

Appendix 14B

PICADY Junction Analysis

TRL LIMITED

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

PICADY 4.1 ANALYSIS PROGRAM
RELEASE 4.0 (NOV 2003)

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TRL SOFTWARE BUREAU
TEL: CROWTHORNE (01344) 770758, FAX: 770864
EMAIL: SoftwareBureau@trl.co.uk

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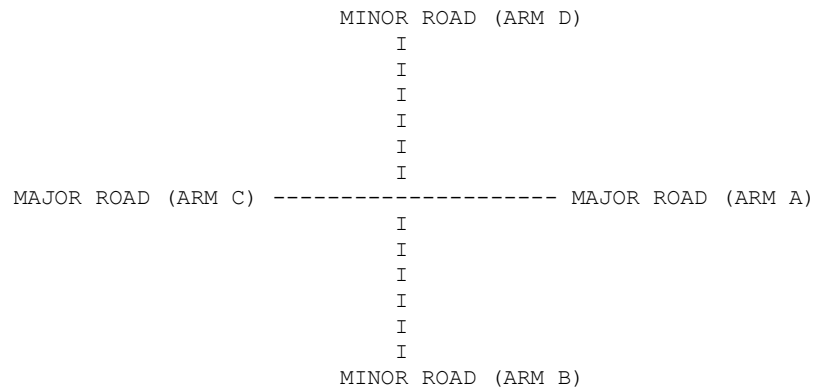
Run with file:- "e:\24984PICADY01.vpi" (drive-on-the-left) at 08:16:16 on Saturday, 7
June 2025

RUN TITLE

R372/R336/L1201 - 2023 AM Peak Without Construction

.MAJOR/MINOR JUNCTION CAPACITY AND DELAY

INPUT DATA



ARM A IS R336 South East
ARM B IS R372
ARM C IS R336 North West
ARM D IS L1201

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

I	DATA ITEM	I	MINOR ROAD B	I	MINOR ROAD D	I
I	TOTAL MAJOR ROAD CARRIAGEWAY WIDTH	I	(W) 6.60 M.	I	(W) 6.60 M.	I
I	CENTRAL RESERVE WIDTH	I	(WCR) 0.00 M.	I	(WCR) 0.00 M.	I
I		I		I		I
I	MAJOR ROAD RIGHT TURN - WIDTH	I	(WC-B) 2.20 M.	I	(WA-D) 2.20 M.	I
I	- VISIBILITY	I	(VC-B) 160.0 M.	I	(VA-D) 0.0 M.	I
I	- BLOCKS TRAFFIC	I	YES	I	NO	I
I		I		I		I
I	MINOR ROAD - VISIBILITY TO LEFT	I	(VB-C) 160.0 M.	I	(VD-A) 0.0 M.	I
I	- VISIBILITY TO RIGHT	I	(VB-A) 160.0 M.	I	(VD-C) 0.0 M.	I
I	- LANE 1 WIDTH	I	(WB-C) 3.00 M.	I	(WD-A) 2.20 M.	I
I	- LANE 2 WIDTH	I	(WB-A) 0.00 M.	I	(WD-C) 0.00 M.	I

.TRAFFIC DEMAND DATA

TIME PERIOD BEGINS 08.30 AND ENDS 09.30

LENGTH OF TIME PERIOD - 60 MINUTES.
LENGTH OF TIME SEGMENT - 15 MINUTES.

DEMAND FLOW PROFILES ARE INPUT DIRECTLY.

		TURNING PROPORTIONS										
		TURNING COUNTS										
		(PERCENTAGE OF H.V.S)										
TIME		FROM/TO	ARM A	ARM B	ARM C	ARM D						
08.30 - 09.30												
		ARM A	0.000	0.138	0.857	0.005						
			0.0	26.0	162.0	1.0						
			(0.0)	(11.4)	(3.7)	(0.0)						
		ARM B	0.360	0.000	0.613	0.027						
			27.0	0.0	46.0	2.0						
			(3.7)	(0.0)	(4.3)	(0.0)						
		ARM C	0.765	0.205	0.000	0.029						
			235.0	63.0	0.0	9.0						
			(4.3)	(7.9)	(0.0)	(11.1)						
		ARM D	0.214	0.357	0.429	0.000						
			3.0	5.0	6.0	0.0						
			(0.0)	(20.0)	(16.7)	(0.0)						

TURNING PROPORTIONS ARE CALCULATED FROM TURNING COUNT DATA

THE PERCENTAGE OF HEAVY VEHICLES VARIES OVER TURNING MOVEMENTS

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I TIME DEMAND CAPACITY DEMAND/ PEDESTRIAN START END DELAY GEOMETRIC
DELAYI (VEH/MIN) (VEH/MIN) CAPACITY FLOW QUEUE QUEUE (VEH.MIN/
(VEH.MIN/ I (RFC) (PEDS/MIN) (VEHS) (VEHS) TIME SEGMENT) TIME
I SEGMENT) I
I 08.30-08.45
I
I B-ACD 1.38 9.32 0.148 0.0 0.2 2.5
I
I A-B 0.48
I
I A-C 2.97
I
I A-D 0.02 8.17 0.002 0.0 0.0 0.0
I
I D-ABC 0.26 5.27 0.049 0.0 0.1 0.7
I
I C-ABD 1.80 12.44 0.144 0.0 0.3 3.7
I
I C-D 0.14
I
I C-A 3.69
I
I
I
I
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I TIME DEMAND CAPACITY DEMAND/ PEDESTRIAN START END DELAY GEOMETRIC
DELAYI (VEH/MIN) (VEH/MIN) CAPACITY FLOW QUEUE QUEUE (VEH.MIN/
(VEH.MIN/ I (RFC) (PEDS/MIN) (VEHS) (VEHS) TIME SEGMENT) TIME
I SEGMENT) I
I 08.45-09.00
I
I B-ACD 1.31 9.41 0.139 0.2 0.2 2.5
I
I A-B 0.44
I
I A-C 2.75
I
I A-D 0.02 8.22 0.002 0.0 0.0 0.0
I
I D-ABC 0.25 5.34 0.047 0.1 0.0 0.8
I
I C-ABD 1.69 12.37 0.136 0.3 0.2 3.5
I
I C-D 0.14
I
I C-A 3.56
I
I
I
I
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I  TIME          DEMAND  CAPACITY  DEMAND/  PEDESTRIAN  START  END          DELAY  GEOMETRIC
DELAYI
I          (VEH/MIN) (VEH/MIN) CAPACITY  FLOW      QUEUE  QUEUE      (VEH.MIN/
(VEH.MIN/  I
I                                (RFC)      (PEDS/MIN) (VEHS) (VEHS)  TIME SEGMENT)  TIME
I SEGMENT) I
I 09.00-09.15
I
I  B-ACD      1.19      9.53      0.125          0.2      0.1          2.2
I
I  A-B        0.41
I
I  A-C        2.57
I
I  A-D        0.02      8.35      0.002          0.0      0.0          0.0
I
I  D-ABC      0.22      5.46      0.040          0.0      0.0          0.7
I
I  C-ABD      1.46      12.14     0.121          0.2      0.2          3.0
I
I  C-D        0.13
I
I  C-A        3.27
I
I
I
I
I
I
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-----
I  TIME          DEMAND  CAPACITY  DEMAND/  PEDESTRIAN  START  END          DELAY  GEOMETRIC
DELAYI
I          (VEH/MIN) (VEH/MIN) CAPACITY  FLOW      QUEUE  QUEUE      (VEH.MIN/
(VEH.MIN/  I
I                                (RFC)      (PEDS/MIN) (VEHS) (VEHS)  TIME SEGMENT)  TIME
I SEGMENT) I
I 09.15-09.30
I
I  B-ACD      1.13      9.61      0.118          0.1      0.1          2.0
I
I  A-B        0.39
I
I  A-C        2.43
I
I  A-D        0.02      8.42      0.002          0.0      0.0          0.0
I
I  D-ABC      0.21      5.53      0.038          0.0      0.0          0.6
I
I  C-ABD      1.36      12.04     0.113          0.2      0.2          2.8
I
I  C-D        0.12
I
I  C-A        3.13
I
I
I
I
I
I
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WARNING NO MARGINAL ANALYSIS OF CAPACITIES AS MAJOR ROAD BLOCKING MAY OCCUR

QUEUE FOR STREAM B-ACD

TIME SEGMENT NO. OF

ENDING	VEHICLES IN QUEUE
08.45	0.2
09.00	0.2
09.15	0.1
09.30	0.1

QUEUE FOR STREAM A-D

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE
08.45	0.0
09.00	0.0
09.15	0.0
09.30	0.0

QUEUE FOR STREAM D-ABC

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE
08.45	0.1
09.00	0.0
09.15	0.0
09.30	0.0

QUEUE FOR STREAM C-ABD

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE
08.45	0.3
09.00	0.2
09.15	0.2
09.30	0.2

QUEUEING DELAY INFORMATION OVER WHOLE PERIOD

I	STREAM	I	TOTAL DEMAND	I	* QUEUEING *	I	* INCLUSIVE QUEUEING *	I
I	I	I	I	I	* DELAY *	I	* DELAY *	I
I	I	I	I	I	I	I	I	I
I	I	I	(VEH)	I	(MIN)	I	(MIN)	I
I	I	I	(VEH/H)	I	(MIN/VEH)	I	(MIN/VEH)	I
I	B-ACD	I	75.2	I	75.2	I	9.2	I
I	A-B	I	25.8	I	25.8	I		I
I	A-C	I	161.0	I	161.0	I		I
I	A-D	I	1.0	I	1.0	I	0.1	I
I	D-ABC	I	14.1	I	14.1	I	2.7	I
I	C-ABD	I	94.6	I	94.6	I	13.0	I
I	C-D	I	7.8	I	7.8	I		I
I	C-A	I	204.8	I	204.8	I		I
I	ALL	I	584.3	I	584.3	I	25.1	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

***** PICADY 4 run completed.

===== 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:- "e:\24984PICADY02.vpi" (drive-on-the-left) at 08:25:37 on Saturday, 7
June 2025

