50	I	4.50	I	5.00	I	3.50	I	16.00	I	14.00	I	0.00	I	0.588	I	16.253	I
I	ARM B	I	3.50	I	4.00	I	2.00	I	3.50	I	10.00	I	8.00	I	0.00	I	0.544	I	20.311*	I
I	ARM C	I	3.00	I	4.00	I	2.00	I	3.00	I	8.00	I	6.00	I	0.00	I	0.524	I	11.719	I

V = approach half-width Lm = effective flare length A = distance between arms
E = entry width Vm = minimum approach half-width K= entry corner kerb line G=gradient over 50 m
WARNING One or more intercept values (flagged * in the table)
have been adjusted according to local input values
from a previous run and listed below -

I	ARM	I	ADJUSTMENT TO	I
I		I	INTERCEPT (PCU/MIN)	I
I	ARM B	I	5.000	I

TRAFFIC DEMAND DATA

Only sets included in the current run are shown

SCALING FACTORS

T13			
I	ARM	I	FLOW SCALE(%)
I	A	I	100
I	B	I	100
I	C	I	100

TIME PERIOD BEGINS(17.00)AND ENDS(18.00)

LENGTH OF TIME PERIOD -(60) MINUTES

LENGTH OF TIME SEGMENT - (15) MINUTES

DEMAND FLOW PROFILES ARE INPUT DIRECTLY.

DEMAND SET TITLE: as above

DEMAND SET TITLE: as above

T33							
		TURNING PROPORTIONS					
		TURNING COUNTS					
		(PERCENTAGE OF H.V.S)					
I	TIME	I	FROM/T	I	ARM A	I	ARM B
I	17.00 - 18.00	I		I		I	
I		I	ARM A	I	0.000	I	0.978
I		I		I	0.0	I	708.0
I		I		I	(0.0)	I	(0.0)
I		I		I		I	
I		I	ARM B	I	0.836	I	0.000
I		I		I	855.0	I	0.0
I		I		I	(0.0)	I	(0.0)
I		I		I		I	
I		I	ARM C	I	0.047	I	0.953
I		I		I	10.0	I	202.0
I		I		I	(0.0)	I	(0.0)
I		I		I		I	

QUEUE AND DELAY INFORMATION FOR EACH 15 MIN TIME SEGMENT

T70									
I	TIME	I	DEMAND	I	CAPACITY	I	DEMAND/	I	PEDESTRIAN
I		I	(VEH/MIN)	I	(VEH/MIN)	I	CAPACITY	I	FLOW
I		I		I		I	(RFC)	I	(PEDS/MIN)
I		I		I		I		I	START
I		I		I		I		I	QUEUE
I		I		I		I		I	END
I		I		I		I		I	QUEUE
I		I		I		I		I	DELAY
I		I		I		I		I	(VEH.MIN/
I		I		I		I		I	TIME SEGMENT)
I		I		I		I		I	AVERAGE DELAY
I		I		I		I		I	PER ARRIVING
I		I		I		I		I	VEHICLE (MIN)
I	17.00-17.15	I		I		I		I	
I	ARM A	I	12.06	I	14.39	I	0.838	I	-
I	ARM B	I	17.06	I	20.17	I	0.846	I	-
I	ARM C	I	3.53	I	4.39	I	0.804	I	-
I		I		I		I		I	

I	TIME	I	DEMAND	I	CAPACITY	I	DEMAND/	I	PEDESTRIAN
I		I	(VEH/MIN)	I	(VEH/MIN)	I	CAPACITY	I	FLOW
I		I		I		I	(RFC)	I	(PEDS/MIN)
I		I		I		I		I	START
I		I		I		I		I	QUEUE
I		I		I		I		I	END
I		I		I		I		I	QUEUE
I		I		I		I		I	DELAY
I		I		I		I		I	(VEH.MIN/
I		I		I		I		I	TIME SEGMENT)
I		I		I		I		I	AVERAGE DELAY
I		I		I		I		I	PER ARRIVING
I		I		I		I		I	VEHICLE (MIN)
I	17.15-17.30	I		I		I		I	
I	ARM A	I	12.06	I	14.30	I	0.843	I	-
I	ARM B	I	17.06	I	20.17	I	0.846	I	-
I	ARM C	I	3.53	I	4.26	I	0.829	I	-
I		I		I		I		I	

I	TIME	I	DEMAND	I	CAPACITY	I	DEMAND/	I	PEDESTRIAN
I		I	(VEH/MIN)	I	(VEH/MIN)	I	CAPACITY	I	FLOW
I		I		I		I	(RFC)	I	(PEDS/MIN)
I		I		I		I		I	START
I		I		I		I		I	QUEUE
I		I		I		I		I	END
I		I		I		I		I	QUEUE
I		I		I		I		I	DELAY
I		I		I		I		I	(VEH.MIN/
I		I		I		I		I	TIME SEGMENT)
I		I		I		I		I	AVERAGE DELAY
I		I		I		I		I	PER ARRIVING
I		I		I		I		I	VEHICLE (MIN)
I	17.30-17.45	I		I		I		I	
I	ARM A	I	12.06	I	14.29	I	0.844	I	-
I	ARM B	I	17.06	I	20.17	I	0.846	I	-
I	ARM C	I	3.53	I	4.25	I	0.830	I	-
I		I		I		I		I	

I	TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)	I
I	17.45-18.00									I
I	ARM A	12.06	14.28	0.844	- -	5.1	5.2	76.9	0.443	I
I	ARM B	17.06	20.17	0.846	- -	5.3	5.3	79.3	0.320	I
I	ARM C	3.53	4.25	0.830	- -	4.1	4.3	63.4	1.291	I

QUEUE AT ARM A

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE	
17.15	4.5	****
17.30	4.9	*****
17.45	5.1	*****
18.00	5.2	*****

QUEUE AT ARM B

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE	
17.15	4.9	*****
17.30	5.2	*****
17.45	5.3	*****
18.00	5.3	*****

QUEUE AT ARM C

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE	
17.15	3.1	***
17.30	3.8	****
17.45	4.1	****
18.00	4.3	****

QUEUEING DELAY INFORMATION OVER WHOLE PERIOD

I	ARM	I	TOTAL DEMAND	I	* QUEUEING *	I	* INCLUSIVE QUEUEING *	I	T75
I		I		I	* DELAY *	I	* DELAY *	I	
I		I	(VEH)	I	(MIN)	I	(MIN)	I	
I		I	(VEH/H)	I	(MIN/VEH)	I	(MIN/VEH)	I	
I	A	I	723.6	I	278.7	I	279.7	I	
I	B	I	1023.6	I	295.1	I	295.8	I	
I	C	I	211.8	I	212.6	I	214.7	I	
I	ALL	I	1959.0	I	786.4	I	790.2	I	

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

END OF JOB

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

A R C A D Y 6

ASSESSMENT OF ROUNDABOUT CAPACITY AND DELAY

Analysis Program: Release 7.0 (FEBRUARY 2010)
Patch 15 Apr 2011
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THE USER OF THIS COMPUTER PROGRAM FOR THE SOLUTION OF AN ENGINEERING PROBLEM IS
IN NO WAY RELIEVED OF THEIR RESPONSIBILITY FOR THE CORRECTNESS OF THE SOLUTION

Run with file:-
"p:\10338\Traffic\Junctions\J4-A1081 jw The Common\
10338-J4 A1081 jw The Common [HL-09] - 2031+Dev Rev3 AM [flat].vai"
(drive-on-the-left) at 10:29:50 on Wednesday, 1 June 2016

FILE PROPERTIES

RUN TITLE: 10338-J4 A1081 jw The Common [HL-09] - 2031+Dev Rev3 AM [flat]
LOCATION: Harpenden
DATE: 01/06/16
CLIENT: Commercial Estates Group
ENUMERATOR: sue.tadman [BCL25]
JOB NUMBER: 10338
STATUS: Preliminary
DESCRIPTION: Existing Layout

INPUT DATA

ARM A - A1081 (N)
ARM B - A1081 (S)
ARM C - The Common

MINI-ROUNDABOUT GEOMETRIC DATA

JUNCTION IN LONDON
LIGHTING CONDITIONS : NORMAL
ROAD SURFACE CONDITION: NORMAL

I	ARM	I	V (M)	I	E (M)	I	Lm(M)	I	Vm(M)	I	A (M)	I	K (M)	I	G (%)	I	SLOPE	I	INTERCEPT	I
I	I	I	I	I	I	I	I	I	I	I	I	I	I	I	I	I	I	I	I (PCU/MIN)	I
I	ARM A	I	3.50	I	5.00	I	5.00	I	3.50	I	16.00	I	14.00	I	0.00	I	0.596	I	21.800*	I
I	ARM B	I	3.50	I	6.00	I	2.00	I	3.50	I	10.00	I	8.00	I	0.00	I	0.555	I	16.092	I
I	ARM C	I	3.00	I	4.00	I	2.00	I	3.00	I	8.00	I	6.00	I	0.00	I	0.524	I	11.719	I

V = approach half-width Lm = effective flare length A = distance between arms
E = entry width Vm = minimum approach half-width K= entry corner kerb line G=gradient over 50 m
WARNING One or more intercept values (flagged * in the table)
have been adjusted according to local input values
from a previous run and listed below -

T6			
I	I	ADJUSTMENT TO	I
I	I	INTERCEPT (PCU/MIN)	I
I	ARM A	I	5.000

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)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)
08.15-08.30								
ARM A	19.09	19.22	0.993	- -	-	14.9	274.4	1.122
ARM B	14.48	15.57	0.930	- -	-	8.4	139.0	0.735
ARM C	4.84	6.11	0.793	- -	-	2.8	47.3	0.736

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)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)	I
I	08.30-08.45									I
I	ARM A	19.09	19.21	0.994	- -	21.2	25.9	354.5	1.391	I
I	ARM B	14.48	15.56	0.930	- -	9.9	10.7	155.7	0.788	I
I	ARM C	4.84	6.09	0.795	- -	3.3	3.5	51.8	0.769	I

I	TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)	I
I	08.45-09.00									I
I	ARM A	19.09	19.21	0.994	- -	25.9	29.7	417.3	1.599	I
I	ARM B	14.48	15.56	0.930	- -	10.7	11.2	165.0	0.817	I
I	ARM C	4.84	6.08	0.796	- -	3.5	3.6	53.8	0.784	I

QUEUE AT ARM A

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE	
08.15	14.9	*****
08.30	21.2	*****
08.45	25.9	*****
09.00	29.7	*****

QUEUE AT ARM B

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE	
08.15	8.4	*****
08.30	9.9	*****
08.45	10.7	*****
09.00	11.2	*****

QUEUE AT ARM C

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE	
08.15	2.8	***
08.30	3.3	***
08.45	3.5	****
09.00	3.6	****

QUEUEING DELAY INFORMATION OVER WHOLE PERIOD

I	ARM	I	TOTAL DEMAND	I	* QUEUEING * * DELAY *	I	* INCLUSIVE QUEUEING * * DELAY *	I
I		I	(VEH)	I	(MIN)	I	(MIN)	I
I	A	I	1145.4	I	1196.9	I	1219.8	I
I	B	I	868.8	I	553.6	I	557.7	I
I	C	I	290.4	I	187.8	I	188.9	I
I	ALL	I	2304.6	I	1938.3	I	1966.3	I

* DELAY IS THAT OCCURRING ONLY WITHIN THE TIME PERIOD.

* INCLUSIVE DELAY INCLUDES DELAY SUFFERED BY VEHICLES WHICH ARE STILL QUEUEING AFTER THE END OF THE TIME PERIOD.

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

END OF JOB

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

A R C A D Y 6

ASSESSMENT OF ROUNDABOUT CAPACITY AND DELAY

Analysis Program: Release 7.0 (FEBRUARY 2010)
Patch 15 Apr 2011
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THE USER OF THIS COMPUTER PROGRAM FOR THE SOLUTION OF AN ENGINEERING PROBLEM IS
IN NO WAY RELIEVED OF THEIR RESPONSIBILITY FOR THE CORRECTNESS OF THE SOLUTION

Run with file:-
"p:\10338\Traffic\Junctions\J4-A1081 jw The Common\
10338-J4 A1081 jw The Common [HL-09] - 2031+Dev Rev3 PM [flat].vai"
(drive-on-the-left) at 10:29:56 on Wednesday, 1 June 2016

FILE PROPERTIES

RUN TITLE: 10338-J4 A1081 jw The Common [HL-09] - 2031+Dev Rev3 PM [flat]
LOCATION: Harpenden
DATE: 01/06/16
CLIENT: Commercial Estates Group
ENUMERATOR: sue.tadman [BCL25]
JOB NUMBER: 10338
STATUS: Preliminary
DESCRIPTION: Existing Layout

INPUT DATA

ARM A - A1081 (N)
ARM B - A1081 (S)
ARM C - The Common

MINI-ROUNDABOUT GEOMETRIC DATA

JUNCTION IN LONDON
LIGHTING CONDITIONS : NORMAL
ROAD SURFACE CONDITION: NORMAL

																			T5	
I	ARM	I	V (M)	I	E (M)	I	Lm(M)	I	Vm(M)	I	A (M)	I	K (M)	I	G (%)	I	SLOPE	I	INTERCEPT	I
I		I		I		I		I		I		I		I		I		I	(PCU/MIN)	I
I	ARM A	I	3.50	I	5.00	I	5.00	I	3.50	I	16.00	I	14.00	I	0.00	I	0.596	I	16.800	I
I	ARM B	I	3.50	I	6.00	I	2.00	I	3.50	I	10.00	I	8.00	I	0.00	I	0.555	I	21.092*	I
I	ARM C	I	3.00	I	4.00	I	2.00	I	3.00	I	8.00	I	6.00	I	0.00	I	0.524	I	11.719	I

V = approach half-width Lm = effective flare length A = distance between arms
E = entry width Vm = minimum approach half-width K= entry corner kerb line G=gradient over 50 m
WARNING One or more intercept values (flagged * in the table)
have been adjusted according to local input values
from a previous run and listed below -

				T6
I	ARM	I	ADJUSTMENT TO	I
I		I	INTERCEPT (PCU/MIN)	I
I	ARM B	I	5.000	I

TRAFFIC DEMAND DATA

Only sets included in the current run are shown

SCALING FACTORS

T13			
I	ARM	I	FLOW SCALE(%)
I	A	I	100
I	B	I	100
I	C	I	100

TIME PERIOD BEGINS(17.00)AND ENDS(18.00)

LENGTH OF TIME PERIOD -(60) MINUTES

LENGTH OF TIME SEGMENT - (15) MINUTES

DEMAND FLOW PROFILES ARE INPUT DIRECTLY.

DEMAND SET TITLE: as above

DEMAND SET TITLE: as above

T33							
		TURNING PROPORTIONS					
		TURNING COUNTS					
		(PERCENTAGE OF H.V.S)					
I	TIME	I	FROM/T	I	ARM A	I	ARM B
I	17.00 - 18.00	I		I		I	
I		I	ARM A	I	0.000	I	0.978
I		I		I	0.0	I	719.0
I		I		I	(0.0)	I	(0.0)
I		I		I		I	
I		I	ARM B	I	0.837	I	0.000
I		I		I	865.0	I	0.0
I		I		I	(0.0)	I	(0.0)
I		I		I		I	
I		I	ARM C	I	0.047	I	0.953
I		I		I	10.0	I	202.0
I		I		I	(0.0)	I	(0.0)
I		I		I		I	

QUEUE AND DELAY INFORMATION FOR EACH 15 MIN TIME SEGMENT

T70									
I	TIME	I	DEMAND	I	CAPACITY	I	DEMAND/	I	PEDESTRIAN
I		I	(VEH/MIN)	I	(VEH/MIN)	I	CAPACITY	I	FLOW
I		I		I		I	(RFC)	I	(PEDS/MIN)
I		I		I		I		I	START
I		I		I		I		I	QUEUE
I		I		I		I		I	END
I		I		I		I		I	QUEUE
I		I		I		I		I	DELAY
I		I		I		I		I	(VEH.MIN/
I		I		I		I		I	TIME SEGMENT)
I		I		I		I		I	
I	17.00-17.15	I		I		I		I	
I	ARM A	I	12.24	I	14.92	I	0.820	I	- -
I	ARM B	I	17.22	I	20.95	I	0.822	I	- -
I	ARM C	I	3.53	I	4.29	I	0.823	I	- -
I		I		I		I		I	

I	TIME	I	DEMAND	I	CAPACITY	I	DEMAND/	I	PEDESTRIAN
I		I	(VEH/MIN)	I	(VEH/MIN)	I	CAPACITY	I	FLOW
I		I		I		I	(RFC)	I	(PEDS/MIN)
I		I		I		I		I	START
I		I		I		I		I	QUEUE
I		I		I		I		I	END
I		I		I		I		I	QUEUE
I		I		I		I		I	DELAY
I		I		I		I		I	(VEH.MIN/
I		I		I		I		I	TIME SEGMENT)
I		I		I		I		I	
I	17.15-17.30	I		I		I		I	
I	ARM A	I	12.24	I	14.83	I	0.826	I	- -
I	ARM B	I	17.22	I	20.94	I	0.822	I	- -
I	ARM C	I	3.53	I	4.17	I	0.846	I	- -
I		I		I		I		I	

I	TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)	I	
I										I	
I										I	
-										-	
I	17.30-17.45									I	
I	ARM A	12.24	14.81	0.827	- -	-	4.4	4.5	66.9	-	I
I	ARM B	17.22	20.94	0.822	- -	-	4.4	4.5	66.7	-	I
I	ARM C	3.53	4.17	0.847	- -	-	4.2	4.5	65.8	-	I
I										I	

TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)	
17.45-18.00									
ARM A	12.24	14.80	0.827	- -	-	4.5	4.6	68.3	0.386
ARM B	17.22	20.94	0.822	- -	-	4.5	4.5	67.4	0.267
ARM C	3.53	4.17	0.847	- -	-	4.5	4.8	69.9	1.430

QUEUE AT ARM A

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE
17.15	4.1 ****
17.30	4.4 ****
17.45	4.5 *****
18.00	4.6 *****

QUEUE AT ARM B

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE
17.15	4.2 ****
17.30	4.4 ****
17.45	4.5 ****
18.00	4.5 *****

QUEUE AT ARM C

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE
17.15	3.4 ***
17.30	4.2 ****
17.45	4.5 *****
18.00	4.8 *****

QUEUEING DELAY INFORMATION OVER WHOLE PERIOD

ARM	TOTAL DEMAND (VEH)	DEMAND (VEH/H)	* QUEUEING * DELAY (MIN)	* INCLUSIVE QUEUEING * DELAY (MIN/VEH)
A	734.4	734.4	250.7	0.34
B	1033.2	1033.2	254.2	0.25
C	211.8	211.8	231.8	1.09
ALL	1979.4	1979.4	736.7	0.37

* DELAY IS THAT OCCURRING ONLY WITHIN THE TIME PERIOD.

* INCLUSIVE DELAY INCLUDES DELAY SUFFERED BY VEHICLES WHICH ARE STILL QUEUEING AFTER THE END OF THE TIME PERIOD.

