Appendix 14B

PICADY Junction Analysis

TRL LIMITED

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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FOR SALES AND DISTRIBUTION INFORMATION,
PROGRAM ADVICE AND MAINTENANCE CONTACT:
TRL SOFTWARE BUREAU
TEL: CROWTHORNE (01344) 770758, FAX: 770864
EMAIL: SoftwareBureau@trl.co.uk

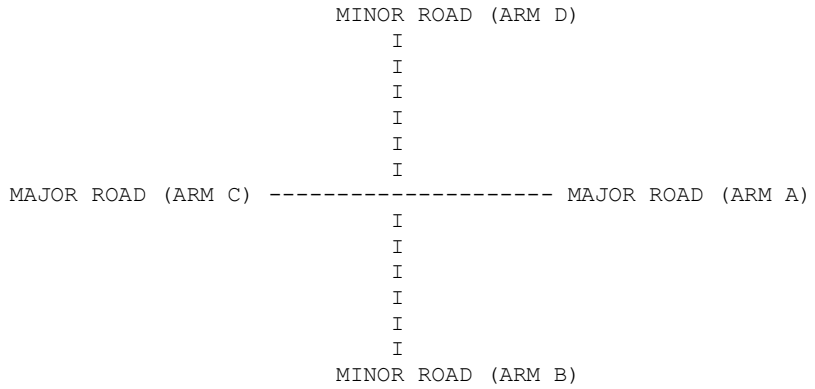
Run with file:- "e:\24984PICADY01.vpi" (drive-on-the-left) at 08:16:16 on Saturday, 7 June 2025

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**

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

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.**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

I TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY TIME	(VEH.MIN/ SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME 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 TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY TIME	(VEH.MIN/ SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME 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 TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY TIME	(VEH.MIN/ SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ 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 TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY TIME	(VEH.MIN/ SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ 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

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

QUEUE FOR STREAM B-ACD

TIME SEGMENT	NO. OF

TIME SEGMENT ENDING	NO. OF 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

STREAM	TOTAL DEMAND		* QUEUEING * DELAY *		* INCLUSIVE QUEUEING * DELAY *	
	(VEH)	(VEH/H)	(MIN)	(MIN/VEH)	(MIN)	(MIN/VEH)
B-ACD	75.2	75.2	9.2	0.12	9.2	0.12
A-B	25.8	25.8				
A-C	161.0	161.0				
A-D	1.0	1.0	0.1	0.12	0.1	0.12
D-ABC	14.1	14.1	2.7	0.19	2.7	0.19
C-ABD	94.6	94.6	13.0	0.14	13.0	0.14
C-D	7.8	7.8				
C-A	204.8	204.8				
ALL	584.3	584.3	25.1	0.04	25.1	0.04

* 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.

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 END OF JOB

 ****** PICADY 4 run completed.
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TRL LIMITED

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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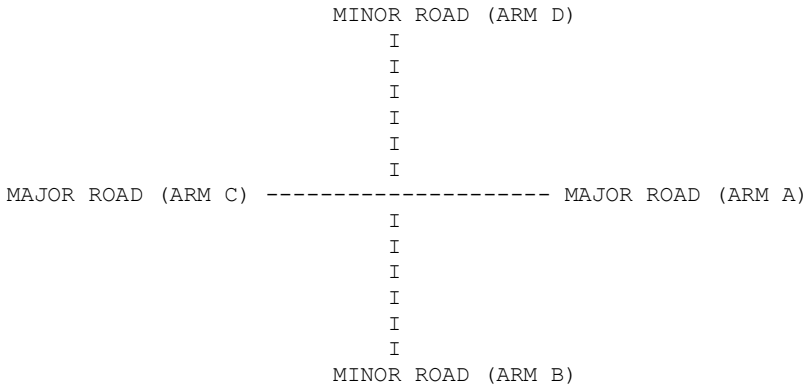
EMAIL: SoftwareBureau@trl.co.uk

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



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**

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

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.**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)

TURNING PROPORTIONS ARE CALCULATED FROM TURNING COUNT DATA

THE PERCENTAGE OF HEAVY VEHICLES VARIES OVER TURNING MOVEMENTS

I TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY TIME	(VEH.MIN/ SEGMENT)	GEOMETRIC DELAYI (VEH.MIN/ TIME SEGMENT) I
I 08.30-08.45									I
I B-ACD	1.56	8.28	0.188		0.0	0.2		3.3	I
I A-B	0.57								I
I A-C	2.97								I
I A-D	0.02	8.11	0.002		0.0	0.0		0.0	I
I D-ABC	0.26	5.21	0.050		0.0	0.1		0.7	I
I C-ABD	1.98	11.93	0.166		0.0	0.3		4.3	I
I C-D	0.14								I
I C-A	3.60								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 TIME	(VEH.MIN/ SEGMENT)	GEOMETRIC DELAYI (VEH.MIN/ TIME SEGMENT) I
I 08.45-09.00									I
I B-ACD	1.49	8.34	0.179		0.2	0.2		3.3	I
I A-B	0.54								I
I A-C	2.84								I
I A-D	0.02	8.17	0.002		0.0	0.0		0.0	I
I D-ABC	0.25	5.27	0.047		0.1	0.1		0.8	I
I C-ABD	1.86	11.83	0.157		0.3	0.3		4.1	I
I C-D	0.13								I
I C-A	3.47								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 TIME	GEOMETRIC DELAY (VEH.MIN/ SEGMENT)	DELAYI (VEH.MIN/ SEGMENT) I
I 09.00-09.15									I
I B-ACD	1.35	8.49	0.159		0.2	0.2	2.9		I
I A-B	0.49								I
I A-C	2.56								I
I A-D	0.02	8.30	0.002		0.0	0.0	0.0		I
I D-ABC	0.22	5.41	0.041		0.1	0.0	0.7		I
I C-ABD	1.61	11.62	0.139		0.3	0.2	3.5		I
I C-D	0.12								I
I C-A	3.20								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 TIME	GEOMETRIC DELAY (VEH.MIN/ SEGMENT)	DELAYI (VEH.MIN/ SEGMENT) I
I 09.15-09.30									I
I B-ACD	1.28	8.56	0.150		0.2	0.2	2.7		I
I A-B	0.47								I
I A-C	2.43								I
I A-D	0.01	8.37	0.002		0.0	0.0	0.0		I
I D-ABC	0.21	5.48	0.038		0.0	0.0	0.6		I
I C-ABD	1.50	11.51	0.130		0.2	0.2	3.2		I
I C-D	0.12								I
I C-A	3.07								I
I									I