RUN TITLE

R372/R336/L1201 - 2023 AM Peak With Construction

.MAJOR/MINOR JUNCTION CAPACITY AND DELAY

INPUT DATA

```

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

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ARM A IS R336 South East
ARM B IS R372
ARM C IS R336 North West
ARM D IS L1201

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

I	DATA ITEM	I	MINOR ROAD B	I	MINOR ROAD D	I
I	TOTAL MAJOR ROAD CARRIAGEWAY WIDTH	I	(W) 6.60 M.	I	(W) 6.60 M.	I
I	CENTRAL RESERVE WIDTH	I	(WCR) 0.00 M.	I	(WCR) 0.00 M.	I
I		I		I		I
I	MAJOR ROAD RIGHT TURN - WIDTH	I	(WC-B) 2.20 M.	I	(WA-D) 2.20 M.	I
I	- VISIBILITY	I	(VC-B) 160.0 M.	I	(VA-D) 0.0 M.	I
I	- BLOCKS TRAFFIC	I	YES	I	NO	I
I		I		I		I
I	MINOR ROAD - VISIBILITY TO LEFT	I	(VB-C) 160.0 M.	I	(VD-A) 0.0 M.	I
I	- VISIBILITY TO RIGHT	I	(VB-A) 160.0 M.	I	(VD-C) 0.0 M.	I
I	- LANE 1 WIDTH	I	(WB-C) 3.00 M.	I	(WD-A) 2.20 M.	I
I	- LANE 2 WIDTH	I	(WB-A) 0.00 M.	I	(WD-C) 0.00 M.	I

.TRAFFIC DEMAND DATA

TIME PERIOD BEGINS 08.30 AND ENDS 09.30

LENGTH OF TIME PERIOD - 60 MINUTES.
LENGTH OF TIME SEGMENT - 15 MINUTES.

DEMAND FLOW PROFILES ARE INPUT DIRECTLY.

		TURNING PROPORTIONS								
		TURNING COUNTS								
		(PERCENTAGE OF H.V.S)								
TIME		FROM/TO	ARM A	ARM B	ARM C	ARM D				
08.30 - 09.30										
		ARM A	0.000	0.160	0.835	0.005				
			0.0	31.0	162.0	1.0				
			(0.0)	(25.8)	(3.7)	(0.0)				
		ARM B	0.376	0.000	0.600	0.024				
			32.0	0.0	51.0	2.0				
			(18.8)	(0.0)	(13.7)	(0.0)				
		ARM C	0.753	0.218	0.000	0.029				
			235.0	68.0	0.0	9.0				
			(4.3)	(14.7)	(0.0)	(11.1)				
		ARM D	0.214	0.357	0.429	0.000				
			3.0	5.0	6.0	0.0				
			(0.0)	(20.0)	(16.7)	(0.0)				

THE PERCENTAGE OF HEAVY VEHICLES VARIES OVER TURNING MOVEMENTS

TIME	DEMAND	CAPACITY	DEMAND/ CAPACITY	PEDESTRIAN FLOW	START QUEUE	END QUEUE	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC TIME
08.45-09.00								
B-ACD	1.49	8.34	0.179		0.2	0.2	3.3	
A-B	0.54							
A-C	2.84							
A-D	0.02	8.17	0.002		0.0	0.0	0.0	
D-ABC	0.25	5.27	0.047		0.1	0.1	0.8	
C-ABD	1.86	11.83	0.157		0.3	0.3	4.1	
C-D	0.13							
C-A	3.47							

ENDING	VEHICLES IN QUEUE
08.45	0.2
09.00	0.2
09.15	0.2
09.30	0.2

QUEUE FOR STREAM A-D

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE
08.45	0.0
09.00	0.0
09.15	0.0
09.30	0.0

QUEUE FOR STREAM D-ABC

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE
08.45	0.1
09.00	0.1
09.15	0.0
09.30	0.0

QUEUE FOR STREAM C-ABD

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE
08.45	0.3
09.00	0.3
09.15	0.2
09.30	0.2

QUEUEING DELAY INFORMATION OVER WHOLE PERIOD

I	STREAM	I	TOTAL DEMAND	I	* QUEUEING *	I	* INCLUSIVE QUEUEING *	I
I	I	I	I	I	* DELAY *	I	* DELAY *	I
I	I	I	I	I	I	I	I	I
I	I	I	(VEH)	I	(MIN)	I	(MIN)	I
I	I	I	(VEH/H)	I	(MIN/VEH)	I	(MIN/VEH)	I
I	B-ACD	I	85.2	I	85.2	I	12.3	I
I	A-B	I	31.0	I	31.0	I		I
I	A-C	I	162.1	I	162.1	I		I
I	A-D	I	1.0	I	1.0	I	0.1	I
I	D-ABC	I	14.1	I	14.1	I	2.8	I
I	C-ABD	I	104.3	I	104.3	I	15.1	I
I	C-D	I	7.7	I	7.7	I		I
I	C-A	I	200.0	I	200.0	I		I
I	ALL	I	605.4	I	605.4	I	30.2	I
I		I		I		I	0.05	I
I		I		I		I	30.3	I
I		I		I		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 JOB

***** PICADY 4 run completed.

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

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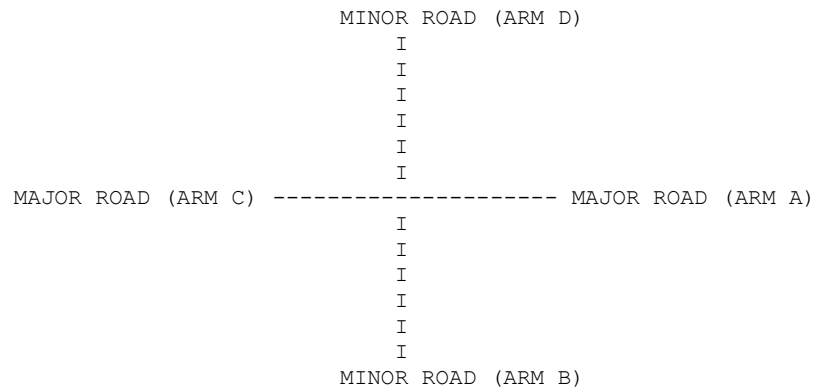
Run with file:- "e:\24984PICADY03.vpi" (drive-on-the-left) at 08:31:09 on Saturday, 7
June 2025

RUN TITLE

R372/R336/L1201 - 2023 PM Peak Without Construction

.MAJOR/MINOR JUNCTION CAPACITY AND DELAY

INPUT DATA



ARM A IS R336 South East
ARM B IS R372
ARM C IS R336 North West
ARM D IS L1201

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

I	DATA ITEM	I	MINOR ROAD B	I	MINOR ROAD D	I
I	TOTAL MAJOR ROAD CARRIAGEWAY WIDTH	I	(W) 6.60 M.	I	(W) 6.60 M.	I
I	CENTRAL RESERVE WIDTH	I	(WCR) 0.00 M.	I	(WCR) 0.00 M.	I
I		I		I		I
I	MAJOR ROAD RIGHT TURN - WIDTH	I	(WC-B) 2.20 M.	I	(WA-D) 2.20 M.	I
I	- VISIBILITY	I	(VC-B) 160.0 M.	I	(VA-D) 0.0 M.	I
I	- BLOCKS TRAFFIC	I	YES	I	NO	I
I		I		I		I
I	MINOR ROAD - VISIBILITY TO LEFT	I	(VB-C) 160.0 M.	I	(VD-A) 0.0 M.	I
I	- VISIBILITY TO RIGHT	I	(VB-A) 160.0 M.	I	(VD-C) 0.0 M.	I
I	- LANE 1 WIDTH	I	(WB-C) 3.00 M.	I	(WD-A) 2.20 M.	I
I	- LANE 2 WIDTH	I	(WB-A) 0.00 M.	I	(WD-C) 0.00 M.	I

.TRAFFIC DEMAND DATA

TIME PERIOD BEGINS 17.15 AND ENDS 18.15

LENGTH OF TIME PERIOD - 60 MINUTES.
LENGTH OF TIME SEGMENT - 15 MINUTES.

DEMAND FLOW PROFILES ARE INPUT DIRECTLY.

		TURNING PROPORTIONS										
		TURNING COUNTS										
		(PERCENTAGE OF H.V.S)										
TIME		FROM/TO	ARM A	ARM B	ARM C	ARM D						
17.15 - 18.15		ARM A	0.000	0.087	0.894	0.019						
			0.0	27.0	278.0	6.0						
			(0.0)	(3.7)	(1.8)	(0.0)						
		ARM B	0.344	0.000	0.615	0.041						
			42.0	0.0	75.0	5.0						
			(0.0)	(0.0)	(1.3)	(0.0)						
		ARM C	0.721	0.239	0.000	0.041						
			142.0	47.0	0.0	8.0						
			(2.1)	(0.0)	(0.0)	(0.0)						
		ARM D	0.267	0.333	0.400	0.000						
			4.0	5.0	6.0	0.0						
			(0.0)	(0.0)	(0.0)	(0.0)						

TURNING PROPORTIONS ARE CALCULATED FROM TURNING COUNT DATA

THE PERCENTAGE OF HEAVY VEHICLES VARIES OVER TURNING MOVEMENTS

```
-----
I  TIME          DEMAND  CAPACITY  DEMAND/  PEDESTRIAN  START  END      DELAY      GEOMETRIC
DELAYI
I          (VEH/MIN) (VEH/MIN) CAPACITY  FLOW      QUEUE  QUEUE    (VEH.MIN/
(VEH.MIN/  I
I                                (RFC)      (PEDS/MIN) (VEHS) (VEHS)  TIME SEGMENT)  TIME
SEGMENT) I
I 17.15-17.30
I
I  B-ACD      1.83      9.63      0.190
I
I  A-B        0.41
I
I  A-C        4.17
I
I  A-D        0.09      8.85      0.010
I
I  D-ABC      0.23      6.60      0.035
I
I  C-ABD      0.87      11.39     0.077
I
I  C-D        0.11
I
I  C-A        1.97
I
I
I
I
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-----
I  TIME          DEMAND  CAPACITY  DEMAND/  PEDESTRIAN  START  END      DELAY      GEOMETRIC
DELAYI
I          (VEH/MIN) (VEH/MIN) CAPACITY  FLOW      QUEUE  QUEUE    (VEH.MIN/
(VEH.MIN/  I
I                                (RFC)      (PEDS/MIN) (VEHS) (VEHS)  TIME SEGMENT)  TIME
SEGMENT) I
I 17.30-17.45
I
I  B-ACD      1.93      9.55      0.202
I
I  A-B        0.43
I
I  A-C        4.40
I
I  A-D        0.09      8.81      0.011
I
I  D-ABC      0.24      6.53      0.037
I
I  C-ABD      0.93      11.41     0.082
I
I  C-D        0.12
I
I  C-A        2.07
I
I
I
I
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-----
I  TIME          DEMAND  CAPACITY  DEMAND/  PEDESTRIAN  START  END          DELAY  GEOMETRIC
DELAYI
I          (VEH/MIN) (VEH/MIN) CAPACITY  FLOW      QUEUE  QUEUE      (VEH.MIN/
(VEH.MIN/  I
I                                (RFC)      (PEDS/MIN) (VEHS) (VEHS)  TIME SEGMENT)  TIME
I SEGMENT) I
I 17.45-18.00
I
I  B-ACD      2.13      9.37      0.227          0.3      0.3          4.3
I
I  A-B        0.47
I
I  A-C        4.86
I
I  A-D        0.10      8.73      0.012          0.0      0.0          0.2
I
I  D-ABC      0.26      6.39      0.041          0.0      0.0          0.6
I
I  C-ABD      1.06      11.45     0.093          0.1      0.1          2.1
I
I  C-D        0.13
I
I  C-A        2.26
I
I
I
I
I
I
-----

```

