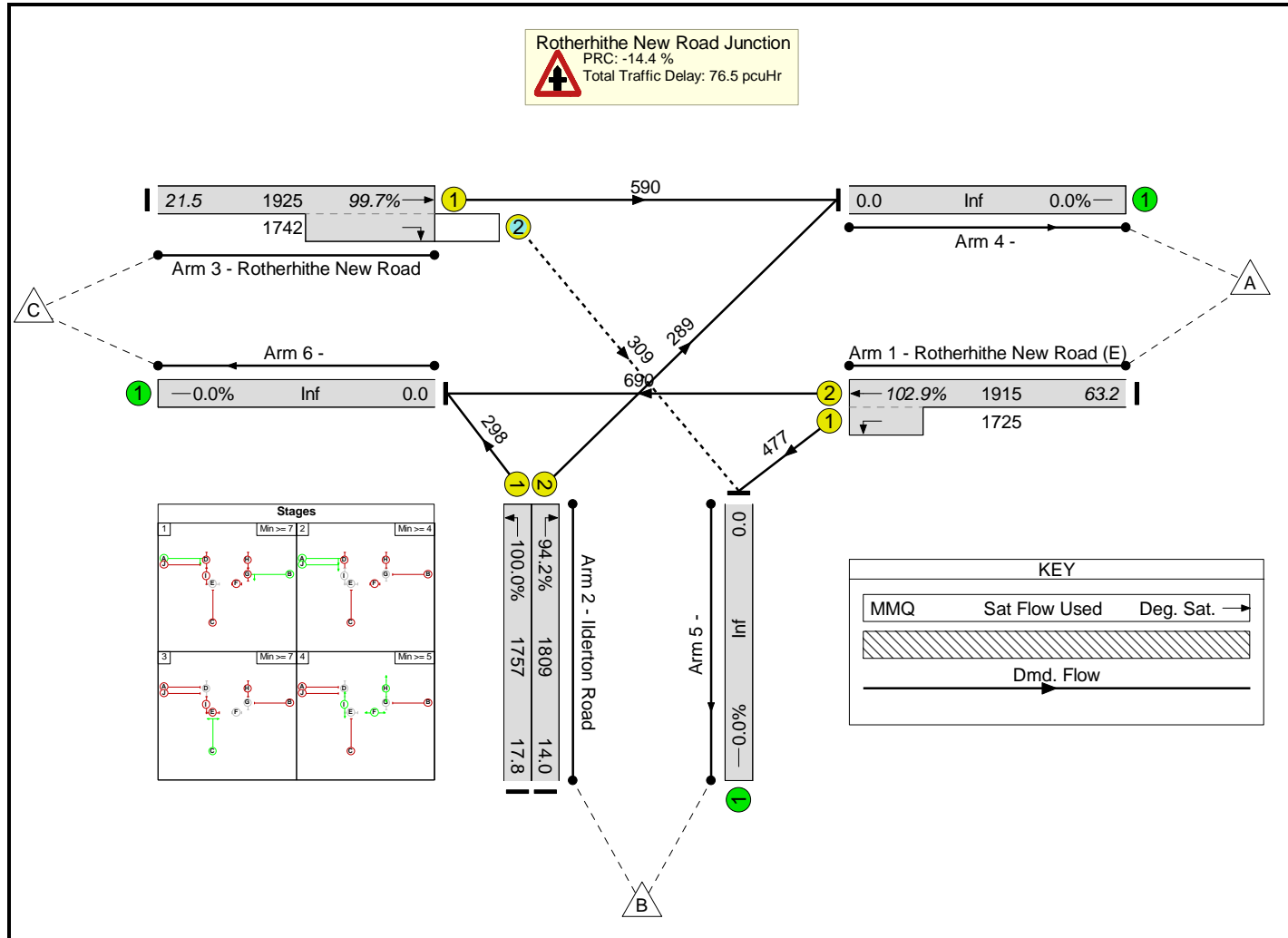


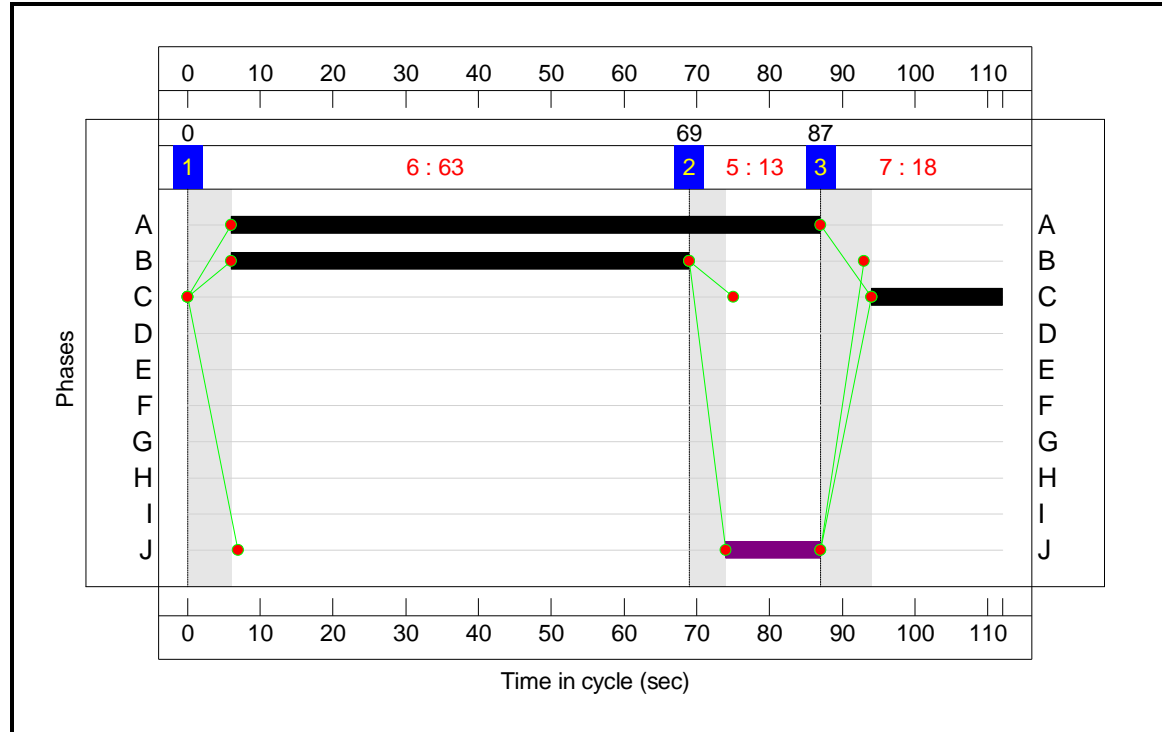
Junction: Rotherhithe New Road / Ilderton Road

Scenario 6: 'PM Forecast Base + Dev' (FG6: 'PM Forecast Base + Dev', Plan 1: 'No Peds')