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

QUEUE FOR STREAM B-ACD

TIME SEGMENT	NO. OF

TIME SEGMENT ENDING	NO. OF 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

STREAM	TOTAL DEMAND		* QUEUEING * DELAY *		* INCLUSIVE QUEUEING * DELAY *	
	(VEH)	(VEH/H)	(MIN)	(MIN/VEH)	(MIN)	(MIN/VEH)
B-ACD	85.2	85.2	12.3	0.14	12.3	0.14
A-B	31.0	31.0				
A-C	162.1	162.1				
A-D	1.0	1.0	0.1	0.12	0.1	0.12
D-ABC	14.1	14.1	2.8	0.20	2.8	0.20
C-ABD	104.3	104.3	15.1	0.14	15.1	0.14
C-D	7.7	7.7				
C-A	200.0	200.0				
ALL	605.4	605.4	30.2	0.05	30.3	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.
============================================== end of file
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TRL LIMITED

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
EMAIL: SoftwareBureau@trl.co.uk

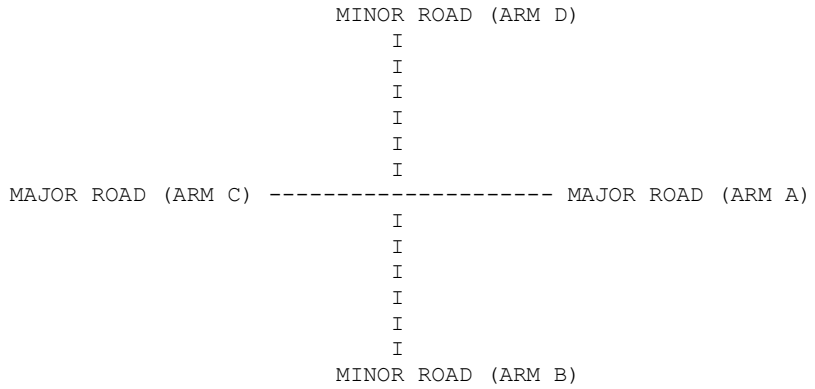
Run with file:- "e:\24984PICADY03.vpi" (drive-on-the-left) at 08:31:09 on Saturday, 7 June 2025

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**

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

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.**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 (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY TIME	(VEH.MIN/ SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ SEGMENT) I
I 17.15-17.30									I
I B-ACD	1.83	9.63	0.190		0.0	0.2		3.4	I
I A-B	0.41								I
I A-C	4.17								I
I A-D	0.09	8.85	0.010		0.0	0.0		0.1	I
I D-ABC	0.23	6.60	0.035		0.0	0.0		0.5	I
I C-ABD	0.87	11.39	0.077		0.0	0.1		1.6	I
I C-D	0.11								I
I C-A	1.97								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 TIME	(VEH.MIN/ SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ SEGMENT) I
I 17.30-17.45									I
I B-ACD	1.93	9.55	0.202		0.2	0.3		3.7	I
I A-B	0.43								I
I A-C	4.40								I
I A-D	0.09	8.81	0.011		0.0	0.0		0.2	I
I D-ABC	0.24	6.53	0.037		0.0	0.0		0.6	I
I C-ABD	0.93	11.41	0.082		0.1	0.1		1.8	I
I C-D	0.12								I
I C-A	2.07								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 TIME	(VEH.MIN/ SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ 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 TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY TIME	(VEH.MIN/ SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ 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

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

QUEUE FOR STREAM B-ACD

TIME SEGMENT	NO. OF

TIME SEGMENT ENDING	NO. OF 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

STREAM	TOTAL DEMAND		* QUEUEING * DELAY *		* INCLUSIVE QUEUEING * DELAY *	
	(VEH)	(VEH/H)	(MIN)	(MIN/VEH)	(MIN)	(MIN/VEH)
B-ACD	121.9	121.9	16.0	0.13	16.0	0.13
A-B	27.0	27.0				
A-C	278.0	278.0				
A-D	6.0	6.0	0.7	0.11	0.7	0.11
D-ABC	15.1	15.1	2.4	0.16	2.4	0.16
C-ABD	59.9	59.9	7.7	0.13	7.7	0.13
C-D	7.3	7.3				
C-A	129.9	129.9				
ALL	645.1	645.1	26.7	0.04	26.7	0.04

* 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.

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 END OF JOB

 ****** PICADY 4 run completed.
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TRL LIMITED

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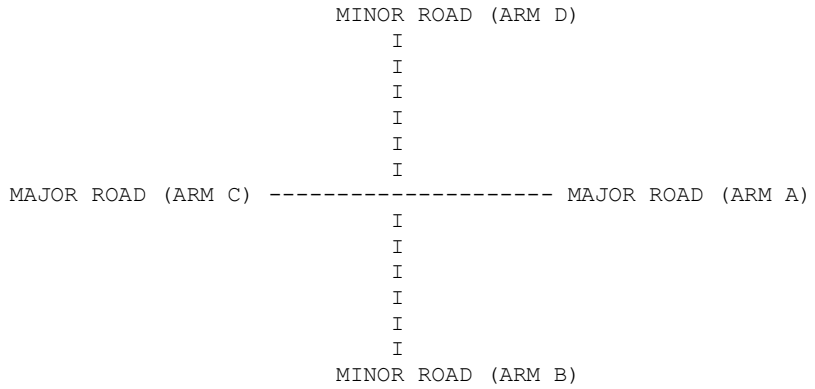
TEL: CROWTHORNE (01344) 770758, FAX: 770864
EMAIL: SoftwareBureau@trl.co.uk

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



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

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

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.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.