```

-----
I  TIME          DEMAND  CAPACITY  DEMAND/  PEDESTRIAN  START  END          DELAY  GEOMETRIC
DELAYI
I          (VEH/MIN) (VEH/MIN) CAPACITY  FLOW      QUEUE  QUEUE      (VEH.MIN/
(VEH.MIN/  I
I                                (RFC)      (PEDS/MIN) (VEHS) (VEHS)  TIME SEGMENT)  TIME
I SEGMENT) I
I 18.00-18.15
I
I  B-ACD      2.24      9.28      0.241          0.3      0.3          4.7
I
I  A-B        0.49
I
I  A-C        5.10
I
I  A-D        0.11      8.69      0.013          0.0      0.0          0.2
I
I  D-ABC      0.28      6.32      0.044          0.0      0.0          0.7
I
I  C-ABD      1.12      11.47     0.098          0.1      0.1          2.2
I
I  C-D        0.13
I
I  C-A        2.35
I
I
I
I
I
I
-----

```

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

QUEUE FOR STREAM B-ACD

TIME SEGMENT NO. OF

ENDING	VEHICLES IN QUEUE
17.30	0.2
17.45	0.3
18.00	0.3
18.15	0.3

QUEUE FOR STREAM A-D

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE
17.30	0.0
17.45	0.0
18.00	0.0
18.15	0.0

QUEUE FOR STREAM D-ABC

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE
17.30	0.0
17.45	0.0
18.00	0.0
18.15	0.0

QUEUE FOR STREAM C-ABD

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE
17.30	0.1
17.45	0.1
18.00	0.1
18.15	0.1

QUEUEING DELAY INFORMATION OVER WHOLE PERIOD

I	STREAM	I	TOTAL DEMAND	I	* QUEUEING *	I	* INCLUSIVE QUEUEING *	I
I	I	I	I	I	* DELAY *	I	* DELAY *	I
I	I	I	I	I	I	I	I	I
I	I	I	(VEH)	I	(MIN)	I	(MIN)	I
I	I	I	(VEH/H)	I	(MIN/VEH)	I	(MIN/VEH)	I
I	B-ACD	I	121.9	I	121.9	I	16.0	I
I	A-B	I	27.0	I	27.0	I		I
I	A-C	I	278.0	I	278.0	I		I
I	A-D	I	6.0	I	6.0	I	0.7	I
I	D-ABC	I	15.1	I	15.1	I	2.4	I
I	C-ABD	I	59.9	I	59.9	I	7.7	I
I	C-D	I	7.3	I	7.3	I		I
I	C-A	I	129.9	I	129.9	I		I
I	ALL	I	645.1	I	645.1	I	26.7	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

***** PICADY 4 run completed.

===== 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:- "e:\24984PICADY04.vpi" (drive-on-the-left) at 08:35:07 on Saturday, 7
June 2025

RUN TITLE

R372/R336/L1201 - 2023 PM Peak With Construction

.MAJOR/MINOR JUNCTION CAPACITY AND DELAY

INPUT DATA

```

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

```

ARM A IS R336 South East
ARM B IS R372
ARM C IS R336 North West
ARM D IS L1201

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

I	DATA ITEM	I	MINOR ROAD B	I	MINOR ROAD D	I
I	TOTAL MAJOR ROAD CARRIAGEWAY WIDTH	I	(W) 6.60 M.	I	(W) 6.60 M.	I
I	CENTRAL RESERVE WIDTH	I	(WCR) 0.00 M.	I	(WCR) 0.00 M.	I
I		I		I		I
I	MAJOR ROAD RIGHT TURN - WIDTH	I	(WC-B) 2.20 M.	I	(WA-D) 2.20 M.	I
I	- VISIBILITY	I	(VC-B) 160.0 M.	I	(VA-D) 0.0 M.	I
I	- BLOCKS TRAFFIC	I	YES	I	NO	I
I		I		I		I
I	MINOR ROAD - VISIBILITY TO LEFT	I	(VB-C) 160.0 M.	I	(VD-A) 0.0 M.	I
I	- VISIBILITY TO RIGHT	I	(VB-A) 160.0 M.	I	(VD-C) 0.0 M.	I
I	- LANE 1 WIDTH	I	(WB-C) 3.00 M.	I	(WD-A) 2.20 M.	I
I	- LANE 2 WIDTH	I	(WB-A) 0.00 M.	I	(WD-C) 0.00 M.	I

.TRAFFIC DEMAND DATA

TIME PERIOD BEGINS 17.15 AND ENDS 18.15

LENGTH OF TIME PERIOD - 60 MINUTES.
LENGTH OF TIME SEGMENT - 15 MINUTES.

DEMAND FLOW PROFILES ARE INPUT DIRECTLY.

		TURNING PROPORTIONS										
		TURNING COUNTS										
		(PERCENTAGE OF H.V.S)										
TIME		FROM/TO	ARM A	ARM B	ARM C	ARM D						
17.15 - 18.15												
		ARM A	0.000	0.101	0.880	0.019						
			0.0	32.0	278.0	6.0						
			(0.0)	(18.8)	(1.8)	(0.0)						
		ARM B	0.366	0.000	0.599	0.035						
			52.0	0.0	85.0	5.0						
			(9.6)	(0.0)	(7.1)	(0.0)						
		ARM C	0.703	0.257	0.000	0.040						
			142.0	52.0	0.0	8.0						
			(2.1)	(9.6)	(0.0)	(0.0)						
		ARM D	0.267	0.333	0.400	0.000						
			4.0	5.0	6.0	0.0						
			(0.0)	(0.0)	(0.0)	(0.0)						

TURNING PROPORTIONS ARE CALCULATED FROM TURNING COUNT DATA

THE PERCENTAGE OF HEAVY VEHICLES VARIES OVER TURNING MOVEMENTS

```
-----
I  TIME          DEMAND  CAPACITY  DEMAND/  PEDESTRIAN  START  END      DELAY      GEOMETRIC
DELAYI
I          (VEH/MIN) (VEH/MIN) CAPACITY  FLOW      QUEUE  QUEUE    (VEH.MIN/
(VEH.MIN/  I
I                                (RFC)      (PEDS/MIN) (VEHS) (VEHS)  TIME SEGMENT)  TIME
SEGMENT) I
I 17.15-17.30
I
I  B-ACD      2.13      8.91      0.239
I
I  A-B        0.48
I
I  A-C        4.17
I
I  A-D        0.09      8.80      0.010
I
I  D-ABC      0.23      6.54      0.035
I
I  C-ABD      0.98      10.55     0.093
I
I  C-D        0.11
I
I  C-A        1.94
I
I
I
I
-----
```

```
-----
I  TIME          DEMAND  CAPACITY  DEMAND/  PEDESTRIAN  START  END      DELAY      GEOMETRIC
DELAYI
I          (VEH/MIN) (VEH/MIN) CAPACITY  FLOW      QUEUE  QUEUE    (VEH.MIN/
(VEH.MIN/  I
I                                (RFC)      (PEDS/MIN) (VEHS) (VEHS)  TIME SEGMENT)  TIME
SEGMENT) I
I 17.30-17.45
I
I  B-ACD      2.25      8.82      0.255
I
I  A-B        0.51
I
I  A-C        4.41
I
I  A-D        0.10      8.76      0.011
I
I  D-ABC      0.24      6.46      0.037
I
I  C-ABD      1.06      10.58     0.100
I
I  C-D        0.11
I
I  C-A        2.03
I
I
I
I
-----
```


ENDING	VEHICLES IN QUEUE
17.30	0.3
17.45	0.3
18.00	0.4
18.15	0.4

QUEUE FOR STREAM A-D

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE
17.30	0.0
17.45	0.0
18.00	0.0
18.15	0.0

QUEUE FOR STREAM D-ABC

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE
17.30	0.0
17.45	0.0
18.00	0.0
18.15	0.0

QUEUE FOR STREAM C-ABD

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE
17.30	0.1
17.45	0.1
18.00	0.2
18.15	0.2

QUEUEING DELAY INFORMATION OVER WHOLE PERIOD

I	STREAM	I	TOTAL DEMAND	I	* QUEUEING *	I	* INCLUSIVE QUEUEING *	I
I	I	I	I	I	* DELAY *	I	* DELAY *	I
I	I	I	I	I	I	I	I	I
I	I	I	(VEH)	I	(MIN)	I	(MIN)	I
I	I	I	(VEH/H)	I	(MIN/VEH)	I	(MIN/VEH)	I
I	B-ACD	I	142.2	I	142.2	I	21.7	I
I	A-B	I	32.0	I	32.0	I		I
I	A-C	I	278.2	I	278.2	I		I
I	A-D	I	6.0	I	6.0	I	0.7	I
I	D-ABC	I	15.1	I	15.1	I	2.4	I
I	C-ABD	I	67.9	I	67.9	I	9.4	I
I	C-D	I	7.2	I	7.2	I		I
I	C-A	I	127.1	I	127.1	I		I
I	ALL	I	675.8	I	675.8	I	34.2	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

***** PICADY 4 run completed.

===== 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:- "e:\24984PICADY05.vpi" (drive-on-the-left) at 08:49:23 on Saturday, 7
June 2025

RUN TITLE

R372/R336/L1201 - 2023 August AM Peak Without Construction

.MAJOR/MINOR JUNCTION CAPACITY AND DELAY

INPUT DATA