Network Layout Diagram



Signal Timings Diagram



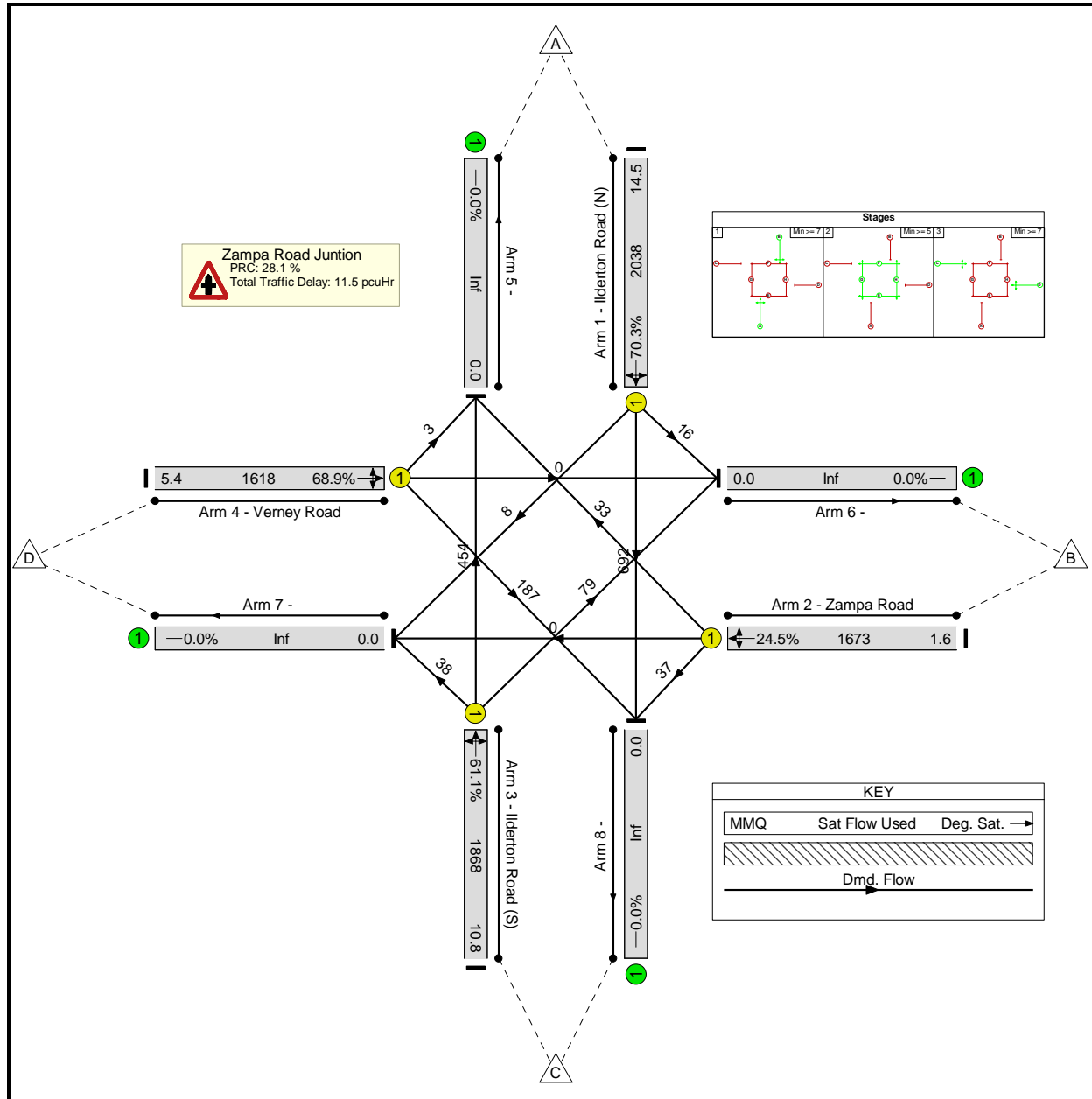
Network Results

| Item | Lane Description | Lane Type | Full Phase | Arrow Phase | Num Greens | Total Green (s) | Arrow Green (s) | Demand Flow (pcu) | Sat Flow (pcu/Hr) | Capacity (pcu) | Deg Sat (%) | Total Delay (pcuHr) | Av. Delay Per PCU (s/pcu) | Mean Max Queue (pcu) |
|---------|-------------------------------------|-----------|------------------------------|-------------|------------|-----------------|--|-------------------|-------------------|----------------|-----------------|---------------------|---------------------------|----------------------|
| 1/2+1/1 | Rotherhithe New Road (E) Left Ahead | U | B | | 1 | 63 | - | 1167 | 1915:1725 | 1134 | 102.9% | 36.1 | 111.4 | 63.2 |
| 2/1 | Ilderton Road Left | U | C | | 1 | 18 | - | 298 | 1757 | 298 | 100.0% | 12.5 | 150.6 | 17.8 |
| 2/2 | Ilderton Road Right | U | C | | 1 | 18 | - | 289 | 1809 | 307 | 94.2% | 8.8 | 109.9 | 14.0 |
| 3/1+3/2 | Rotherhithe New Road Ahead Right | U+O | A | J | 1 | 81 | - | 899 | 1925:1742 | 902 | 99.7% | 19.1 | 76.3 | 21.5 |
| | | C1 | PRC for Signalled Lanes (%): | | -14.4 | | Total Delay for Signalled Lanes (pcuHr): | | 76.45 | | | | | |
| | | | PRC Over All Lanes (%): | | -14.4 | | Total Delay Over All Lanes(pcuHr): | | 76.45 | | Cycle Time (s): | | 112 | |

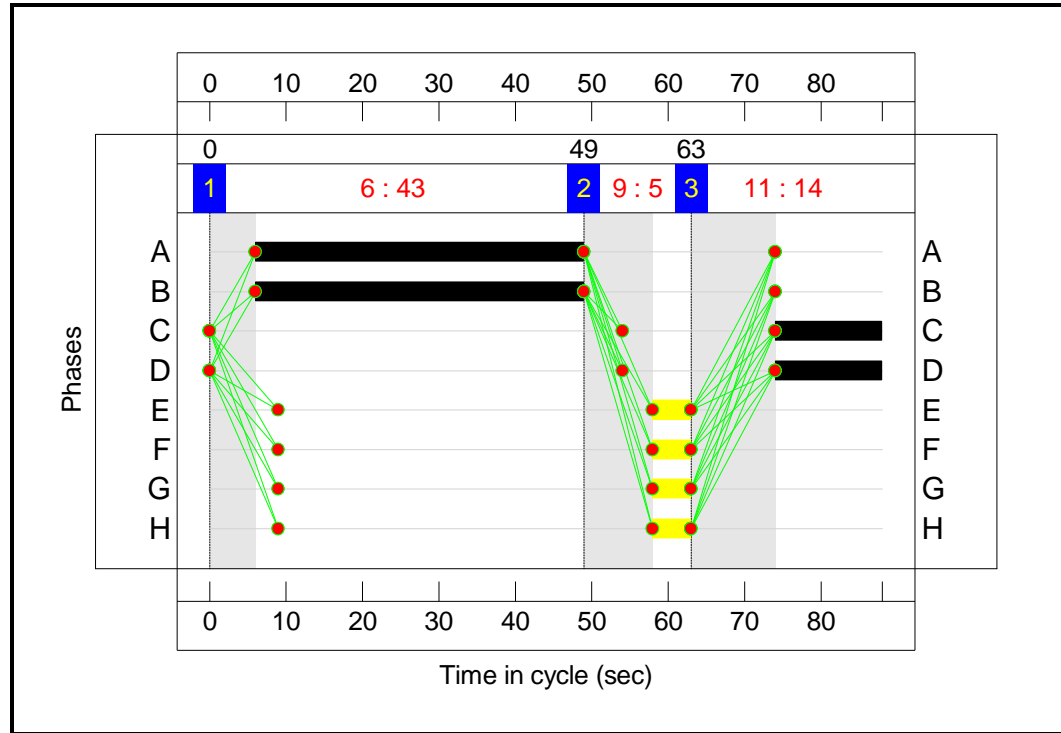
Junction: Ilderton Road / Zampa Road / Verney Road

Scenario 6: 'PM Forecast Base + Dev' (FG6: 'PM Forecast Base + Dev', Plan 1: 'Peds every cycle')