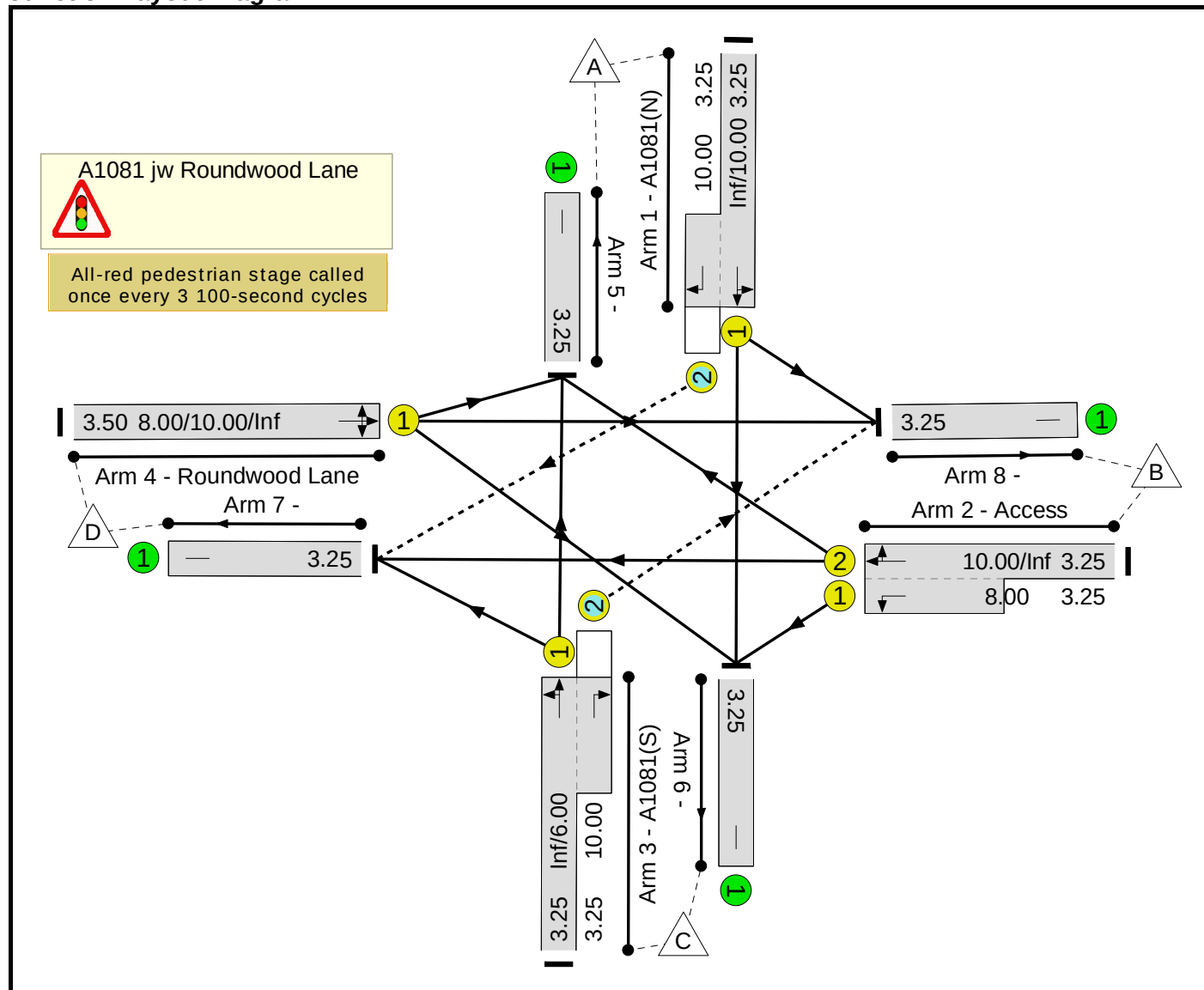
* THESE WILL ONLY BE SIGNIFICANTLY DIFFERENT IF THERE IS A LARGE QUEUE REMAINING AT THE END OF THE TIME PERIOD.

END OF JOB

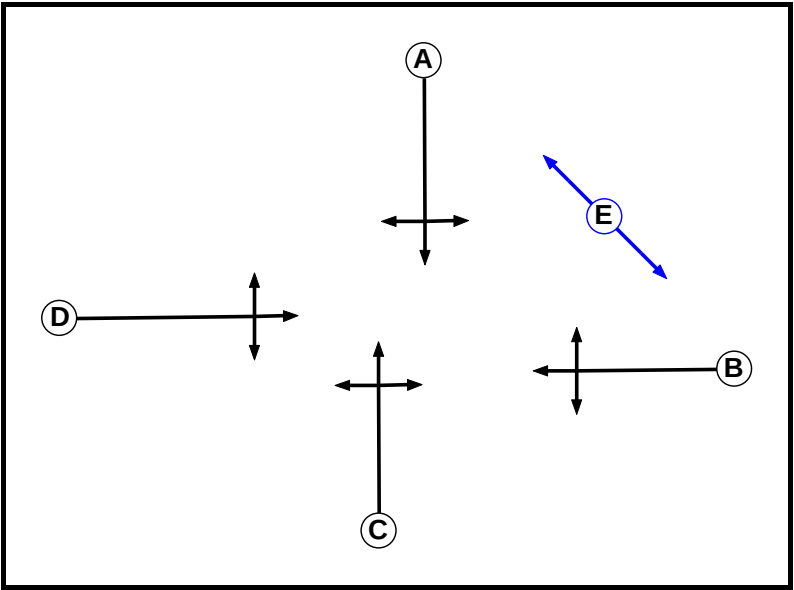
===== end of file =====

Linsig Report**User and Project Details**

Project:	Land at Harpenden
Title:	Roundwood Lane
Location:	
File name:	10338-J5 A1081 jw Roundwood Lane and New Access [HL-01].lsg3x
Author:	SMT
Company:	Brookbanks Consulting Ltd

Junction Layout Diagram

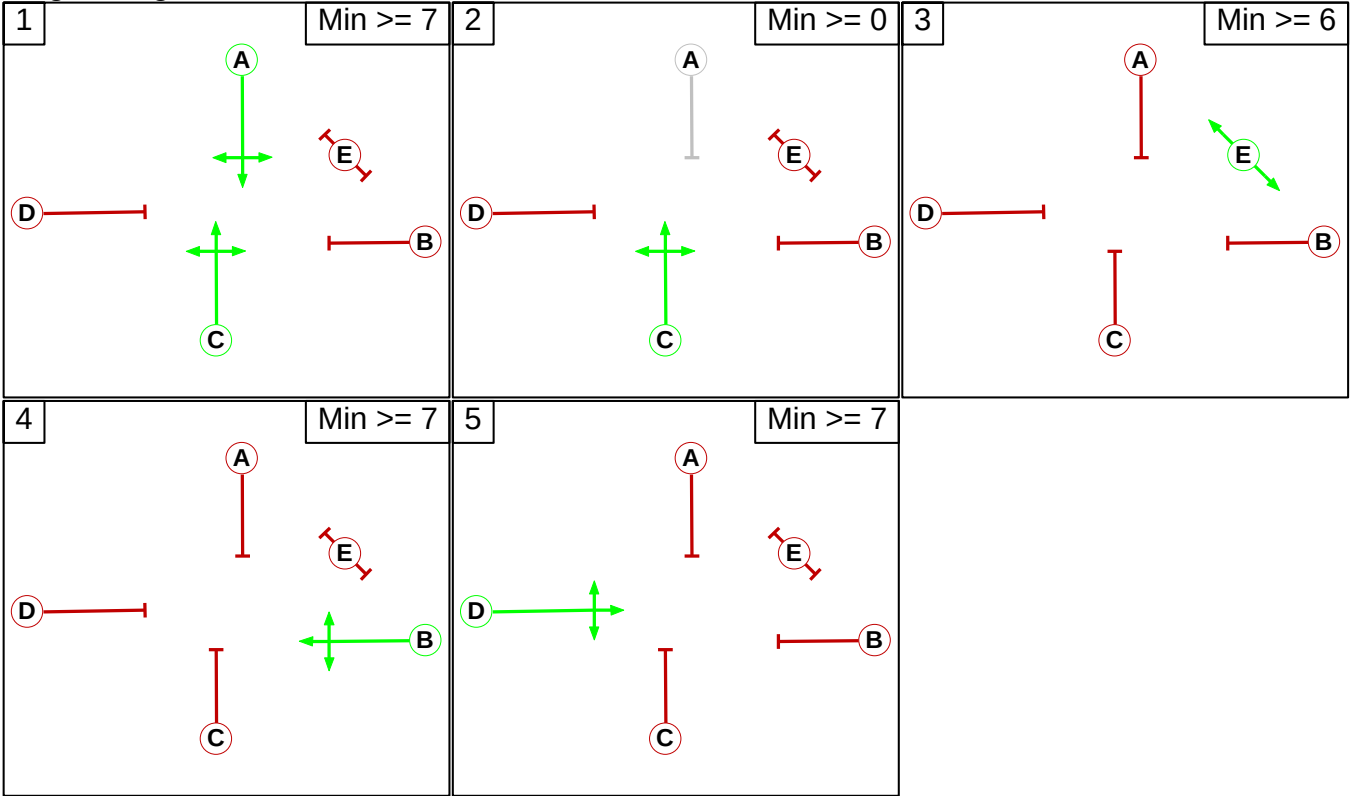
Phase Diagram



Phase Intergreens Matrix

Terminating Phase	Starting Phase				
	A	B	C	D	E
	A	6	-	5	8
	B	5	5	6	8
	C	-	5	5	8
	D	5	6	5	8
	E	8	8	8	8

Stages Diagram



Lane Input Data

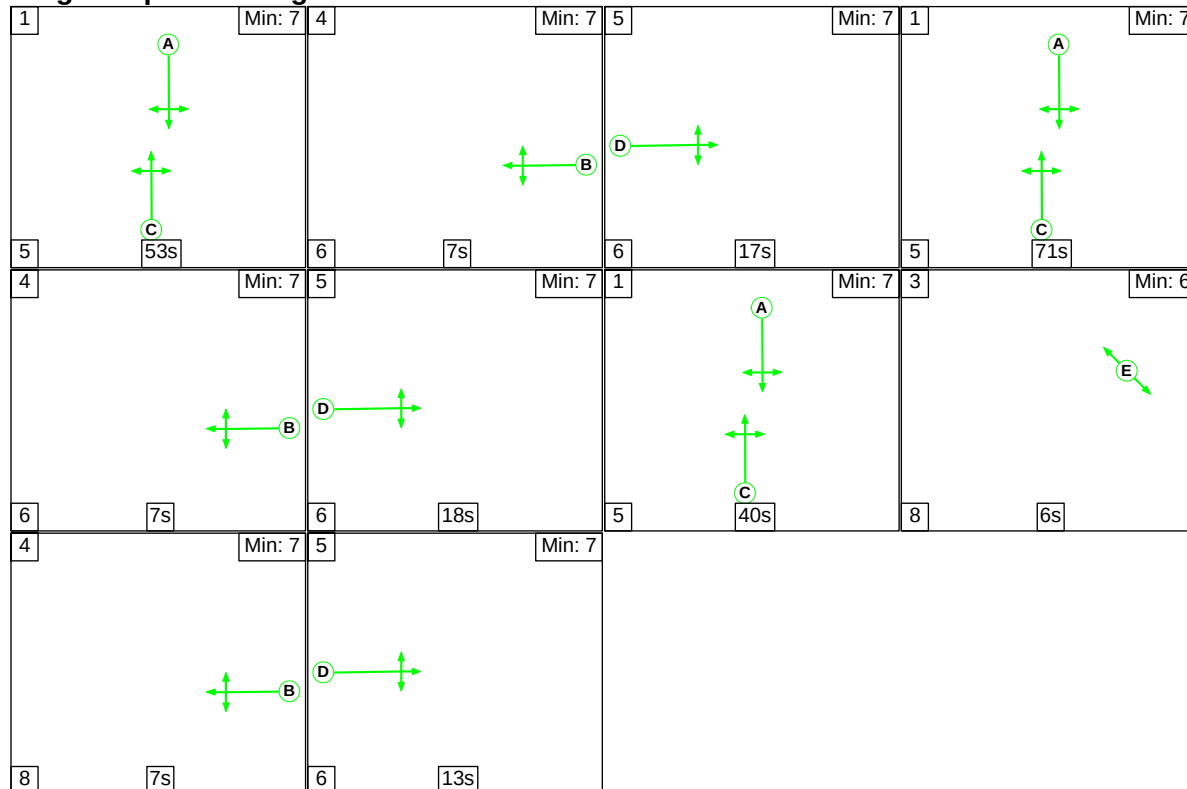
Junction: A1081 jw Roundwood Lane												
Lane	Lane Type	Phases	Start Disp.	End Disp.	Physical Length (PCU)	Sat Flow Type	Def User Saturation Flow (PCU/Hr)	Lane Width (m)	Gradient	Nearside Lane	Turns	Turning Radius (m)
1/1 (A1081(N))	U	A	2	3	60.0	Geom	-	3.25	0.00	Y	Arm 6 Ahead Arm 8 Left	Inf 10.00
1/2 (A1081(N))	O	A	2	3	4.0	Geom	-	3.25	0.00	N	Arm 7 Right	10.00
2/1 (Access)	U	B	2	3	6.0	Geom	-	3.25	0.00	Y	Arm 6 Left	8.00
2/2 (Access)	U	B	2	3	60.0	Geom	-	3.25	0.00	N	Arm 5 Right	10.00
3/1 (A1081(S))	U	C	2	3	60.0	Geom	-	3.25	0.00	Y	Arm 7 Ahead Arm 5 Ahead Arm 7 Left	Inf Inf 6.00
3/2 (A1081(S))	O	C	2	3	5.0	Geom	-	3.25	0.00	N	Arm 8 Right	10.00
4/1 (Roundwood Lane)	U	D	2	3	60.0	Geom	-	3.50	0.00	Y	Arm 5 Left Arm 6 Right Arm 8 Ahead	8.00 10.00 Inf

Traffic Flows, Actual

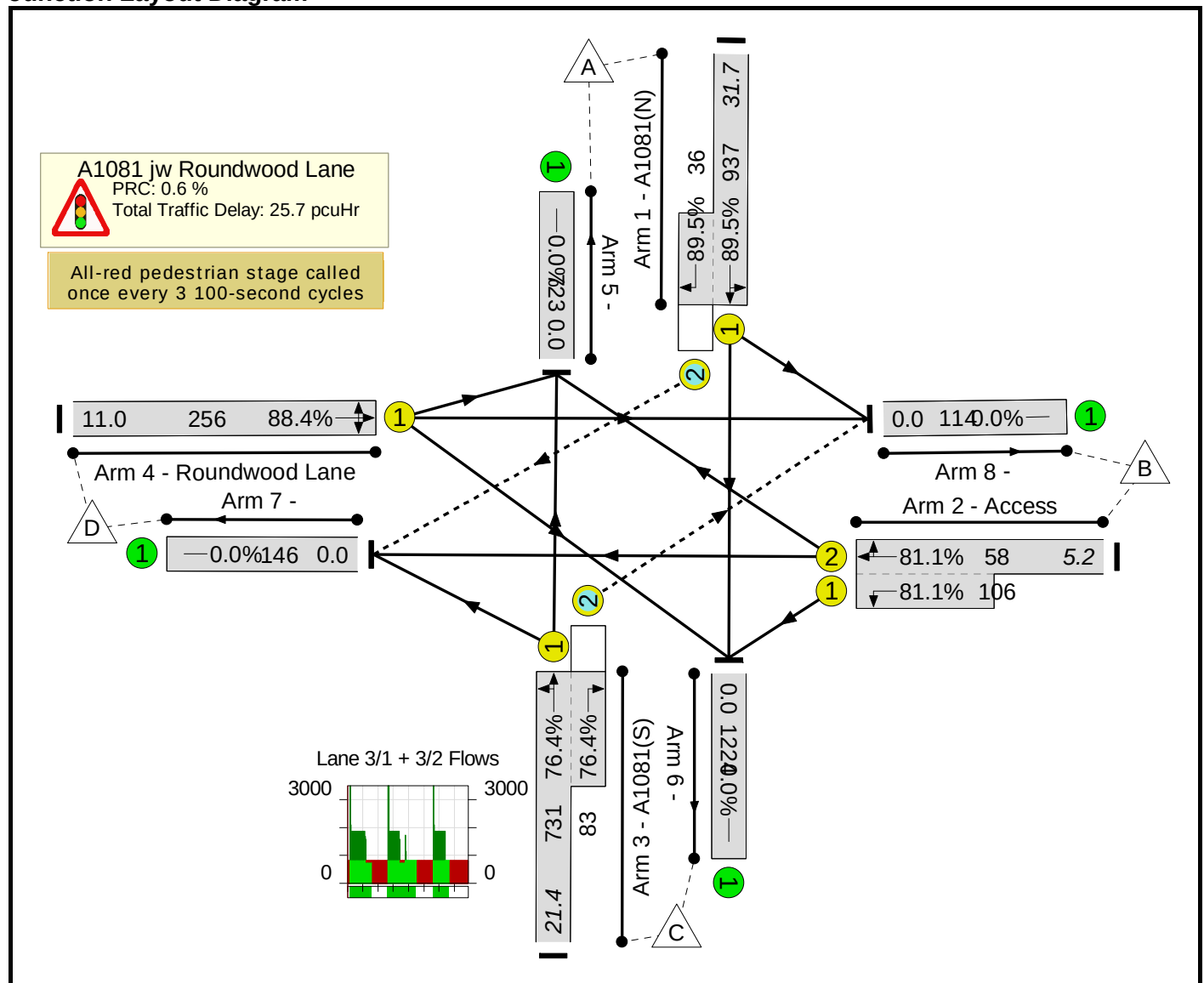
Actual Flow :

	Destination					
		A	B	C	D	Tot.
Origin	A	0	26	911	36	973
	B	52	0	106	6	164
	C	627	83	0	104	814
	D	44	5	207	0	256
	Tot.	723	114	1224	146	2207

Stage Sequence Diagram



Junction Layout Diagram



P:\10338\Traffic\Junctions\J5-A1081 jw Roundwood Lane\10338-J5 A1081 jw Roundwood Lane and New Access [HL-01].lsg3x

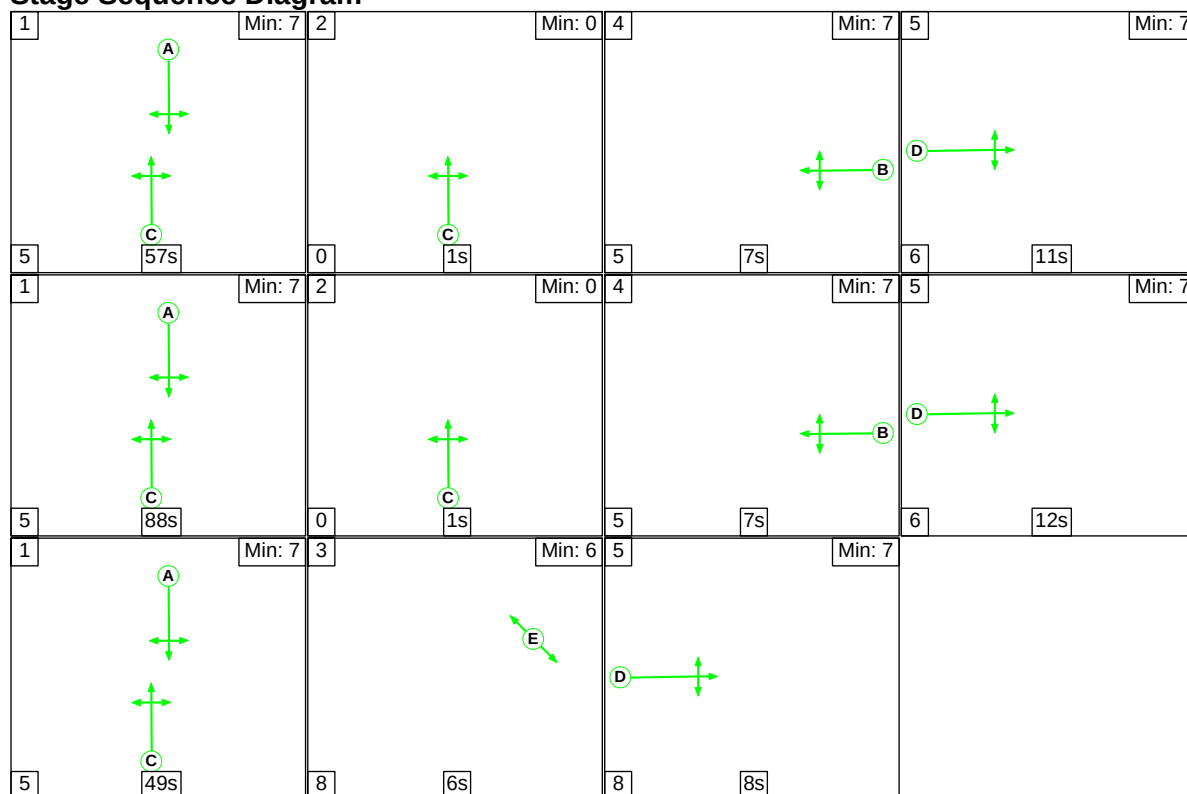
Item	Lane Description	Lane Type	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Mean Max Queue (pcu)
Network: Roundwood Lane	-	-	-		-	-	-	-	-	-	89.5%	76	0	43	25.7	-	-
A1081 jw Roundwood Lane	-	-	-		-	-	-	-	-	-	89.5%	76	0	43	25.7	-	-
1/1+1/2	A1081(N) Ahead Right Left	U+O	A		3	164	-	973	1932:1809	1047+40	89.5 : 89.5%	36	0	0	9.4	34.7	31.7
2/2+2/1	Access Right Left Ahead	U	B		3	21	-	164	1833:1634	72+131	81.1 : 81.1%	-	-	-	4.0	87.9	5.2
3/1+3/2	A1081(S) Ahead Left Right	U+O	C		3	166	-	814	1873:1809	957+109	76.4 : 76.4%	40	0	43	6.2	27.2	21.4
4/1	Roundwood Lane Left Right Ahead	U	D		3	48	-	256	1703	290	88.4%	-	-	-	6.1	86.0	11.0
C1 PRC for Signalled Lanes (%): 0.6 Total Delay for Signalled Lanes (pcuHr): 25.66 Cycle Time (s): 300 PRC Over All Lanes (%): 0.6 Total Delay Over All Lanes(pcuHr): 25.66																	

