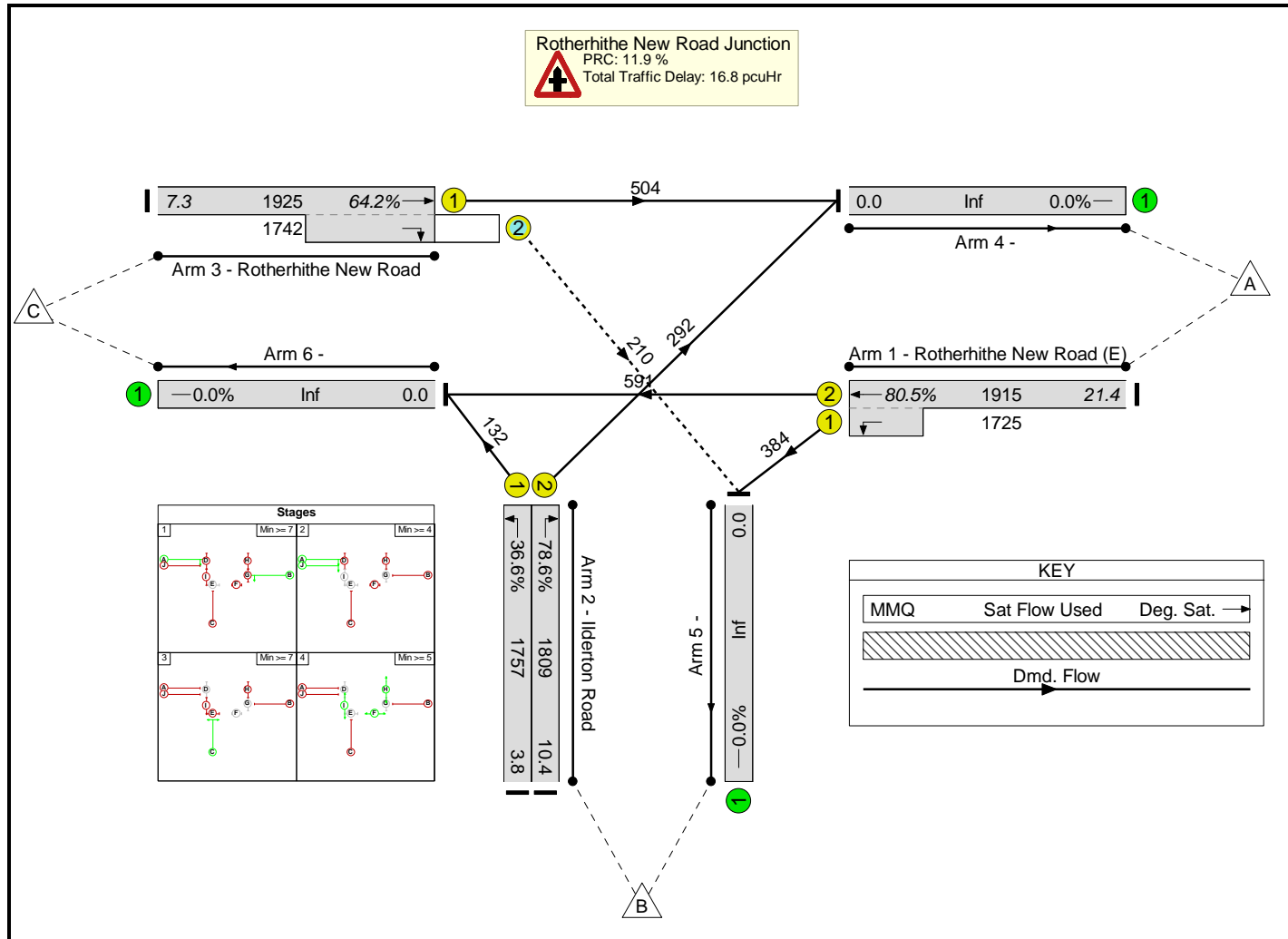


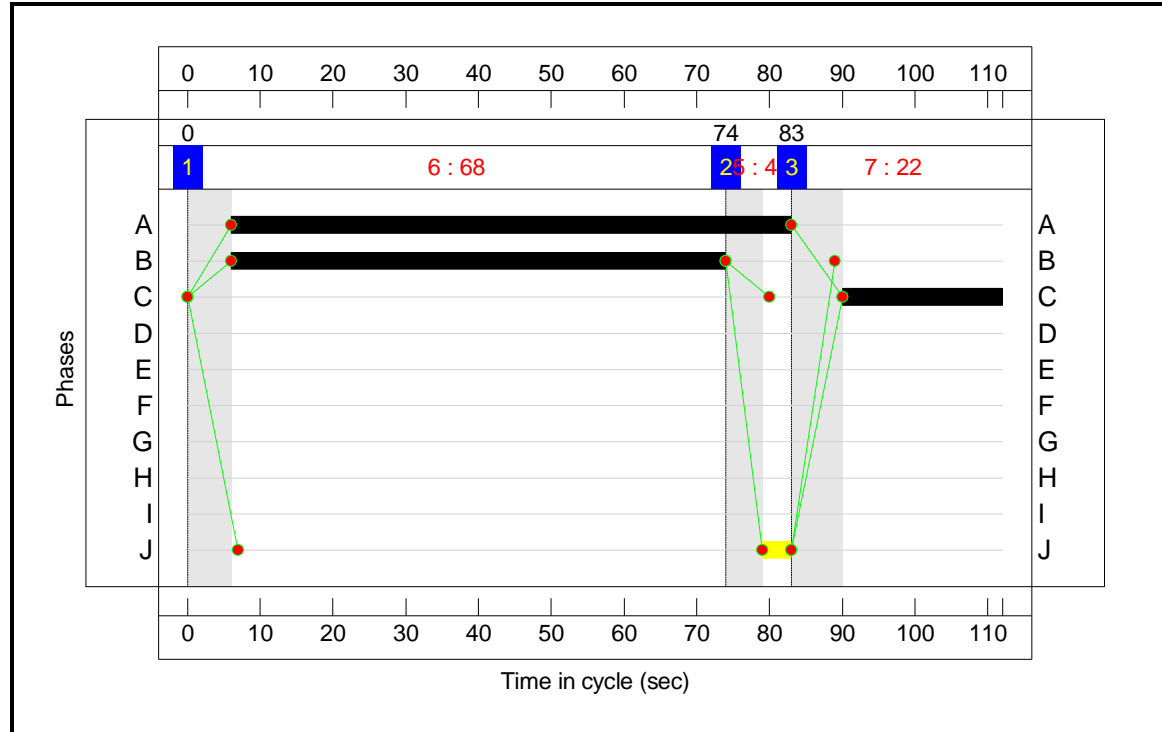
Junction: Rotherhithe New Road / Ilderton Road

Scenario 9: 'Sat Sens Forecast Base + Dev' (FG9: 'Sat Sens Forecast Base + Dev', Plan 1: 'No Peds')