Network Layout Diagram



Signal Timings Diagram



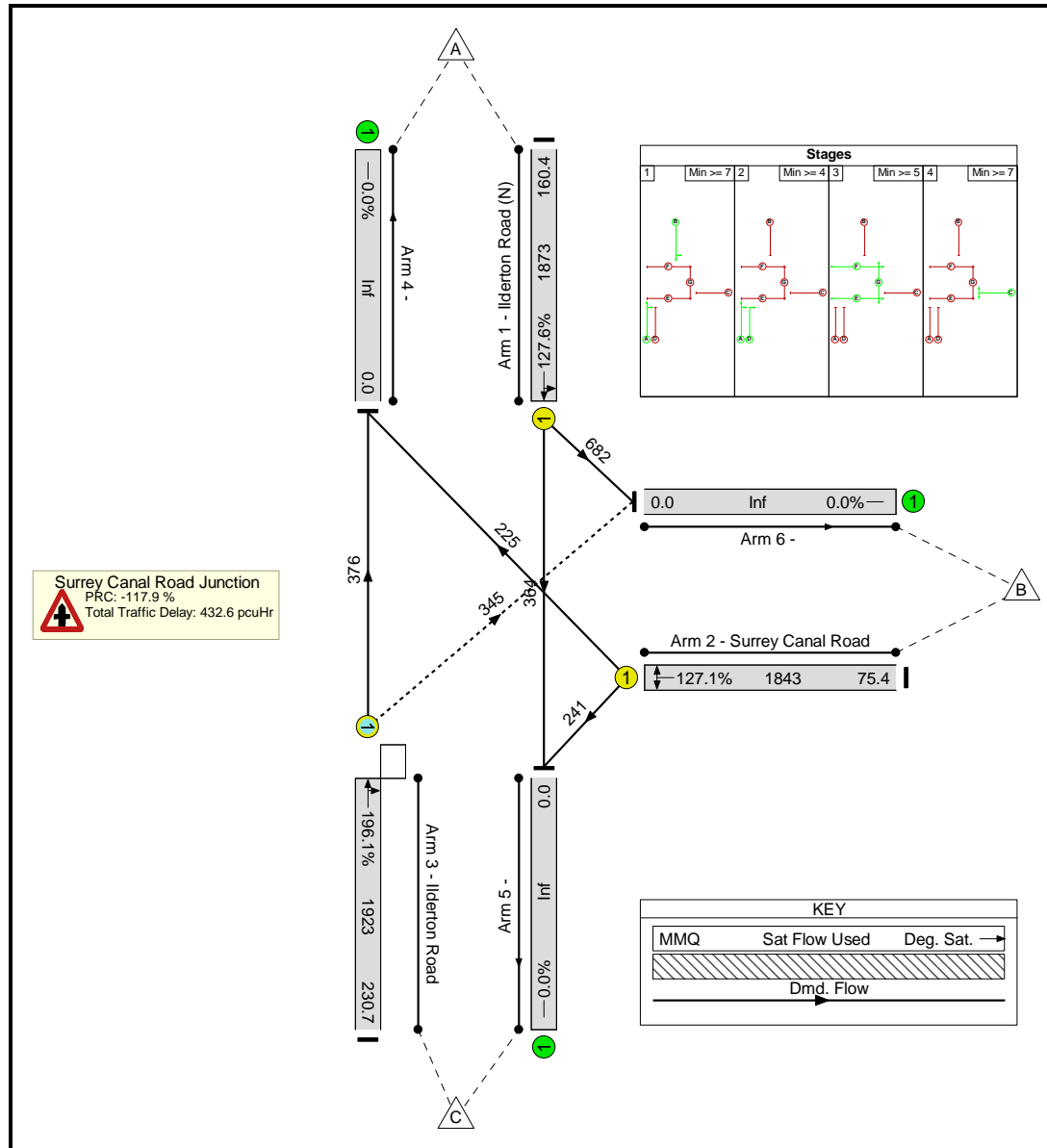
Network Results

| Item | Lane Description | Lane Type | Full Phase | Arrow Phase | Num Greens | Total Green (s) | Arrow Green (s) | Demand Flow (pcu) | Sat Flow (pcu/Hr) | Capacity (pcu) | Deg Sat (%) | Total Delay (pcuHr) | Av. Delay Per PCU (s/pcu) | Mean Max Queue (pcu) |
|------|------------------------------------|-----------|------------|-------------|------------|------------------------------|-----------------|--|-------------------|----------------|-------------|---------------------|---------------------------|----------------------|
| 1/1 | Ilderton Road (N) Left Right Ahead | U | B | | 1 | 43 | - | 716 | 2038 | 1019 | 70.3% | 4.5 | 22.9 | 14.5 |
| 2/1 | Zampa Road Right Ahead Left | U | D | | 1 | 14 | - | 70 | 1673 | 285 | 24.5% | 0.8 | 40.0 | 1.6 |
| 3/1 | Ilderton Road (S) Ahead Right Left | U | A | | 1 | 43 | - | 571 | 1868 | 934 | 61.1% | 3.3 | 20.8 | 10.8 |
| 4/1 | Verney Road Left Ahead Right | U | C | | 1 | 14 | - | 190 | 1618 | 276 | 68.9% | 2.9 | 54.8 | 5.4 |
| C1 | | | | | | PRC for Signalled Lanes (%): | 28.1 | Total Delay for Signalled Lanes (pcuHr): | | | 11.51 | | | |
| | | | | | | PRC Over All Lanes (%): | 28.1 | Total Delay Over All Lanes (pcuHr): | | | 11.51 | Cycle Time (s): 88 | | |

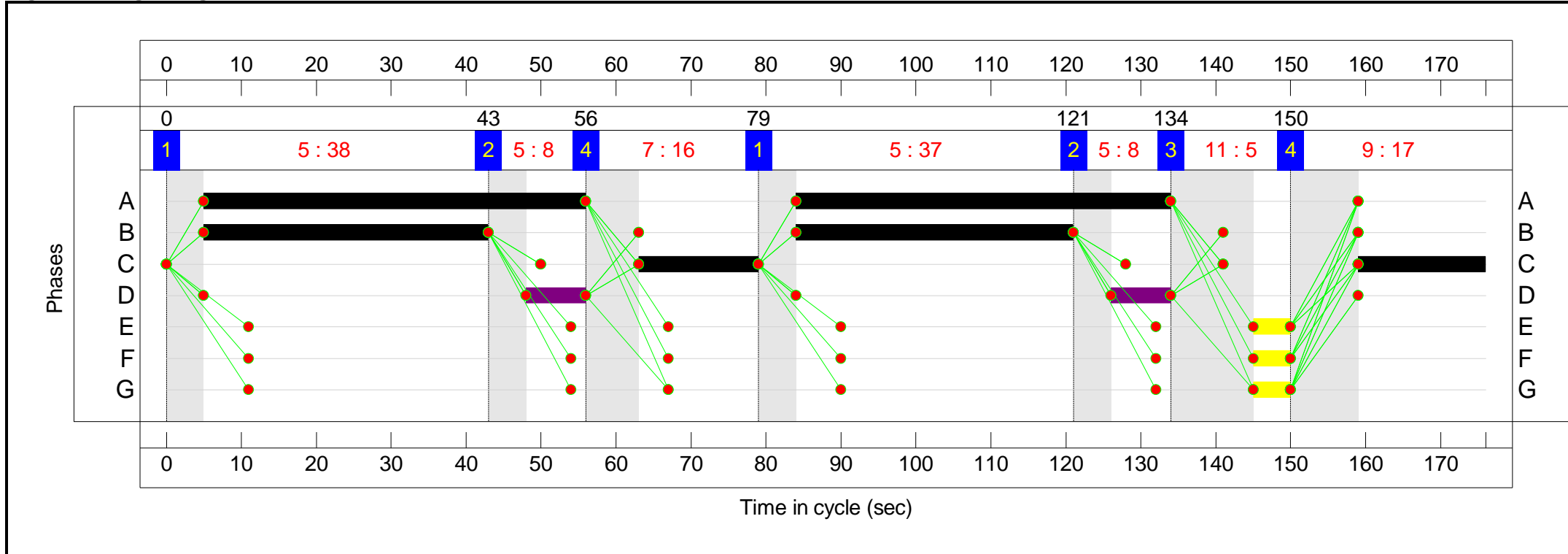
Junction: Ilderton Road / Surrey Canal Road

Scenario 7: 'PM Forecast Base + Dev' (FG7: 'PM Forecast Base + Dev', Plan 3: 'Peds every other cycle')