Traffic Flows, Actual

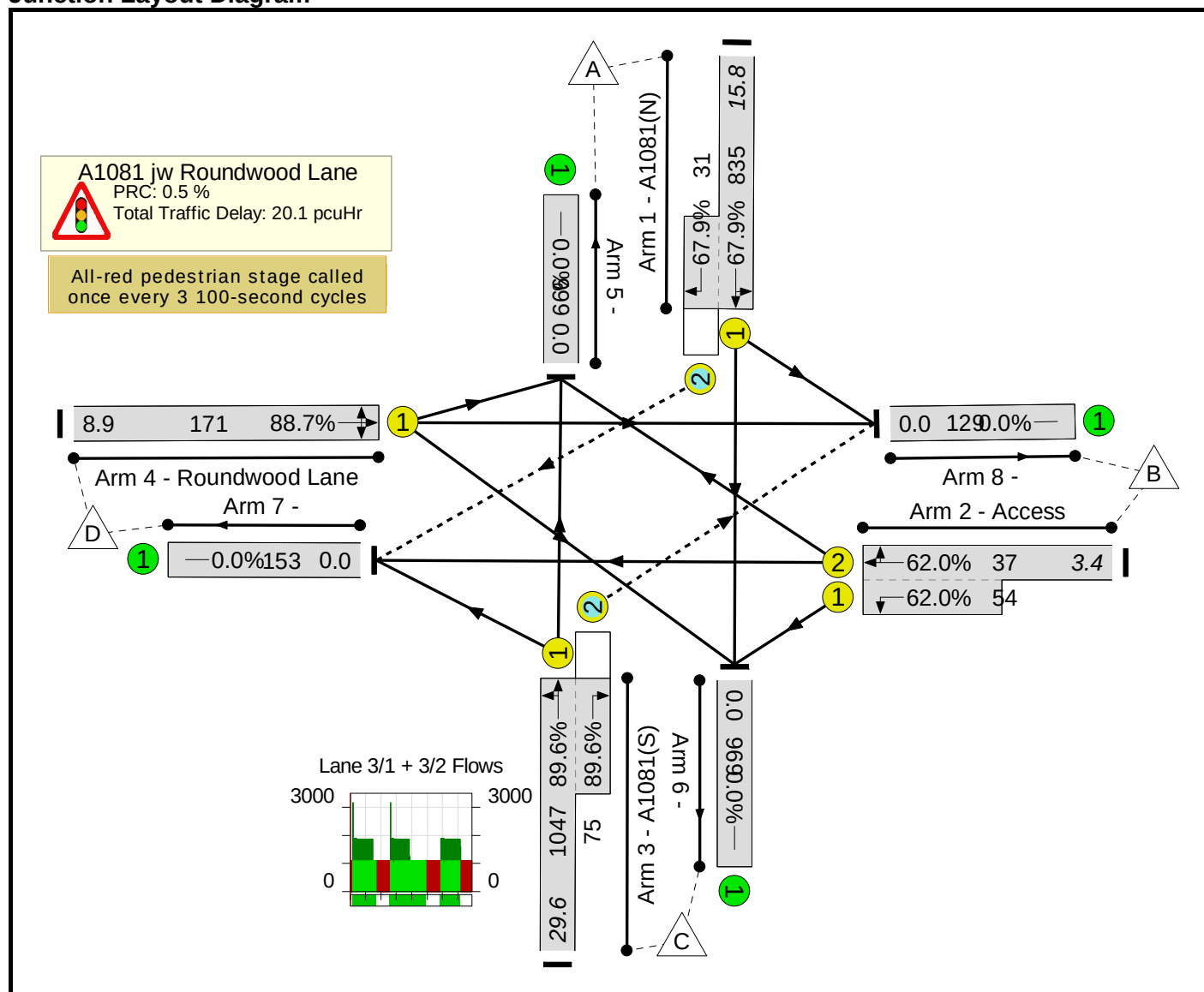
Actual Flow :

	Destination					
		A	B	C	D	Tot.
Origin	A	0	50	785	31	866
	B	34	0	54	3	91
	C	928	75	0	119	1122
	D	37	4	130	0	171
	Tot.	999	129	969	153	2250

Stage Sequence Diagram



Junction Layout Diagram



Linsig Report

P:\10338\Traffic\Junctions\J5-A1081 jw Roundwood Lane\10338-J5 A1081 jw Roundwood Lane and New Access [HL-01].lsg3x

Link 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: Roundwood Lane	-	-	-		-	-	-	-	-	-	89.6%	98	0	8	20.1	-	-
A1081 jw Roundwood Lane	-	-	-		-	-	-	-	-	-	89.6%	98	0	8	20.1	-	-
1/1+1/2	A1081(N) Ahead Right Left	U+O	A		3	194	-	866	1923:1809	1229+46	67.9 : 67.9%	23	0	8	3.8	15.6	15.8
2/2+2/1	Access Right Left Ahead	U	B		2	14	-	91	1828:1634	60+87	62.0 : 62.0%	-	-	-	2.6	103.0	3.4
3/1+3/2	A1081(S) Ahead Left Right	U+O	C		3	196	-	1122	1886:1809	1169+84	89.6 : 89.6%	74	0	0	8.5	27.4	29.6
4/1	Roundwood Lane Left Right Ahead	U	D		3	31	-	171	1702	193	88.7%	-	-	-	5.2	109.4	8.9
C1 PRC for Signalised Lanes (%): 0.5 Total Delay for Signalised Lanes (pcuHr): 20.10 Cycle Time (s): 300 PRC Over All Lanes (%): 0.5 Total Delay Over All Lanes(pcuHr): 20.10																	

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CAPACITIES, QUEUES, AND DELAYS AT 3 OR 4-ARM MAJOR/MINOR PRIORITY JUNCTIONS

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Run with file:-
"C:_SUE\PICADY temp\10338-J6 A1081 jw Cooters End lane - 2015 AM [flat].vpi"
(drive-on-the-left) at 12:29:35 on Thursday, 27 August 2015

RUN INFORMATION

RUN TITLE : 10338-J6 A1081 jw Cooters End Lane - 2015 AM [flat]
LOCATION : Harpenden
DATE : 27/08/15
CLIENT :
ENUMERATOR : Sue.tadman [BCL25]
JOB NUMBER : 10338
STATUS : Preliminary
DESCRIPTION : Existing Layout

MAJOR/MINOR JUNCTION CAPACITY AND DELAY

INPUT DATA

MAJOR ROAD (ARM C) ----- MAJOR ROAD (ARM A)
I
I
I
I
I
I
MINOR ROAD (ARM B)

ARM A IS A1081 (N)
ARM B IS Cooters End lane
ARM C IS A1081 (S)

STREAM LABELLING CONVENTION

STREAM A-B CONTAINS TRAFFIC GOING FROM ARM A TO ARM B
STREAM B-AC CONTAINS TRAFFIC GOING FROM ARM B TO ARM A AND TO ARM C
ETC.

GEOMETRIC DATA

DATA ITEM		MINOR ROAD B	
TOTAL MAJOR ROAD CARRIAGEWAY WIDTH		(W)	7.00 M.
CENTRAL RESERVE WIDTH		(WCR)	0.00 M.
MAJOR ROAD RIGHT TURN - WIDTH		(WC-B)	3.50 M.
- VISIBILITY		(VC-B)	120.00 M.
- BLOCKS TRAFFIC (SPACES)		NO (0)	
MINOR ROAD - VISIBILITY TO LEFT		(VB-C)	90.0 M.
- VISIBILITY TO RIGHT		(VB-A)	90.0 M.
- LANE 1 WIDTH		(WB-C)	3.00 M.
- LANE 2 WIDTH		(WB-A)	0.00 M.

.SLOPES AND INTERCEPT

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

Intercept For	Slope For	Opposing	Slope For	Opposing
STREAM B-C	STREAM	A-C	STREAM A-B	
680.59		0.25	0.10	

Intercept For	Slope For	Opposing	Slope For	Opposing	Slope For	Opposing
STREAM B-A	STREAM	A-C	STREAM A-B	STREAM C-A	STREAM C-B	
552.17		0.24	0.10	0.15	0.35	

Intercept For	Slope For	Opposing	Slope For	Opposing
STREAM C-B	STREAM	A-C	STREAM A-B	
734.50		0.27	0.27	

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

TRAFFIC DEMAND DATA

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

Demand set: as above

TIME PERIOD BEGINS 08.00 AND ENDS 09.00

LENGTH OF TIME PERIOD - 60 MIN.
LENGTH OF TIME SEGMENT - 15 MIN.
DEMAND FLOW PROFILES ARE INPUT DIRECTLY

Demand set: as above

I I I I I I	TIME	I	TURNING PROPORTIONS								I
			TURNING COUNTS								
			(PERCENTAGE OF H.V.S)								
			FROM/TO	I	ARM	A	I	ARM	B	I	

08.00 - 09.00											
I		I		I		I		I		I	
I		I	ARM	A	I	0.000	I	0.009	I	0.991	I
I		I			I	0.0	I	10.0	I	1082.0	I
I		I			I	(0.0)	I	(0.0)	I	(0.0)	I
I		I			I		I		I		I
I		I	ARM	B	I	0.091	I	0.000	I	0.909	I
I		I			I	10.0	I	0.0	I	100.0	I
I		I			I	(0.0)	I	(0.0)	I	(0.0)	I
I		I			I		I		I		I
I		I	ARM	C	I	0.930	I	0.070	I	0.000	I
I		I			I	660.0	I	50.0	I	0.0	I
I		I			I	(0.0)	I	(0.0)	I	(0.0)	I
I		I			I		I		I		I

TURNING PROPORTIONS ARE CALCULATED FROM TURNING COUNT DATA
THE PERCENTAGE OF HEAVY VEHICLES VARIES OVER TURNING MOVEMENTS

QUEUE AND DELAY INFORMATION FOR EACH 15 MIN TIME SEGMENT

FOR COMBINED DEMAND SETS
AND FOR TIME PERIOD 1

TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)
08.00-08.15									
B-AC	1.83	6.02	0.304		0.00	0.43	6.0		0.24
C-A	11.00								
C-B	0.83	7.29	0.114		0.00	0.13	1.8		0.15
A-B	0.17								
A-C	18.03								

TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)
08.15-08.30									
B-AC	1.83	6.01	0.304		0.43	0.43	6.5		0.24
C-A	11.00								
C-B	0.83	7.29	0.114		0.13	0.13	1.9		0.15
A-B	0.17								
A-C	18.03								

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-AC	1.83	6.01	0.304		0.43	0.43	6.5		0.24
C-A	11.00								
C-B	0.83	7.29	0.114		0.13	0.13	1.9		0.15
A-B	0.17								
A-C	18.03								

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-AC	1.83	6.01	0.304		0.43	0.43	6.5		0.24
C-A	11.00								
C-B	0.83	7.29	0.114		0.13	0.13	1.9		0.15
A-B	0.17								
A-C	18.03								

QUEUE FOR STREAM B-AC	
TIME	NO. OF
SEGMENT	VEHICLES
ENDING	IN QUEUE
08.15	0.4
08.30	0.4
08.45	0.4
09.00	0.4

QUEUE FOR STREAM C-B	
TIME	NO. OF
SEGMENT	VEHICLES
ENDING	IN QUEUE
08.15	0.1
08.30	0.1
08.45	0.1
09.00	0.1

QUEUEING DELAY INFORMATION OVER WHOLE PERIOD

I	STREAM	I	TOTAL DEMAND		I	* QUEUEING *		I	* INCLUSIVE QUEUEING *		I
I		I			I	* DELAY *		I	* DELAY *		I
I		I			I			I			I
I		I	(VEH)	(VEH/H)	I	(MIN)	(MIN/VEH)	I	(MIN)	(MIN/VEH)	I
I	B-AC	I	109.8	I 109.8	I	25.5	I 0.23	I	25.5	I 0.23	I
I	C-A	I	659.8	I 659.8	I		I	I		I	I
I	C-B	I	50.0	I 50.0	I	7.6	I 0.15	I	7.6	I 0.15	I
I	A-B	I	10.0	I 10.0	I		I	I		I	I
I	A-C	I	1082.0	I 1082.0	I		I	I		I	I
I	ALL	I	1911.6	I 1911.6	I	33.1	I 0.02	I	33.1	I 0.02	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*****

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

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Run with file:-
"C:_SUE\PICADY temp\10338-J6 A1081 jw Cooters End lane - 2015 PM [flat].vpi"
(drive-on-the-left) at 12:30:33 on Thursday, 27 August 2015

RUN INFORMATION

RUN TITLE : 10338-J6 A1081 jw Cooters End Lane - 2015 PM [flat]
LOCATION : Harpenden
DATE : 27/08/15
CLIENT :
ENUMERATOR : Sue.tadman [BCL25]
JOB NUMBER : 10338
STATUS : Preliminary
DESCRIPTION : Existing Layout

MAJOR/MINOR JUNCTION CAPACITY AND DELAY

INPUT DATA

MAJOR ROAD (ARM C) ----- MAJOR ROAD (ARM A)
I
I
I
I
I
I
MINOR ROAD (ARM B)

ARM A IS A1081 (N)
ARM B IS Cooters End lane
ARM C IS A1081 (S)

STREAM LABELLING CONVENTION

STREAM A-B CONTAINS TRAFFIC GOING FROM ARM A TO ARM B
STREAM B-AC CONTAINS TRAFFIC GOING FROM ARM B TO ARM A AND TO ARM C
ETC.

GEOMETRIC DATA

DATA ITEM	MINOR ROAD B
TOTAL MAJOR ROAD CARRIAGEWAY WIDTH	(W) 7.00 M.
CENTRAL RESERVE WIDTH	(WCR) 0.00 M.
MAJOR ROAD RIGHT TURN - WIDTH	(WC-B) 3.50 M.
- VISIBILITY	(VC-B)120.00 M.
- BLOCKS TRAFFIC (SPACES)	NO (0)
MINOR ROAD - VISIBILITY TO LEFT	(VB-C) 90.0 M.
- VISIBILITY TO RIGHT	(VB-A) 90.0 M.
- LANE 1 WIDTH	(WB-C) 3.00 M.
- LANE 2 WIDTH	(WB-A) 0.00 M.

.SLOPES AND INTERCEPT

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

Intercept For Stream B-C	Slope For Opposing Stream A-C	Slope For Opposing Stream A-B
680.59	0.25	0.10

Intercept For Stream B-A	Slope For Opposing Stream A-C	Slope For Opposing Stream A-B	Slope For Opposing Stream C-A	Slope For Opposing Stream C-B
552.17	0.24	0.10	0.15	0.35

Intercept For Stream C-B	Slope For Opposing Stream A-C	Slope For Opposing Stream A-B
734.50	0.27	0.27

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

TRAFFIC DEMAND DATA

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

Demand set: as above

TIME PERIOD BEGINS 17.00 AND ENDS 18.00

LENGTH OF TIME PERIOD - 60 MIN.
LENGTH OF TIME SEGMENT - 15 MIN.
DEMAND FLOW PROFILES ARE INPUT DIRECTLY

Demand set: as above

I I I I I	TIME	TURNING PROPORTIONS								I	
		TURNING COUNTS									
		(PERCENTAGE OF H.V.S)									
		FROM/TO	I	ARM	A	I	ARM	B	I		ARM
I	17.00 - 18.00	I	I	I	I	I	I	I	I	I	I
I		I	ARM	A	I	0.000	I	0.014	I	0.986	I
I		I			I	0.0	I	10.0	I	703.0	I
I		I			I	(0.0)	I	(0.0)	I	(0.0)	I
I		I			I		I		I		I
I		I	ARM	B	I	0.167	I	0.000	I	0.833	I
I		I			I	10.0	I	0.0	I	50.0	I
I		I			I	(0.0)	I	(0.0)	I	(0.0)	I
I		I			I		I		I		I
I		I	ARM	C	I	0.890	I	0.110	I	0.000	I
I		I			I	811.0	I	100.0	I	0.0	I
I		I			I	(0.0)	I	(0.0)	I	(0.0)	I
I		I			I		I		I		I

TURNING PROPORTIONS ARE CALCULATED FROM TURNING COUNT DATA
THE PERCENTAGE OF HEAVY VEHICLES VARIES OVER TURNING MOVEMENTS

QUEUE AND DELAY INFORMATION FOR EACH 15 MIN TIME SEGMENT

FOR COMBINED DEMAND SETS
AND FOR TIME PERIOD 1

TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)
17.00-17.15									
B-AC	1.00	6.91	0.145		0.00	0.17	2.4		
C-A	13.51								
C-B	1.67	9.01	0.185		0.00	0.22	3.2		
A-B	0.17								
A-C	11.71								

TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)
17.15-17.30									
B-AC	1.00	6.91	0.145		0.17	0.17	2.5		
C-A	13.51								
C-B	1.67	9.01	0.185		0.22	0.23	3.4		
A-B	0.17								
A-C	11.71								

TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)
17.30-17.45									
B-AC	1.00	6.91	0.145		0.17	0.17	2.5		
C-A	13.51								
C-B	1.67	9.01	0.185		0.23	0.23	3.4		
A-B	0.17								
A-C	11.71								

TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)
17.45-18.00									
B-AC	1.00	6.91	0.145		0.17	0.17	2.5		
C-A	13.51								
C-B	1.67	9.01	0.185		0.23	0.23	3.4		
A-B	0.17								
A-C	11.71								

QUEUE FOR STREAM B-AC	
TIME	NO. OF
SEGMENT	VEHICLES
ENDING	IN QUEUE
17.15	0.2
17.30	0.2
17.45	0.2
18.00	0.2

QUEUE FOR STREAM C-B	
TIME	NO. OF
SEGMENT	VEHICLES
ENDING	IN QUEUE
17.15	0.2
17.30	0.2
17.45	0.2
18.00	0.2

QUEUEING DELAY INFORMATION OVER WHOLE PERIOD

I	STREAM	I	TOTAL DEMAND		I	* QUEUEING *		I	* INCLUSIVE QUEUEING *		I
I		I			I	* DELAY *		I	* DELAY *		I
I		I			I			I			I
I		I	(VEH)	(VEH/H)	I	(MIN)	(MIN/VEH)	I	(MIN)	(MIN/VEH)	I
I	B-AC	I	60.0	I 60.0	I	10.0	I 0.17	I	10.0	I 0.17	I
I	C-A	I	810.8	I 810.8	I		I	I		I	I
I	C-B	I	100.0	I 100.0	I	13.4	I 0.13	I	13.4	I 0.13	I
I	A-B	I	10.0	I 10.0	I		I	I		I	I
I	A-C	I	702.8	I 702.8	I		I	I		I	I
I	ALL	I	1683.6	I 1683.6	I	23.4	I 0.01	I	23.4	I 0.01	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*****

***** PICADY 5 run completed.

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

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CAPACITIES, QUEUES, AND DELAYS AT 3 OR 4-ARM MAJOR/MINOR PRIORITY JUNCTIONS

PICADY 5.1 ANALYSIS PROGRAM
RELEASE 5.0 (JUNE 2010)

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Run with file:-
"C:_SUE\PICADY temp\10338-J6 A1081 jw Cooters End lane - 2031 AM [flat].vpi"
(drive-on-the-left) at 12:26:34 on Wednesday, 25 May 2016

RUN INFORMATION

RUN TITLE : 10338-J6 A1081 jw Cooters End Lane - 2031 AM [flat]
LOCATION : Harpenden
DATE : 25/05/16
CLIENT :
ENUMERATOR : Sue.tadman [BCL25]
JOB NUMBER : 10338
STATUS : Preliminary
DESCRIPTION : Existing Layout

MAJOR/MINOR JUNCTION CAPACITY AND DELAY

INPUT DATA

MAJOR ROAD (ARM C) ----- MAJOR ROAD (ARM A)
I
I
I
I
I
I
MINOR ROAD (ARM B)

ARM A IS A1081 (N)
ARM B IS Cooters End lane
ARM C IS A1081 (S)

STREAM LABELLING CONVENTION

STREAM A-B CONTAINS TRAFFIC GOING FROM ARM A TO ARM B
STREAM B-AC CONTAINS TRAFFIC GOING FROM ARM B TO ARM A AND TO ARM C
ETC.