Network Layout Diagram



Signal Timings Diagram



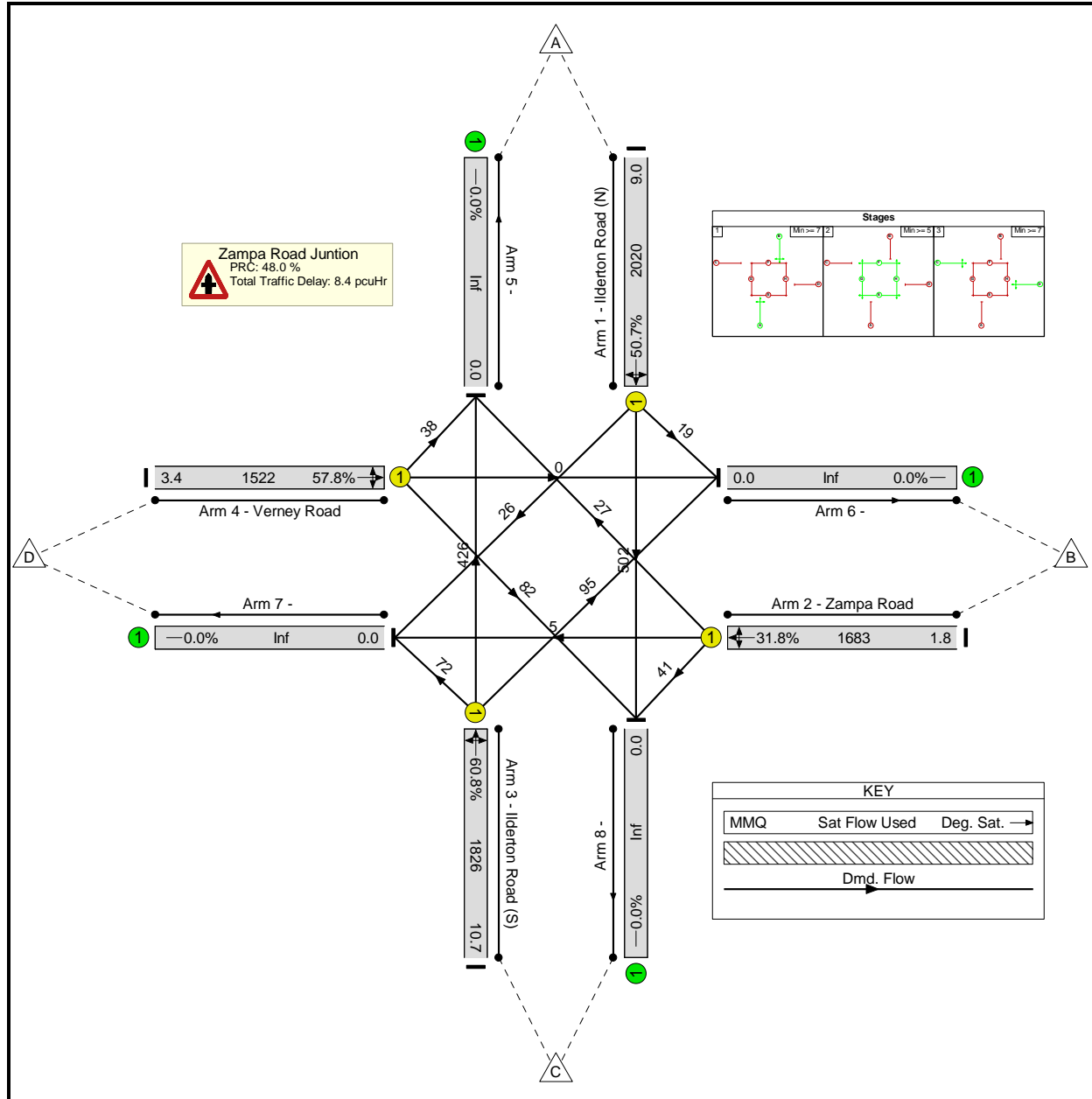
Network Results

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	68	-	975	1915:1725	1212	80.5%	5.9	21.7	21.4
2/1	Ilderton Road Left	U	C		1	22	-	132	1757	361	36.6%	1.7	46.1	3.8
2/2	Ilderton Road Right	U	C		1	22	-	292	1809	371	78.6%	5.2	63.9	10.4
3/1+3/2	Rotherhithe New Road Ahead Right	U+O	A	J	1	77	-	714	1925:1742	1112	64.2%	4.1	20.7	7.3