Network Layout Diagram



Signal Timings Diagram



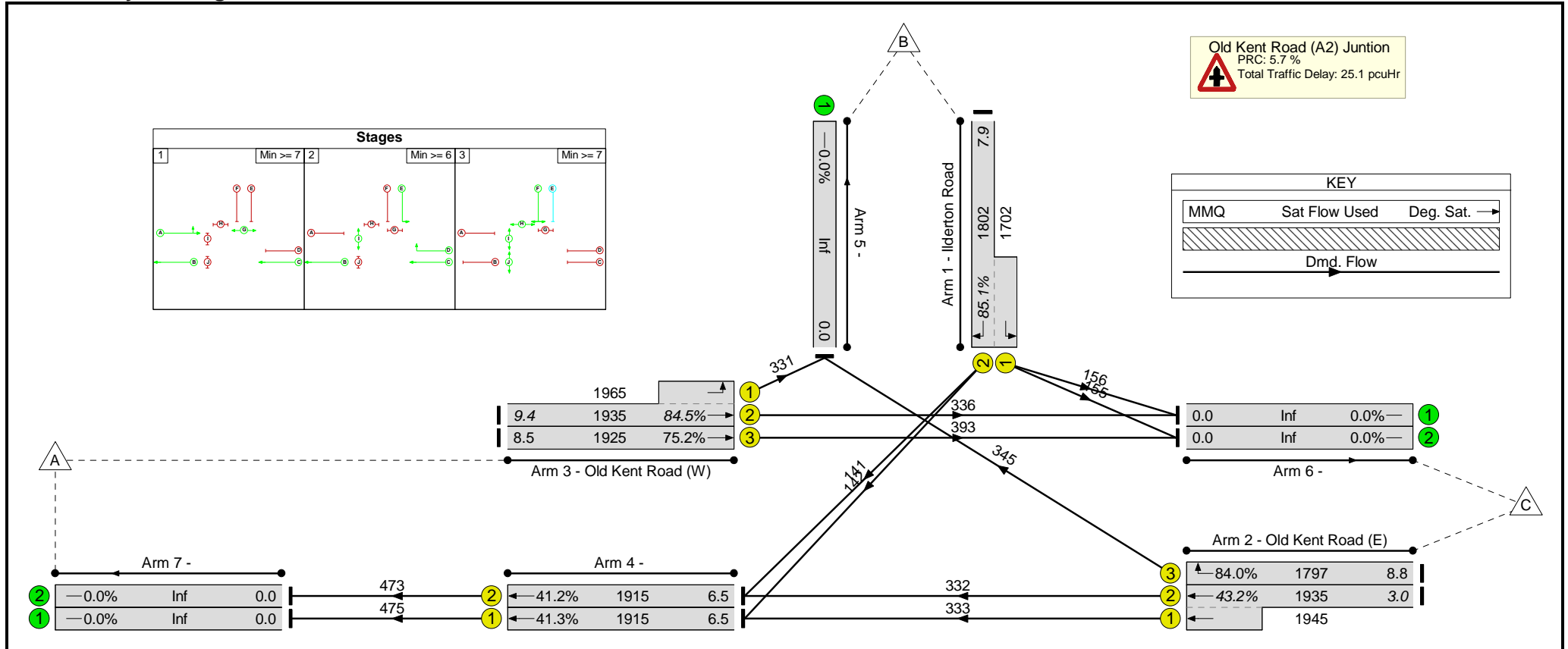
Network Results

| Item | Lane Description | Lane Type | Full Phase | Arrow Phase | Num Greens | Total Green (s) | Arrow Green (s) | Demand Flow (pcu) | Sat Flow (pcu/Hr) | Capacity (pcu) | Deg Sat (%) | Total Delay (pcuHr) | Av. Delay Per PCU (s/pcu) | Mean Max Queue (pcu) |
|------|------------------------------|-----------|------------|-------------|------------------------------|-----------------|--|-------------------|-------------------|----------------|---------------------|---------------------|---------------------------|----------------------|
| 1/1 | Ilderton Road (N) Ahead Left | U | B | | 2 | 75 | - | 1046 | 1873 | 819 | 127.6% | 145.0 | 499.1 | 160.4 |
| 2/1 | Surrey Canal Road Right Left | U | C | | 2 | 33 | - | 466 | 1843 | 367 | 127.1% | 67.4 | 520.3 | 75.4 |
| 3/1 | Ilderton Road Ahead Right | O | A | D | 2 | 101 | 16 | 721 | 1923 | 368 | 196.1% | 220.3 | 1099.8 | 230.7 |
| C1 | | | | | PRC for Signalled Lanes (%): | -117.9 | Total Delay for Signalled Lanes (pcuHr): | | | 432.63 | | | | |
| | | | | | PRC Over All Lanes (%): | -117.9 | Total Delay Over All Lanes (pcuHr): | | | 432.63 | Cycle Time (s): 176 | | | |

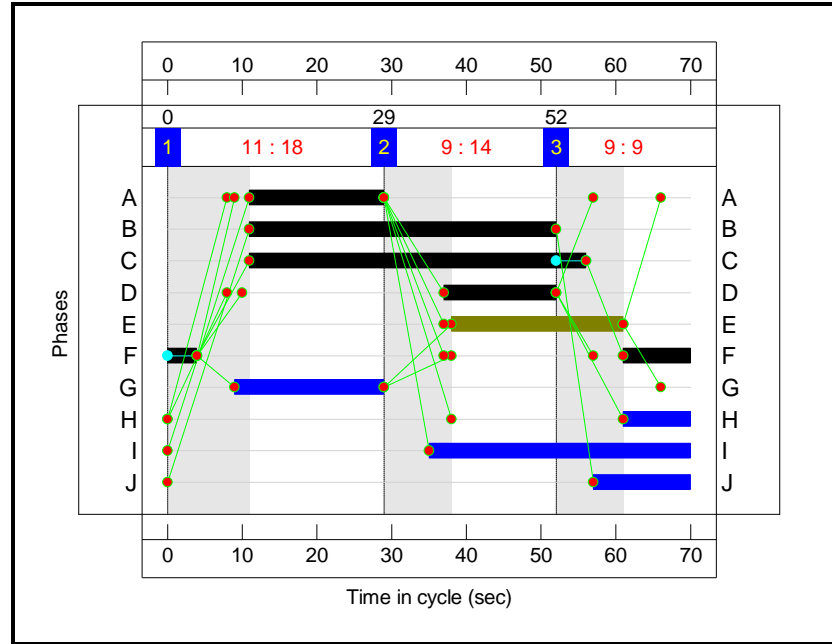
Junction: Old Kent Road / Ilderton Road

Scenario 6: 'PM Forecast Base + Dev' (FG6: 'PM Forecast Base + Dev', Plan 1: 'Standard Plan')

Network Layout Diagram



Signal Timings Diagram



Network Results

| Item | Lane Description | Lane Type | Full Phase | Arrow Phase | Num Greens | Total Green (s) | Arrow Green (s) | Demand Flow (pcu) | Sat Flow (pcu/Hr) | Capacity (pcu) | Deg Sat (%) | Total Delay (pcuHr) | Av. Delay Per PCU (s/pcu) | Mean Max Queue (pcu) |
|---------|------------------------------|-----------|------------|-------------|------------|------------------------------|-----------------|--|-------------------|----------------|--------------------|---------------------|---------------------------|----------------------|
| 1/2+1/1 | Ilderton Road Right Left | U | F | E | 1 | 13:36 | - | 594 | 1802:1702 | 698 | 85.1% | 5.6 | 34.2 | 7.9 |
| 2/2+2/1 | Old Kent Road (E) Ahead | U | C | | 1 | 45 | - | 665 | 1935:1945 | 1539 | 43.2% | 1.3 | 7.0 | 3.0 |
| 2/3 | Old Kent Road (E) Right | U | D | | 1 | 15 | - | 345 | 1797 | 411 | 84.0% | 4.9 | 51.3 | 8.8 |
| 3/2+3/1 | Old Kent Road (W) Left Ahead | U | A | | 1 | 18 | - | 667 | 1935:1965 | 789 | 84.5% | 6.8 | 36.6 | 9.4 |
| 3/3 | Old Kent Road (W) Ahead | U | A | | 1 | 18 | - | 393 | 1925 | 523 | 75.2% | 4.0 | 36.9 | 8.5 |
| 4/1 | Ahead | U | B | | 1 | 41 | - | 475 | 1915 | 1149 | 41.3% | 1.2 | 9.4 | 6.5 |
| 4/2 | Ahead | U | B | | 1 | 41 | - | 473 | 1915 | 1149 | 41.2% | 1.2 | 9.3 | 6.5 |
| C1 | | | | | | PRC for Signalled Lanes (%): | 5.7 | Total Delay for Signalled Lanes (pcuHr): | | 25.13 | | | | |
| | | | | | | PRC Over All Lanes (%): | 5.7 | Total Delay Over All Lanes(pcuHr): | | 25.13 | Cycle Time (s): 70 | | | |

SLOPES AND INTERCEPT

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

| I Intercept For I STREAM B-C | Slope For Opposing STREAM A-C | Slope For Opposing STREAM A-B | I |
|---------------------------------|----------------------------------|----------------------------------|---|
| 654.35 | 0.24 | 0.09 | I |

| I Intercept For I STREAM B-A | Slope For Opposing STREAM A-C | Slope For Opposing STREAM A-B | Slope For Opposing STREAM C-A | Slope For Opposing STREAM C-B | I |
|---------------------------------|----------------------------------|----------------------------------|----------------------------------|----------------------------------|---|
| 508.41 | 0.22 | 0.09 | 0.14 | 0.31 | I |

| I Intercept For I STREAM C-B | Slope For Opposing STREAM A-C | Slope For Opposing STREAM A-B | I |
|---------------------------------|----------------------------------|----------------------------------|---|
| 626.08 | 0.23 | 0.23 | I |

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

TRAFFIC DEMAND DATA

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

Demand set: Ilderton Road / Stockholm Rd_Forecast Base + Dev PM

TIME PERIOD BEGINS 16.45 AND ENDS 18.15

LENGTH OF TIME PERIOD - 90 MIN.
LENGTH OF TIME SEGMENT - 15 MIN.

DEMAND FLOW PROFILES ARE SYNTHESISED FROM TURNING COUNT DATA

| I ARM | I NUMBER OF MINUTES FROM START WHEN I FLOW STARTS I TO RISE | I TOP OF PEAK I IS REACHED | I FLOW STOPS I FALLING | I RATE OF FLOW (VEH/MIN) I BEFORE I PEAK | I AT TOP I OF PEAK | I AFTER I PEAK | I |
|-------|---|-------------------------------|---------------------------|--|-----------------------|-------------------|---|
| A | 15.00 | 45.00 | 75.00 | 12.25 | 18.38 | 12.25 | I |
| B | 15.00 | 45.00 | 75.00 | 0.64 | 0.96 | 0.64 | I |
| C | 15.00 | 45.00 | 75.00 | 7.64 | 11.46 | 7.64 | I |

Demand set: Ilderton Road / Stockholm Rd_Forecast Base + Dev PM

| I TIME | I TURNING PROPORTIONS | | | | | | I |
|---------------|---|----------|----------|----------|-------|---|---|
| | I TURNING COUNTS (PERCENTAGE OF H.V.S) | | | | | | |
| I FROM/TO | I ARM | A | I ARM | B | I ARM | C | I |
| 16.45 - 17.00 | I ARM A | I 0.000 | I 0.011 | I 0.989 | I | I | I |
| | | I 0.0 | I 11.0 | I 969.0 | I | I | I |
| | | I (0.0) | I (0.0) | I (0.0) | I | I | I |
| | I ARM B | I 0.471 | I 0.000 | I 0.529 | I | I | I |
| | | I 24.0 | I 0.0 | I 27.0 | I | I | I |
| | | I (0.0) | I (0.0) | I (0.0) | I | I | I |
| | I ARM C | I 0.903 | I 0.097 | I 0.000 | I | I | I |
| | | I 552.0 | I 59.0 | I 0.0 | I | I | I |
| | | I (0.0) | I (0.0) | I (0.0) | I | I | I |