```

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

```

ARM A IS R336 South East
ARM B IS R372
ARM C IS R336 North West
ARM D IS L1201

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

I	DATA ITEM	I	MINOR ROAD B	I	MINOR ROAD D	I
I	TOTAL MAJOR ROAD CARRIAGEWAY WIDTH	I	(W) 6.60 M.	I	(W) 6.60 M.	I
I	CENTRAL RESERVE WIDTH	I	(WCR) 0.00 M.	I	(WCR) 0.00 M.	I
I		I		I		I
I	MAJOR ROAD RIGHT TURN - WIDTH	I	(WC-B) 2.20 M.	I	(WA-D) 2.20 M.	I
I	- VISIBILITY	I	(VC-B) 160.0 M.	I	(VA-D) 0.0 M.	I
I	- BLOCKS TRAFFIC	I	YES	I	NO	I
I		I		I		I
I	MINOR ROAD - VISIBILITY TO LEFT	I	(VB-C) 160.0 M.	I	(VD-A) 0.0 M.	I
I	- VISIBILITY TO RIGHT	I	(VB-A) 160.0 M.	I	(VD-C) 0.0 M.	I
I	- LANE 1 WIDTH	I	(WB-C) 3.00 M.	I	(WD-A) 2.20 M.	I
I	- LANE 2 WIDTH	I	(WB-A) 0.00 M.	I	(WD-C) 0.00 M.	I

.TRAFFIC DEMAND DATA

TIME PERIOD BEGINS 08.30 AND ENDS 09.30

LENGTH OF TIME PERIOD - 60 MINUTES.
LENGTH OF TIME SEGMENT - 15 MINUTES.

DEMAND FLOW PROFILES ARE INPUT DIRECTLY.

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/TO	I	ARM A	I	ARM B	I	ARM C	I	ARM D	I
I	08.30 - 09.30	I		I		I		I		I		I
I		I	ARM A	I	0.000	I	0.135	I	0.858	I	0.007	I
I		I		I	0.0	I	38.0	I	241.0	I	2.0	I
I		I		I	(0.0)	I	(7.9)	I	(4.2)	I	(0.0)	I
I		I		I		I		I		I		I
I		I	ARM B	I	0.366	I	0.000	I	0.607	I	0.027	I
I		I		I	41.0	I	0.0	I	68.0	I	3.0	I
I		I		I	(4.9)	I	(0.0)	I	(4.4)	I	(0.0)	I
I		I		I		I		I		I		I
I		I	ARM C	I	0.766	I	0.206	I	0.000	I	0.028	I
I		I		I	350.0	I	94.0	I	0.0	I	13.0	I
I		I		I	(4.3)	I	(9.6)	I	(0.0)	I	(7.7)	I
I		I		I		I		I		I		I
I		I	ARM D	I	0.174	I	0.391	I	0.435	I	0.000	I
I		I		I	4.0	I	9.0	I	10.0	I	0.0	I
I		I		I	(0.0)	I	(11.1)	I	(10.0)	I	(0.0)	I
I		I		I		I		I		I		I

THE PERCENTAGE OF HEAVY VEHICLES VARIES OVER TURNING MOVEMENTS

TIME	DEMAND	CAPACITY	DEMAND/ CAPACITY	PEDESTRIAN FLOW	START QUEUE	END QUEUE	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC TIME
08.45-09.00								
B-ACD	1.96	8.53	0.230		0.3	0.3	4.6	
A-B	0.66							
A-C	4.21							
A-D	0.03	7.56	0.005		0.0	0.0	0.1	
D-ABC	0.40	4.82	0.083		0.1	0.1	1.4	
C-ABD	3.12	13.30	0.234		0.5	0.5	7.5	
C-D	0.17							
C-A	4.71							

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-----
I  TIME          DEMAND  CAPACITY  DEMAND/  PEDESTRIAN  START  END      DELAY      GEOMETRIC
DELAYI
I          (VEH/MIN) (VEH/MIN) CAPACITY  FLOW      QUEUE  QUEUE    (VEH.MIN/
(VEH.MIN/  I
I                                (RFC)      (PEDS/MIN) (VEHS) (VEHS)  TIME SEGMENT)  TIME
SEGMENT) I
I 09.00-09.15
I
I  B-ACD      1.78      8.76      0.203          0.3      0.3      4.0
I
I  A-B        0.60
I
I  A-C        3.82
I
I  A-D        0.03      7.75      0.004          0.0      0.0      0.1
I
I  D-ABC      0.37      5.03      0.074          0.1      0.1      1.2
I
I  C-ABD      2.66      12.98     0.205          0.5      0.4      6.2
I
I  C-D        0.16
I
I  C-A        4.42
I
I
I
I
I
I
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-----
I  TIME          DEMAND  CAPACITY  DEMAND/  PEDESTRIAN  START  END      DELAY      GEOMETRIC
DELAYI
I          (VEH/MIN) (VEH/MIN) CAPACITY  FLOW      QUEUE  QUEUE    (VEH.MIN/
(VEH.MIN/  I
I                                (RFC)      (PEDS/MIN) (VEHS) (VEHS)  TIME SEGMENT)  TIME
SEGMENT) I
I 09.15-09.30
I
I  B-ACD      1.68      8.87      0.189          0.3      0.2      3.6
I
I  A-B        0.57
I
I  A-C        3.61
I
I  A-D        0.03      7.85      0.004          0.0      0.0      0.1
I
I  D-ABC      0.35      5.14      0.068          0.1      0.1      1.1
I
I  C-ABD      2.44      12.83     0.190          0.4      0.4      5.6
I
I  C-D        0.16
I
I  C-A        4.26
I
I
I
I
I
I
-----

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

QUEUE FOR STREAM B-ACD

TIME SEGMENT NO. OF

ENDING	VEHICLES IN QUEUE
08.45	0.3
09.00	0.3
09.15	0.3
09.30	0.2

QUEUE FOR STREAM A-D

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE
08.45	0.0
09.00	0.0
09.15	0.0
09.30	0.0

QUEUE FOR STREAM D-ABC

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE
08.45	0.1
09.00	0.1
09.15	0.1
09.30	0.1

QUEUE FOR STREAM C-ABD

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE	
08.45	0.5	*
09.00	0.5	*
09.15	0.4	
09.30	0.4	

QUEUEING DELAY INFORMATION OVER WHOLE PERIOD

I	STREAM	I	TOTAL DEMAND	I	* QUEUEING *	I	* INCLUSIVE QUEUEING *	I
I	I	I	I	I	* DELAY *	I	* DELAY *	I
I	I	I	I	I	I	I	I	I
I	I	I	(VEH)	I	(MIN)	I	(MIN)	I
I	I	I	(VEH/H)	I	(MIN/VEH)	I	(MIN/VEH)	I
I	B-ACD	I	112.0	I	112.0	I	16.7	I
I	A-B	I	38.0	I	38.0	I		I
I	A-C	I	240.8	I	240.8	I		I
I	A-D	I	2.0	I	2.0	I	0.3	I
I	D-ABC	I	23.1	I	23.1	I	5.1	I
I	C-ABD	I	174.1	I	174.1	I	27.3	I
I	C-D	I	10.1	I	10.1	I		I
I	C-A	I	272.9	I	272.9	I		I
I	ALL	I	873.1	I	873.1	I	49.3	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

***** PICADY 4 run completed.

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

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

PICADY 4.1 ANALYSIS PROGRAM
RELEASE 4.0 (NOV 2003)

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Run with file:- "e:\24984PICADY06.vpi" (drive-on-the-left) at 08:46:50 on Saturday, 7
June 2025

RUN TITLE

R372/R336/L1201 - 2023 August AM Peak With Construction

.MAJOR/MINOR JUNCTION CAPACITY AND DELAY

INPUT DATA