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		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 (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY TIME	(VEH.MIN/ SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ SEGMENT) I
I 17.15-17.30									I
I B-ACD	2.13	8.91	0.239		0.0	0.3	4.5		I
I A-B	0.48								I
I A-C	4.17								I
I A-D	0.09	8.80	0.010		0.0	0.0	0.1		I
I D-ABC	0.23	6.54	0.035		0.0	0.0	0.5		I
I C-ABD	0.98	10.55	0.093		0.0	0.1	2.0		I
I C-D	0.11								I
I C-A	1.94								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 TIME	(VEH.MIN/ SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ SEGMENT) I
I 17.30-17.45									I
I B-ACD	2.25	8.82	0.255		0.3	0.3	5.0		I
I A-B	0.51								I
I A-C	4.41								I
I A-D	0.10	8.76	0.011		0.0	0.0	0.2		I
I D-ABC	0.24	6.46	0.037		0.0	0.0	0.6		I
I C-ABD	1.06	10.58	0.100		0.1	0.1	2.2		I
I C-D	0.11								I
I C-A	2.03								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 TIME	(VEH.MIN/ SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ SEGMENT) I
I 17.45-18.00									I
I B-ACD	2.49	8.65	0.288		0.3	0.4		5.8	I
I A-B	0.56								I
I A-C	4.87								I
I A-D	0.11	8.67	0.012		0.0	0.0		0.2	I
I D-ABC	0.26	6.31	0.041		0.0	0.0		0.6	I
I C-ABD	1.20	10.64	0.113		0.1	0.2		2.5	I
I C-D	0.12								I
I C-A	2.21								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 TIME	(VEH.MIN/ SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ SEGMENT) I
I 18.00-18.15									I
I B-ACD	2.61	8.56	0.305		0.4	0.4		6.4	I
I A-B	0.59								I
I A-C	5.10								I
I A-D	0.11	8.63	0.013		0.0	0.0		0.2	I
I D-ABC	0.28	6.23	0.045		0.0	0.0		0.7	I
I C-ABD	1.29	10.68	0.121		0.2	0.2		2.8	I
I C-D	0.13								I
I C-A	2.29								I
I									I

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

QUEUE FOR STREAM B-ACD

TIME SEGMENT	NO. OF

TIME SEGMENT ENDING	NO. OF 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

STREAM	TOTAL DEMAND		* QUEUEING * DELAY *		* INCLUSIVE QUEUEING * DELAY *	
	(VEH)	(VEH/H)	(MIN)	(MIN/VEH)	(MIN)	(MIN/VEH)
B-ACD	142.2	142.2	21.7	0.15	21.7	0.15
A-B	32.0	32.0				
A-C	278.2	278.2				
A-D	6.0	6.0	0.7	0.11	0.7	0.11
D-ABC	15.1	15.1	2.4	0.16	2.4	0.16
C-ABD	67.9	67.9	9.4	0.14	9.4	0.14
C-D	7.2	7.2				
C-A	127.1	127.1				
ALL	675.8	675.8	34.2	0.05	34.2	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.

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 END OF JOB

 ****** PICADY 4 run completed.
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TRL LIMITED

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
EMAIL: SoftwareBureau@trl.co.uk

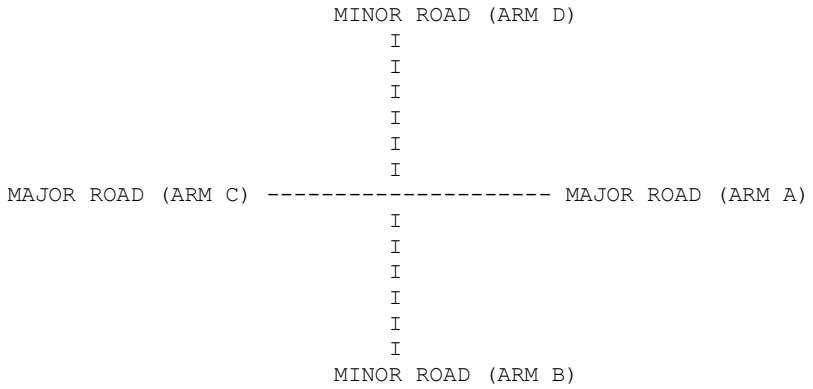
Run with file:- "e:\24984PICADY05.vpi" (drive-on-the-left) at 08:49:23 on Saturday, 7 June 2025

RUN TITLE
****
R372/R336/L1201 - 2023 August AM Peak Without Construction

.MAJOR/MINOR JUNCTION CAPACITY AND DELAY

****

INPUT DATA



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**

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

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.**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.

.

TIME	FROM/TO	ARM A	ARM B	ARM C	ARM D
08.30 - 09.30					
	ARM A	0.000	0.135	0.858	0.007
		0.0	38.0	241.0	2.0
		(0.0)	(7.9)	(4.2)	(0.0)
	ARM B	0.366	0.000	0.607	0.027
		41.0	0.0	68.0	3.0
		(4.9)	(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
TURNING COUNTS
(PERCENTAGE OF H.V.S)

TURNING PROPORTIONS ARE CALCULATED FROM TURNING COUNT DATA

THE PERCENTAGE OF HEAVY VEHICLES VARIES OVER TURNING MOVEMENTS

I TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY TIME	(VEH.MIN/ SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ SEGMENT) I
I 08.30-08.45									I
I B-ACD	2.05	8.42	0.244		0.0	0.3		4.6	I
I A-B	0.70								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	4.73	0.089		0.0	0.1		1.4	I
I C-ABD	3.39	13.48	0.251		0.0	0.5		8.0	I
I C-D	0.18								I
I C-A	4.81								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 TIME	(VEH.MIN/ SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ SEGMENT) I
I 08.45-09.00									I
I B-ACD	1.96	8.53	0.230		0.3	0.3		4.6	I
I A-B	0.66								I
I A-C	4.21								I
I A-D	0.03	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	13.30	0.234		0.5	0.5		7.5	I
I C-D	0.17								I
I C-A	4.71								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 TIME	(VEH.MIN/ SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ 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 TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY TIME	(VEH.MIN/ SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ 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