TURNING PROPORTIONS ARE CALCULATED FROM TURNING COUNT DATA

QUEUE AND DELAY INFORMATION FOR EACH 15 MIN TIME SEGMENT

FOR DEMAND SET Ilderton Road / Stockholm Rd_Forecast Base + Dev PM
AND FOR TIME PERIOD 2

| TIME | DEMAND (VEH/MIN) | CAPACITY (VEH/MIN) | DEMAND/ CAPACITY (RFC) | PEDESTRIAN FLOW (PEDS/MIN) | START QUEUE (VEHS) | END QUEUE (VEHS) | DELAY (VEH.MIN/ TIME SEGMENT) | GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT) | AVERAGE DELAY PER ARRIVING VEHICLE (MIN) |
|-------------|---------------------|-----------------------|------------------------------|----------------------------------|--------------------------|------------------------|-------------------------------------|---|--|
| 16.45-17.00 | | | | | | | | | |
| B-AC | 0.64 | 5.95 | 0.108 | | 0.00 | 0.12 | 1.7 | | 0.19 |
| C-AB | 0.74 | 7.65 | 0.097 | | 0.00 | 0.12 | 1.7 | | 0.14 |
| A-B | 0.14 | | | | | | | | |
| A-C | 12.16 | | | | | | | | |

| TIME | DEMAND (VEH/MIN) | CAPACITY (VEH/MIN) | DEMAND/ CAPACITY (RFC) | PEDESTRIAN FLOW (PEDS/MIN) | START QUEUE (VEHS) | END QUEUE (VEHS) | DELAY (VEH.MIN/ TIME SEGMENT) | GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT) | AVERAGE DELAY PER ARRIVING VEHICLE (MIN) |
|-------------|---------------------|-----------------------|------------------------------|----------------------------------|--------------------------|------------------------|-------------------------------------|---|--|
| 17.00-17.15 | | | | | | | | | |
| B-AC | 0.76 | 5.19 | 0.147 | | 0.12 | 0.17 | 2.5 | | 0.23 |
| C-AB | 0.88 | 7.11 | 0.124 | | 0.12 | 0.16 | 2.4 | | 0.16 |
| A-B | 0.16 | | | | | | | | |
| A-C | 14.52 | | | | | | | | |

| TIME | DEMAND (VEH/MIN) | CAPACITY (VEH/MIN) | DEMAND/ CAPACITY (RFC) | PEDESTRIAN FLOW (PEDS/MIN) | START QUEUE (VEHS) | END QUEUE (VEHS) | DELAY (VEH.MIN/ TIME SEGMENT) | GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT) | AVERAGE DELAY PER ARRIVING VEHICLE (MIN) |
|-------------|---------------------|-----------------------|------------------------------|----------------------------------|--------------------------|------------------------|-------------------------------------|---|--|
| 17.15-17.30 | | | | | | | | | |
| B-AC | 0.94 | 4.07 | 0.230 | | 0.17 | 0.29 | 4.1 | | 0.32 |
| C-AB | 1.08 | 6.36 | 0.170 | | 0.16 | 0.25 | 3.8 | | 0.19 |
| A-B | 0.20 | | | | | | | | |
| A-C | 17.78 | | | | | | | | |

| TIME | DEMAND (VEH/MIN) | CAPACITY (VEH/MIN) | DEMAND/ CAPACITY (RFC) | PEDESTRIAN FLOW (PEDS/MIN) | START QUEUE (VEHS) | END QUEUE (VEHS) | DELAY (VEH.MIN/ TIME SEGMENT) | GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT) | AVERAGE DELAY PER ARRIVING VEHICLE (MIN) |
|-------------|---------------------|-----------------------|------------------------------|----------------------------------|--------------------------|------------------------|-------------------------------------|---|--|
| 17.30-17.45 | | | | | | | | | |
| B-AC | 0.94 | 4.07 | 0.230 | | 0.29 | 0.29 | 4.4 | | 0.32 |
| C-AB | 1.08 | 6.36 | 0.170 | | 0.25 | 0.26 | 3.9 | | 0.19 |
| A-B | 0.20 | | | | | | | | |
| A-C | 17.78 | | | | | | | | |

| TIME | DEMAND (VEH/MIN) | CAPACITY (VEH/MIN) | DEMAND/ CAPACITY (RFC) | PEDESTRIAN FLOW (PEDS/MIN) | START QUEUE (VEHS) | END QUEUE (VEHS) | DELAY (VEH.MIN/ TIME SEGMENT) | GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT) | AVERAGE DELAY PER ARRIVING VEHICLE (MIN) |
|-------------|---------------------|-----------------------|------------------------------|----------------------------------|--------------------------|------------------------|-------------------------------------|---|--|
| 17.45-18.00 | | | | | | | | | |
| B-AC | 0.76 | 5.18 | 0.147 | | 0.29 | 0.18 | 2.8 | | 0.23 |
| C-AB | 0.88 | 7.11 | 0.124 | | 0.26 | 0.17 | 2.5 | | 0.16 |
| A-B | 0.16 | | | | | | | | |
| A-C | 14.52 | | | | | | | | |

| TIME | DEMAND (VEH/MIN) | CAPACITY (VEH/MIN) | DEMAND/ CAPACITY (RFC) | PEDESTRIAN FLOW (PEDS/MIN) | START QUEUE (VEHS) | END QUEUE (VEHS) | DELAY (VEH.MIN/ TIME SEGMENT) | GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT) | AVERAGE DELAY PER ARRIVING VEHICLE (MIN) |
|-------------|---------------------|-----------------------|------------------------------|----------------------------------|--------------------------|------------------------|-------------------------------------|---|--|
| 18.00-18.15 | | | | | | | | | |
| B-AC | 0.64 | 5.95 | 0.108 | | 0.18 | 0.12 | 1.9 | | 0.19 |
| C-AB | 0.74 | 7.65 | 0.097 | | 0.17 | 0.12 | 1.8 | | 0.14 |
| A-B | 0.14 | | | | | | | | |
| A-C | 12.16 | | | | | | | | |

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

 QUEUE FOR STREAM B-AC

| TIME SEGMENT ENDING | NO. OF VEHICLES IN QUEUE |
|---------------------|--------------------------|
| 17.00 | 0.1 |
| 17.15 | 0.2 |
| 17.30 | 0.3 |
| 17.45 | 0.3 |
| 18.00 | 0.2 |
| 18.15 | 0.1 |

 QUEUE FOR STREAM C-AB

| TIME SEGMENT ENDING | NO. OF VEHICLES IN QUEUE |
|---------------------|--------------------------|
| 17.00 | 0.1 |
| 17.15 | 0.2 |
| 17.30 | 0.3 |
| 17.45 | 0.3 |
| 18.00 | 0.2 |
| 18.15 | 0.1 |

 QUEUEING DELAY INFORMATION OVER WHOLE PERIOD

| I | STREAM | I | TOTAL DEMAND | I | * QUEUEING * * DELAY * | I | * INCLUSIVE QUEUEING * * DELAY * | I | | | | | | |
|---|--------|---|--------------|---|---------------------------|---|-------------------------------------|---|------|---|------|---|------|---|
| I | I | I | (VEH) | I | (VEH/H) | I | (MIN) | I | | | | | | |
| I | I | I | (VEH) | I | (VEH/H) | I | (MIN) | I | | | | | | |
| I | I | I | (VEH) | I | (VEH/H) | I | (MIN) | I | | | | | | |
| I | B-AC | I | 70.2 | I | 46.8 | I | 17.3 | I | 0.25 | I | 17.3 | I | 0.25 | I |
| I | C-AB | I | 81.2 | I | 54.1 | I | 16.1 | I | 0.20 | I | 16.1 | I | 0.20 | I |
| I | A-B | I | 15.1 | I | 10.1 | I | | I | | I | | I | | I |
| I | A-C | I | 1333.8 | I | 889.2 | I | | I | | I | | I | | I |
| I | ALL | I | 2260.1 | I | 1506.7 | I | 33.4 | I | 0.01 | I | 33.4 | I | 0.01 | I |

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

*****END OF RUN*****

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

TRL LIMITED

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

PICADY 5.1 ANALYSIS PROGRAM
RELEASE 4.0 (SEPT 2008)

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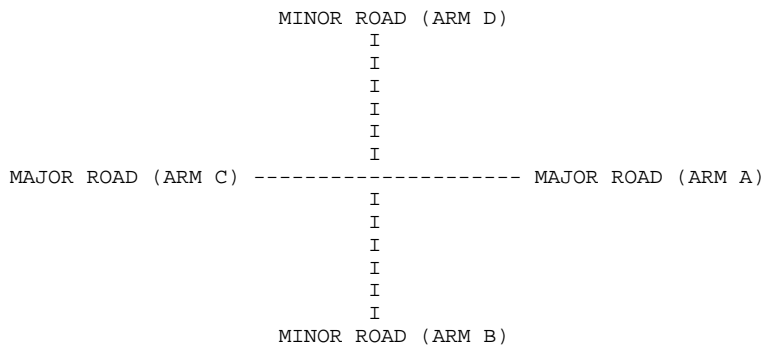
Run with file:-
"J:\17004\Transport\Working Documents\Junction Analysis\PICADY\Site 11 - Ilderton Road_Penarth St_Rollins St\
Ilderton Rd_Penarth St_Rollins St.vpi"
(drive-on-the-left) at 09:27:05 on Wednesday, 22 December 2010