		C1	PRC for Signalled Lanes (%):		11.9		Total Delay for Signalled Lanes (pcuHr):		16.85					
			PRC Over All Lanes (%):		11.9		Total Delay Over All Lanes(pcuHr):		16.85		Cycle Time (s):		112	

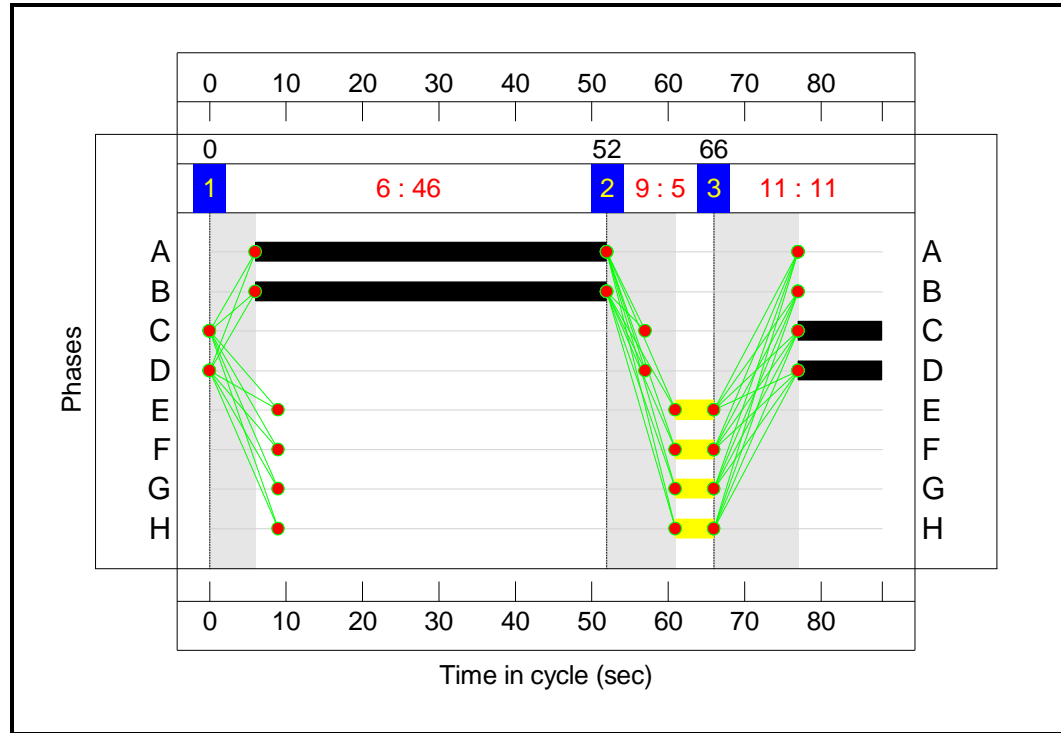
Junction: Ilderton Road / Zampa Road / Verney Road

Scenario 9: 'Sat Sens Forecast Base + Dev' (FG9: 'Sat Sens Forecast Base + Dev', Plan 1: 'Peds every cycle')