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

QUEUE FOR STREAM B-ACD

TIME SEGMENT	NO. OF

TIME SEGMENT ENDING	NO. OF 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

STREAM	TOTAL DEMAND		* QUEUEING * DELAY *		* INCLUSIVE QUEUEING * DELAY *	
	(VEH)	(VEH/H)	(MIN)	(MIN/VEH)	(MIN)	(MIN/VEH)
B-ACD	112.0	112.0	16.7	0.15	16.7	0.15
A-B	38.0	38.0				
A-C	240.8	240.8				
A-D	2.0	2.0	0.3	0.13	0.3	0.13
D-ABC	23.1	23.1	5.1	0.22	5.1	0.22
C-ABD	174.1	174.1	27.3	0.16	27.3	0.16
C-D	10.1	10.1				
C-A	272.9	272.9				
ALL	873.1	873.1	49.3	0.06	49.3	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.

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 END OF JOB

 ****** PICADY 4 run completed.
============================================== end of file
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TRL LIMITED

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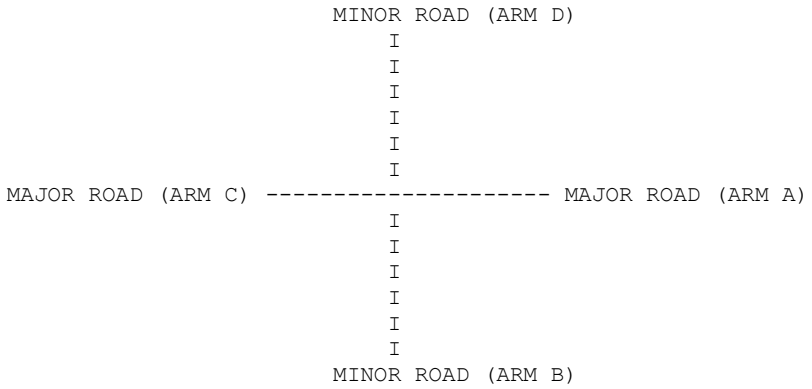
Run with file:- "e:\24984PICADY06.vpi" (drive-on-the-left) at 08:46:50 on Saturday, 7 June 2025

RUN TITLE
****
R372/R336/L1201 - 2023 August AM Peak With Construction

.MAJOR/MINOR JUNCTION CAPACITY AND DELAY

INPUT DATA



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

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

.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

I TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY TIME	(VEH.MIN/ SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ 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 TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY TIME	(VEH.MIN/ SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ 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 TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY TIME	(VEH.MIN/ SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ 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 TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY TIME	(VEH.MIN/ SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ 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

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

.

QUEUE FOR STREAM B-ACD

TIME SEGMENT	NO. OF

TIME SEGMENT ENDING	NO. OF 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

STREAM	TOTAL DEMAND (VEH)	TOTAL DEMAND (VEH/H)	* QUEUEING * DELAY * (MIN)	* QUEUEING * DELAY * (MIN/VEH)	* INCLUSIVE QUEUEING * DELAY * (MIN)	* INCLUSIVE QUEUEING * DELAY * (MIN/VEH)
B-ACD	112.9	112.9	17.1	0.15	17.1	0.15
A-B	39.0	39.0				
A-C	241.1	241.1				
A-D	2.0	2.0	0.3	0.13	0.3	0.13
D-ABC	23.1	23.1	5.1	0.22	5.1	0.22
C-ABD	174.2	174.2	27.3	0.16	27.3	0.16
C-D	10.1	10.1				
C-A	272.9	272.9				
ALL	875.4	875.4	49.8	0.06	49.8	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.

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 END OF JOB

 ****** PICADY 4 run completed.
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TRL LIMITED

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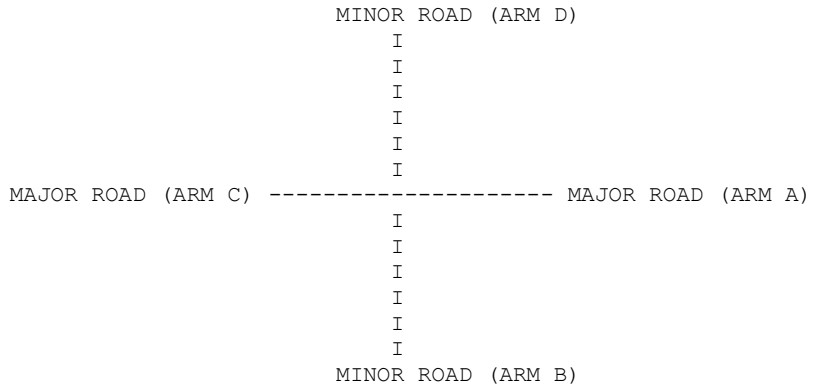
Run with file:- "e:\24984PICADY07.vpi" (drive-on-the-left) at 08:53:38 on Saturday, 7 June 2025

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**

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

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.**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.

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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)

TURNING PROPORTIONS
TURNING COUNTS
(PERCENTAGE OF H.V.S)

TURNING PROPORTIONS ARE CALCULATED FROM TURNING COUNT DATA

THE PERCENTAGE OF HEAVY VEHICLES VARIES OVER TURNING MOVEMENTS

I TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY TIME	(VEH.MIN/ SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ SEGMENT) I
I 17.15-17.30									I
I B-ACD	2.39	9.14	0.261		0.0	0.3		5.0	I
I A-B	0.51								I
I A-C	5.45								I
I A-D	0.15	8.63	0.017		0.0	0.0		0.3	I
I D-ABC	0.32	6.12	0.052		0.0	0.1		0.8	I
I C-ABD	1.22	11.51	0.106		0.0	0.2		2.4	I
I C-D	0.15								I
I C-A	2.51								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 TIME	(VEH.MIN/ SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ SEGMENT) I
I 17.30-17.45									I
I B-ACD	2.52	9.02	0.279		0.3	0.4		5.6	I
I A-B	0.54								I
I A-C	5.74								I
I A-D	0.16	8.57	0.018		0.0	0.0		0.3	I
I D-ABC	0.33	6.02	0.055		0.1	0.1		0.9	I
I C-ABD	1.33	11.56	0.115		0.2	0.2		2.7	I
I C-D	0.15								I
I C-A	2.61								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 TIME	(VEH.MIN/ SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ 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 TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY TIME	(VEH.MIN/ SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ 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

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

.