```

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

```

ARM A IS R336 South East
ARM B IS R372
ARM C IS R336 North West
ARM D IS L1201

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

I	DATA ITEM	I	MINOR ROAD B	I	MINOR ROAD D	I
I	TOTAL MAJOR ROAD CARRIAGEWAY WIDTH	I	(W) 6.60 M.	I	(W) 6.60 M.	I
I	CENTRAL RESERVE WIDTH	I	(WCR) 0.00 M.	I	(WCR) 0.00 M.	I
I		I		I		I
I	MAJOR ROAD RIGHT TURN - WIDTH	I	(WC-B) 2.20 M.	I	(WA-D) 2.20 M.	I
I	- VISIBILITY	I	(VC-B) 160.0 M.	I	(VA-D) 0.0 M.	I
I	- BLOCKS TRAFFIC	I	YES	I	NO	I
I		I		I		I
I	MINOR ROAD - VISIBILITY TO LEFT	I	(VB-C) 160.0 M.	I	(VD-A) 0.0 M.	I
I	- VISIBILITY TO RIGHT	I	(VB-A) 160.0 M.	I	(VD-C) 0.0 M.	I
I	- LANE 1 WIDTH	I	(WB-C) 3.00 M.	I	(WD-A) 2.20 M.	I
I	- LANE 2 WIDTH	I	(WB-A) 0.00 M.	I	(WD-C) 0.00 M.	I

.TRAFFIC DEMAND DATA

TIME PERIOD BEGINS 08.30 AND ENDS 09.30

LENGTH OF TIME PERIOD - 60 MINUTES.
LENGTH OF TIME SEGMENT - 15 MINUTES.

DEMAND FLOW PROFILES ARE INPUT DIRECTLY.

		TURNING PROPORTIONS										
		TURNING COUNTS										
		(PERCENTAGE OF H.V.S)										
TIME		FROM/TO	ARM A	ARM B	ARM C	ARM D						
08.30 - 09.30		ARM A	0.000	0.138	0.855	0.007						
			0.0	39.0	241.0	2.0						
			(0.0)	(10.3)	(4.2)	(0.0)						
		ARM B	0.372	0.000	0.602	0.027						
			42.0	0.0	68.0	3.0						
			(7.1)	(0.0)	(4.4)	(0.0)						
		ARM C	0.766	0.206	0.000	0.028						
			350.0	94.0	0.0	13.0						
			(4.3)	(9.6)	(0.0)	(7.7)						
		ARM D	0.174	0.391	0.435	0.000						
			4.0	9.0	10.0	0.0						
			(0.0)	(11.1)	(10.0)	(0.0)						

TURNING PROPORTIONS ARE CALCULATED FROM TURNING COUNT DATA

THE PERCENTAGE OF HEAVY VEHICLES VARIES OVER TURNING MOVEMENTS

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-----
I  TIME          DEMAND  CAPACITY  DEMAND/  PEDESTRIAN  START  END      DELAY      GEOMETRIC
DELAYI
I          (VEH/MIN) (VEH/MIN) CAPACITY  FLOW      QUEUE  QUEUE    (VEH.MIN/
(VEH.MIN/  I
I                                (RFC)      (PEDS/MIN) (VEHS) (VEHS)  TIME SEGMENT)  TIME
SEGMENT) I
I 08.30-08.45
I
I  B-ACD      2.07      8.31      0.249          0.0      0.3      4.7
I
I  A-B        0.72
I
I  A-C        4.42
I
I  A-D        0.04      7.48      0.005          0.0      0.0      0.1
I
I  D-ABC      0.42      4.72      0.089          0.0      0.1      1.4
I
I  C-ABD      3.39     13.47      0.252          0.0      0.5      8.0
I
I  C-D        0.18
I
I  C-A        4.81
I
I
I
I
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I  TIME          DEMAND  CAPACITY  DEMAND/  PEDESTRIAN  START  END      DELAY      GEOMETRIC
DELAYI
I          (VEH/MIN) (VEH/MIN) CAPACITY  FLOW      QUEUE  QUEUE    (VEH.MIN/
(VEH.MIN/  I
I                                (RFC)      (PEDS/MIN) (VEHS) (VEHS)  TIME SEGMENT)  TIME
SEGMENT) I
I 08.45-09.00
I
I  B-ACD      1.98      8.42      0.235          0.3      0.3      4.7
I
I  A-B        0.68
I
I  A-C        4.22
I
I  A-D        0.04      7.56      0.005          0.0      0.0      0.1
I
I  D-ABC      0.40      4.82      0.083          0.1      0.1      1.4
I
I  C-ABD      3.12     13.29      0.235          0.5      0.5      7.5
I
I  C-D        0.17
I
I  C-A        4.70
I
I
I
I
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I  TIME          DEMAND  CAPACITY  DEMAND/  PEDESTRIAN  START  END      DELAY      GEOMETRIC
DELAYI
I          (VEH/MIN) (VEH/MIN) CAPACITY  FLOW      QUEUE  QUEUE    (VEH.MIN/
(VEH.MIN/  I
I                                (RFC)      (PEDS/MIN) (VEHS) (VEHS)  TIME SEGMENT)  TIME
I SEGMENT) I
I 09.00-09.15
I
I  B-ACD      1.79      8.65      0.207      0.3      0.3      4.1
I
I  A-B        0.62
I
I  A-C        3.82
I
I  A-D        0.03      7.75      0.004      0.0      0.0      0.1
I
I  D-ABC      0.37      5.03      0.074      0.1      0.1      1.2
I
I  C-ABD      2.66      12.98     0.205      0.5      0.4      6.2
I
I  C-D        0.16
I
I  C-A        4.42
I
I
I
I
I
I
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I  TIME          DEMAND  CAPACITY  DEMAND/  PEDESTRIAN  START  END      DELAY      GEOMETRIC
DELAYI
I          (VEH/MIN) (VEH/MIN) CAPACITY  FLOW      QUEUE  QUEUE    (VEH.MIN/
(VEH.MIN/  I
I                                (RFC)      (PEDS/MIN) (VEHS) (VEHS)  TIME SEGMENT)  TIME
I SEGMENT) I
I 09.15-09.30
I
I  B-ACD      1.69      8.76      0.193      0.3      0.2      3.7
I
I  A-B        0.58
I
I  A-C        3.62
I
I  A-D        0.03      7.85      0.004      0.0      0.0      0.1
I
I  D-ABC      0.35      5.14      0.068      0.1      0.1      1.1
I
I  C-ABD      2.44      12.82     0.191      0.4      0.4      5.6
I
I  C-D        0.16
I
I  C-A        4.26
I
I
I
I
I
I
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WARNING NO MARGINAL ANALYSIS OF CAPACITIES AS MAJOR ROAD BLOCKING MAY OCCUR

QUEUE FOR STREAM B-ACD

TIME SEGMENT NO. OF

QUEUE FOR STREAM A-D

QUEUE FOR STREAM D-ABC

QUEUE FOR STREAM C-ABD

QUEUEING DELAY INFORMATION OVER WHOLE PERIOD

* 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

***** PICADY 4 run completed.

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

PICADY 4.1 ANALYSIS PROGRAM
RELEASE 4.0 (NOV 2003)

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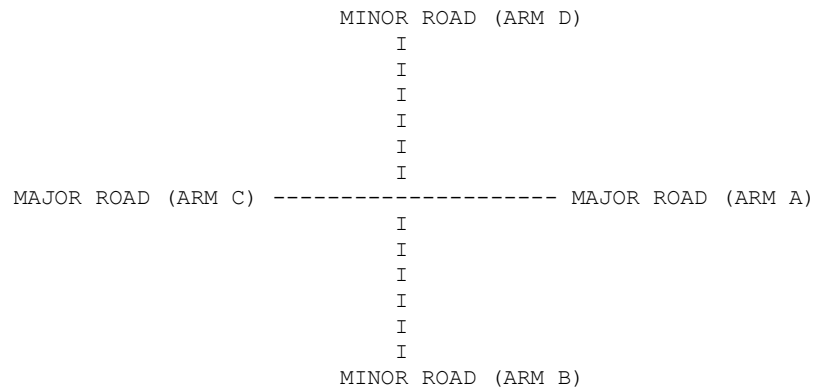
Run with file:- "e:\24984PICADY07.vpi" (drive-on-the-left) at 08:53:38 on Saturday, 7
June 2025

RUN TITLE

R372/R336/L1201 - 2023 August PM Peak Without Construction

.MAJOR/MINOR JUNCTION CAPACITY AND DELAY

INPUT DATA



ARM A IS R336 South East
ARM B IS R372
ARM C IS R336 North West
ARM D IS L1201

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

I	DATA ITEM	I	MINOR ROAD B	I	MINOR ROAD D	I
I	TOTAL MAJOR ROAD CARRIAGEWAY WIDTH	I	(W) 6.60 M.	I	(W) 6.60 M.	I
I	CENTRAL RESERVE WIDTH	I	(WCR) 0.00 M.	I	(WCR) 0.00 M.	I
I		I		I		I
I	MAJOR ROAD RIGHT TURN - WIDTH	I	(WC-B) 2.20 M.	I	(WA-D) 2.20 M.	I
I	- VISIBILITY	I	(VC-B) 160.0 M.	I	(VA-D) 0.0 M.	I
I	- BLOCKS TRAFFIC	I	YES	I	NO	I
I		I		I		I
I	MINOR ROAD - VISIBILITY TO LEFT	I	(VB-C) 160.0 M.	I	(VD-A) 0.0 M.	I
I	- VISIBILITY TO RIGHT	I	(VB-A) 160.0 M.	I	(VD-C) 0.0 M.	I
I	- LANE 1 WIDTH	I	(WB-C) 3.00 M.	I	(WD-A) 2.20 M.	I
I	- LANE 2 WIDTH	I	(WB-A) 0.00 M.	I	(WD-C) 0.00 M.	I

.TRAFFIC DEMAND DATA

TIME PERIOD BEGINS 17.15 AND ENDS 18.15

LENGTH OF TIME PERIOD - 60 MINUTES.
LENGTH OF TIME SEGMENT - 15 MINUTES.

DEMAND FLOW PROFILES ARE INPUT DIRECTLY.

		TURNING PROPORTIONS										
		TURNING COUNTS										
		(PERCENTAGE OF H.V.S)										
TIME		FROM/TO	ARM A	ARM B	ARM C	ARM D						
17.15 - 18.15												
		ARM A	0.000	0.084	0.892	0.025						
			0.0	34.0	363.0	10.0						
			(0.0)	(2.9)	(1.7)	(0.0)						
		ARM B	0.340	0.000	0.610	0.050						
			54.0	0.0	97.0	8.0						
			(0.0)	(0.0)	(1.0)	(0.0)						
		ARM C	0.721	0.236	0.000	0.043						
			186.0	61.0	0.0	11.0						
			(2.2)	(0.0)	(0.0)	(0.0)						
		ARM D	0.238	0.286	0.476	0.000						
			5.0	6.0	10.0	0.0						
			(0.0)	(0.0)	(0.0)	(0.0)						

THE PERCENTAGE OF HEAVY VEHICLES VARIES OVER TURNING MOVEMENTS

TIME DELAY	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 TIME
17.30-17.45								
B-ACD	2.52	9.02	0.279		0.3	0.4	5.6	
A-B	0.54							
A-C	5.74							
A-D	0.16	8.57	0.018		0.0	0.0	0.3	
D-ABC	0.33	6.02	0.055		0.1	0.1	0.9	
C-ABD	1.33	11.56	0.115		0.2	0.2	2.7	
C-D	0.15							
C-A	2.61							

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I  TIME          DEMAND  CAPACITY  DEMAND/  PEDESTRIAN  START  END          DELAY  GEOMETRIC
DELAYI
I          (VEH/MIN) (VEH/MIN) CAPACITY  FLOW      QUEUE  QUEUE      (VEH.MIN/
(VEH.MIN/  I
I                                (RFC)      (PEDS/MIN) (VEHS) (VEHS)  TIME SEGMENT)  TIME
SEGMENT) I
I 17.45-18.00
I
I  B-ACD      2.78      8.78      0.316                0.4      0.5          6.7
I
I  A-B        0.59
I
I  A-C        6.35
I
I  A-D        0.17      8.47      0.021                0.0      0.0          0.3
I
I  D-ABC      0.37      5.83      0.064                0.1      0.1          1.0
I
I  C-ABD      1.52     11.63      0.131                0.2      0.2          3.2
I
I  C-D        0.17
I
I  C-A        2.83
I
I
I
I
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I  TIME          DEMAND  CAPACITY  DEMAND/  PEDESTRIAN  START  END          DELAY  GEOMETRIC
DELAYI
I          (VEH/MIN) (VEH/MIN) CAPACITY  FLOW      QUEUE  QUEUE      (VEH.MIN/
(VEH.MIN/  I
I                                (RFC)      (PEDS/MIN) (VEHS) (VEHS)  TIME SEGMENT)  TIME
SEGMENT) I
I 18.00-18.15
I
I  B-ACD      2.92      8.66      0.337                0.5      0.5          7.4
I
I  A-B        0.62
I
I  A-C        6.65
I
I  A-D        0.18      8.42      0.022                0.0      0.0          0.3
I
I  D-ABC      0.39      5.73      0.068                0.1      0.1          1.1
I
I  C-ABD      1.62     11.66      0.139                0.2      0.2          3.5
I
I  C-D        0.17
I
I  C-A        2.94
I
I
I
I
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WARNING NO MARGINAL ANALYSIS OF CAPACITIES AS MAJOR ROAD BLOCKING MAY OCCUR

QUEUE FOR STREAM B-ACD

TIME SEGMENT NO. OF

ENDING	VEHICLES IN QUEUE	
17.30	0.3	
17.45	0.4	
18.00	0.5	
18.15	0.5	*

QUEUE FOR STREAM A-D

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE
17.30	0.0
17.45	0.0
18.00	0.0
18.15	0.0

QUEUE FOR STREAM D-ABC

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE
17.30	0.1
17.45	0.1
18.00	0.1
18.15	0.1

QUEUE FOR STREAM C-ABD

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE
17.30	0.2
17.45	0.2
18.00	0.2
18.15	0.2

QUEUEING DELAY INFORMATION OVER WHOLE PERIOD

I	STREAM	I	TOTAL DEMAND	I	* QUEUEING *	I	* INCLUSIVE QUEUEING *	I
I	I	I	I	I	* DELAY *	I	* DELAY *	I
I	I	I	I	I	I	I	I	I
I	I	I	(VEH)	I	(MIN)	I	(MIN)	I
I	I	I	(VEH/H)	I	(MIN/VEH)	I	(MIN/VEH)	I
I	B-ACD	I	159.2	I	159.2	I	24.7	I
I	A-B	I	34.0	I	34.0	I		I
I	A-C	I	363.0	I	363.0	I		I
I	A-D	I	10.0	I	10.0	I	1.2	I
I	D-ABC	I	21.1	I	21.1	I	3.7	I
I	C-ABD	I	85.3	I	85.3	I	11.9	I
I	C-D	I	9.7	I	9.7	I		I
I	C-A	I	163.2	I	163.2	I		I
I	ALL	I	845.4	I	845.4	I	41.4	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

***** PICADY 4 run completed.

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

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

PICADY 4.1 ANALYSIS PROGRAM
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Run with file:- "e:\24984PICADY08.vpi" (drive-on-the-left) at 08:56:54 on Saturday, 7
June 2025

RUN TITLE

R372/R336/L1201 - 2023 August PM Peak With Construction

.MAJOR/MINOR JUNCTION CAPACITY AND DELAY

INPUT DATA