Network Layout Diagram



Signal Timings Diagram

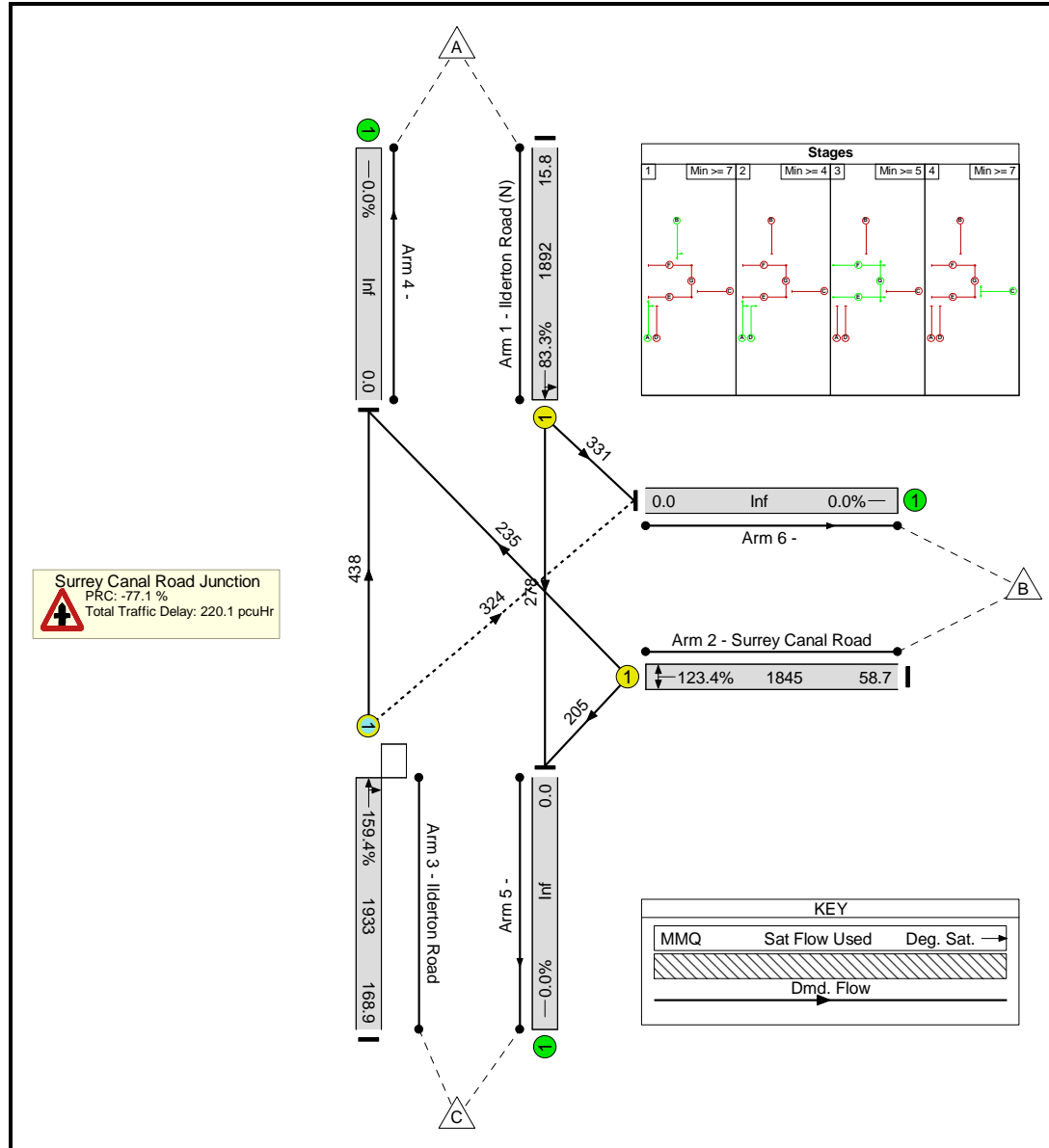


Network Results

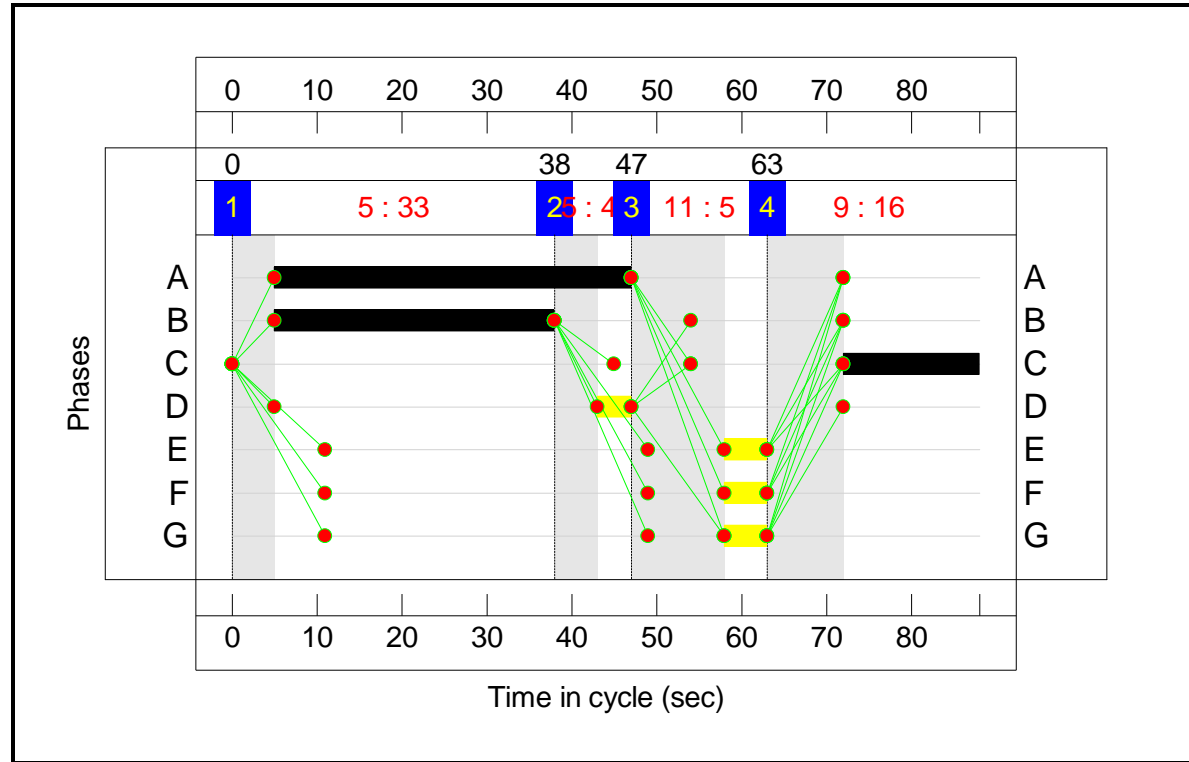
Item	Lane Description	Lane Type	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Mean Max Queue (pcu)
1/1	Ilderton Road (N) Left Right Ahead	U	B		1	46	-	547	2020	1079	50.7%	2.5	16.5	9.0
2/1	Zampa Road Right Ahead Left	U	D		1	11	-	73	1683	230	31.8%	0.9	45.8	1.8
3/1	Ilderton Road (S) Ahead Right Left	U	A		1	46	-	593	1826	975	60.8%	3.1	18.8	10.7
4/1	Verney Road Left Ahead Right	U	C		1	11	-	120	1522	208	57.8%	1.9	55.9	3.4
C1					PRC for Signalled Lanes (%):	48.0	Total Delay for Signalled Lanes (pcuHr):			8.40				
					PRC Over All Lanes (%):	48.0	Total Delay Over All Lanes (pcuHr):			8.40	Cycle Time (s): 88			

Junction: Ilderton Road / Surrey Canal Road

Scenario 14: 'Sat Sens Forecast Base + Dev' (FG11: 'Sat SENS Forecast Base + Dev', Plan 1: 'Peds every cycle')
 Network Layout Diagram