GEOMETRIC DATA

DATA ITEM		MINOR ROAD B	
TOTAL MAJOR ROAD CARRIAGEWAY WIDTH		(W)	7.00 M.
CENTRAL RESERVE WIDTH		(WCR)	0.00 M.
MAJOR ROAD RIGHT TURN - WIDTH		(WC-B)	3.50 M.
- VISIBILITY		(VC-B)	120.00 M.
- BLOCKS TRAFFIC (SPACES)		NO (0)	
MINOR ROAD - VISIBILITY TO LEFT		(VB-C)	90.0 M.
- VISIBILITY TO RIGHT		(VB-A)	90.0 M.
- LANE 1 WIDTH		(WB-C)	3.00 M.
- LANE 2 WIDTH		(WB-A)	0.00 M.

.SLOPES AND INTERCEPT

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

Intercept For	Slope For	Opposing	Slope For	Opposing
STREAM B-C	STREAM	A-C	STREAM A-B	
680.59		0.25	0.10	

Intercept For	Slope For	Opposing	Slope For	Opposing	Slope For	Opposing
STREAM B-A	STREAM	A-C	STREAM A-B	STREAM C-A	STREAM C-B	
552.17		0.24	0.10	0.15	0.35	

Intercept For	Slope For	Opposing	Slope For	Opposing
STREAM C-B	STREAM	A-C	STREAM A-B	
734.50		0.27	0.27	

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

TRAFFIC DEMAND DATA

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

Demand set: as above

TIME PERIOD BEGINS 08.00 AND ENDS 09.00

LENGTH OF TIME PERIOD - 60 MIN.
LENGTH OF TIME SEGMENT - 15 MIN.
DEMAND FLOW PROFILES ARE INPUT DIRECTLY

Demand set: as above

I I I I I	TIME	TURNING PROPORTIONS									
		TURNING COUNTS									
		(PERCENTAGE OF H.V.S)									
		FROM/TO	I	ARM	A	I	ARM	B	I	ARM	C
08.00 - 09.00		I		I		I		I		I	
		I	ARM	A	I	0.000	I	0.009	I	0.991	I
		I			I	0.0	I	12.0	I	1312.0	I
		I			I	(0.0)	I	(0.0)	I	(0.0)	I
		I			I		I		I		I
		I	ARM	B	I	0.090	I	0.000	I	0.910	I
		I			I	12.0	I	0.0	I	121.0	I
		I			I	(0.0)	I	(0.0)	I	(0.0)	I
		I			I		I		I		I
		I	ARM	C	I	0.929	I	0.071	I	0.000	I
		I			I	800.0	I	61.0	I	0.0	I
		I			I	(0.0)	I	(0.0)	I	(0.0)	I
		I			I		I		I		I

TURNING PROPORTIONS ARE CALCULATED FROM TURNING COUNT DATA
THE PERCENTAGE OF HEAVY VEHICLES VARIES OVER TURNING MOVEMENTS

QUEUE AND DELAY INFORMATION FOR EACH 15 MIN TIME SEGMENT

FOR COMBINED DEMAND SETS
AND FOR TIME PERIOD 1

TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)
08.00-08.15									
B-AC	2.22	4.59	0.484		0.00	0.89	12.0		0.40
C-A	13.33								
C-B	1.02	6.23	0.163		0.00	0.19	2.7		0.19
A-B	0.20								
A-C	21.87								

TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)
08.15-08.30									
B-AC	2.22	4.59	0.484		0.89	0.91	13.6		0.42
C-A	13.33								
C-B	1.02	6.23	0.163		0.19	0.19	2.9		0.19
A-B	0.20								
A-C	21.87								

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-AC	2.22	4.59	0.484		0.91	0.92	13.8		0.42
C-A	13.33								
C-B	1.02	6.23	0.163		0.19	0.19	2.9		0.19
A-B	0.20								
A-C	21.87								

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-AC	2.22	4.59	0.484		0.92	0.93	13.9		0.42
C-A	13.33								
C-B	1.02	6.23	0.163		0.19	0.19	2.9		0.19
A-B	0.20								
A-C	21.87								

QUEUE FOR STREAM		B-AC
TIME	NO. OF	
SEGMENT	VEHICLES	
ENDING	IN QUEUE	
08.15	0.9	*
08.30	0.9	*
08.45	0.9	*
09.00	0.9	*

QUEUE FOR STREAM		C-B
TIME	NO. OF	
SEGMENT	VEHICLES	
ENDING	IN QUEUE	
08.15	0.2	
08.30	0.2	
08.45	0.2	
09.00	0.2	

QUEUEING DELAY INFORMATION OVER WHOLE PERIOD

I	STREAM	I	TOTAL DEMAND		I	* QUEUEING *		I	* INCLUSIVE QUEUEING *		I
I		I			I	* DELAY *		I	* DELAY *		I
I		I			I			I			I
I		I	(VEH)	(VEH/H)	I	(MIN)	(MIN/VEH)	I	(MIN)	(MIN/VEH)	I
I	B-AC	I	133.2	I 133.2	I	53.2	I 0.40	I	53.2	I 0.40	I
I	C-A	I	800.0	I 800.0	I		I	I	I		I
I	C-B	I	61.0	I 61.0	I	11.4	I 0.19	I	11.4	I 0.19	I
I	A-B	I	12.0	I 12.0	I		I	I	I		I
I	A-C	I	1312.2	I 1312.2	I		I	I	I		I
I	ALL	I	2318.4	I 2318.4	I	64.6	I 0.03	I	64.7	I 0.03	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*****

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

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CAPACITIES, QUEUES, AND DELAYS AT 3 OR 4-ARM MAJOR/MINOR PRIORITY JUNCTIONS

PICADY 5.1 ANALYSIS PROGRAM
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Run with file:-
"C:_SUE\PICADY temp\10338-J6 A1081 jw Cooters End lane - 2031 PM [flat].vpi"
(drive-on-the-left) at 12:26:40 on Wednesday, 25 May 2016

RUN INFORMATION

RUN TITLE : 10338-J6 A1081 jw Cooters End Lane - 2031 PM [flat]
LOCATION : Harpenden
DATE : 25/05/16
CLIENT :
ENUMERATOR : Sue.tadman [BCL25]
JOB NUMBER : 10338
STATUS : Preliminary
DESCRIPTION : Existing Layout

MAJOR/MINOR JUNCTION CAPACITY AND DELAY

INPUT DATA

MAJOR ROAD (ARM C) ----- MAJOR ROAD (ARM A)
I
I
I
I
I
I
MINOR ROAD (ARM B)

ARM A IS A1081 (N)
ARM B IS Cooters End lane
ARM C IS A1081 (S)

STREAM LABELLING CONVENTION

STREAM A-B CONTAINS TRAFFIC GOING FROM ARM A TO ARM B
STREAM B-AC CONTAINS TRAFFIC GOING FROM ARM B TO ARM A AND TO ARM C
ETC.

GEOMETRIC DATA

DATA ITEM		MINOR ROAD B	
TOTAL MAJOR ROAD CARRIAGEWAY WIDTH		(W)	7.00 M.
CENTRAL RESERVE WIDTH		(WCR)	0.00 M.
MAJOR ROAD RIGHT TURN - WIDTH		(WC-B)	3.50 M.
- VISIBILITY		(VC-B)	120.00 M.
- BLOCKS TRAFFIC (SPACES)		NO (0)	
MINOR ROAD - VISIBILITY TO LEFT		(VB-C)	90.0 M.
- VISIBILITY TO RIGHT		(VB-A)	90.0 M.
- LANE 1 WIDTH		(WB-C)	3.00 M.
- LANE 2 WIDTH		(WB-A)	0.00 M.

.SLOPES AND INTERCEPT

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

Intercept For	Slope For	Opposing	Slope For	Opposing
STREAM B-C	STREAM	A-C	STREAM A-B	
680.59		0.25	0.10	

Intercept For	Slope For	Opposing	Slope For	Opposing	Slope For	Opposing
STREAM B-A	STREAM	A-C	STREAM A-B	STREAM C-A	STREAM C-B	
552.17		0.24	0.10	0.15	0.35	

Intercept For	Slope For	Opposing	Slope For	Opposing
STREAM C-B	STREAM	A-C	STREAM A-B	
734.50		0.27	0.27	

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

TRAFFIC DEMAND DATA

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

Demand set: as above

TIME PERIOD BEGINS 17.00 AND ENDS 18.00

LENGTH OF TIME PERIOD - 60 MIN.
LENGTH OF TIME SEGMENT - 15 MIN.
DEMAND FLOW PROFILES ARE INPUT DIRECTLY

Demand set: as above

TIME	TURNING PROPORTIONS									
	TURNING COUNTS									
	(PERCENTAGE OF H.V.S)									
	FROM/TO	I	ARM	A	I	ARM	B	I	ARM	C
17.00 - 18.00	I	I	I	I	I	I	I	I	I	I
	I	ARM	A	I	0.000	I	0.014	I	0.986	I
	I			I	0.0	I	12.0	I	852.0	I
	I			I	(0.0)	I	(0.0)	I	(0.0)	I
	I			I		I		I		I
	I	ARM	B	I	0.164	I	0.000	I	0.836	I
	I			I	12.0	I	0.0	I	61.0	I
	I			I	(0.0)	I	(0.0)	I	(0.0)	I
	I			I		I		I		I
	I	ARM	C	I	0.890	I	0.110	I	0.000	I
	I			I	983.0	I	121.0	I	0.0	I
	I			I	(0.0)	I	(0.0)	I	(0.0)	I
	I			I		I		I		I

TURNING PROPORTIONS ARE CALCULATED FROM TURNING COUNT DATA
THE PERCENTAGE OF HEAVY VEHICLES VARIES OVER TURNING MOVEMENTS

QUEUE AND DELAY INFORMATION FOR EACH 15 MIN TIME SEGMENT

FOR COMBINED DEMAND SETS
AND FOR TIME PERIOD 1

TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)
17.00-17.15									
B-AC	1.21	5.77	0.210		0.00	0.26	3.7		0.22
C-A	16.39								
C-B	2.02	8.32	0.243		0.00	0.32	4.5		0.16
A-B	0.20								
A-C	14.21								

TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)
17.15-17.30									
B-AC	1.21	5.77	0.210		0.26	0.26	3.9		0.22
C-A	16.39								
C-B	2.02	8.32	0.243		0.32	0.32	4.8		0.16
A-B	0.20								
A-C	14.21								

TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)
17.30-17.45									
B-AC	1.21	5.77	0.210		0.26	0.26	4.0		0.22
C-A	16.39								
C-B	2.02	8.32	0.243		0.32	0.32	4.8		0.16
A-B	0.20								
A-C	14.21								

TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)
17.45-18.00									
B-AC	1.21	5.77	0.210		0.26	0.26	4.0		0.22
C-A	16.39								
C-B	2.02	8.32	0.243		0.32	0.32	4.8		0.16
A-B	0.20								
A-C	14.21								

QUEUE FOR STREAM B-AC	
TIME	NO. OF
SEGMENT	VEHICLES
ENDING	IN QUEUE
17.15	0.3
17.30	0.3
17.45	0.3
18.00	0.3

QUEUE FOR STREAM C-B	
TIME	NO. OF
SEGMENT	VEHICLES
ENDING	IN QUEUE
17.15	0.3
17.30	0.3
17.45	0.3
18.00	0.3

QUEUEING DELAY INFORMATION OVER WHOLE PERIOD

I	STREAM	I	TOTAL DEMAND		I	* QUEUEING *		I	* INCLUSIVE QUEUEING *		I
I		I			I	* DELAY *		I	* DELAY *		I
I		I			I			I			I
I		I	(VEH)	(VEH/H)	I	(MIN)	(MIN/VEH)	I	(MIN)	(MIN/VEH)	I
I	B-AC	I	72.6	I 72.6	I	15.5	I 0.21	I	15.5	I 0.21	I
I	C-A	I	983.5	I 983.5	I		I	I		I	I
I	C-B	I	121.1	I 121.1	I	18.8	I 0.16	I	18.8	I 0.16	I
I	A-B	I	12.0	I 12.0	I		I	I		I	I
I	A-C	I	852.6	I 852.6	I		I	I		I	I
I	ALL	I	2041.8	I 2041.8	I	34.4	I 0.02	I	34.4	I 0.02	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*****

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

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CAPACITIES, QUEUES, AND DELAYS AT 3 OR 4-ARM MAJOR/MINOR PRIORITY JUNCTIONS

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Run with file:-
"C:_SUE\PICADY temp\10338-J6 A1081 jw Cooters End lane - 2031+Dev Rev3 AM [flat].vpi"
(drive-on-the-left) at 10:52:13 on Wednesday, 1 June 2016

RUN INFORMATION

RUN TITLE : 10338-J6 A1081 jw Cooters End Lane - 2031+Dev AM [flat]
LOCATION : Harpenden
DATE : 25/05/16
CLIENT :
ENUMERATOR : Sue.tadman [BCL25]
JOB NUMBER : 10338
STATUS : Preliminary
DESCRIPTION : Existing Layout

MAJOR/MINOR JUNCTION CAPACITY AND DELAY

INPUT DATA

MAJOR ROAD (ARM C) ----- MAJOR ROAD (ARM A)
I
I
I
I
I
I
MINOR ROAD (ARM B)

ARM A IS A1081 (N)
ARM B IS Cooters End lane
ARM C IS A1081 (S)

STREAM LABELLING CONVENTION

STREAM A-B CONTAINS TRAFFIC GOING FROM ARM A TO ARM B
STREAM B-AC CONTAINS TRAFFIC GOING FROM ARM B TO ARM A AND TO ARM C
ETC.

GEOMETRIC DATA

DATA ITEM		MINOR ROAD B	
TOTAL MAJOR ROAD CARRIAGEWAY WIDTH		(W)	7.00 M.
CENTRAL RESERVE WIDTH		(WCR)	0.00 M.
MAJOR ROAD RIGHT TURN - WIDTH		(WC-B)	3.50 M.
- VISIBILITY		(VC-B)	120.00 M.
- BLOCKS TRAFFIC (SPACES)		NO (0)	
MINOR ROAD - VISIBILITY TO LEFT		(VB-C)	90.0 M.
- VISIBILITY TO RIGHT		(VB-A)	90.0 M.
- LANE 1 WIDTH		(WB-C)	3.00 M.
- LANE 2 WIDTH		(WB-A)	0.00 M.

.SLOPES AND INTERCEPT

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

Intercept For	Slope For	Opposing	Slope For	Opposing
STREAM B-C	STREAM	A-C	STREAM A-B	
680.59		0.25	0.10	

Intercept For	Slope For	Opposing	Slope For	Opposing	Slope For	Opposing
STREAM B-A	STREAM	A-C	STREAM A-B	STREAM C-A	STREAM C-B	
552.17		0.24	0.10	0.15	0.35	

Intercept For	Slope For	Opposing	Slope For	Opposing
STREAM C-B	STREAM	A-C	STREAM A-B	
734.50		0.27	0.27	

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

TRAFFIC DEMAND DATA

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

Demand set: as above

TIME PERIOD BEGINS 08.00 AND ENDS 09.00

LENGTH OF TIME PERIOD - 60 MIN.
LENGTH OF TIME SEGMENT - 15 MIN.
DEMAND FLOW PROFILES ARE INPUT DIRECTLY

Demand set: as above

I I I I I I	I I I I	TURNING PROPORTIONS								I I I I			
		TURNING COUNTS											
		(PERCENTAGE OF H.V.S)											
TIME		I	FROM/TO	I	ARM	A	I	ARM	B	I	ARM	C	I
08.00 - 09.00		I		I		I		I		I		I	
I		I	ARM	A	I	0.000	I	0.010	I	0.990	I		I
I		I			I	0.0	I	14.0	I	1327.0	I		I
I		I			I	(0.0)	I	(0.0)	I	(0.0)	I		I
I		I			I		I		I		I		I
I		I	ARM	B	I	0.121	I	0.000	I	0.879	I		I
I		I			I	19.0	I	0.0	I	138.0	I		I
I		I			I	(0.0)	I	(0.0)	I	(0.0)	I		I
I		I			I		I		I		I		I
I		I	ARM	C	I	0.924	I	0.076	I	0.000	I		I
I		I			I	835.0	I	69.0	I	0.0	I		I
I		I			I	(0.0)	I	(0.0)	I	(0.0)	I		I
I		I			I		I		I		I		I

TURNING PROPORTIONS ARE CALCULATED FROM TURNING COUNT DATA
THE PERCENTAGE OF HEAVY VEHICLES VARIES OVER TURNING MOVEMENTS

QUEUE AND DELAY INFORMATION FOR EACH 15 MIN TIME SEGMENT

FOR COMBINED DEMAND SETS
AND FOR TIME PERIOD 1

TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)
08.00-08.15									
B-AC	2.62	4.03	0.650		0.00	1.65	20.8		0.62
C-A	13.91								
C-B	1.15	6.16	0.187		0.00	0.23	3.2		0.20
A-B	0.23								
A-C	22.12								

TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)
08.15-08.30									
B-AC	2.62	4.03	0.651		1.65	1.75	25.6		0.70
C-A	13.91								
C-B	1.15	6.16	0.187		0.23	0.23	3.4		0.20
A-B	0.23								
A-C	22.12								

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-AC	2.62	4.03	0.651		1.75	1.78	26.5		0.70
C-A	13.91								
C-B	1.15	6.16	0.187		0.23	0.23	3.4		0.20
A-B	0.23								
A-C	22.12								

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-AC	2.62	4.03	0.651		1.78	1.80	26.9		0.71
C-A	13.91								
C-B	1.15	6.16	0.187		0.23	0.23	3.4		0.20
A-B	0.23								
A-C	22.12								

QUEUE FOR STREAM		B-AC
TIME	NO. OF	
SEGMENT	VEHICLES	
ENDING	IN QUEUE	
08.15	1.6	**
08.30	1.7	**
08.45	1.8	**
09.00	1.8	**

QUEUE FOR STREAM		C-B
TIME	NO. OF	
SEGMENT	VEHICLES	
ENDING	IN QUEUE	
08.15	0.2	
08.30	0.2	
08.45	0.2	
09.00	0.2	

QUEUEING DELAY INFORMATION OVER WHOLE PERIOD

I	STREAM	I	TOTAL DEMAND		I	* QUEUEING *		I	* INCLUSIVE QUEUEING *		I
I		I			I	* DELAY *		I	* DELAY *		I
I		I			I			I			I
I		I	(VEH)	(VEH/H)	I	(MIN)	(MIN/VEH)	I	(MIN)	(MIN/VEH)	I
I	B-AC	I	157.2	I 157.2	I	99.8	I 0.63	I	100.2	I 0.64	I
I	C-A	I	834.6	I 834.6	I		I	I		I	I
I	C-B	I	69.0	I 69.0	I	13.5	I 0.20	I	13.5	I 0.20	I
I	A-B	I	14.0	I 14.0	I		I	I		I	I
I	A-C	I	1327.0	I 1327.0	I		I	I		I	I
I	ALL	I	2401.8	I 2401.8	I	113.3	I 0.05	I	113.7	I 0.05	I

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

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

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

TRL LIMITED

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CAPACITIES, QUEUES, AND DELAYS AT 3 OR 4-ARM MAJOR/MINOR PRIORITY JUNCTIONS

PICADY 5.1 ANALYSIS PROGRAM
RELEASE 5.0 (JUNE 2010)

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Run with file:-
"C:_SUE\PICADY temp\10338-J6 A1081 jw Cooters End lane - 2031+Dev Rev3 PM [flat].vpi"
(drive-on-the-left) at 10:52:19 on Wednesday, 1 June 2016

RUN INFORMATION

RUN TITLE : 10338-J6 A1081 jw Cooters End Lane - 2031+Dev PM [flat]
LOCATION : Harpenden
DATE : 25/05/16
CLIENT :
ENUMERATOR : Sue.tadman [BCL25]
JOB NUMBER : 10338
STATUS : Preliminary
DESCRIPTION : Existing Layout

MAJOR/MINOR JUNCTION CAPACITY AND DELAY

INPUT DATA

MAJOR ROAD (ARM C) ----- MAJOR ROAD (ARM A)
I
I
I
I
I
I
MINOR ROAD (ARM B)

ARM A IS A1081 (N)
ARM B IS Cooters End lane
ARM C IS A1081 (S)

STREAM LABELLING CONVENTION

STREAM A-B CONTAINS TRAFFIC GOING FROM ARM A TO ARM B
STREAM B-AC CONTAINS TRAFFIC GOING FROM ARM B TO ARM A AND TO ARM C
ETC.