RUN INFORMATION

RUN TITLE : Ilderton Road / Penarth Street / Rollins Street
LOCATION : Site 11
DATE : 18/08/10
CLIENT :
ENUMERATOR : drevans [CBH-DSK-228]
JOB NUMBER : 17004
STATUS :
DESCRIPTION :

MAJOR/MINOR JUNCTION CAPACITY AND DELAY

INPUT DATA



ARM A IS Ilderton Road (N)
ARM B IS Rollins Street
ARM C IS Ilderton Road (S)
ARM D IS Penarth Street

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) 7.40 M. | I | (W) 7.40 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) 90.00 M. | I | (VA-D) 90.00 M. | I |
| I | - BLOCKS TRAFFIC | I | YES | I | YES | I |
| I | | I | | I | | I |
| I | MINOR ROAD - VISIBILITY TO LEFT | I | (VB-C) 25.0 M. | I | (VD-A) 26.0 M. | I |
| I | - VISIBILITY TO RIGHT | I | (VB-A) 16.0 M. | I | (VD-C) 22.0 M. | I |
| I | - LANE 1 WIDTH | I | (WB-C) 4.00 M. | I | (WD-A) 4.00 M. | I |
| I | - LANE 2 WIDTH | I | (WB-A) 0.00 M. | I | (WD-C) 0.00 M. | I |

 .SLOPES AND INTERCEPT

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

STREAM B-C

| I | Intercept For | Slope For Opposing | Slope For Opposing | I |
|---|---------------|--------------------|--------------------|---|
| I | STREAM B-C | STREAM A-C | STREAM A-B | I |
| I | 697.48 | 0.25 | 0.10 | I |

STREAM D-A

| I | Intercept For | Slope For Opposing | Slope For Opposing | I |
|---|---------------|--------------------|--------------------|---|
| I | STREAM D-A | STREAM C-A | STREAM C-D | I |
| I | 701.64 | 0.26 | 0.10 | I |

STREAM B-A

| I | Intercept For | Slope For Opposing | Slope For Opposing | Slope For Opposing | Slope For Opposing | I |
|---|---------------|--------------------|--------------------|--------------------|--------------------|---|
| I | STREAM B-A | STREAM A-C | STREAM A-D | STREAM D-A | STREAM D-B | I |
| I | 542.98 | 0.23 | 0.23 | 0.23 | 0.23 | I |

| I | Slope For Opposing | Slope For Opposing | Slope For Opposing | Slope For Opposing | I |
|---|--------------------|--------------------|--------------------|--------------------|---|
| I | STREAM A-B | STREAM C-A | STREAM C-B | STREAM D-C | I |
| I | 0.09 | 0.15 | 0.34 | 0.12 | I |

STREAM D-C

| I | Intercept For | Slope For Opposing | Slope For Opposing | Slope For Opposing | Slope For Opposing | I |
|---|---------------|--------------------|--------------------|--------------------|--------------------|---|
| I | STREAM D-C | STREAM C-A | STREAM C-B | STREAM B-C | STREAM B-D | I |
| I | 546.57 | 0.24 | 0.24 | 0.24 | 0.24 | I |

| I | Slope For Opposing | Slope For Opposing | Slope For Opposing | Slope For Opposing | I |
|---|--------------------|--------------------|--------------------|--------------------|---|
| I | STREAM C-D | STREAM A-C | STREAM A-D | STREAM B-A | I |
| I | 0.09 | 0.15 | 0.34 | 0.12 | I |

STREAM C-B

| I | Intercept For | Slope For Opposing | Slope For Opposing | I |
|---|---------------|--------------------|--------------------|---|
| I | STREAM C-B | STREAM A-C | STREAM A-D | I |
| I | 626.08 | 0.23 | 0.33 | I |

STREAM A-D

| I | Intercept For | Slope For Opposing | Slope For Opposing | I |
|---|---------------|--------------------|--------------------|---|
| I | STREAM A-D | STREAM C-A | STREAM C-B | I |
| I | 626.08 | 0.23 | 0.33 | I |

| I | Intercept For I STREAM B-D | Slope For Opposing STREAM A-C | Slope For Opposing STREAM A-D | Slope For Opposing STREAM A-B | Slope For Opposing STREAM C-B | I |
|---|-------------------------------|----------------------------------|----------------------------------|----------------------------------|----------------------------------|---|
| I | 542.98 | 0.23 | 0.23 | 0.09 | 0.34 | I |

| I | Slope For Opposing STREAM C-A | Slope For Opposing STREAM C-D | Slope For Opposing | Slope For Opposing | I |
|---|----------------------------------|----------------------------------|--------------------|--------------------|---|
| I | 0.15 | 0.15 | | | I |

B-D Stream From Right Hand Lane

| I | Intercept For I STREAM B-D | Slope For Opposing STREAM A-C | Slope For Opposing STREAM A-D | Slope For Opposing STREAM A-B | Slope For Opposing STREAM C-B | I |
|---|-------------------------------|----------------------------------|----------------------------------|----------------------------------|----------------------------------|---|
| I | 542.98 | 0.23 | 0.23 | 0.09 | 0.34 | I |

| I | Slope For Opposing STREAM C-A | Slope For Opposing STREAM C-D | Slope For Opposing | Slope For Opposing | I |
|---|----------------------------------|----------------------------------|--------------------|--------------------|---|
| I | 0.15 | 0.15 | | | I |

D-B Stream From Left Hand Lane

| I | Intercept For I STREAM D-B | Slope For Opposing STREAM C-A | Slope For Opposing STREAM C-B | Slope For Opposing STREAM D-C | Slope For Opposing STREAM A-D | I |
|---|-------------------------------|----------------------------------|----------------------------------|----------------------------------|----------------------------------|---|
| I | 546.57 | 0.24 | 0.24 | 0.09 | 0.34 | I |

| I | Slope For Opposing STREAM A-C | Slope For Opposing STREAM A-B | Slope For Opposing | Slope For Opposing | I |
|---|----------------------------------|----------------------------------|--------------------|--------------------|---|
| I | 0.15 | 0.15 | | | I |

D-B Stream From Right Hand Lane

| I | Intercept For I STREAM B-D | Slope For Opposing STREAM C-A | Slope For Opposing STREAM C-B | Slope For Opposing STREAM C-D | Slope For Opposing STREAM A-D | I |
|---|-------------------------------|----------------------------------|----------------------------------|----------------------------------|----------------------------------|---|
| I | 546.57 | 0.24 | 0.24 | 0.09 | 0.34 | I |

| I | Slope For Opposing STREAM A-C | Slope For Opposing STREAM A-B | Slope For Opposing | Slope For Opposing | I |
|---|----------------------------------|----------------------------------|--------------------|--------------------|---|
| I | 0.15 | 0.15 | | | I |

TRAFFIC DEMAND DATA

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

Demand set: Ilderton Road / Penarth Street / Rollins Street_Forecast Base + Dev PM

TIME PERIOD BEGINS 16.45 AND ENDS 18.15

LENGTH OF TIME PERIOD - 90 MIN.
 LENGTH OF TIME SEGMENT - 15 MIN.

DEMAND FLOW PROFILES ARE SYNTHESISED FROM TURNING COUNT DATA

| I | I | NUMBER OF MINUTES FROM START WHEN | | | RATE OF FLOW (VEH/MIN) | | | I |
|---|-------|-----------------------------------|-------------|------------|------------------------|---------|-------|---|
| | | I | I | I | I | I | I | |
| I | ARM | FLOW STARTS | TOP OF PEAK | FLOW STOPS | BEFORE | AT TOP | AFTER | I |
| I | | TO RISE | IS REACHED | FALLING | PEAK | OF PEAK | PEAK | I |
| I | I | I | I | I | I | I | I | I |
| I | ARM A | 15.00 | 45.00 | 75.00 | 7.26 | 10.89 | 7.26 | I |
| I | ARM B | 15.00 | 45.00 | 75.00 | 1.71 | 2.57 | 1.71 | I |
| I | ARM C | 15.00 | 45.00 | 75.00 | 9.26 | 13.89 | 9.26 | I |
| I | ARM D | 15.00 | 45.00 | 75.00 | 0.94 | 1.41 | 0.94 | I |