```

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

```

ARM A IS R336 South East
ARM B IS R372
ARM C IS R336 North West
ARM D IS L1201

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

I	DATA ITEM	I	MINOR ROAD B	I	MINOR ROAD D	I
I	TOTAL MAJOR ROAD CARRIAGEWAY WIDTH	I	(W) 6.60 M.	I	(W) 6.60 M.	I
I	CENTRAL RESERVE WIDTH	I	(WCR) 0.00 M.	I	(WCR) 0.00 M.	I
I		I		I		I
I	MAJOR ROAD RIGHT TURN - WIDTH	I	(WC-B) 2.20 M.	I	(WA-D) 2.20 M.	I
I	- VISIBILITY	I	(VC-B) 160.0 M.	I	(VA-D) 0.0 M.	I
I	- BLOCKS TRAFFIC	I	YES	I	NO	I
I		I		I		I
I	MINOR ROAD - VISIBILITY TO LEFT	I	(VB-C) 160.0 M.	I	(VD-A) 0.0 M.	I
I	- VISIBILITY TO RIGHT	I	(VB-A) 160.0 M.	I	(VD-C) 0.0 M.	I
I	- LANE 1 WIDTH	I	(WB-C) 3.00 M.	I	(WD-A) 2.20 M.	I
I	- LANE 2 WIDTH	I	(WB-A) 0.00 M.	I	(WD-C) 0.00 M.	I

.TRAFFIC DEMAND DATA

TIME PERIOD BEGINS 17.15 AND ENDS 18.15

LENGTH OF TIME PERIOD - 60 MINUTES.
LENGTH OF TIME SEGMENT - 15 MINUTES.

DEMAND FLOW PROFILES ARE INPUT DIRECTLY.

		TURNING PROPORTIONS										
		TURNING COUNTS										
		(PERCENTAGE OF H.V.S)										
TIME		FROM/TO	ARM A	ARM B	ARM C	ARM D						
17.15 - 18.15												
		ARM A	0.000	0.086	0.890	0.025						
			0.0	35.0	363.0	10.0						
			(0.0)	(5.7)	(1.7)	(0.0)						
		ARM B	0.353	0.000	0.600	0.047						
			60.0	0.0	102.0	8.0						
			(1.7)	(0.0)	(1.0)	(0.0)						
		ARM C	0.721	0.236	0.000	0.043						
			186.0	61.0	0.0	11.0						
			(2.2)	(0.0)	(0.0)	(0.0)						
		ARM D	0.238	0.286	0.476	0.000						
			5.0	6.0	10.0	0.0						
			(0.0)	(0.0)	(0.0)	(0.0)						

THE PERCENTAGE OF HEAVY VEHICLES VARIES OVER TURNING MOVEMENTS

TIME DELAY	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 TIME
17.30-17.45								
B-ACD	2.69	8.93	0.301		0.4	0.4	6.3	
A-B	0.55							
A-C	5.75							
A-D	0.16	8.57	0.018		0.0	0.0	0.3	
D-ABC	0.33	6.00	0.055		0.1	0.1	0.9	
C-ABD	1.33	11.56	0.115		0.2	0.2	2.7	
C-D	0.15							
C-A	2.61							

TIME DELAY	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 TIME
17.45-18.00								
B-ACD	2.98	8.69	0.343		0.4	0.5	7.5	
A-B	0.61							
A-C	6.35							
A-D	0.17	8.47	0.021		0.0	0.0	0.3	
D-ABC	0.37	5.81	0.064		0.1	0.1	1.0	
C-ABD	1.52	11.62	0.131		0.2	0.2	3.2	
C-D	0.17							
C-A	2.83							

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

TIME SEGMENT	NO. OF
--------------	--------

ENDING	VEHICLES IN QUEUE	
17.30	0.4	
17.45	0.4	
18.00	0.5	*
18.15	0.6	*

QUEUE FOR STREAM A-D

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE
17.30	0.0
17.45	0.0
18.00	0.0
18.15	0.0

QUEUE FOR STREAM D-ABC

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE
17.30	0.1
17.45	0.1
18.00	0.1
18.15	0.1

QUEUE FOR STREAM C-ABD

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE
17.30	0.2
17.45	0.2
18.00	0.2
18.15	0.2

QUEUEING DELAY INFORMATION OVER WHOLE PERIOD

I	STREAM	I	TOTAL DEMAND	I	* QUEUEING *	I	* INCLUSIVE QUEUEING *	I
I	I	I	I	I	* DELAY *	I	* DELAY *	I
I	I	I	I	I	I	I	I	I
I	I	I	(VEH)	I	(MIN)	I	(MIN)	I
I	I	I	(VEH/H)	I	(MIN/VEH)	I	(MIN/VEH)	I
I	B-ACD	I	170.1	I	170.1	I	27.6	I
I	A-B	I	35.0	I	35.0	I		I
I	A-C	I	363.0	I	363.0	I		I
I	A-D	I	10.0	I	10.0	I	1.2	I
I	D-ABC	I	21.1	I	21.1	I	3.7	I
I	C-ABD	I	85.3	I	85.3	I	11.9	I
I	C-D	I	9.7	I	9.7	I		I
I	C-A	I	163.2	I	163.2	I		I
I	ALL	I	857.4	I	857.4	I	44.3	I
							0.05	
							44.4	
							0.05	

* 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

***** PICADY 4 run completed.

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=====

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

PICADY 4.1 ANALYSIS PROGRAM
RELEASE 4.0 (NOV 2003)

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TRL SOFTWARE BUREAU
TEL: CROWTHORNE (01344) 770758, FAX: 770864
EMAIL: SoftwareBureau@trl.co.uk

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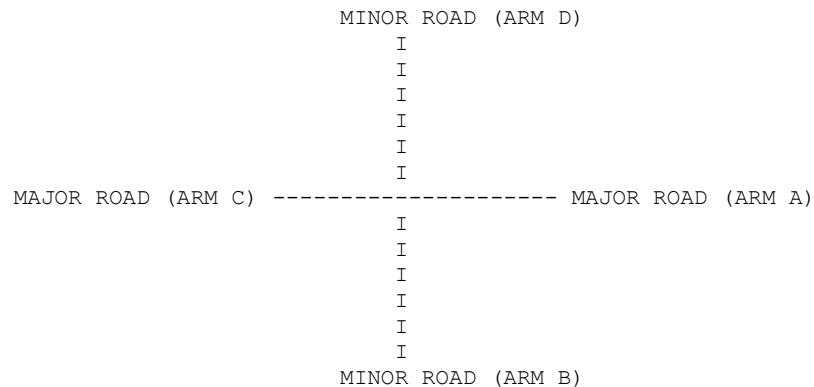
Run with file:- "e:\24984PICADY09.vpi" (drive-on-the-left) at 09:01:03 on Saturday, 7
June 2025

RUN TITLE

R372/R336/L1201 - 2027 August AM Peak Without Construction

.MAJOR/MINOR JUNCTION CAPACITY AND DELAY

INPUT DATA



ARM A IS R336 South East
ARM B IS R372
ARM C IS R336 North West
ARM D IS L1201

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

I	DATA ITEM	I	MINOR ROAD B	I	MINOR ROAD D	I
I	TOTAL MAJOR ROAD CARRIAGEWAY WIDTH	I	(W) 6.60 M.	I	(W) 6.60 M.	I
I	CENTRAL RESERVE WIDTH	I	(WCR) 0.00 M.	I	(WCR) 0.00 M.	I
I		I		I		I
I	MAJOR ROAD RIGHT TURN - WIDTH	I	(WC-B) 2.20 M.	I	(WA-D) 2.20 M.	I
I	- VISIBILITY	I	(VC-B) 160.0 M.	I	(VA-D) 0.0 M.	I
I	- BLOCKS TRAFFIC	I	YES	I	NO	I
I		I		I		I
I	MINOR ROAD - VISIBILITY TO LEFT	I	(VB-C) 160.0 M.	I	(VD-A) 0.0 M.	I
I	- VISIBILITY TO RIGHT	I	(VB-A) 160.0 M.	I	(VD-C) 0.0 M.	I
I	- LANE 1 WIDTH	I	(WB-C) 3.00 M.	I	(WD-A) 2.20 M.	I
I	- LANE 2 WIDTH	I	(WB-A) 0.00 M.	I	(WD-C) 0.00 M.	I

.TRAFFIC DEMAND DATA

TIME PERIOD BEGINS 08.30 AND ENDS 09.30

LENGTH OF TIME PERIOD - 60 MINUTES.
LENGTH OF TIME SEGMENT - 15 MINUTES.

DEMAND FLOW PROFILES ARE INPUT DIRECTLY.

		TURNING PROPORTIONS										
		TURNING COUNTS										
		(PERCENTAGE OF H.V.S)										
TIME		FROM/TO	ARM A	ARM B	ARM C	ARM D						
08.30 - 09.30												
		ARM A	0.000	0.137	0.857	0.007						
			0.0	42.0	263.0	2.0						
			(0.0)	(11.9)	(4.6)	(0.0)						
		ARM B	0.367	0.000	0.608	0.025						
			44.0	0.0	73.0	3.0						
			(2.3)	(0.0)	(4.1)	(0.0)						
		ARM C	0.766	0.206	0.000	0.028						
			382.0	103.0	0.0	14.0						
			(4.2)	(9.7)	(0.0)	(7.1)						
		ARM D	0.176	0.353	0.471	0.000						
			3.0	6.0	8.0	0.0						
			(0.0)	(16.7)	(12.5)	(0.0)						

THE PERCENTAGE OF HEAVY VEHICLES VARIES OVER TURNING MOVEMENTS

TIME DELAY	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 TIME
08.45-09.00								
B-ACD	2.10	8.42	0.249		0.4	0.3	5.1	
A-B	0.74							
A-C	4.61							
A-D	0.04	7.37	0.005		0.0	0.0	0.1	
D-ABC	0.30	4.48	0.067		0.1	0.1	1.1	
C-ABD	3.68	13.63	0.270		0.7	0.6	9.2	
C-D	0.18							
C-A	4.88							

ENDING	VEHICLES IN QUEUE
08.45	0.4
09.00	0.3
09.15	0.3
09.30	0.3

QUEUE FOR STREAM A-D

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE
08.45	0.0
09.00	0.0
09.15	0.0
09.30	0.0

QUEUE FOR STREAM D-ABC