Signal Timings Diagram



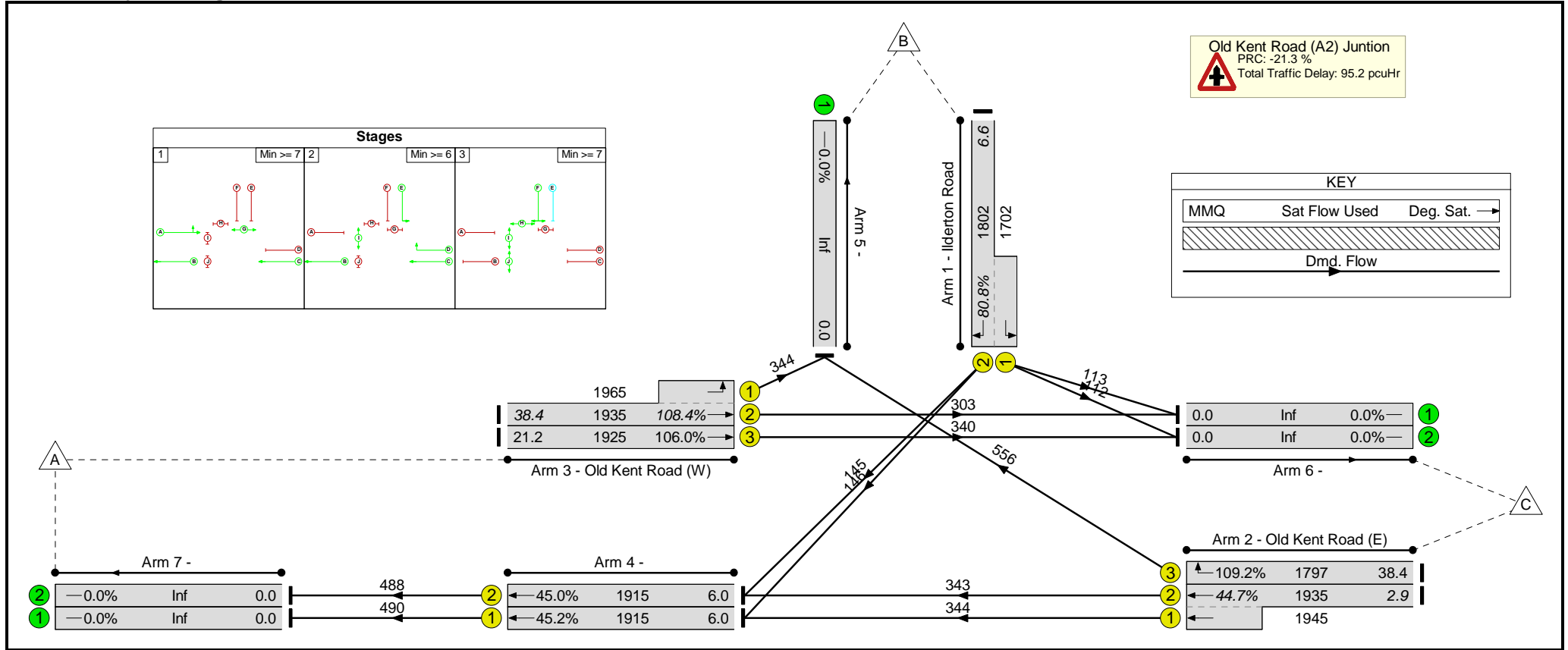
Network Results

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) Ahead Left	U	B		1	33	-	609	1892	731	83.3%	6.5	38.6	15.8	
2/1	Surrey Canal Road Right Left	U	C		1	16	-	440	1845	356	123.4%	52.8	432.3	58.7	
3/1	Ilderton Road Ahead Right	O	A	D	1	42	4	762	1933	478	159.4%	160.7	759.2	168.9	
C1					PRC for Signalled Lanes (%):	-77.1	Total Delay for Signalled Lanes (pcuHr):	220.07							
					PRC Over All Lanes (%):	-77.1	Total Delay Over All Lanes (pcuHr):	220.07							
												Cycle Time (s):	88		

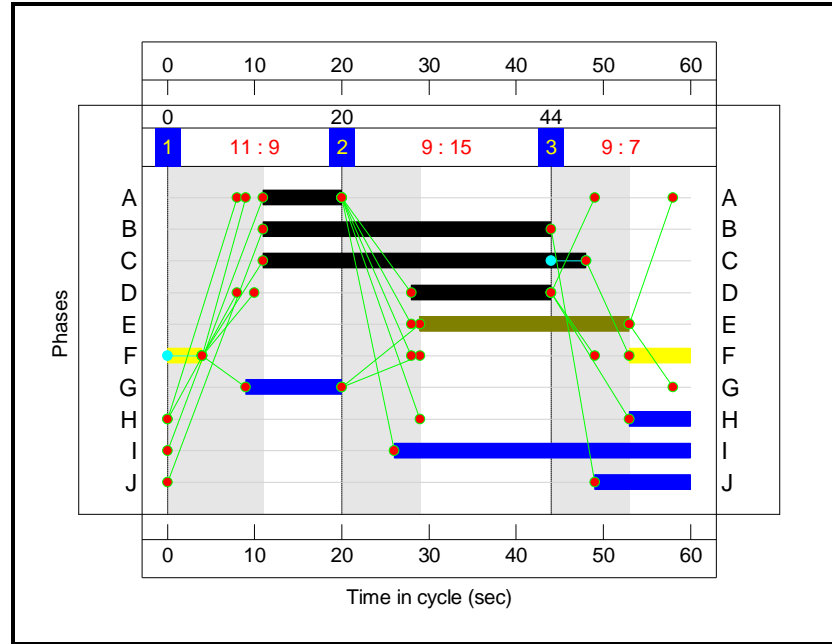
Junction: Old Kent Road / Ilderton Road

Scenario 9: 'Sat Sens Forecast Base + Dev' (FG9: 'Sat Sens Forecast Base + Dev', Plan 1: 'Standard Plan')