QUEUE FOR STREAM B-ACD

TIME SEGMENT	NO. OF

TIME SEGMENT ENDING	NO. OF 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

STREAM	TOTAL DEMAND		* QUEUEING * DELAY *		* INCLUSIVE QUEUEING * DELAY *	
	(VEH)	(VEH/H)	(MIN)	(MIN/VEH)	(MIN)	(MIN/VEH)
B-ACD	159.2	159.2	24.7	0.16	24.7	0.16
A-B	34.0	34.0				
A-C	363.0	363.0				
A-D	10.0	10.0	1.2	0.12	1.2	0.12
D-ABC	21.1	21.1	3.7	0.17	3.7	0.17
C-ABD	85.3	85.3	11.9	0.14	11.9	0.14
C-D	9.7	9.7				
C-A	163.2	163.2				
ALL	845.4	845.4	41.4	0.05	41.4	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.

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 END OF JOB

 ****** PICADY 4 run completed.
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TRL LIMITED

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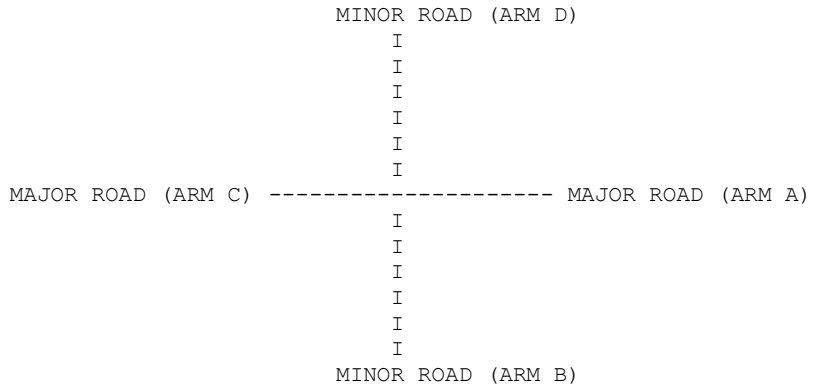
Run with file:- "e:\24984PICADY08.vpi" (drive-on-the-left) at 08:56:54 on Saturday, 7 June 2025

RUN TITLE
****
R372/R336/L1201 - 2023 August PM Peak With Construction

.MAJOR/MINOR JUNCTION CAPACITY AND DELAY

****

INPUT DATA



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**

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

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.**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.

.

TIME	FROM/TO	ARM A	ARM B	ARM C	ARM D
17.15 - 18.15		TURNING PROPORTIONS			
		TURNING COUNTS			
		(PERCENTAGE OF H.V.S)			
	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)

TURNING PROPORTIONS ARE CALCULATED FROM TURNING COUNT DATA

THE PERCENTAGE OF HEAVY VEHICLES VARIES OVER TURNING MOVEMENTS

I TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY TIME	(VEH.MIN/ SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT) I
I 17.15-17.30									I
I B-ACD	2.55	9.05	0.282		0.0	0.4		5.5	I
I A-B	0.52								I
I A-C	5.44								I
I A-D	0.15	8.63	0.017		0.0	0.0		0.3	I
I D-ABC	0.32	6.10	0.052		0.0	0.1		0.8	I
I C-ABD	1.22	11.50	0.106		0.0	0.2		2.4	I
I C-D	0.15								I
I C-A	2.51								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 TIME	(VEH.MIN/ SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT) I
I 17.30-17.45									I
I B-ACD	2.69	8.93	0.301		0.4	0.4		6.3	I
I A-B	0.55								I
I A-C	5.75								I
I A-D	0.16	8.57	0.018		0.0	0.0		0.3	I
I D-ABC	0.33	6.00	0.055		0.1	0.1		0.9	I
I C-ABD	1.33	11.56	0.115		0.2	0.2		2.7	I
I C-D	0.15								I
I C-A	2.61								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 TIME	(VEH.MIN/ SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ SEGMENT) I
I 17.45-18.00									I
I B-ACD	2.98	8.69	0.343		0.4	0.5	7.5		I
I A-B	0.61								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	5.81	0.064		0.1	0.1	1.0		I
I C-ABD	1.52	11.62	0.131		0.2	0.2	3.2		I
I C-D	0.17								I
I C-A	2.83								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 TIME	(VEH.MIN/ SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ SEGMENT) I
I 18.00-18.15									I
I B-ACD	3.12	8.56	0.364		0.5	0.6	8.3		I
I A-B	0.64								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	5.71	0.068		0.1	0.1	1.1		I
I C-ABD	1.62	11.65	0.139		0.2	0.2	3.5		I
I C-D	0.17								I
I C-A	2.93								I
I									I

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

QUEUE FOR STREAM B-ACD

TIME SEGMENT	NO. OF

TIME SEGMENT ENDING	NO. OF 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

STREAM	TOTAL DEMAND		* QUEUEING * DELAY *		* INCLUSIVE QUEUEING * DELAY *	
	(VEH)	(VEH/H)	(MIN)	(MIN/VEH)	(MIN)	(MIN/VEH)
B-ACD	170.1	170.1	27.6	0.16	27.6	0.16
A-B	35.0	35.0				
A-C	363.0	363.0				
A-D	10.0	10.0	1.2	0.12	1.2	0.12
D-ABC	21.1	21.1	3.7	0.17	3.7	0.17
C-ABD	85.3	85.3	11.9	0.14	11.9	0.14
C-D	9.7	9.7				
C-A	163.2	163.2				
ALL	857.4	857.4	44.3	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.