Demand set: Ilderton Road / Penarth Street / Rollins Street_Forecast Base + Dev PM

| I | | TURNING PROPORTIONS | | | | | | | | I | |
|---|---------------|-----------------------|-------|--------|--------|--------|--------|---|-----|---|---|
| I | | TURNING COUNTS | | | | | | | | I | |
| I | | (PERCENTAGE OF H.V.S) | | | | | | | | I | |
| I | | TIME | | | | | | | | I | |
| I | TIME | FROM/TO | ARM | A | ARM | B | ARM | C | ARM | D | I |
| I | 16.45 - 17.00 | I | I | I | I | I | I | I | I | I | I |
| I | | I | ARM A | 0.000 | 0.041 | 0.938 | 0.021 | I | I | I | I |
| I | | I | | 0.0 | 24.0 | 545.0 | 12.0 | I | I | I | I |
| I | | I | | (0.0) | (0.0) | (0.0) | (0.0) | I | I | I | I |
| I | | I | I | I | I | I | I | I | I | I | I |
| I | | I | ARM B | 0.504 | 0.000 | 0.460 | 0.036 | I | I | I | I |
| I | | I | | 69.0 | 0.0 | 63.0 | 5.0 | I | I | I | I |
| I | | I | | (0.0) | (0.0) | (0.0) | (0.0) | I | I | I | I |
| I | | I | I | I | I | I | I | I | I | I | I |
| I | | I | ARM C | 0.888 | 0.096 | 0.000 | 0.016 | I | I | I | I |
| I | | I | | 658.0 | 71.0 | 0.0 | 12.0 | I | I | I | I |
| I | | I | | (0.0) | (0.0) | (0.0) | (0.0) | I | I | I | I |
| I | | I | I | I | I | I | I | I | I | I | I |
| I | | I | ARM D | 0.773 | 0.040 | 0.187 | 0.000 | I | I | I | I |
| I | | I | | 58.0 | 3.0 | 14.0 | 0.0 | I | I | I | I |
| I | | I | | (0.0) | (0.0) | (0.0) | (0.0) | I | I | I | I |
| I | | I | I | I | I | I | I | I | I | I | I |

TURNING PROPORTIONS ARE CALCULATED FROM TURNING COUNT DATA

QUEUE AND DELAY INFORMATION FOR EACH 15 MIN TIME SEGMENT

FOR DEMAND SET Ilderton Road / Penarth Street / Rollins Street_Forecast Base + Dev PM
AND FOR TIME PERIOD 2

| I | TIME | DEMAND (VEH/MIN) | CAPACITY (VEH/MIN) | DEMAND/CAPACITY (RFC) | PEDESTRIAN FLOW (PEDS/MIN) | START QUEUE (VEHS) | END QUEUE (VEHS) | DELAY (VEH.MIN/ TIME SEGMENT) | GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT) | AVERAGE DELAY PER ARRIVING VEHICLE (MIN) | I |
|---|-------------|------------------|--------------------|-----------------------|----------------------------|--------------------|------------------|-------------------------------|---|--|---|
| I | 16.45-17.00 | | | | | | | | | | I |
| I | B-ACD | 1.72 | 7.05 | 0.244 | | 0.00 | 0.32 | 4.5 | | 0.19 | I |
| I | A-BCD | 0.15 | 8.23 | 0.018 | | 0.00 | 0.02 | 0.3 | | 0.12 | I |
| I | D-ABC | 0.94 | 8.25 | 0.114 | | 0.00 | 0.13 | 1.8 | | 0.14 | I |
| I | C-ABD | 0.89 | 8.76 | 0.102 | | 0.00 | 0.12 | 1.8 | | 0.13 | I |

| I | TIME | DEMAND (VEH/MIN) | CAPACITY (VEH/MIN) | DEMAND/CAPACITY (RFC) | PEDESTRIAN FLOW (PEDS/MIN) | START QUEUE (VEHS) | END QUEUE (VEHS) | DELAY (VEH.MIN/ TIME SEGMENT) | GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT) | AVERAGE DELAY PER ARRIVING VEHICLE (MIN) | I |
|---|-------------|------------------|--------------------|-----------------------|----------------------------|--------------------|------------------|-------------------------------|---|--|---|
| I | 17.00-17.15 | | | | | | | | | | I |
| I | B-ACD | 2.05 | 6.41 | 0.320 | | 0.32 | 0.46 | 6.6 | | 0.23 | I |
| I | A-BCD | 0.18 | 7.80 | 0.023 | | 0.02 | 0.02 | 0.4 | | 0.13 | I |
| I | D-ABC | 1.12 | 7.66 | 0.147 | | 0.13 | 0.17 | 2.5 | | 0.15 | I |
| I | C-ABD | 1.06 | 8.43 | 0.126 | | 0.12 | 0.16 | 2.5 | | 0.14 | I |

| I | TIME | DEMAND (VEH/MIN) | CAPACITY (VEH/MIN) | DEMAND/CAPACITY (RFC) | PEDESTRIAN FLOW (PEDS/MIN) | START QUEUE (VEHS) | END QUEUE (VEHS) | DELAY (VEH.MIN/ TIME SEGMENT) | GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT) | AVERAGE DELAY PER ARRIVING VEHICLE (MIN) | I |
|---|-------------|------------------|--------------------|-----------------------|----------------------------|--------------------|------------------|-------------------------------|---|--|---|
| I | 17.15-17.30 | | | | | | | | | | I |
| I | B-ACD | 2.51 | 5.48 | 0.459 | | 0.46 | 0.81 | 11.4 | | 0.33 | I |
| I | A-BCD | 0.22 | 7.21 | 0.031 | | 0.02 | 0.03 | 0.5 | | 0.14 | I |
| I | D-ABC | 1.38 | 6.80 | 0.202 | | 0.17 | 0.25 | 3.6 | | 0.18 | I |
| I | C-ABD | 1.30 | 7.98 | 0.163 | | 0.16 | 0.24 | 3.6 | | 0.15 | I |

| TIME | DEMAND (VEH/MIN) | CAPACITY (VEH/MIN) | DEMAND/ CAPACITY (RFC) | PEDESTRIAN FLOW (PEDS/MIN) | START QUEUE (VEHS) | END QUEUE (VEHS) | DELAY (VEH.MIN/ TIME SEGMENT) | GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT) | AVERAGE DELAY PER ARRIVING VEHICLE (MIN) |
|-------------|---------------------|-----------------------|------------------------------|----------------------------------|--------------------------|------------------------|-------------------------------------|---|--|
| 17.30-17.45 | | | | | | | | | |
| B-ACD | 2.51 | 5.48 | 0.459 | | 0.81 | 0.83 | 12.4 | | 0.34 |
| A-BCD | 0.22 | 7.20 | 0.031 | | 0.03 | 0.03 | 0.5 | | 0.14 |
| D-ABC | 1.38 | 6.80 | 0.202 | | 0.25 | 0.25 | 3.8 | | 0.18 |
| C-ABD | 1.30 | 7.98 | 0.163 | | 0.24 | 0.24 | 3.7 | | 0.15 |

| TIME | DEMAND (VEH/MIN) | CAPACITY (VEH/MIN) | DEMAND/ CAPACITY (RFC) | PEDESTRIAN FLOW (PEDS/MIN) | START QUEUE (VEHS) | END QUEUE (VEHS) | DELAY (VEH.MIN/ TIME SEGMENT) | GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT) | AVERAGE DELAY PER ARRIVING VEHICLE (MIN) |
|-------------|---------------------|-----------------------|------------------------------|----------------------------------|--------------------------|------------------------|-------------------------------------|---|--|
| 17.45-18.00 | | | | | | | | | |
| B-ACD | 2.05 | 6.40 | 0.321 | | 0.83 | 0.48 | 7.6 | | 0.23 |
| A-BCD | 0.18 | 7.80 | 0.023 | | 0.03 | 0.02 | 0.4 | | 0.13 |
| D-ABC | 1.12 | 7.66 | 0.147 | | 0.25 | 0.17 | 2.7 | | 0.15 |
| C-ABD | 1.06 | 8.43 | 0.126 | | 0.24 | 0.17 | 2.5 | | 0.14 |

| TIME | DEMAND (VEH/MIN) | CAPACITY (VEH/MIN) | DEMAND/ CAPACITY (RFC) | PEDESTRIAN FLOW (PEDS/MIN) | START QUEUE (VEHS) | END QUEUE (VEHS) | DELAY (VEH.MIN/ TIME SEGMENT) | GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT) | AVERAGE DELAY PER ARRIVING VEHICLE (MIN) |
|-------------|---------------------|-----------------------|------------------------------|----------------------------------|--------------------------|------------------------|-------------------------------------|---|--|
| 18.00-18.15 | | | | | | | | | |
| B-ACD | 1.72 | 7.04 | 0.244 | | 0.48 | 0.33 | 5.1 | | 0.19 |
| A-BCD | 0.15 | 8.23 | 0.018 | | 0.02 | 0.02 | 0.3 | | 0.12 |
| D-ABC | 0.94 | 8.24 | 0.114 | | 0.17 | 0.13 | 2.0 | | 0.14 |
| C-ABD | 0.89 | 8.76 | 0.102 | | 0.17 | 0.13 | 1.9 | | 0.13 |

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

QUEUE FOR STREAM B-ACD

| TIME SEGMENT ENDING | NO. OF VEHICLES IN QUEUE |
|---------------------------|--------------------------------|
| 17.00 | 0.3 |
| 17.15 | 0.5 |
| 17.30 | 0.8 * |
| 17.45 | 0.8 * |
| 18.00 | 0.5 |
| 18.15 | 0.3 |