Network Layout Diagram

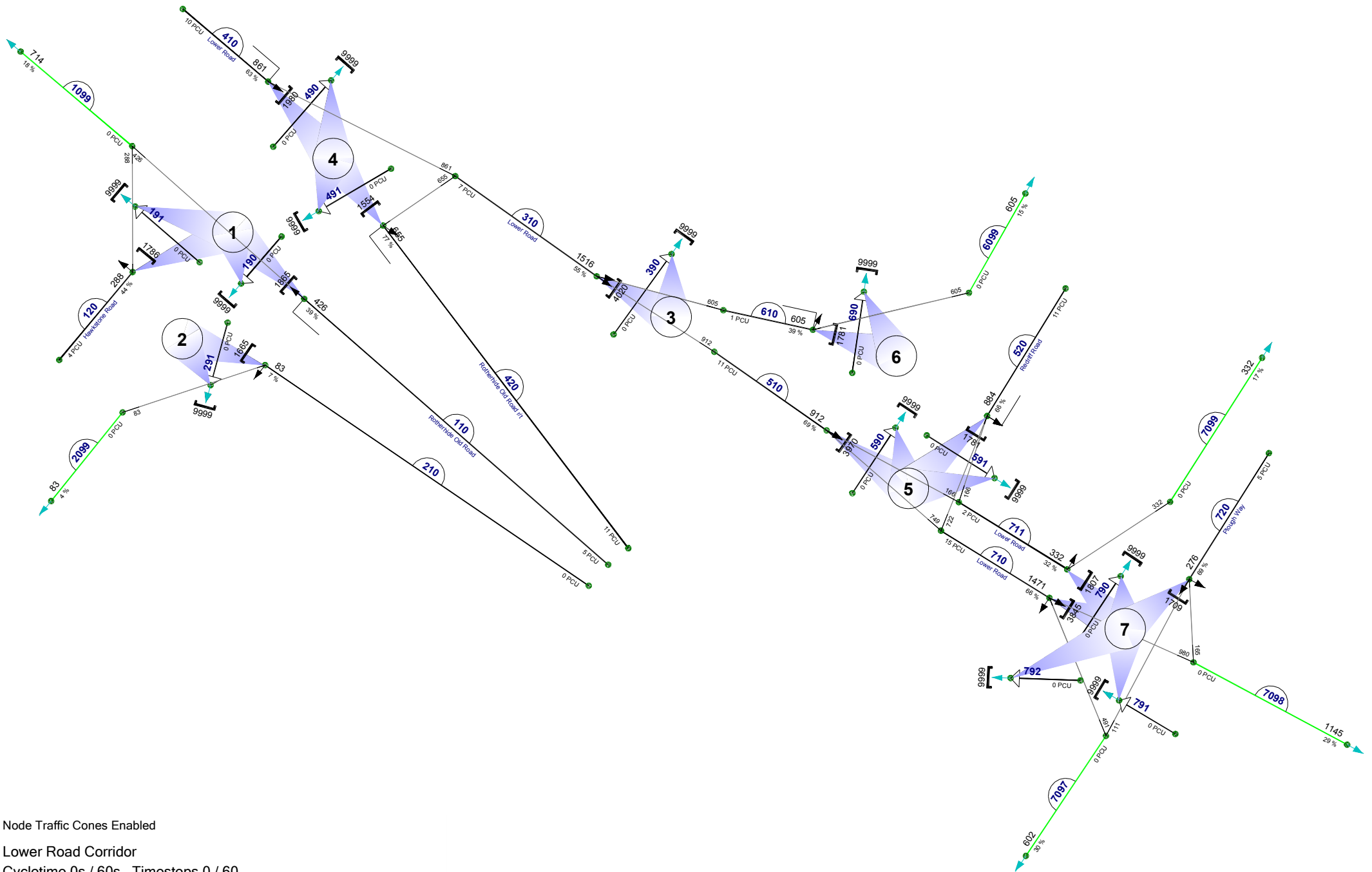


Signal Timings Diagram



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	11:35	-	516	1802:1702	638	80.8%	4.2	29.6	6.6
2/2+2/1	Old Kent Road (E) Ahead	U	C		1	37	-	687	1935:1945	1537	44.7%	1.3	7.0	2.9
2/3	Old Kent Road (E) Right	U	D		1	16	-	556	1797	509	109.2%	32.7	211.8	38.4
3/2+3/1	Old Kent Road (W) Left Ahead	U	A		1	9	-	647	1935:1965	597	108.4%	36.3	202.0	38.4
3/3	Old Kent Road (W) Ahead	U	A		1	9	-	340	1925	321	106.0%	18.1	191.5	21.2
4/1	Ahead	U	B		1	33	-	490	1915	1085	45.2%	1.3	9.3	6.0
4/2	Ahead	U	B		1	33	-	488	1915	1085	45.0%	1.2	9.2	6.0
C1						PRC for Signalled Lanes (%):	-21.3	Total Delay for Signalled Lanes (pcuHr):		95.20				
						PRC Over All Lanes (%):	-21.3	Total Delay Over All Lanes(pcuHr):		95.20	Cycle Time (s): 60			