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 END OF JOB

 ****** PICADY 4 run completed.
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TRL LIMITED

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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EMAIL: SoftwareBureau@trl.co.uk

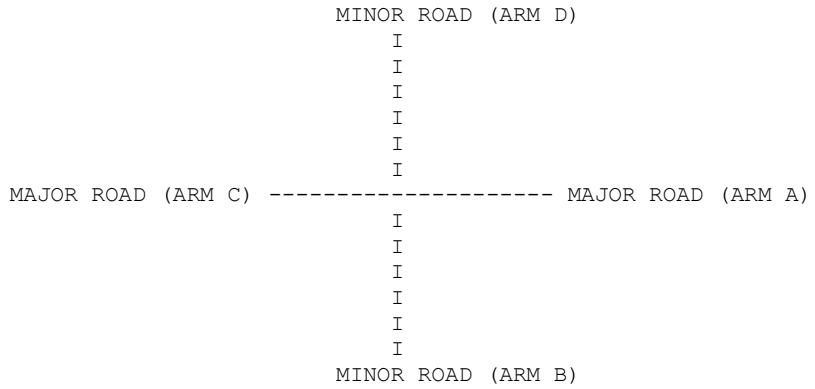
Run with file:- "e:\24984PICADY09.vpi" (drive-on-the-left) at 09:01:03 on Saturday, 7 June 2025

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

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

.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 0.0 (0.0)	0.137 42.0 (11.9)	0.857 263.0 (4.6)	0.007 2.0 (0.0)
	ARM B	0.367 44.0 (2.3)	0.000 0.0 (0.0)	0.608 73.0 (4.1)	0.025 3.0 (0.0)
	ARM C	0.766 382.0 (4.2)	0.206 103.0 (9.7)	0.000 0.0 (0.0)	0.028 14.0 (7.1)
	ARM D	0.176 3.0 (0.0)	0.353 6.0 (16.7)	0.471 8.0 (12.5)	0.000 0.0 (0.0)

TURNING PROPORTIONS ARE CALCULATED FROM TURNING COUNT DATA

THE PERCENTAGE OF HEAVY VEHICLES VARIES OVER TURNING MOVEMENTS

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 DELAYI (VEH.MIN/ TIME SEGMENT) I
I 08.30-08.45								I
I B-ACD	2.20	8.30	0.265		0.0	0.4	5.1	I
I A-B	0.77							I
I A-C	4.82							I
I A-D	0.04	7.28	0.005		0.0	0.0	0.1	I
I D-ABC	0.31	4.38	0.071		0.0	0.1	1.1	I
I C-ABD	3.96	13.79	0.287		0.0	0.7	9.8	I
I C-D	0.18							I
I C-A	5.00							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 DELAYI (VEH.MIN/ TIME SEGMENT) I
I 08.45-09.00								I
I B-ACD	2.10	8.42	0.249		0.4	0.3	5.1	I
I A-B	0.74							I
I A-C	4.61							I
I A-D	0.04	7.37	0.005		0.0	0.0	0.1	I
I D-ABC	0.30	4.48	0.067		0.1	0.1	1.1	I
I C-ABD	3.68	13.63	0.270		0.7	0.6	9.2	I
I C-D	0.18							I
I C-A	4.88							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 TIME	(VEH.MIN/ SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ SEGMENT) I
I 09.00-09.15									I
I B-ACD	1.90	8.68	0.219		0.3	0.3	4.4		I
I A-B	0.67								I
I A-C	4.17								I
I A-D	0.03	7.58	0.004		0.0	0.0	0.1		I
I D-ABC	0.27	4.70	0.057		0.1	0.1	1.0		I
I C-ABD	3.08	13.25	0.232		0.6	0.5	7.4		I
I C-D	0.17								I
I C-A	4.66								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 TIME	(VEH.MIN/ SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ SEGMENT) I
I 09.15-09.30									I
I B-ACD	1.80	8.80	0.204		0.3	0.3	4.0		I
I A-B	0.63								I
I A-C	3.95								I
I A-D	0.03	7.69	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	2.82	13.08	0.216		0.5	0.4	6.6		I
I C-D	0.17								I
I C-A	4.51								I
I									I

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

QUEUE FOR STREAM B-ACD

TIME SEGMENT NO. OF

TIME SEGMENT ENDING	NO. OF 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

STREAM	TOTAL DEMAND		* QUEUEING * DELAY *		* INCLUSIVE QUEUEING * DELAY *	
	(VEH)	(VEH/H)	(MIN)	(MIN/VEH)	(MIN)	(MIN/VEH)
B-ACD	120.0	120.0	18.5	0.15	18.5	0.15
A-B	42.0	42.0				
A-C	263.3	263.3				
A-D	2.0	2.0	0.3	0.13	0.3	0.13
D-ABC	17.1	17.1	4.0	0.23	4.0	0.23
C-ABD	203.1	203.1	33.1	0.16	33.1	0.16
C-D	10.5	10.5				
C-A	285.9	285.9				
ALL	944.0	944.0	55.9	0.06	55.9	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.
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TRL LIMITED

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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EMAIL: SoftwareBureau@trl.co.uk

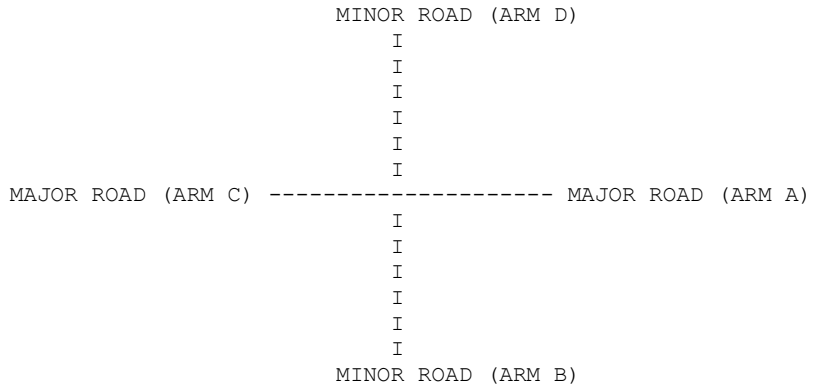
Run with file:- "e:\24984PICADY10.vpi" (drive-on-the-left) at 09:04:47 on Saturday, 7 June 2025