QUEUE FOR STREAM A-BCD

| TIME SEGMENT ENDING | NO. OF VEHICLES IN QUEUE |
|---------------------------|--------------------------------|
| 17.00 | 0.0 |
| 17.15 | 0.0 |
| 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 |
|---------------------------|--------------------------------|
| 17.00 | 0.1 |
| 17.15 | 0.2 |
| 17.30 | 0.2 |
| 17.45 | 0.3 |
| 18.00 | 0.2 |
| 18.15 | 0.1 |

QUEUE FOR STREAM C-ABD

| TIME SEGMENT ENDING | NO. OF VEHICLES IN QUEUE |
|---------------------|--------------------------|
| 17.00 | 0.1 |
| 17.15 | 0.2 |
| 17.30 | 0.2 |
| 17.45 | 0.2 |
| 18.00 | 0.2 |
| 18.15 | 0.1 |

QUEUEING DELAY INFORMATION OVER WHOLE PERIOD

| I | STREAM | I | TOTAL DEMAND | | I | * QUEUEING * * DELAY * | | I | * INCLUSIVE QUEUEING * * DELAY * | | I |
|---|--------|---|--------------|---------|---|---------------------------|-----------|---|-------------------------------------|-----------|---|
| I | I | I | (VEH) | (VEH/H) | I | (MIN) | (MIN/VEH) | I | (MIN) | (MIN/VEH) | I |
| I | B-ACD | I | 188.6 | 125.7 | I | 47.7 | 0.25 | I | 47.7 | 0.25 | I |
| I | A-BCD | I | 16.5 | 11.0 | I | 2.3 | 0.14 | I | 2.3 | 0.14 | I |
| I | D-ABC | I | 103.2 | 68.8 | I | 16.4 | 0.16 | I | 16.4 | 0.16 | I |
| I | C-ABD | I | 97.7 | 65.2 | I | 15.9 | 0.16 | I | 15.9 | 0.16 | I |
| I | ALL | I | 2111.4 | 1407.6 | I | 82.3 | 0.04 | I | 82.3 | 0.04 | I |

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

*****END OF RUN*****

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

 GEOMETRIC DATA

| I | DATA ITEM | I | MINOR ROAD B | I |
|---|------------------------------------|----------|--------------|---|
| I | TOTAL MAJOR ROAD CARRIAGEWAY WIDTH | I (W) | 7.50 M. | I |
| I | CENTRAL RESERVE WIDTH | I (WCR) | 0.00 M. | I |
| I | | I | | I |
| I | MAJOR ROAD RIGHT TURN - WIDTH | I (WC-B) | 2.20 M. | I |
| I | - VISIBILITY | I (VC-B) | 90.00 M. | I |
| I | - BLOCKS TRAFFIC | I | YES | I |
| I | | I | | I |
| I | MINOR ROAD - VISIBILITY TO LEFT | I (VB-C) | 20.0 M. | I |
| I | - VISIBILITY TO RIGHT | I (VB-A) | 14.0 M. | I |
| I | - LANE 1 WIDTH | I (WB-C) | 2.20 M. | I |
| I | - LANE 2 WIDTH | I (WB-A) | 0.00 M. | I |

 .SLOPES AND INTERCEPT

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

| I | Intercept For | Slope For | Opposing | Slope For | Opposing | I |
|---|---------------|-----------|----------|-----------|----------|---|
| I | STREAM B-C | STREAM | A-C | STREAM | A-B | I |
| I | 582.07 | | 0.21 | | 0.08 | I |

| I | Intercept For | Slope For | Opposing | Slope For | Opposing | Slope For | Opposing | Slope For | Opposing | I |
|---|---------------|-----------|----------|-----------|----------|-----------|----------|-----------|----------|---|
| I | STREAM B-A | STREAM | A-C | STREAM | A-B | STREAM | C-A | STREAM | C-B | I |
| I | 451.67 | | 0.19 | | 0.08 | | 0.12 | | 0.28 | I |

| I | Intercept For | Slope For | Opposing | Slope For | Opposing | I |
|---|---------------|-----------|----------|-----------|----------|---|
| I | STREAM C-B | STREAM | A-C | STREAM | A-B | I |
| I | 626.08 | | 0.23 | | 0.23 | I |

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

 TRAFFIC DEMAND DATA

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

Demand set: Surrey Canal Road / Excelsior Ind Estate Access_Base + Dev PM

TIME PERIOD BEGINS 16.45 AND ENDS 18.15

LENGTH OF TIME PERIOD - 90 MIN.
 LENGTH OF TIME SEGMENT - 15 MIN.

DEMAND FLOW PROFILES ARE SYNTHESISED FROM TURNING COUNT DATA

| I | ARM | I | NUMBER OF MINUTES FROM START WHEN | I | RATE OF FLOW (VEH/MIN) | I | | | | | | | | |
|---|-------|---|--|---|-------------------------|---|-------|---|-------|---|-------|---|-------|---|
| I | I | I | FLOW STARTS I TOP OF PEAK I FLOW STOPS | I | BEFORE I AT TOP I AFTER | I | | | | | | | | |
| I | I | I | TO RISE I IS REACHED I FALLING | I | PEAK I OF PEAK I PEAK | I | | | | | | | | |
| I | I | I | I | I | I | I | | | | | | | | |
| I | ARM A | I | 15.00 | I | 45.00 | I | 75.00 | I | 12.84 | I | 19.26 | I | 12.84 | I |
| I | ARM B | I | 15.00 | I | 45.00 | I | 75.00 | I | 0.46 | I | 0.69 | I | 0.46 | I |
| I | ARM C | I | 15.00 | I | 45.00 | I | 75.00 | I | 5.15 | I | 7.73 | I | 5.15 | I |

| TIME | DEMAND (VEH/MIN) | CAPACITY (VEH/MIN) | DEMAND/ CAPACITY (RFC) | PEDESTRIAN FLOW (PEDS/MIN) | START QUEUE (VEHS) | END QUEUE (VEHS) | DELAY (VEH.MIN/ TIME SEGMENT) | GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT) | AVERAGE DELAY PER ARRIVING VEHICLE (MIN) |
|-------------|---------------------|-----------------------|------------------------------|----------------------------------|--------------------------|------------------------|-------------------------------------|---|--|
| 17.45-18.00 | | | | | | | | | |
| B-AC | 0.55 | 4.78 | 0.116 | | 0.21 | 0.13 | 2.1 | | 0.24 |
| C-AB | 0.13 | 6.95 | 0.019 | | 0.03 | 0.02 | 0.3 | | 0.15 |
| A-B | 0.45 | | | | | | | | |
| A-C | 14.94 | | | | | | | | |

| TIME | DEMAND (VEH/MIN) | CAPACITY (VEH/MIN) | DEMAND/ CAPACITY (RFC) | PEDESTRIAN FLOW (PEDS/MIN) | START QUEUE (VEHS) | END QUEUE (VEHS) | DELAY (VEH.MIN/ TIME SEGMENT) | GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT) | AVERAGE DELAY PER ARRIVING VEHICLE (MIN) |
|-------------|---------------------|-----------------------|------------------------------|----------------------------------|--------------------------|------------------------|-------------------------------------|---|--|
| 18.00-18.15 | | | | | | | | | |
| B-AC | 0.46 | 5.39 | 0.086 | | 0.13 | 0.10 | 1.5 | | 0.20 |
| C-AB | 0.11 | 7.51 | 0.015 | | 0.02 | 0.02 | 0.2 | | 0.14 |
| A-B | 0.38 | | | | | | | | |
| A-C | 12.51 | | | | | | | | |

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

QUEUE FOR STREAM B-AC

| TIME SEGMENT ENDING | NO. OF VEHICLES IN QUEUE |
|---------------------------|--------------------------------|
| 17.00 | 0.1 |
| 17.15 | 0.1 |
| 17.30 | 0.2 |
| 17.45 | 0.2 |
| 18.00 | 0.1 |
| 18.15 | 0.1 |

QUEUE FOR STREAM C-AB

| TIME SEGMENT ENDING | NO. OF VEHICLES IN QUEUE |
|---------------------------|--------------------------------|
| 17.00 | 0.0 |
| 17.15 | 0.0 |
| 17.30 | 0.0 |
| 17.45 | 0.0 |
| 18.00 | 0.0 |
| 18.15 | 0.0 |

QUEUEING DELAY INFORMATION OVER WHOLE PERIOD

| STREAM | TOTAL DEMAND (VEH) | CAPACITY (VEH/H) | * QUEUEING * * DELAY * (MIN) | * INCLUSIVE QUEUEING * * DELAY * (MIN) |
|--------|-----------------------|---------------------|------------------------------------|--|
| B-AC | 50.9 | 34.0 | 12.8 | 12.8 |
| C-AB | 12.4 | 8.3 | 1.9 | 1.9 |
| A-B | 41.3 | 27.5 | | |
| A-C | 1372.3 | 914.9 | | |
| ALL | 2031.6 | 1354.4 | 14.7 | 14.7 |

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

*****END OF RUN*****

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