GEOMETRIC DATA

DATA ITEM		MINOR ROAD B	
TOTAL MAJOR ROAD CARRIAGEWAY WIDTH		(W)	7.00 M.
CENTRAL RESERVE WIDTH		(WCR)	0.00 M.
MAJOR ROAD RIGHT TURN - WIDTH		(WC-B)	3.50 M.
- VISIBILITY		(VC-B)	120.00 M.
- BLOCKS TRAFFIC (SPACES)		NO (0)	
MINOR ROAD - VISIBILITY TO LEFT		(VB-C)	90.0 M.
- VISIBILITY TO RIGHT		(VB-A)	90.0 M.
- LANE 1 WIDTH		(WB-C)	3.00 M.
- LANE 2 WIDTH		(WB-A)	0.00 M.

.SLOPES AND INTERCEPT

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

Intercept For	Slope For	Opposing	Slope For	Opposing
STREAM B-C	STREAM	A-C	STREAM A-B	
680.59		0.25	0.10	

Intercept For	Slope For	Opposing	Slope For	Opposing	Slope For	Opposing
STREAM B-A	STREAM	A-C	STREAM A-B	STREAM C-A	STREAM C-B	
552.17		0.24	0.10	0.15	0.35	

Intercept For	Slope For	Opposing	Slope For	Opposing
STREAM C-B	STREAM	A-C	STREAM A-B	
734.50		0.27	0.27	

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

TRAFFIC DEMAND DATA

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

Demand set: as above

TIME PERIOD BEGINS 17.00 AND ENDS 18.00

LENGTH OF TIME PERIOD - 60 MIN.
LENGTH OF TIME SEGMENT - 15 MIN.
DEMAND FLOW PROFILES ARE INPUT DIRECTLY

Demand set: as above

I I I I I	I I I	TURNING PROPORTIONS								I I I
		TURNING COUNTS								
		(PERCENTAGE OF H.V.S)								
TIME		I FROM/TO	I ARM	A I ARM	B I ARM	C I				
17.00 - 18.00		I	I	I	I	I				
I	ARM A	I	0.000	I	0.023	I	0.977	I		
I		I	0.0	I	21.0	I	889.0	I		
I		I	(0.0)	I	(0.0)	I	(0.0)	I		
I		I		I		I		I		
I	ARM B	I	0.189	I	0.000	I	0.811	I		
I		I	17.0	I	0.0	I	73.0	I		
I		I	(0.0)	I	(0.0)	I	(0.0)	I		
I		I		I		I		I		
I	ARM C	I	0.879	I	0.121	I	0.000	I		
I		I	1006.0	I	138.0	I	0.0	I		
I		I	(0.0)	I	(0.0)	I	(0.0)	I		
I		I		I		I		I		

TURNING PROPORTIONS ARE CALCULATED FROM TURNING COUNT DATA
THE PERCENTAGE OF HEAVY VEHICLES VARIES OVER TURNING MOVEMENTS

QUEUE AND DELAY INFORMATION FOR EACH 15 MIN TIME SEGMENT

FOR COMBINED DEMAND SETS
AND FOR TIME PERIOD 1

TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)
17.00-17.15									
B-AC	1.51	5.18	0.291		0.00	0.40	5.6		0.27
C-A	16.77								
C-B	2.30	8.11	0.284		0.00	0.39	5.6		0.17
A-B	0.35								
A-C	14.82								

TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)
17.15-17.30									
B-AC	1.51	5.17	0.292		0.40	0.41	6.1		0.27
C-A	16.77								
C-B	2.30	8.11	0.284		0.39	0.39	5.9		0.17
A-B	0.35								
A-C	14.82								

TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)
17.30-17.45									
B-AC	1.51	5.17	0.292		0.41	0.41	6.1		0.27
C-A	16.77								
C-B	2.30	8.11	0.284		0.39	0.39	5.9		0.17
A-B	0.35								
A-C	14.82								

TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)
17.45-18.00									
B-AC	1.51	5.17	0.292		0.41	0.41	6.1		0.27
C-A	16.77								
C-B	2.30	8.11	0.284		0.39	0.39	5.9		0.17
A-B	0.35								
A-C	14.82								

QUEUE FOR STREAM B-AC	
TIME	NO. OF
SEGMENT	VEHICLES
ENDING	IN QUEUE
17.15	0.4
17.30	0.4
17.45	0.4
18.00	0.4

QUEUE FOR STREAM C-B	
TIME	NO. OF
SEGMENT	VEHICLES
ENDING	IN QUEUE
17.15	0.4
17.30	0.4
17.45	0.4
18.00	0.4

QUEUEING DELAY INFORMATION OVER WHOLE PERIOD

I	STREAM	I	TOTAL DEMAND		I	* QUEUEING *		I	* INCLUSIVE QUEUEING *		I
I		I			I	* DELAY *		I	* DELAY *		I
I		I			I			I			I
I		I	(VEH)	(VEH/H)	I	(MIN)	(MIN/VEH)	I	(MIN)	(MIN/VEH)	I
I	B-AC	I	90.6	I 90.6	I	23.9	I 0.26	I	23.9	I 0.26	I
I	C-A	I	1006.2	I 1006.2	I		I	I		I	I
I	C-B	I	138.0	I 138.0	I	23.2	I 0.17	I	23.2	I 0.17	I
I	A-B	I	21.0	I 21.0	I		I	I		I	I
I	A-C	I	889.2	I 889.2	I		I	I		I	I
I	ALL	I	2145.0	I 2145.0	I	47.2	I 0.02	I	47.2	I 0.02	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.

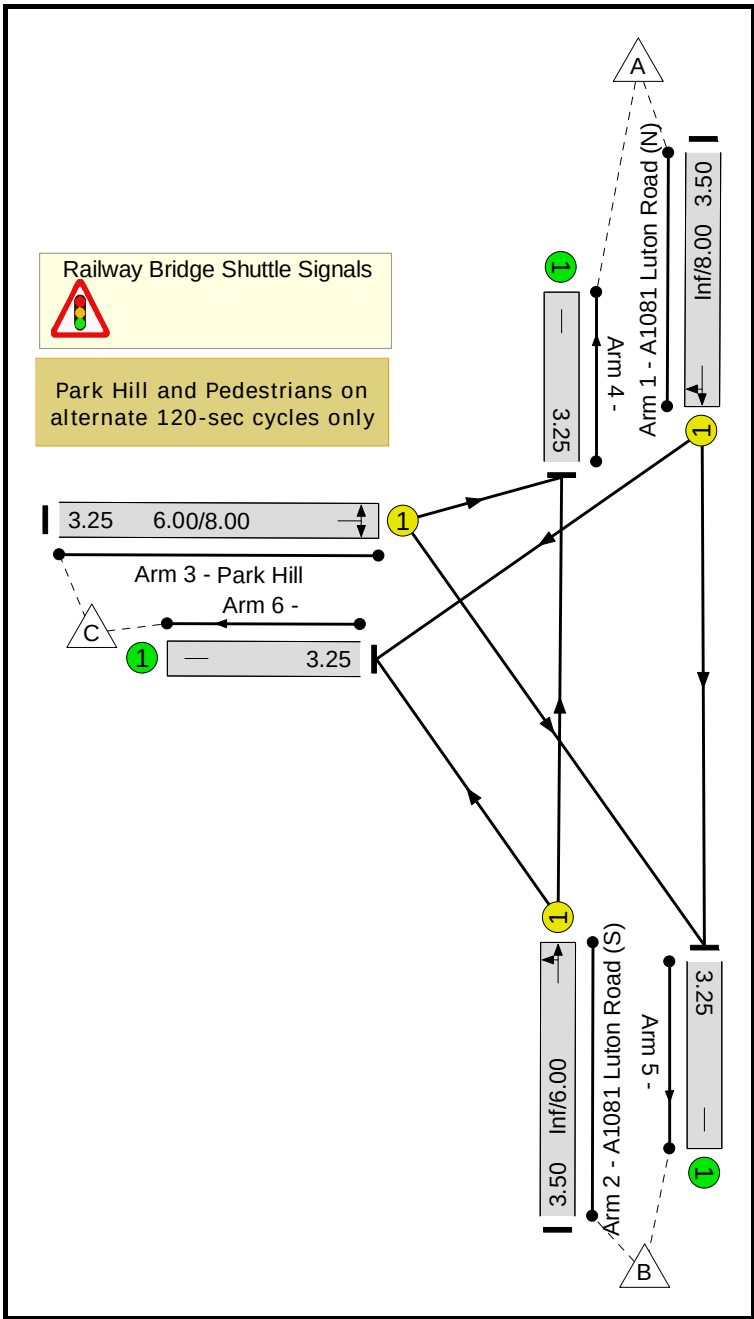
*****END OF RUN*****

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

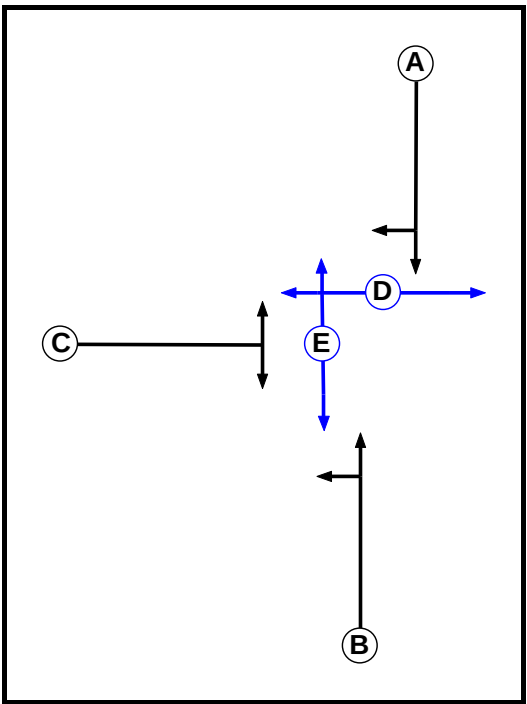
User and Project Details

Project:	Land at Harpenden
Title:	A1081 jw Park Hill
Location:	
File name:	10338-J7 A1081 jw Park Hill.lsg3x
Author:	SMT
Company:	Brookbanks Consulting Ltd

Junction Layout Diagram



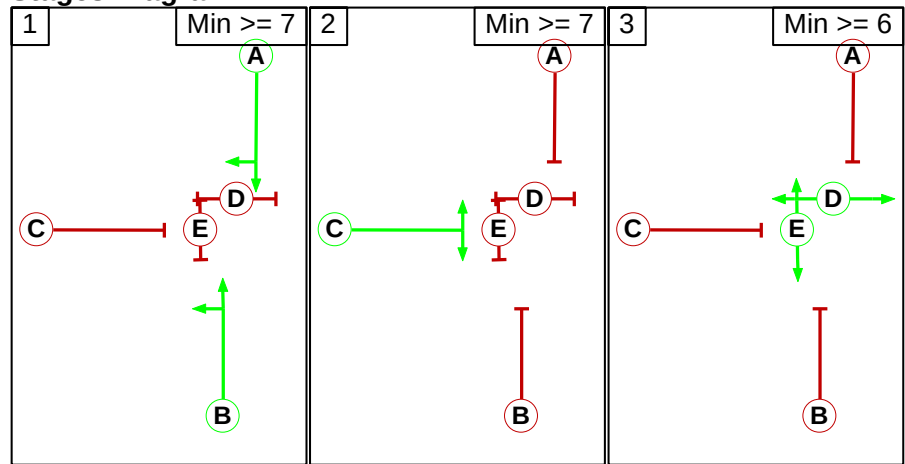
Phase Diagram



Phase Intergreens Matrix

Terminating Phase	Starting Phase					
		A	B	C	D	E
	A		-	5	5	6
	B	-		5	5	5
	C	5	5		6	5
	D	8	8	8		-
	E	8	8	8	-	

Stages Diagram

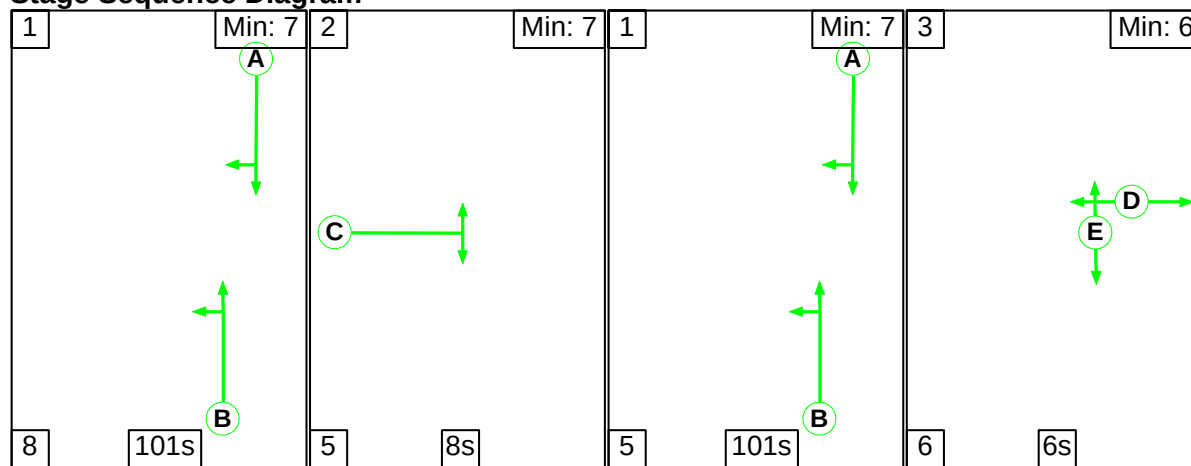


Lane Input Data

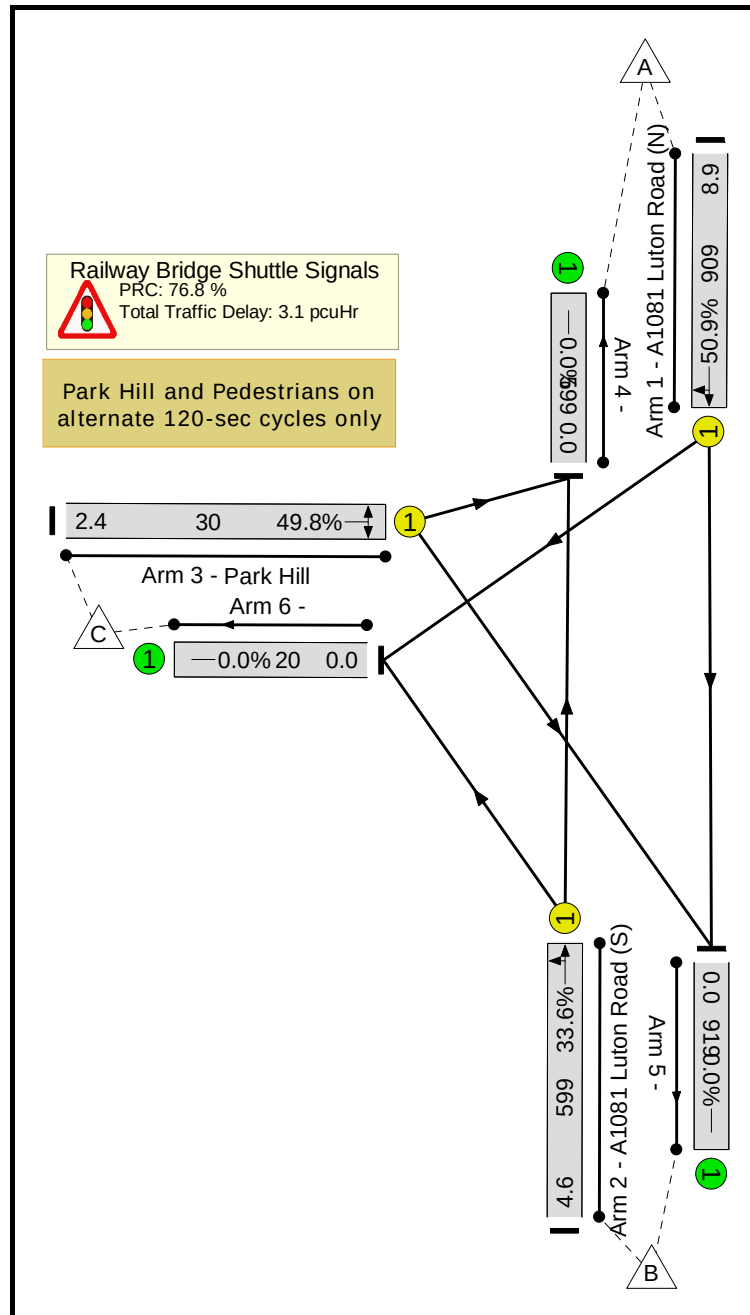
Junction: Railway Bridge Shuttle Signals												
Lane	Lane Type	Phases	Start Disp.	End Disp.	Physical Length (PCU)	Sat Flow Type	Def User Saturation Flow (PCU/Hr)	Lane Width (m)	Gradient	Nearside Lane	Turns	Turning Radius (m)
1/1 (A1081 Luton Road (N))	U	A	2	3	60.0	Geom	-	3.50	0.00	N	Arm 5 Ahead Arm 6 Right	Inf 8.00
2/1 (A1081 Luton Road (S))	U	B	2	3	60.0	Geom	-	3.50	0.00	N	Arm 4 Ahead Arm 6 Left	Inf 6.00
3/1 (Park Hill)	U	C	2	3	60.0	Geom	-	3.25	0.00	Y	Arm 4 Left Arm 5 Right	6.00 8.00

Scenario 1: '2015 AM' (FG1: '2015 AM', Plan 1: 'Peds Park Hill (+Peds) 1 in 4')**Traffic Flows, Actual****Actual Flow :**

Origin	Destination				
		A	B	C	Tot.
	A	0	899	10	909
	B	589	0	10	599
	C	10	20	0	30
	Tot.	599	919	20	1538

Stage Sequence Diagram

Junction Layout Diagram



Linsig Report
P:\10338\Traffic\Junctions\J7-Shuttle Signals at Railway Bridge\10338-J7 A1081 jw Park Hill.lsg3x

Linsig Report
P:\10338\Traffic\Junctions\J7-Shuttle Signals at Railway Bridge\10338-J7 A1081 jw Park Hill.lsg3x

Linsig Report
P:\10338\Traffic\Junctions\J7-Shuttle Signals at Railway Bridge\10338-J7 A1081 jw Park Hill.lsg3x

Linsig Report
P:\10338\Traffic\Junctions\J7-Shuttle Signals at Railway Bridge\10338-J7 A1081 jw Park Hill.lsg3x

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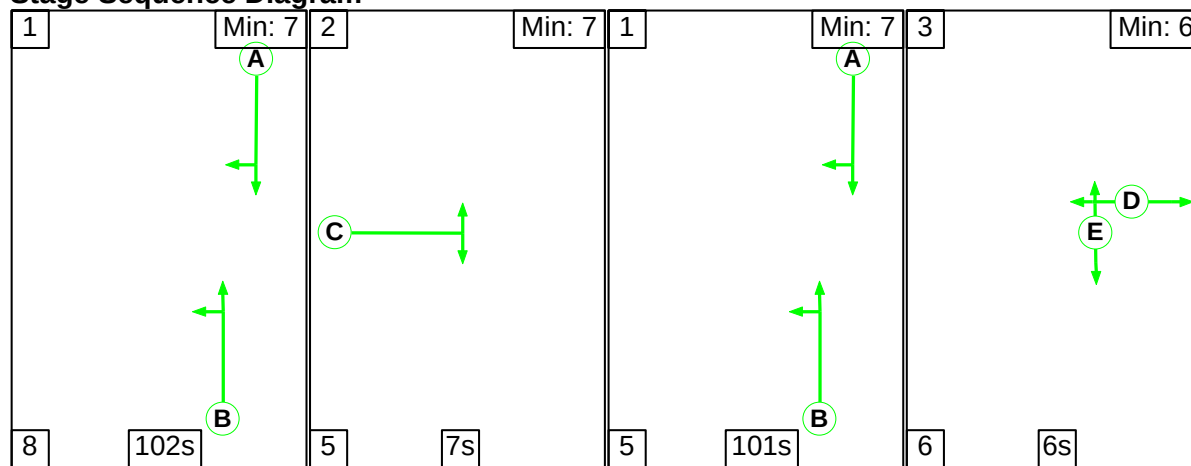
Scenario 2: '2015 PM' (FG2: '2015 PM', Plan 1: 'Peds Park Hill (+Peds) 1 in 4')