RUN TITLE
****
R372/R336/L1201 - 2027 August AM Peak With Construction

.MAJOR/MINOR JUNCTION CAPACITY AND DELAY

****

INPUT DATA



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

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

.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)

TURNING PROPORTIONS ARE CALCULATED FROM TURNING COUNT DATA

THE PERCENTAGE OF HEAVY VEHICLES VARIES OVER TURNING MOVEMENTS

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 DELAYI (VEH.MIN/ TIME SEGMENT) I
I 08.30-08.45								I
I B-ACD	2.24	8.15	0.275		0.0	0.4	5.3	I
I A-B	0.79							I
I A-C	4.82							I
I A-D	0.04	7.27	0.005		0.0	0.0	0.1	I
I D-ABC	0.31	4.36	0.071		0.0	0.1	1.1	I
I C-ABD	4.02	13.73	0.293		0.0	0.7	10.0	I
I C-D	0.18							I
I C-A	4.97							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 DELAYI (VEH.MIN/ TIME SEGMENT) I
I 08.45-09.00								I
I B-ACD	2.13	8.27	0.258		0.4	0.4	5.3	I
I A-B	0.75							I
I A-C	4.60							I
I A-D	0.04	7.36	0.005		0.0	0.0	0.1	I
I D-ABC	0.30	4.47	0.067		0.1	0.1	1.1	I
I C-ABD	3.73	13.57	0.275		0.7	0.6	9.4	I
I C-D	0.18							I
I C-A	4.84							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 TIME	(VEH.MIN/ SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ 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 TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY TIME	(VEH.MIN/ SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ 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

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

QUEUE FOR STREAM B-ACD

TIME SEGMENT	NO. OF

TIME SEGMENT ENDING	NO. OF 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

STREAM	TOTAL DEMAND		* QUEUEING * DELAY *		* INCLUSIVE QUEUEING * DELAY *	
	(VEH)	(VEH/H)	(MIN)	(MIN/VEH)	(MIN)	(MIN/VEH)
B-ACD	121.9	121.9	19.4	0.16	19.4	0.16
A-B	43.0	43.0				
A-C	263.1	263.1				
A-D	2.0	2.0	0.3	0.14	0.3	0.14
D-ABC	17.1	17.1	4.0	0.23	4.0	0.23
C-ABD	205.8	205.8	33.8	0.16	33.8	0.16
C-D	10.4	10.4				
C-A	283.9	283.9				
ALL	947.3	947.3	57.4	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.

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 END OF JOB

 ****** PICADY 4 run completed.
============================================== end of file
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TRL LIMITED

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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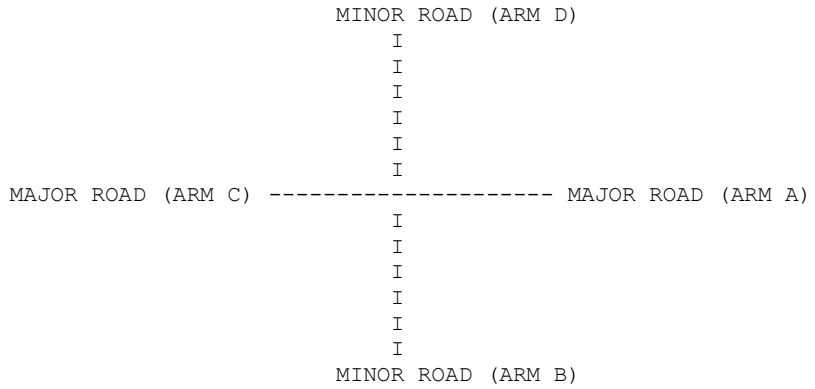
EMAIL: SoftwareBureau@trl.co.uk

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

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

.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)

TURNING PROPORTIONS ARE CALCULATED FROM TURNING COUNT DATA

THE PERCENTAGE OF HEAVY VEHICLES VARIES OVER TURNING MOVEMENTS

I TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY TIME	(VEH.MIN/ SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ SEGMENT) I
I 17.15-17.30									I
I B-ACD	2.57	8.99	0.286		0.0	0.4	5.6		I
I A-B	0.56								I
I A-C	5.82								I
I A-D	0.15	8.56	0.018		0.0	0.0	0.3		I
I D-ABC	0.33	5.98	0.055		0.0	0.1	0.8		I
I C-ABD	1.34	11.56	0.116		0.0	0.2	2.7		I
I C-D	0.15								I
I C-A	2.64								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 TIME	(VEH.MIN/ SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ SEGMENT) I
I 17.30-17.45									I
I B-ACD	2.71	8.86	0.306		0.4	0.4	6.4		I
I A-B	0.59								I
I A-C	6.15								I
I A-D	0.16	8.51	0.019		0.0	0.0	0.3		I
I D-ABC	0.35	5.88	0.060		0.1	0.1	0.9		I
I C-ABD	1.44	11.59	0.124		0.2	0.2	3.0		I
I C-D	0.15								I
I C-A	2.76								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 TIME	(VEH.MIN/ SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ SEGMENT) I
I 17.45-18.00									I
I B-ACD	2.99	8.60	0.348		0.4	0.5	7.6		I
I A-B	0.65								I
I A-C	6.79								I
I A-D	0.17	8.40	0.021		0.0	0.0	0.3		I
I D-ABC	0.39	5.67	0.069		0.1	0.1	1.1		I
I C-ABD	1.66	11.67	0.142		0.2	0.2	3.6		I
I C-D	0.17								I
I C-A	2.99								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 TIME	(VEH.MIN/ SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ SEGMENT) I
I 18.00-18.15									I
I B-ACD	3.14	8.47	0.371		0.5	0.6	8.5		I
I A-B	0.68								I
I A-C	7.12								I
I A-D	0.18	8.34	0.022		0.0	0.0	0.3		I
I D-ABC	0.41	5.57	0.074		0.1	0.1	1.2		I
I C-ABD	1.78	11.71	0.152		0.2	0.3	3.9		I
I C-D	0.17								I
I C-A	3.09								I
I									I