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE
08.45	0.1
09.00	0.1
09.15	0.1
09.30	0.1

QUEUE FOR STREAM C-ABD

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE	
08.45	0.7	*
09.00	0.6	*
09.15	0.5	
09.30	0.4	

QUEUEING DELAY INFORMATION OVER WHOLE PERIOD

I	STREAM	I	TOTAL DEMAND	I	* QUEUEING *	I	* INCLUSIVE QUEUEING *	I
I	I	I	I	I	* DELAY *	I	* DELAY *	I
I	I	I	I	I	I	I	I	I
I	I	I	(VEH)	I	(MIN)	I	(MIN)	I
I	I	I	(VEH/H)	I	(MIN/VEH)	I	(MIN/VEH)	I
I	B-ACD	I	120.0	I	120.0	I	18.5	I
I	A-B	I	42.0	I	42.0	I		I
I	A-C	I	263.3	I	263.3	I		I
I	A-D	I	2.0	I	2.0	I	0.3	I
I	D-ABC	I	17.1	I	17.1	I	4.0	I
I	C-ABD	I	203.1	I	203.1	I	33.1	I
I	C-D	I	10.5	I	10.5	I		I
I	C-A	I	285.9	I	285.9	I		I
I	ALL	I	944.0	I	944.0	I	55.9	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

***** PICADY 4 run completed.

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

PICADY 4.1 ANALYSIS PROGRAM
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Run with file:- "e:\24984PICADY10.vpi" (drive-on-the-left) at 09:04:47 on Saturday, 7
June 2025

RUN TITLE

R372/R336/L1201 - 2027 August AM Peak With Construction

.MAJOR/MINOR JUNCTION CAPACITY AND DELAY

INPUT DATA

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

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ARM A IS R336 South East
ARM B IS R372
ARM C IS R336 North West
ARM D IS L1201

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

I	DATA ITEM	I	MINOR ROAD B	I	MINOR ROAD D	I
I	TOTAL MAJOR ROAD CARRIAGEWAY WIDTH	I	(W) 6.60 M.	I	(W) 6.60 M.	I
I	CENTRAL RESERVE WIDTH	I	(WCR) 0.00 M.	I	(WCR) 0.00 M.	I
I		I		I		I
I	MAJOR ROAD RIGHT TURN - WIDTH	I	(WC-B) 2.20 M.	I	(WA-D) 2.20 M.	I
I	- VISIBILITY	I	(VC-B) 160.0 M.	I	(VA-D) 0.0 M.	I
I	- BLOCKS TRAFFIC	I	YES	I	NO	I
I		I		I		I
I	MINOR ROAD - VISIBILITY TO LEFT	I	(VB-C) 160.0 M.	I	(VD-A) 0.0 M.	I
I	- VISIBILITY TO RIGHT	I	(VB-A) 160.0 M.	I	(VD-C) 0.0 M.	I
I	- LANE 1 WIDTH	I	(WB-C) 3.00 M.	I	(WD-A) 2.20 M.	I
I	- LANE 2 WIDTH	I	(WB-A) 0.00 M.	I	(WD-C) 0.00 M.	I

.TRAFFIC DEMAND DATA

TIME PERIOD BEGINS 08.30 AND ENDS 09.30

LENGTH OF TIME PERIOD - 60 MINUTES.
LENGTH OF TIME SEGMENT - 15 MINUTES.

DEMAND FLOW PROFILES ARE INPUT DIRECTLY.

		TURNING PROPORTIONS										
		TURNING COUNTS										
		(PERCENTAGE OF H.V.S)										
TIME		FROM/TO	ARM A	ARM B	ARM C	ARM D						
08.30 - 09.30												
		ARM A	0.000	0.140	0.854	0.006						
			0.0	43.0	263.0	2.0						
			(0.0)	(14.0)	(4.6)	(0.0)						
		ARM B	0.369	0.000	0.607	0.025						
			45.0	0.0	74.0	3.0						
			(4.4)	(0.0)	(5.4)	(0.0)						
		ARM C	0.764	0.208	0.000	0.028						
			382.0	104.0	0.0	14.0						
			(4.3)	(10.6)	(0.0)	(7.1)						
		ARM D	0.176	0.353	0.471	0.000						
			3.0	6.0	8.0	0.0						
			(0.0)	(16.7)	(12.5)	(0.0)						


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-----
I  TIME          DEMAND  CAPACITY  DEMAND/  PEDESTRIAN  START  END          DELAY  GEOMETRIC
DELAYI
I          (VEH/MIN) (VEH/MIN) CAPACITY  FLOW      QUEUE  QUEUE      (VEH.MIN/
(VEH.MIN/  I
I                                (RFC)      (PEDS/MIN) (VEHS) (VEHS)  TIME SEGMENT)  TIME
SEGMENT) I
I 09.00-09.15
I
I  B-ACD      1.93      8.52      0.226                0.4      0.3          4.5
I
I  A-B        0.68
I
I  A-C        4.17
I
I  A-D        0.03      7.57      0.004                0.0      0.0          0.1
I
I  D-ABC      0.27      4.69      0.058                0.1      0.1          1.0
I
I  C-ABD      3.12     13.18      0.236                0.6      0.5          7.6
I
I  C-D        0.17
I
I  C-A        4.63
I
I
I
I
I
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I  TIME          DEMAND  CAPACITY  DEMAND/  PEDESTRIAN  START  END          DELAY  GEOMETRIC
DELAYI
I          (VEH/MIN) (VEH/MIN) CAPACITY  FLOW      QUEUE  QUEUE      (VEH.MIN/
(VEH.MIN/  I
I                                (RFC)      (PEDS/MIN) (VEHS) (VEHS)  TIME SEGMENT)  TIME
SEGMENT) I
I 09.15-09.30
I
I  B-ACD      1.83      8.65      0.212                0.3      0.3          4.1
I
I  A-B        0.65
I
I  A-C        3.94
I
I  A-D        0.03      7.68      0.004                0.0      0.0          0.1
I
I  D-ABC      0.26      4.81      0.054                0.1      0.1          0.9
I
I  C-ABD      2.85     13.00      0.219                0.5      0.5          6.8
I
I  C-D        0.16
I
I  C-A        4.48
I
I
I
I
I
-----

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

QUEUE FOR STREAM B-ACD

TIME SEGMENT NO. OF

ENDING	VEHICLES IN QUEUE
08.45	0.4
09.00	0.4
09.15	0.3
09.30	0.3

QUEUE FOR STREAM A-D

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE
08.45	0.0
09.00	0.0
09.15	0.0
09.30	0.0

QUEUE FOR STREAM D-ABC

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE
08.45	0.1
09.00	0.1
09.15	0.1
09.30	0.1

QUEUE FOR STREAM C-ABD

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE	
08.45	0.7	*
09.00	0.6	*
09.15	0.5	*
09.30	0.5	

QUEUEING DELAY INFORMATION OVER WHOLE PERIOD

I	STREAM	I	TOTAL DEMAND	I	* QUEUEING *	I	* INCLUSIVE QUEUEING *	I
I	I	I	I	I	* DELAY *	I	* DELAY *	I
I	I	I	I	I	I	I	I	I
I	I	I	(VEH)	I	(VEH/H)	I	(MIN)	I
I	I	I	(VEH/H)	I	(MIN)	I	(MIN/VEH)	I
I	B-ACD	I	121.9	I	121.9	I	19.4	I
I	A-B	I	43.0	I	43.0	I		I
I	A-C	I	263.1	I	263.1	I		I
I	A-D	I	2.0	I	2.0	I	0.3	I
I	D-ABC	I	17.1	I	17.1	I	4.0	I
I	C-ABD	I	205.8	I	205.8	I	33.8	I
I	C-D	I	10.4	I	10.4	I		I
I	C-A	I	283.9	I	283.9	I		I
I	ALL	I	947.3	I	947.3	I	57.4	I
							0.06	
							57.5	
							0.06	

* 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

***** PICADY 4 run completed.

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

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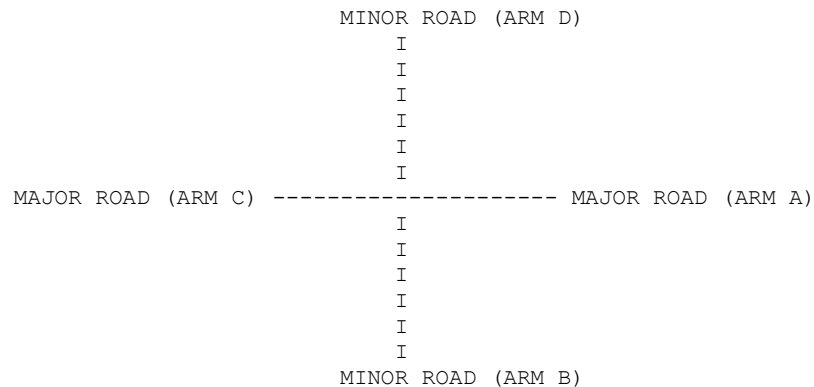
Run with file:- "e:\24984PICADY11.vpi" (drive-on-the-left) at 09:08:32 on Saturday, 7
June 2025

RUN TITLE

R372/R336/L1201 - 2027 August PM Peak Without Construction

.MAJOR/MINOR JUNCTION CAPACITY AND DELAY

INPUT DATA



ARM A IS R336 South East
ARM B IS R372
ARM C IS R336 North West
ARM D IS L1201

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

I	DATA ITEM	I	MINOR ROAD B	I	MINOR ROAD D	I