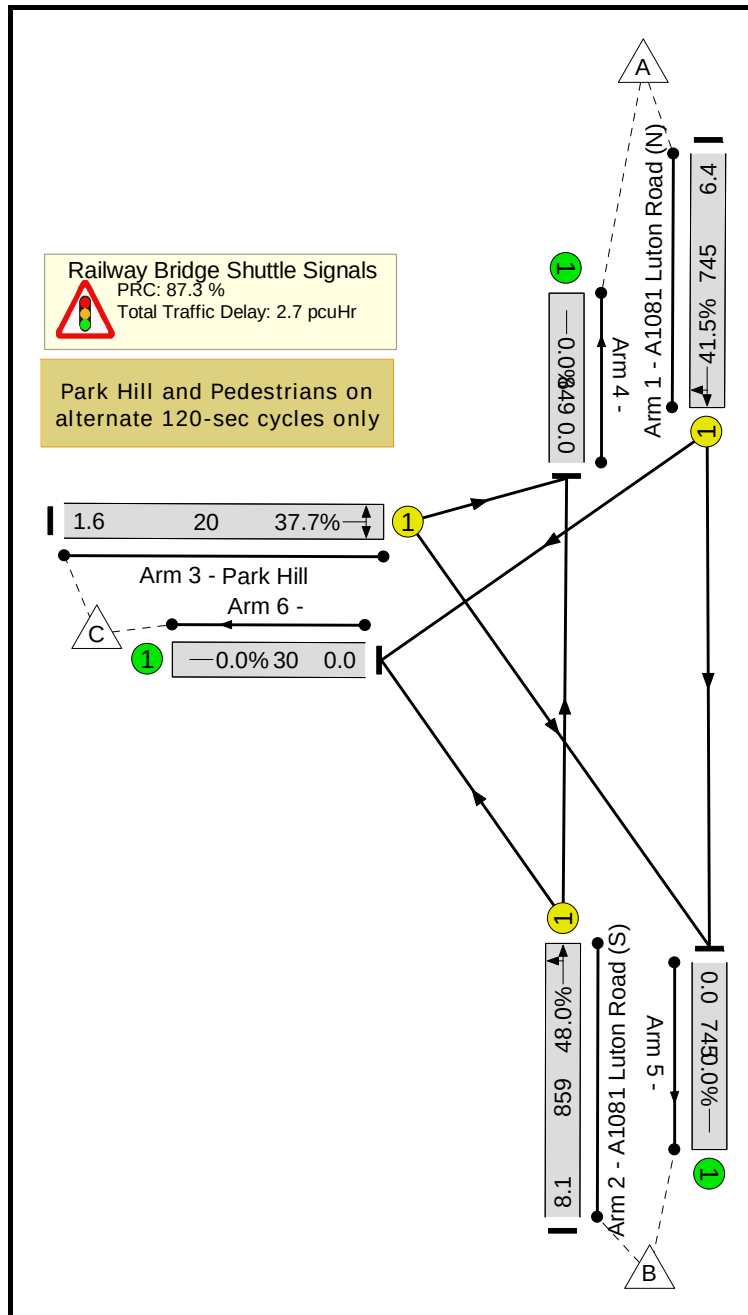
Traffic Flows, Actual

Actual Flow :

Total: 1624					
Origin	Destination				
		A	B	C	Tot.
	A	0	735	10	745
	B	839	0	20	859
	C	10	10	0	20
	Tot.	849	745	30	1624

Stage Sequence Diagram



Junction Layout Diagram

P:\10338\Traffic\Junctions\J7-Shuttle Signals at Railway Bridge\10338-J7 A1081 jw Park Hill.lsg3x

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: A1081 jw Park Hill	-	-	-		-	-	-	-	-	-	48.0%	0	0	0	2.7	-	-	
Railway Bridge Shuttle Signals	-	-	-		-	-	-	-	-	-	48.0%	0	0	0	2.7	-	-	
1/1	A1081 Luton Road (N) Ahead Right	U	A		2	203	-	745	2100	1794	41.5%	-	-	-	0.8	3.7	6.4	
2/1	A1081 Luton Road (S) Ahead Left	U	B		2	203	-	859	2093	1788	48.0%	-	-	-	1.0	4.1	8.1	
3/1	Park Hill Left Right	U	C		1	7	-	20	1592	53	37.7%	-	-	-	0.9	167.0	1.6	
C1																		
PRC for Signalled Lanes (%):							87.3	Total Delay for Signalled Lanes (pcuHr):					2.68	Cycle Time (s): 240				
PRC Over All Lanes (%):							87.3	Total Delay Over All Lanes(pcuHr):					2.68					

Linsig Report

P:\10338\Traffic\Junctions\J7-Shuttle Signals at Railway Bridge\10338-J7 A1081 jw Park Hill.lsg3x

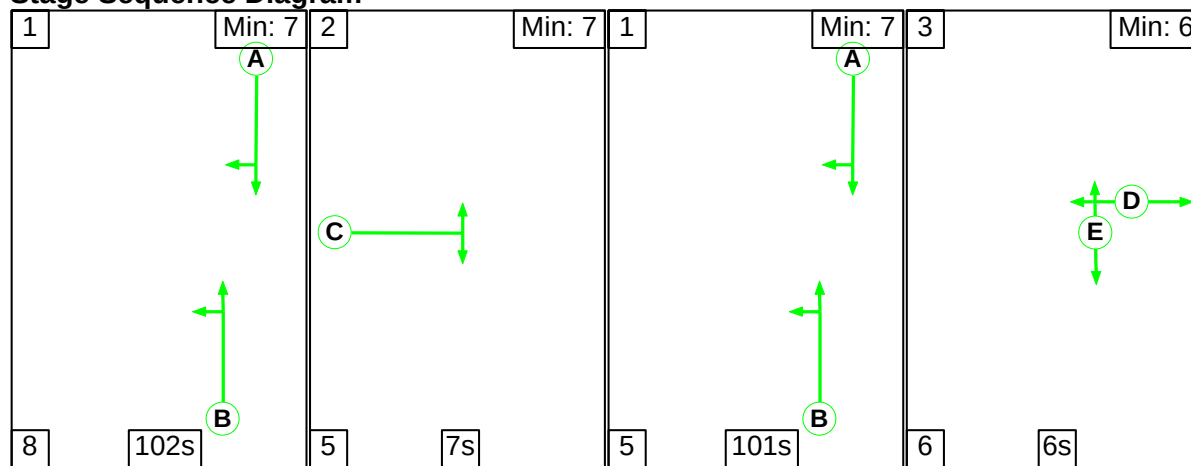
Scenario 3: '2031 AM' (FG3: '2031 AM', Plan 1: 'Peds Park Hill (+Peds) 1 in 4')

Traffic Flows, Actual

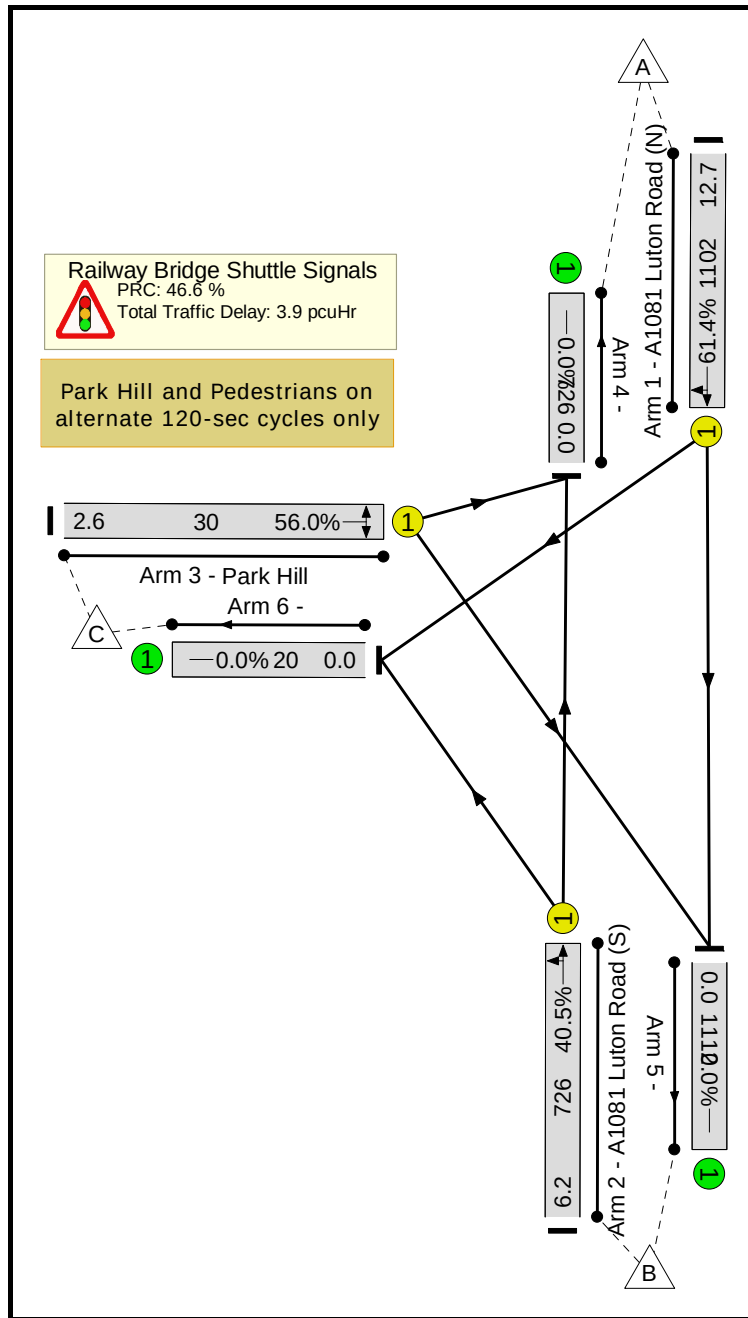
Actual Flow :

Origin	Destination				
		A	B	C	Tot.
	A	0	1092	10	1102
	B	716	0	10	726
	C	10	20	0	30
	Tot.	726	1112	20	1858

Stage Sequence Diagram



Junction Layout Diagram

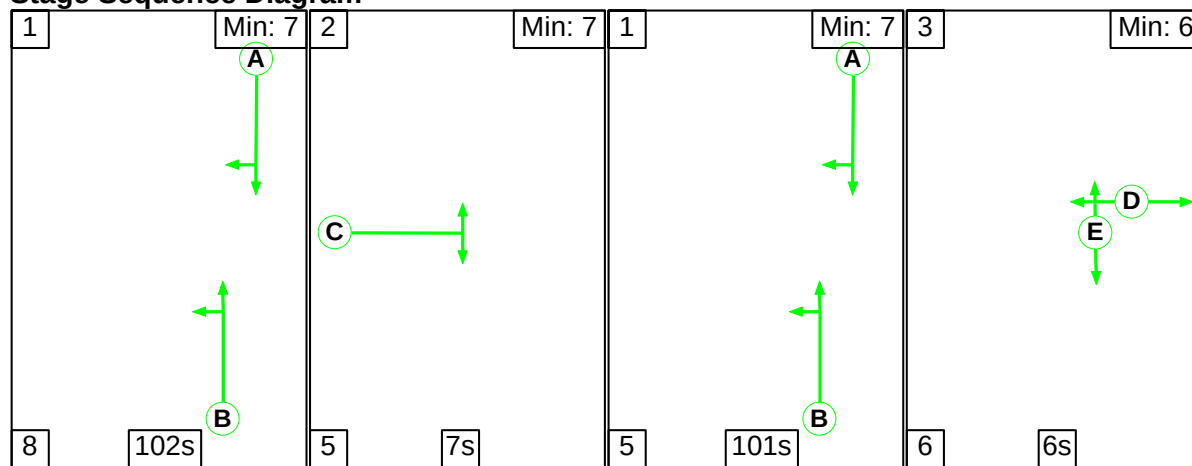


P:\10338\Traffic\Junctions\J7-Shuttle Signals at Railway Bridge\10338-J7 A1081 jw Park Hill.lsg3x

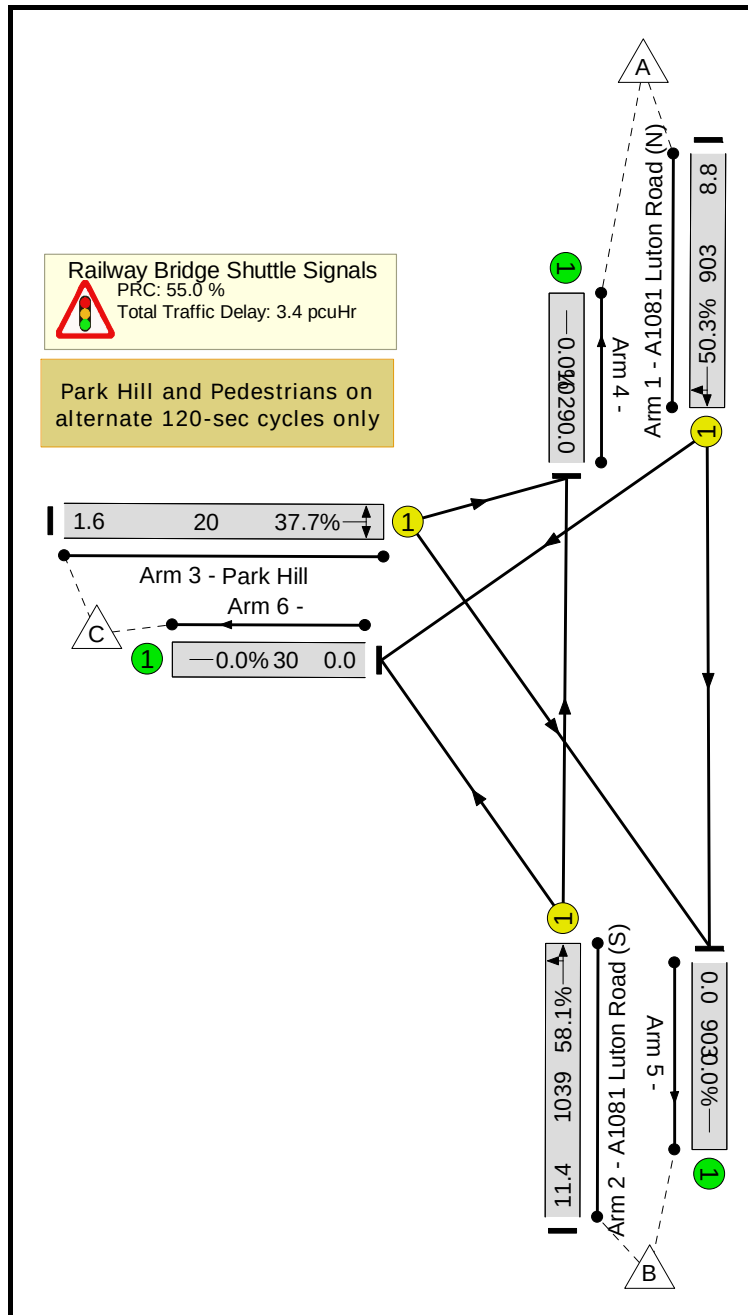
Item	Lane Description	Lane Type	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Mean Max Queue (pcu)	
Network: A1081 jw Park Hill	-	-	-		-	-	-	-	-	-	61.4%	0	0	0	3.9	-	-	
Railway Bridge Shuttle Signals	-	-	-		-	-	-	-	-	-	61.4%	0	0	0	3.9	-	-	
1/1	A1081 Luton Road (N) Ahead Right	U	A		2	203	-	1102	2101	1795	61.4%	-	-	-	1.6	5.3	12.7	
2/1	A1081 Luton Road (S) Ahead Left	U	B		2	203	-	726	2098	1792	40.5%	-	-	-	0.7	3.7	6.2	
3/1	Park Hill Left Right	U	C		1	7	-	30	1606	54	56.0%	-	-	-	1.6	187.0	2.6	
C1																		
PRC for Signalled Lanes (%):							46.6	Total Delay for Signalled Lanes (pcuHr):					3.92	Cycle Time (s): 240				
PRC Over All Lanes (%):							46.6	Total Delay Over All Lanes(pcuHr):					3.92					

Traffic Flows, Actual**Actual Flow :**

Origin	Destination				
		A	B	C	Tot.
	A	0	893	10	903
	B	1019	0	20	1039
	C	10	10	0	20
	Tot.	1029	903	30	1962

Stage Sequence Diagram

Junction Layout Diagram



P:\10338\Traffic\Junctions\J7-Shuttle Signals at Railway Bridge\10338-J7 A1081 jw Park Hill.lsg3x

Link Results

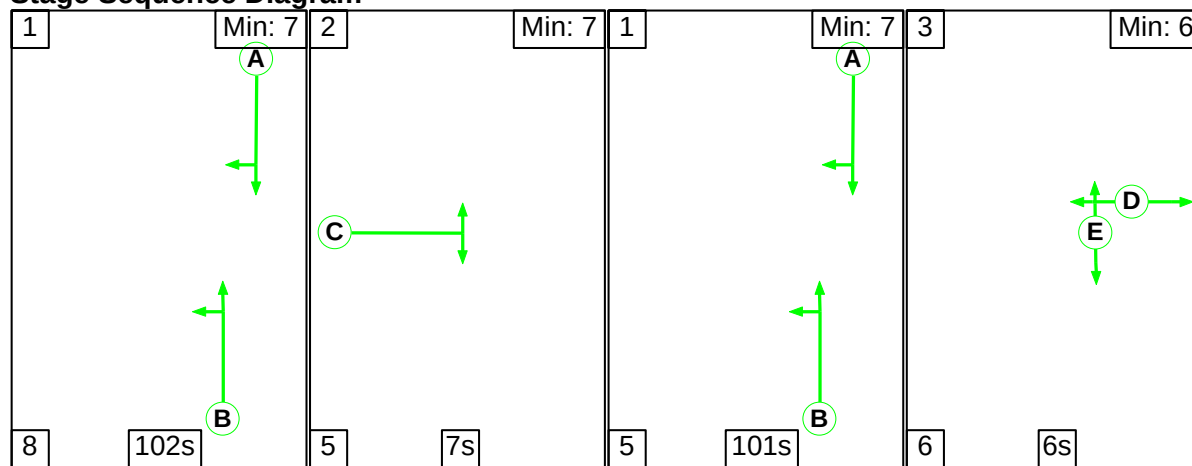
Item	Lane Description	Lane Type	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Mean Max Queue (pcu)
Network: A1081 jw Park Hill	-	-	-		-	-	-	-	-	-	58.1%	0	0	0	3.4	-	-
Railway Bridge Shuttle Signals	-	-	-		-	-	-	-	-	-	58.1%	0	0	0	3.4	-	-
1/1	A1081 Luton Road (N) Ahead Right	U	A		2	203	-	903	2101	1795	50.3%	-	-	-	1.1	4.3	8.8
2/1	A1081 Luton Road (S) Ahead Left	U	B		2	203	-	1039	2095	1789	58.1%	-	-	-	1.4	4.9	11.4
3/1	Park Hill Left Right	U	C		1	7	-	20	1592	53	37.7%	-	-	-	0.9	167.0	1.6
C1 PRC for Signalled Lanes (%): 55.0 Total Delay for Signalled Lanes (pcuHr): 3.43 Cycle Time (s): 240 PRC Over All Lanes (%): 55.0 Total Delay Over All Lanes(pcuHr): 3.43																	