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

QUEUE FOR STREAM B-ACD

TIME SEGMENT	NO. OF

TIME SEGMENT ENDING	NO. OF 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

STREAM	TOTAL DEMAND		* QUEUEING * DELAY *		* INCLUSIVE QUEUEING * DELAY *	
	(VEH)	(VEH/H)	(MIN)	(MIN/VEH)	(MIN)	(MIN/VEH)
B-ACD	171.2	171.2	28.2	0.16	28.2	0.16
A-B	37.0	37.0				
A-C	388.1	388.1				
A-D	10.0	10.0	1.2	0.12	1.2	0.12
D-ABC	22.2	22.2	4.0	0.18	4.0	0.18
C-ABD	93.3	93.3	13.3	0.14	13.3	0.14
C-D	9.5	9.5				
C-A	172.2	172.2				
ALL	903.5	903.5	46.6	0.05	46.7	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.

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 END OF JOB

 ****** PICADY 4 run completed.
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TRL LIMITED

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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EMAIL: SoftwareBureau@trl.co.uk

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

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

.MAJOR/MINOR JUNCTION CAPACITY AND DELAY

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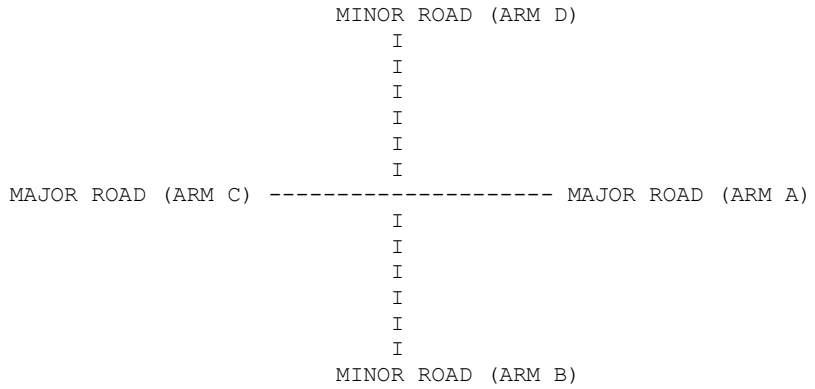
INPUT DATA



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**

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

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.**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.

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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)

TURNING PROPORTIONS
TURNING COUNTS
(PERCENTAGE OF H.V.S)

TURNING PROPORTIONS ARE CALCULATED FROM TURNING COUNT DATA

THE PERCENTAGE OF HEAVY VEHICLES VARIES OVER TURNING MOVEMENTS

I TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY TIME	(VEH.MIN/ SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ SEGMENT) I
I 17.15-17.30									I
I B-ACD	2.75	8.87	0.310		0.0	0.4	6.3		I
I A-B	0.57								I
I A-C	5.82								I
I A-D	0.15	8.56	0.018		0.0	0.0	0.3		I
I D-ABC	0.33	5.96	0.055		0.0	0.1	0.8		I
I C-ABD	1.36	11.55	0.118		0.0	0.2	2.7		I
I C-D	0.15								I
I C-A	2.64								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 TIME	(VEH.MIN/ SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ SEGMENT) I
I 17.30-17.45									I
I B-ACD	2.90	8.73	0.332		0.4	0.5	7.2		I
I A-B	0.60								I
I A-C	6.15								I
I A-D	0.16	8.50	0.019		0.0	0.0	0.3		I
I D-ABC	0.35	5.85	0.060		0.1	0.1	0.9		I
I C-ABD	1.47	11.59	0.127		0.2	0.2	3.1		I
I C-D	0.15								I
I C-A	2.75								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 TIME	(VEH.MIN/ SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ SEGMENT) I
I 17.45-18.00									I
I B-ACD	3.20	8.48	0.377		0.5	0.6	8.7		I
I A-B	0.67								I
I A-C	6.79								I
I A-D	0.17	8.39	0.021		0.0	0.0	0.3		I
I D-ABC	0.39	5.65	0.069		0.1	0.1	1.1		I
I C-ABD	1.69	11.66	0.145		0.2	0.2	3.7		I
I C-D	0.16								I
I C-A	2.98								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 TIME	(VEH.MIN/ SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ SEGMENT) I
I 18.00-18.15									I
I B-ACD	3.36	8.35	0.403		0.6	0.7	9.7		I
I A-B	0.70								I
I A-C	7.12								I
I A-D	0.18	8.33	0.022		0.0	0.0	0.3		I
I D-ABC	0.41	5.54	0.074		0.1	0.1	1.2		I
I C-ABD	1.80	11.70	0.154		0.2	0.3	4.0		I
I C-D	0.17								I
I C-A	3.09								I
I									I

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

QUEUE FOR STREAM B-ACD

TIME SEGMENT	NO. OF

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE	
17.30	0.4	
17.45	0.5	
18.00	0.6	*
18.15	0.7	*

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

STREAM	TOTAL DEMAND		* QUEUEING * DELAY *		* INCLUSIVE QUEUEING * DELAY *	
	(VEH)	(VEH/H)	(MIN)	(MIN/VEH)	(MIN)	(MIN/VEH)
B-ACD	183.1	183.1	31.9	0.17	31.9	0.17
A-B	38.0	38.0				
A-C	388.2	388.2				
A-D	10.0	10.0	1.2	0.12	1.2	0.12
D-ABC	22.2	22.2	4.0	0.18	4.0	0.18
C-ABD	94.8	94.8	13.5	0.14	13.5	0.14
C-D	9.5	9.5				
C-A	171.7	171.7				
ALL	917.5	917.5	50.6	0.06	50.6	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.

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 END OF JOB

 ****** PICADY 4 run completed.
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