I	TOTAL MAJOR ROAD CARRIAGEWAY WIDTH	I	(W) 6.60 M.	I	(W) 6.60 M.	I
I	CENTRAL RESERVE WIDTH	I	(WCR) 0.00 M.	I	(WCR) 0.00 M.	I
I		I		I		I
I	MAJOR ROAD RIGHT TURN - WIDTH	I	(WC-B) 2.20 M.	I	(WA-D) 2.20 M.	I
I	- VISIBILITY	I	(VC-B) 160.0 M.	I	(VA-D) 0.0 M.	I
I	- BLOCKS TRAFFIC	I	YES	I	NO	I
I		I		I		I
I	MINOR ROAD - VISIBILITY TO LEFT	I	(VB-C) 160.0 M.	I	(VD-A) 0.0 M.	I
I	- VISIBILITY TO RIGHT	I	(VB-A) 160.0 M.	I	(VD-C) 0.0 M.	I
I	- LANE 1 WIDTH	I	(WB-C) 3.00 M.	I	(WD-A) 2.20 M.	I
I	- LANE 2 WIDTH	I	(WB-A) 0.00 M.	I	(WD-C) 0.00 M.	I

.TRAFFIC DEMAND DATA

TIME PERIOD BEGINS 17.15 AND ENDS 18.15

LENGTH OF TIME PERIOD - 60 MINUTES.
LENGTH OF TIME SEGMENT - 15 MINUTES.

DEMAND FLOW PROFILES ARE INPUT DIRECTLY.

		TURNING PROPORTIONS										
		TURNING COUNTS										
		(PERCENTAGE OF H.V.S)										
TIME		FROM/TO	ARM A	ARM B	ARM C	ARM D						
17.15 - 18.15												
		ARM A	0.000	0.085	0.892	0.023						
			0.0	37.0	388.0	10.0						
			(0.0)	(2.7)	(1.8)	(0.0)						
		ARM B	0.339	0.000	0.608	0.053						
			58.0	0.0	104.0	9.0						
			(0.0)	(0.0)	(1.0)	(0.0)						
		ARM C	0.724	0.236	0.000	0.040						
			199.0	65.0	0.0	11.0						
			(2.5)	(0.0)	(0.0)	(0.0)						
		ARM D	0.227	0.318	0.455	0.000						
			5.0	7.0	10.0	0.0						
			(0.0)	(0.0)	(0.0)	(0.0)						

THE PERCENTAGE OF HEAVY VEHICLES VARIES OVER TURNING MOVEMENTS

TIME	DEMAND	CAPACITY	DEMAND/ CAPACITY	PEDESTRIAN FLOW	START QUEUE	END QUEUE	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC TIME
17.30-17.45								
B-ACD	2.71	8.86	0.306		0.4	0.4	6.4	
A-B	0.59							
A-C	6.15							
A-D	0.16	8.51	0.019		0.0	0.0	0.3	
D-ABC	0.35	5.88	0.060		0.1	0.1	0.9	
C-ABD	1.44	11.59	0.124		0.2	0.2	3.0	
C-D	0.15							
C-A	2.76							

TIME DELAY	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 TIME
17.45-18.00								
B-ACD	2.99	8.60	0.348		0.4	0.5	7.6	
A-B	0.65							
A-C	6.79							
A-D	0.17	8.40	0.021		0.0	0.0	0.3	
D-ABC	0.39	5.67	0.069		0.1	0.1	1.1	
C-ABD	1.66	11.67	0.142		0.2	0.2	3.6	
C-D	0.17							
C-A	2.99							

TIME DELAY	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 TIME
18.00-18.15								
B-ACD	3.14	8.47	0.371		0.5	0.6	8.5	
A-B	0.68							
A-C	7.12							
A-D	0.18	8.34	0.022		0.0	0.0	0.3	
D-ABC	0.41	5.57	0.074		0.1	0.1	1.2	
C-ABD	1.78	11.71	0.152		0.2	0.3	3.9	
C-D	0.17							
C-A	3.09							

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

QUEUE FOR STREAM B-ACD

TIME SEGMENT	NO. OF
--------------	--------

ENDING	VEHICLES IN QUEUE	
17.30	0.4	
17.45	0.4	
18.00	0.5	*
18.15	0.6	*

QUEUE FOR STREAM A-D

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE
17.30	0.0
17.45	0.0
18.00	0.0
18.15	0.0

QUEUE FOR STREAM D-ABC

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE
17.30	0.1
17.45	0.1
18.00	0.1
18.15	0.1

QUEUE FOR STREAM C-ABD

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE
17.30	0.2
17.45	0.2
18.00	0.2
18.15	0.3

QUEUEING DELAY INFORMATION OVER WHOLE PERIOD

I	STREAM	I	TOTAL DEMAND	I	* QUEUEING *	I	* INCLUSIVE QUEUEING *	I
I	I	I	I	I	* DELAY *	I	* DELAY *	I
I	I	I	I	I	I	I	I	I
I	I	I	(VEH)	I	(MIN)	I	(MIN)	I
I	I	I	(VEH/H)	I	(MIN/VEH)	I	(MIN/VEH)	I
I	B-ACD	I	171.2	I	171.2	I	28.2	I
I	A-B	I	37.0	I	37.0	I		I
I	A-C	I	388.1	I	388.1	I		I
I	A-D	I	10.0	I	10.0	I	1.2	I
I	D-ABC	I	22.2	I	22.2	I	4.0	I
I	C-ABD	I	93.3	I	93.3	I	13.3	I
I	C-D	I	9.5	I	9.5	I		I
I	C-A	I	172.2	I	172.2	I		I
I	ALL	I	903.5	I	903.5	I	46.6	I
I		I		I		I	0.05	I
I		I		I		I	46.7	I
I		I		I		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 JOB

***** PICADY 4 run completed.

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

PICADY 4.1 ANALYSIS PROGRAM
RELEASE 4.0 (NOV 2003)

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TEL: CROWTHORNE (01344) 770758, FAX: 770864
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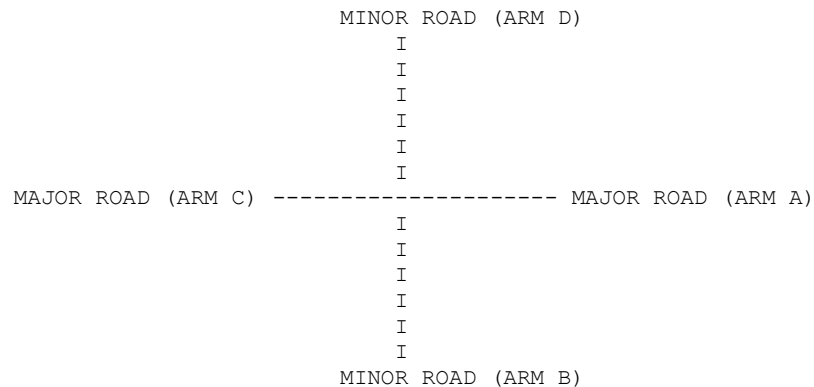
Run with file:- "e:\24984PICADY12.vpi" (drive-on-the-left) at 09:11:36 on Saturday, 7
June 2025

RUN TITLE

R372/R336/L1201 - 2027 August PM Peak With Construction

.MAJOR/MINOR JUNCTION CAPACITY AND DELAY

INPUT DATA



ARM A IS R336 South East
ARM B IS R372
ARM C IS R336 North West
ARM D IS L1201

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

I	DATA ITEM	I	MINOR ROAD B	I	MINOR ROAD D	I
I	TOTAL MAJOR ROAD CARRIAGEWAY WIDTH	I	(W) 6.60 M.	I	(W) 6.60 M.	I
I	CENTRAL RESERVE WIDTH	I	(WCR) 0.00 M.	I	(WCR) 0.00 M.	I
I		I		I		I
I	MAJOR ROAD RIGHT TURN - WIDTH	I	(WC-B) 2.20 M.	I	(WA-D) 2.20 M.	I
I	- VISIBILITY	I	(VC-B) 160.0 M.	I	(VA-D) 0.0 M.	I
I	- BLOCKS TRAFFIC	I	YES	I	NO	I
I		I		I		I
I	MINOR ROAD - VISIBILITY TO LEFT	I	(VB-C) 160.0 M.	I	(VD-A) 0.0 M.	I
I	- VISIBILITY TO RIGHT	I	(VB-A) 160.0 M.	I	(VD-C) 0.0 M.	I
I	- LANE 1 WIDTH	I	(WB-C) 3.00 M.	I	(WD-A) 2.20 M.	I
I	- LANE 2 WIDTH	I	(WB-A) 0.00 M.	I	(WD-C) 0.00 M.	I

.TRAFFIC DEMAND DATA

TIME PERIOD BEGINS 17.15 AND ENDS 18.15

LENGTH OF TIME PERIOD - 60 MINUTES.
LENGTH OF TIME SEGMENT - 15 MINUTES.

DEMAND FLOW PROFILES ARE INPUT DIRECTLY.

		TURNING PROPORTIONS										
		TURNING COUNTS										
		(PERCENTAGE OF H.V.S)										
TIME		FROM/TO	ARM A	ARM B	ARM C	ARM D						
17.15 - 18.15												
		ARM A	0.000	0.087	0.890	0.023						
			0.0	38.0	388.0	10.0						
			(0.0)	(5.3)	(1.8)	(0.0)						
		ARM B	0.350	0.000	0.601	0.049						
			64.0	0.0	110.0	9.0						
			(1.6)	(0.0)	(1.8)	(0.0)						
		ARM C	0.721	0.239	0.000	0.040						
			199.0	66.0	0.0	11.0						
			(2.5)	(0.0)	(0.0)	(0.0)						
		ARM D	0.227	0.318	0.455	0.000						
			5.0	7.0	10.0	0.0						
			(0.0)	(0.0)	(0.0)	(0.0)						

THE PERCENTAGE OF HEAVY VEHICLES VARIES OVER TURNING MOVEMENTS

TIME DELAY	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 TIME
17.30-17.45								
B-ACD	2.90	8.73	0.332		0.4	0.5	7.2	
A-B	0.60							
A-C	6.15							
A-D	0.16	8.50	0.019		0.0	0.0	0.3	
D-ABC	0.35	5.85	0.060		0.1	0.1	0.9	
C-ABD	1.47	11.59	0.127		0.2	0.2	3.1	
C-D	0.15							
C-A	2.75							

QUEUE FOR STREAM A-D

QUEUE FOR STREAM D-ABC

QUEUE FOR STREAM C-ABD

QUEUEING DELAY INFORMATION OVER WHOLE PERIOD

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