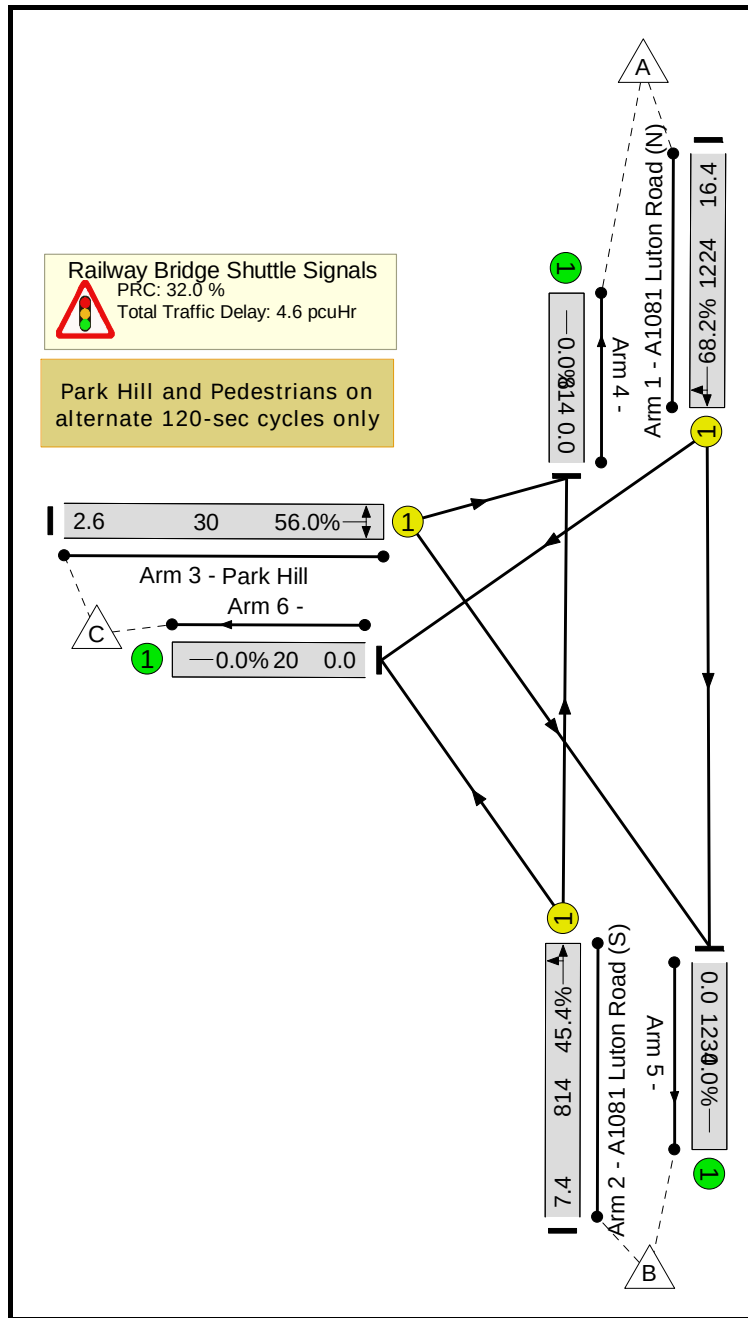
Traffic Flows, Actual

Actual Flow :

Origin	Destination				
		A	B	C	Tot.
	A	0	1214	10	1224
	B	804	0	10	814
	C	10	20	0	30
	Tot.	814	1234	20	2068

Stage Sequence Diagram



Junction Layout Diagram

P:\10338\Traffic\Junctions\J7-Shuttle Signals at Railway Bridge\10338-J7 A1081 jw Park Hill.lsg3x

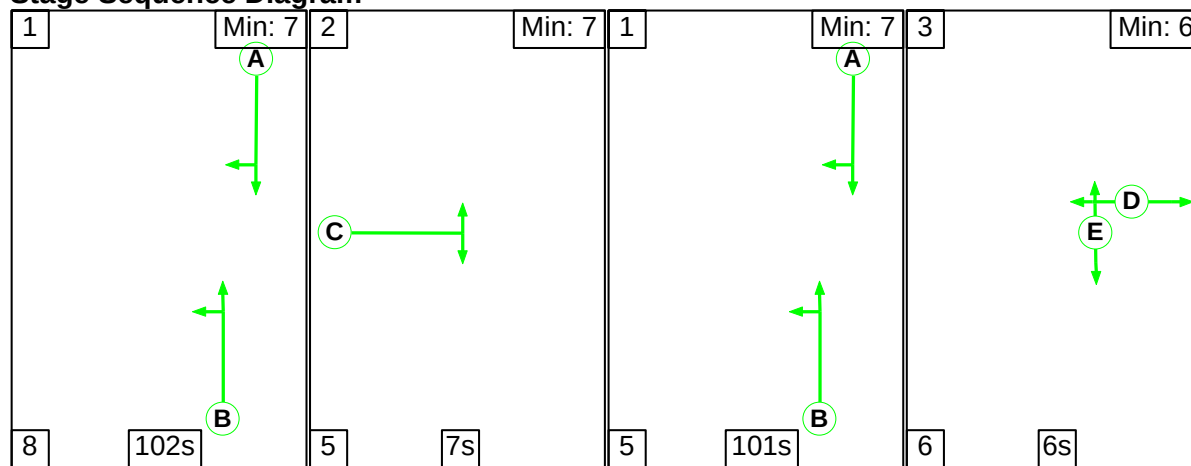
Item	Lane Description	Lane Type	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Mean Max Queue (pcu)	
Network: A1081 jw Park Hill	-	-	-		-	-	-	-	-	-	68.2%	0	0	0	4.6	-	-	
Railway Bridge Shuttle Signals	-	-	-		-	-	-	-	-	-	68.2%	0	0	0	4.6	-	-	
1/1	A1081 Luton Road (N) Ahead Right	U	A		2	203	-	1224	2102	1795	68.2%	-	-	-	2.1	6.2	16.4	
2/1	A1081 Luton Road (S) Ahead Left	U	B		2	203	-	814	2099	1793	45.4%	-	-	-	0.9	3.9	7.4	
3/1	Park Hill Left Right	U	C		1	7	-	30	1606	54	56.0%	-	-	-	1.6	187.0	2.6	
C1																		
PRC for Signalled Lanes (%):							32.0	Total Delay for Signalled Lanes (pcuHr):					4.56	Cycle Time (s): 240				
PRC Over All Lanes (%):							32.0	Total Delay Over All Lanes(pcuHr):					4.56					

Traffic Flows, Actual

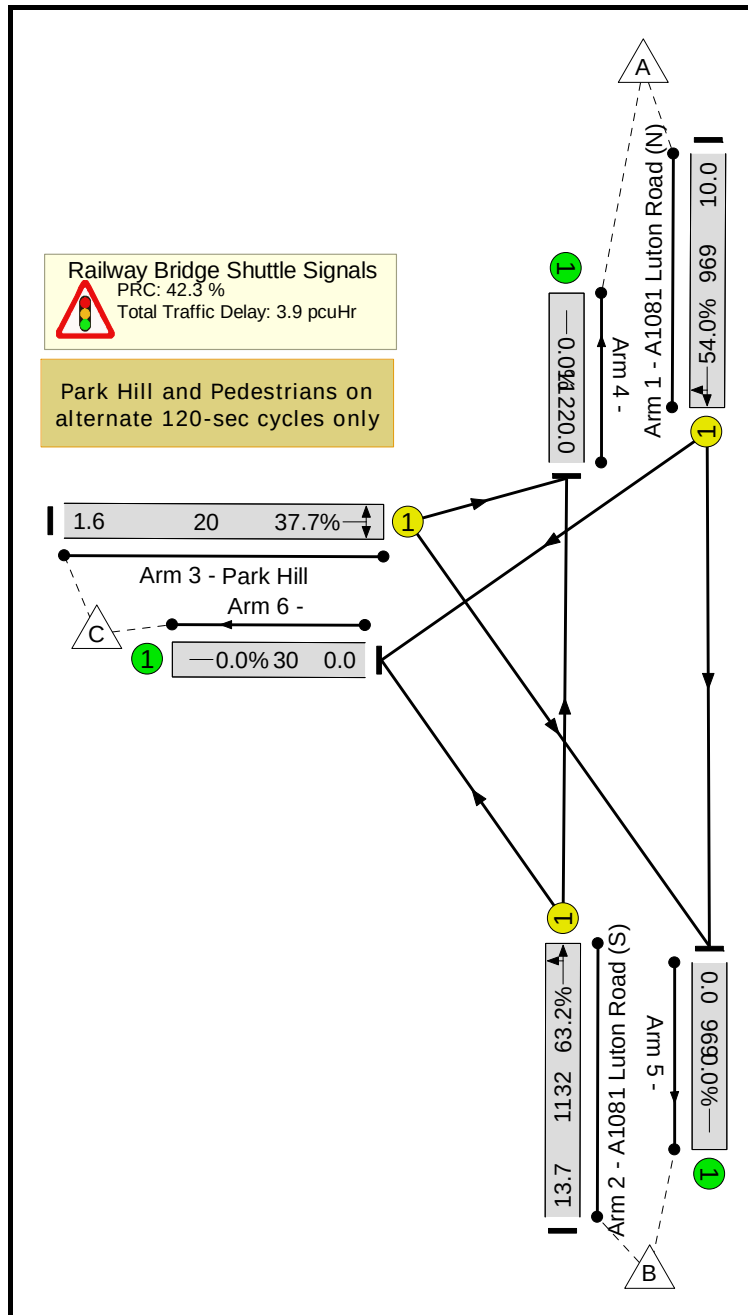
Actual Flow :

Origin	Destination				
		A	B	C	Tot.
	A	0	959	10	969
	B	1112	0	20	1132
	C	10	10	0	20
	Tot.	1122	969	30	2121

Stage Sequence Diagram



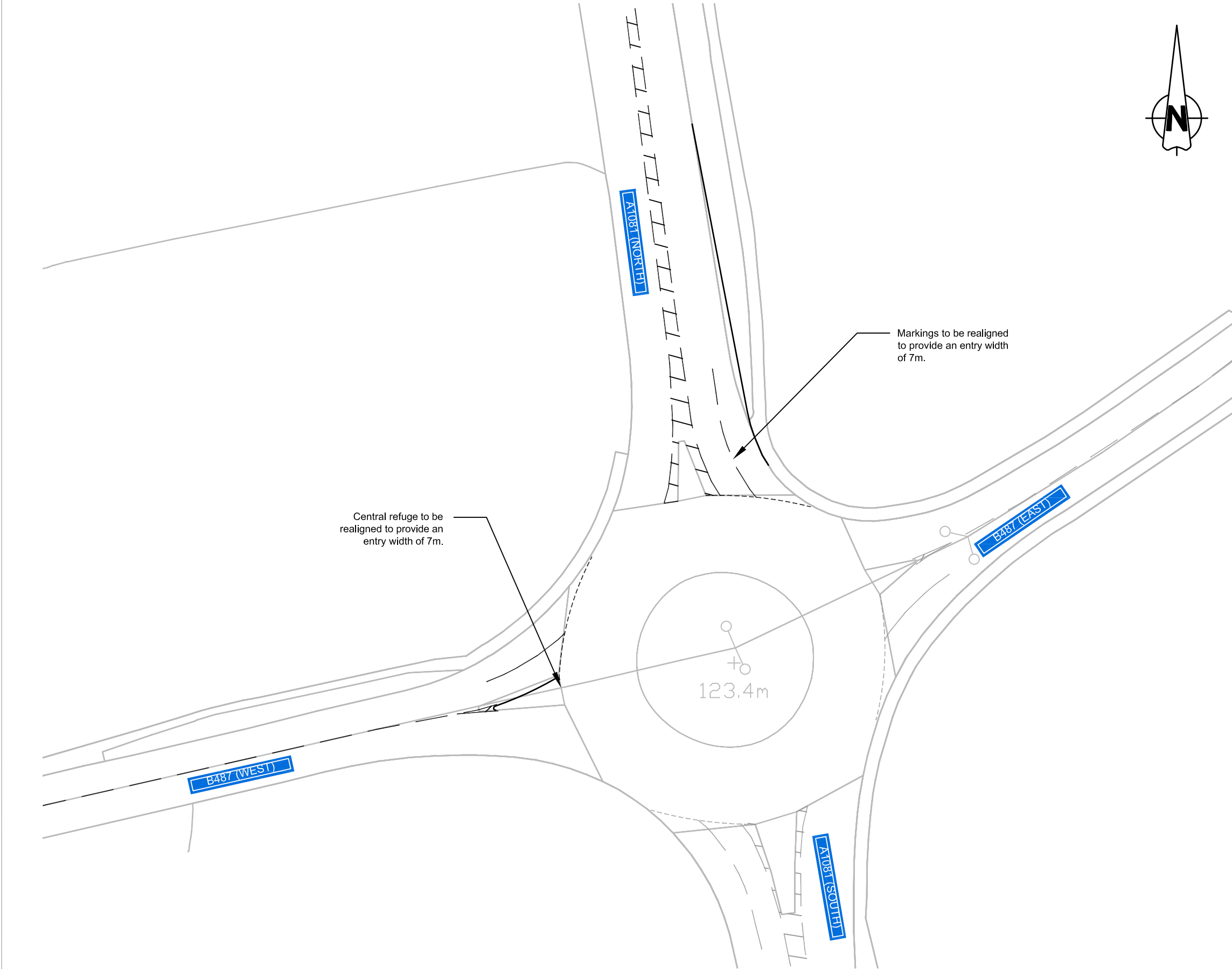
Junction Layout Diagram



P:\10338\Traffic\Junctions\J7-Shuttle Signals at Railway Bridge\10338-J7 A1081 jw Park Hill.lsg3x

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: A1081 jw Park Hill	-	-	-		-	-	-	-	-	-	63.2%	0	0	0	3.9	-	-	
Railway Bridge Shuttle Signals	-	-	-		-	-	-	-	-	-	63.2%	0	0	0	3.9	-	-	
1/1	A1081 Luton Road (N) Ahead Right	U	A		2	203	-	969	2101	1795	54.0%	-	-	-	1.2	4.6	10.0	
2/1	A1081 Luton Road (S) Ahead Left	U	B		2	203	-	1132	2096	1790	63.2%	-	-	-	1.7	5.5	13.7	
3/1	Park Hill Left Right	U	C		1	7	-	20	1592	53	37.7%	-	-	-	0.9	167.0	1.6	
C1																		
PRC for Signalled Lanes (%):							42.3	Total Delay for Signalled Lanes (pcuHr):					3.89	Cycle Time (s): 240				
PRC Over All Lanes (%):							42.3	Total Delay Over All Lanes(pcuHr):					3.89					

Appendix D – Highway Improvements



Construction Design and Management (CDM)
Key Residual Risks

Contractors entering the site should gain permission from the relevant land owners and/or principle contractor working on site at the time of entry. Contractors shall be responsible for carrying out their own risk assessments and for liaising with the relevant services companies and authorities. Listed below are Site Specific key risks associated with the project.

1) Overhead and underground services

2) Street Lighting Cables

3) Working adjacent to water courses and flood plain

4) Soft ground conditions

5) Working adjacent to live highways and railway line

6) Unchartered services

7) Existing buildings with potential asbestos hazards

NOTES:

1.

Do not scale from this drawing
2.

All dimensions are in metres unless otherwise stated.
3.

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4.

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5.

The markings have been designed and positioned in accordance with the Traffic Signs Manual Chapter 5.
6.

The road signs have been designed and positioned in accordance with the Traffic Signs Manual Chapter 3.
7.

The alignment has been designed in accordance with the following standards:

• TD 9/93 Highway Link Design

• TD 16/07 The Geometric Design of Roundabouts

- First Issue		- - - 10.05.16
Status	Status Date	
For Comment		10.05.16
Drawn	Checked	Date
MDM	AE	MAY 2016
Scale	Number	Rev
1:500	10338-HL-07	-



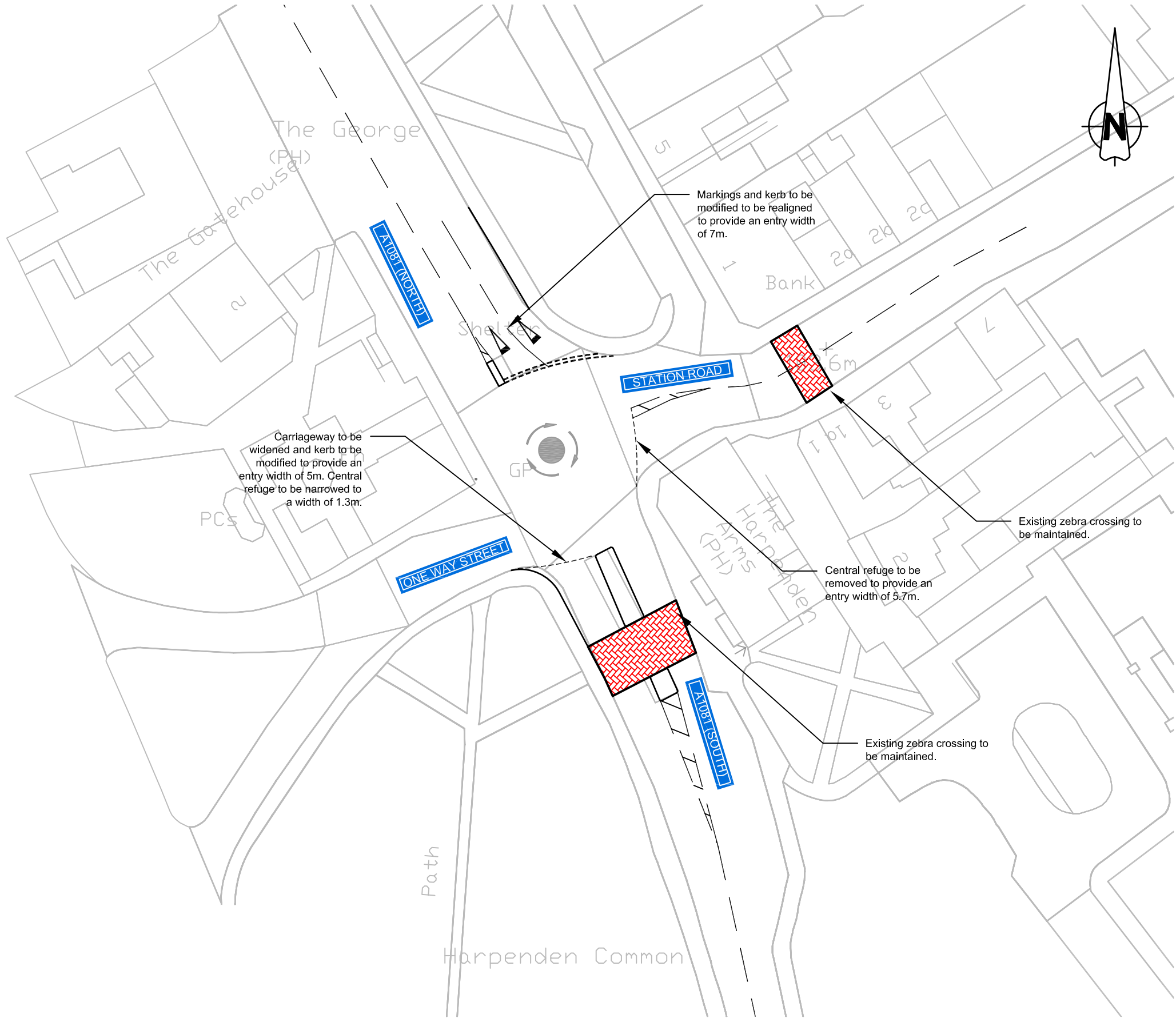
Proposed Development
Luton Road, Harpenden

Off-site Highway Mitigation - Roundabout
between the A1081 and B487

DRAFT

Brookbanks

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Construction Design and Management (CDM)
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2) Street Lighting Cables

3) Working adjacent to water courses and flood plain

4) Soft ground conditions

5) Working adjacent to live highways and railway line

6) Uncharted services

7) Existing buildings with potential asbestos hazards

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6.

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7.

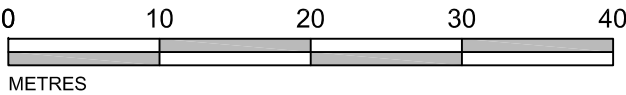
The alignment has been designed in accordance with the following standards:

• TD 9/93 Highway Link Design

• TD 16/07 The Geometric Design of Roundabouts

• Manual for Streets

- First Issue		- - - 10.05.16
Status	Status Date	
For Comment		10.05.16
Drawn	Checked	Date
MDM	AE	MAY 2016
Scale	Number	Rev
1:500	10338-HL-08	-



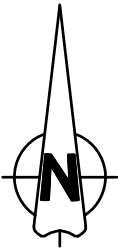
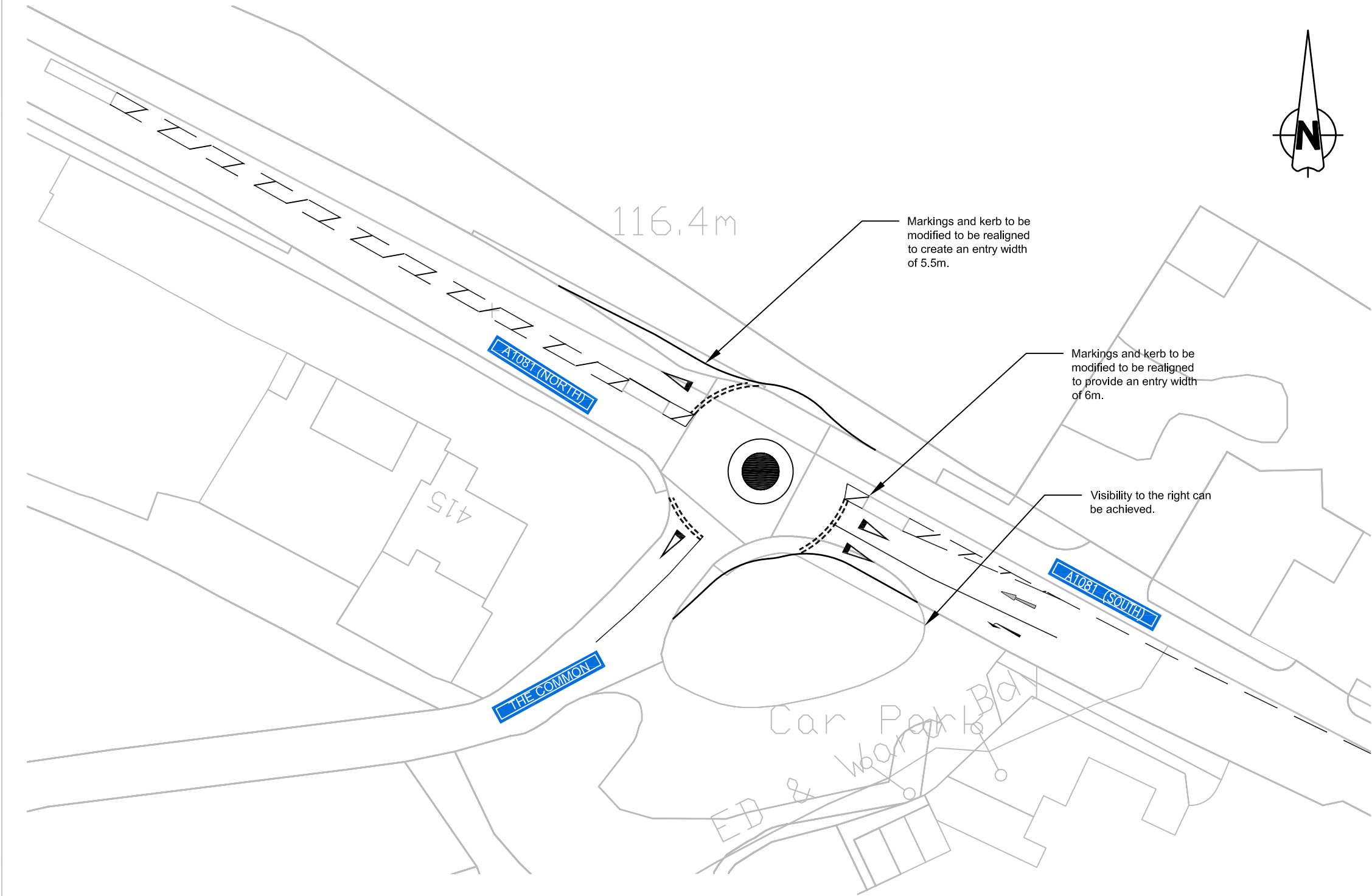
Proposed Development
Luton Road, Harpenden

Off-site Highway Mitigation
Mini Roundabout between the A1081
and Station Road

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Construction Design and Management (CDM)
Key Residual Risks

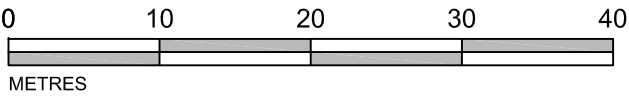
Contractors entering the site should gain permission from the relevant land owners and/or principle contractor working on site at the time of entry. Contractors shall be responsible for carrying out their own risk assessments and for liaising with the relevant services companies and authorities. Listed below are Site Specific key risks associated with the project.

- Overhead and underground services
- Street Lighting Cables
- Working adjacent to water courses and flood plain
- Soft ground conditions
- Working adjacent to live highways and railway line
- Uncharted services
- Existing buildings with potential asbestos hazards

NOTES:

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- The markings have been designed and positioned in accordance with the Traffic Signs Manual Chapter 5.
- The road signs have been designed and positioned in accordance with the Traffic Signs Manual Chapter 3.
- The alignment has been designed in accordance with the following standards:
 - TD 9/93 Highway Link Design
 - TD 16/07 The Geometric Design of Roundabouts
 - Manual for Streets

Arm	PROPOSED MINI ROUNDABOUT: DMRB COMPLIANCE					
	Entry Radius Into Rotary (m)	Exit Radius From Rotary (m)	Stopping Sight Distance (m)	Entry Angle (°)	Exit Design Speed (mph)	Approx ICD Across Arm (m)
A1081 (North)	30	7	80	27	30	20
The Common	7	10	43 (MFS)	37	30	20
A1081 (South)	10	26	80	34	30	20



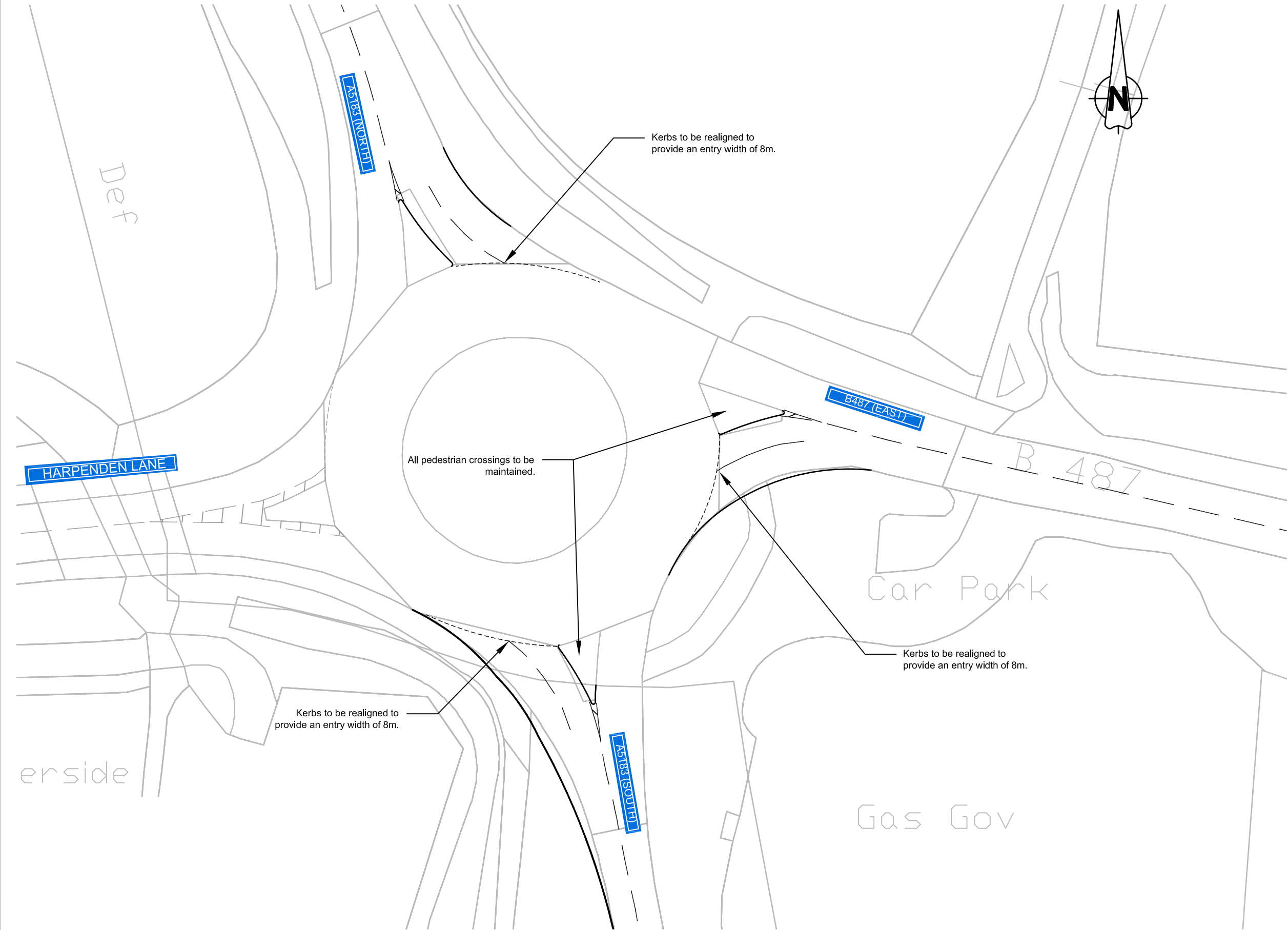
Proposed Development
Luton Road, Harpenden

Off-site Highway Mitigation - T-junction
between the A1081 and The Common

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Construction Design and Management (CDM)
Key Residual Risks

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1) Overhead and underground services

2) Street Lighting Cables

3) Working adjacent to water courses and flood plain

4) Soft ground conditions

5) Working adjacent to live highways and railway line

6) Unchartered services

7) Existing buildings with potential asbestos hazards

- NOTES:
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5. The markings have been designed and positioned in accordance with the Traffic Signs Manual Chapter 5.

6. The road signs have been designed and positioned in accordance with the Traffic Signs Manual Chapter 3.

7. The alignment has been designed in accordance with the following standards:

TD 9/93 Highway Link Design

TD 16/07 The Geometric Design of Roundabouts

-	First Issue	-	-	-	26.05.16
Status				Status Date	
	For Comment				26.05.16
Drawn		Checked		Date	
	MDM	AE			MAY 2016
Scale		Number		Rev	
	1:500	10338-HL-10		-	



Proposed Development

Luton Road, Harpenden

Off-site Highway Mitigation - Roundabout

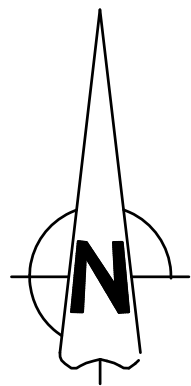
between the A1583 and B487

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Appendix E – Access Drawings



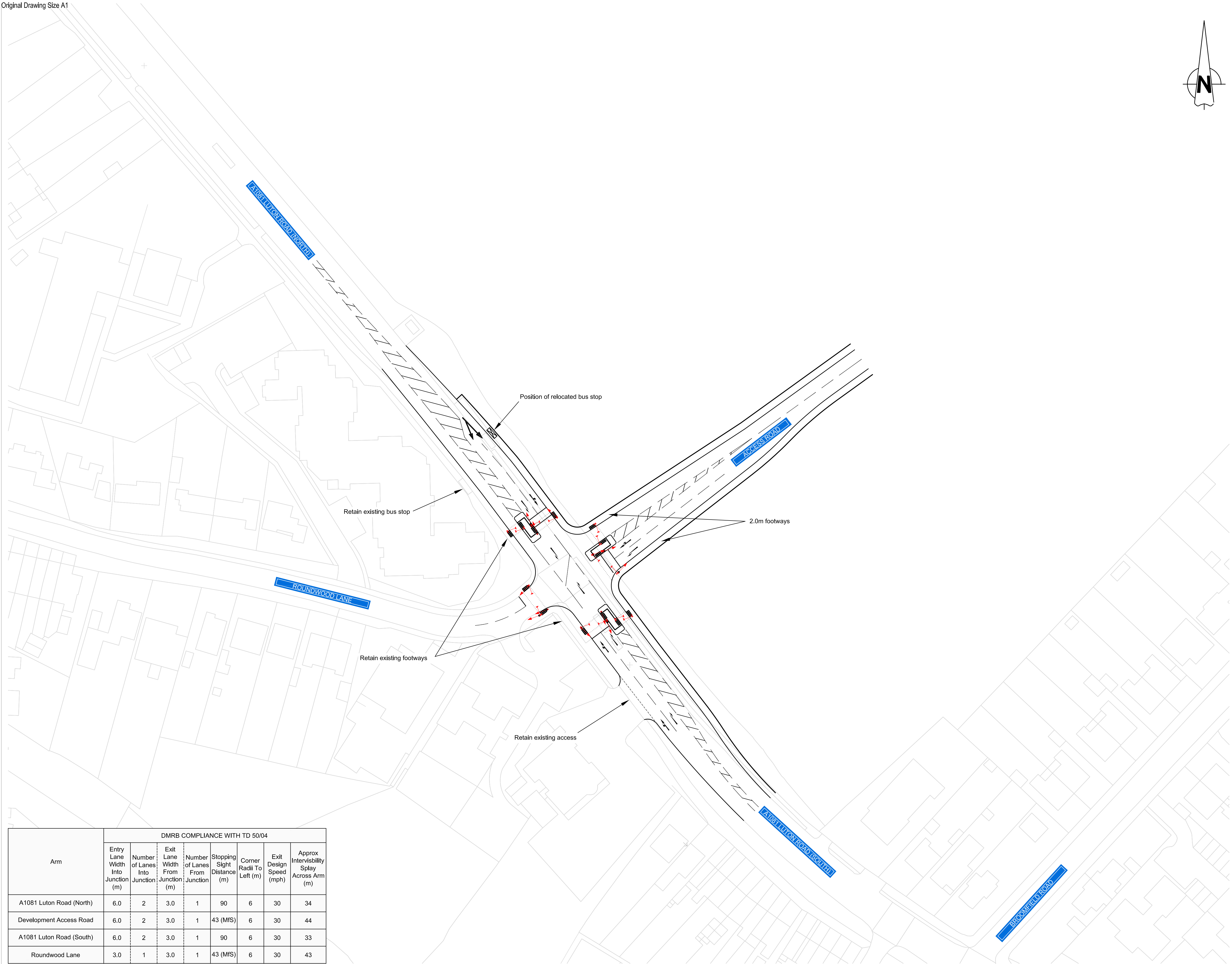
Construction Design and Management (CDM)
Key Residual Risks

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4) Soft ground conditions
5) Working adjacent to live highways and railway line
6) Unchartered services
7) Existing buildings with potential asbestos hazards

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4. No part of this drawing may be copied or duplicated without the express permission of Brookbanks Consulting.
5. The highway alignment has been designed in accordance with Manual for Streets 1 and 2.
6. Earthworks are for indicative purposes only.



Arm	DMRB COMPLIANCE WITH TD 50/04							
	Entry Lane Width Into Junction (m)	Number of Lanes Into Junction	Exit Lane Width From Junction (m)	Number of Lanes From Junction	Stopping Sight Distance (m)	Corner Radii To Left (m)	Exit Design Speed (mph)	Approx Intervisibility Splay Across Arm (m)
A1081 Luton Road (North)	6.0	2	3.0	1	90	6	30	34
Development Access Road	6.0	2	3.0	1	43 (MIS)	6	30	44
A1081 Luton Road (South)	6.0	2	3.0	1	90	6	30	33
Roundwood Lane	3.0	1	3.0	1	43 (MIS)	6	30	43

A Improvement to drawing details

- First Issue

MDM AE PAB 25.05.16

- - - 01.11.14

Brookbanks

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Proposed Development,
Luton Road, Harpenden

Highway Access Plan
Option 1 (Signalised Junction)

Status

For Comment

Status Date

November 2014

Drawn

Checked

Date

MDM

AE

01.11.2014

Scale

Number

Rev

1:500

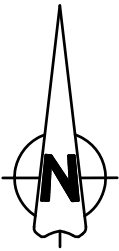
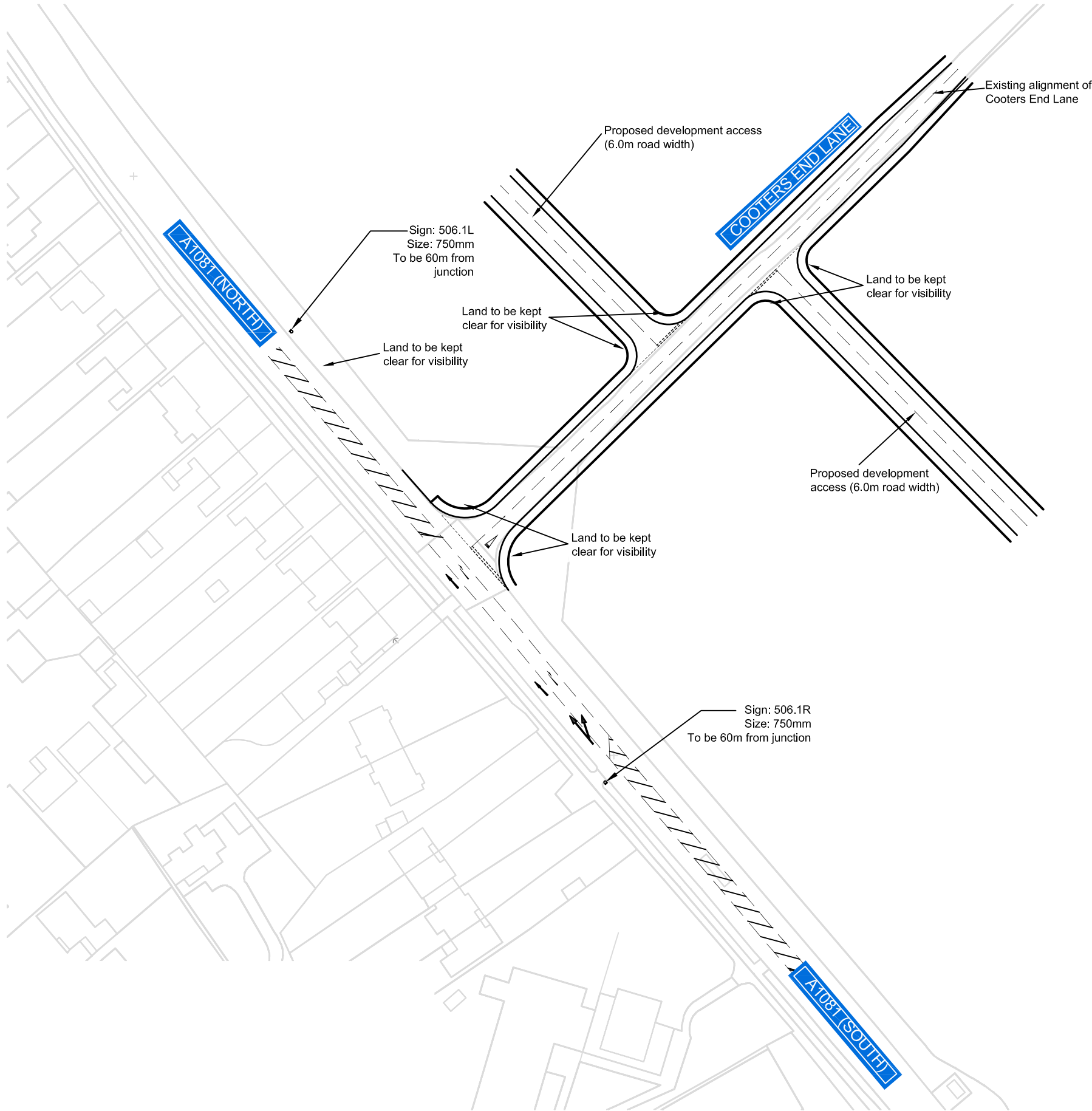
10338-HL-01

A

0 10 20 30 40 50

METRES

UNTIL TECHNICAL APPROVAL HAS BEEN OBTAINED FROM THE RELEVANT LOCAL AUTHORITIES, IT SHOULD BE UNDERSTOOD THAT ALL DRAWINGS ARE ISSUED AS PRELIMINARY AND NOT FOR CONSTRUCTION. SHOULD THE CONTRACTOR COMMENCE SITE WORK PRIOR TO APPROVAL BEING GIVEN, IT IS ENTIRELY AT HIS OWN RISK.



Construction Design and Management (CDM)

Key Residual Risks

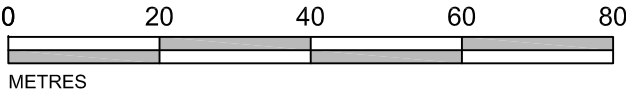
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- 2) Street Lighting Cables
- 3) Working adjacent to water courses and flood plain
- 4) Soft ground conditions
- 5) Working adjacent to live highways and railway line
- 6) Unchartered services
- 7) Existing buildings with potential asbestos hazards

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6. The road signs have been designed and positioned in accordance with the Traffic Signs Manual Chapter 3.
7. The alignment has been designed in accordance with the following standards:
 - TD 9/93 Highway Link Design
 - TD 42/95 The Geometric Design of Major-Minor Priority Junctions
 - Manual for Streets

- First Issue		- - - 24.05.16
Status		Status Date
For Comment		24.05.16
Drawn	Checked	Date
MDM	AE	MAY 2016
Scale	Number	Rev
1:1000	10338-HL-11	-



Proposed Development
Luton Road, Harpenden

Highway Access Strategy - T-junction
between the A1081 and Cooters End Lane

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