Node Traffic Cones Enabled

Lower Road Corridor

Cyclotime 0s / 60s , Timesteps 0 / 60

Diagram produced using TRANSYT 13 Network Construction Editor

 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)	22.0 M.	I
I	- VISIBILITY TO RIGHT	I (VB-A)	18.0 M.	I
I	- LANE 1 WIDTH	I (WB-C)	3.30 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	654.35		0.24		0.09	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	508.41		0.22		0.09		0.14		0.31	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: Site 4 - Ilderton Road / Stockholm Road_Saturday SENS Forecast Base + Dev

TIME PERIOD BEGINS 13.45 AND ENDS 15.15

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	FLOW STARTS	I	BEFORE	I
I		I	TO RISE	I	PEAK	I
I		I	TOP OF PEAK	I	AT TOP	I
I		I	IS REACHED	I	OF PEAK	I
I		I	FALLING	I	PEAK	I
I		I		I		I
I	ARM A	I	15.00	I	7.81	I
I	ARM B	I	15.00	I	0.99	I
I	ARM C	I	15.00	I	8.41	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)
14.45-15.00									
B-AC	1.18	6.51	0.182		0.34	0.23	3.5		0.19
C-AB	1.45	8.31	0.175		0.38	0.25	3.8		0.15
A-B	0.90								
A-C	8.47								

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)
15.00-15.15									
B-AC	0.99	7.06	0.140		0.23	0.17	2.6		0.16
C-AB	1.22	8.66	0.141		0.25	0.19	2.8		0.13
A-B	0.75								
A-C	7.09								

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
14.00	0.2
14.15	0.2
14.30	0.3
14.45	0.3
15.00	0.2
15.15	0.2

QUEUE FOR STREAM C-AB

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE
14.00	0.2
14.15	0.2
14.30	0.4
14.45	0.4
15.00	0.3
15.15	0.2

 QUEUEING DELAY INFORMATION OVER WHOLE PERIOD

I	STREAM	I	TOTAL DEMAND	I	* QUEUEING *	I	* INCLUSIVE QUEUEING *	I		I
I		I		I	* DELAY *	I	* DELAY *	I		I
I		I		I		I		I		I
I		I	(VEH)	I	(VEH/H)	I	(MIN)	I	(MIN/VEH)	I
I		I		I		I	(MIN)	I	(MIN/VEH)	I
I	B-AC	I	108.7	I	72.5	I	21.4	I	0.20	I
I	C-AB	I	133.5	I	89.0	I	24.3	I	0.18	I
I	A-B	I	82.6	I	55.1	I		I		I
I	A-C	I	777.7	I	518.5	I		I		I
I	ALL	I	1895.3	I	1263.6	I	45.7	I	0.02	I

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

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

.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	654.35		0.24		0.09	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	508.41		0.22		0.09		0.14		0.31	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: Site 4 - Ilderton Road / Stockholm Road_Saturday Forecast Base + Dev

TIME PERIOD BEGINS 13.45 AND ENDS 15.15

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	FLOW STARTS	I	BEFORE	I
I		I	TOP OF PEAK	I	AT TOP	I
I		I	IS REACHED	I	OF PEAK	I
I		I	FALLING	I	PEAK	I
I		I		I		I
I		I	TO RISE	I		I
I	ARM A	I	15.00	I	7.66	I
I	ARM B	I	15.00	I	0.99	I
I	ARM C	I	15.00	I	8.11	I

TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)
14.45-15.00									
B-AC	1.18	6.59	0.180		0.33	0.22	3.5		0.19
C-AB	1.45	8.35	0.174		0.37	0.25	3.8		0.15
A-B	0.90								
A-C	8.29								

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)
15.00-15.15									
B-AC	0.99	7.12	0.139		0.22	0.16	2.5		0.16
C-AB	1.22	8.69	0.140		0.25	0.18	2.8		0.13
A-B	0.75								
A-C	6.94								

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
14.00	0.2
14.15	0.2
14.30	0.3
14.45	0.3
15.00	0.2
15.15	0.2

QUEUE FOR STREAM C-AB

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE
14.00	0.2
14.15	0.2
14.30	0.4
14.45	0.4
15.00	0.3
15.15	0.2

QUEUEING DELAY INFORMATION OVER WHOLE PERIOD

STREAM	TOTAL DEMAND (VEH)	CAPACITY (VEH/H)	* QUEUEING * DELAY (MIN)	(MIN/VEH)	* INCLUSIVE QUEUEING * DELAY (MIN)	(MIN/VEH)
B-AC	108.7	72.5	21.0	0.19	21.0	0.19
C-AB	133.5	89.0	24.0	0.18	24.0	0.18
A-B	82.6	55.1				
A-C	761.2	507.4				
ALL	1845.8	1230.5	45.0	0.02	45.0	0.02

* 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)	22.0 M.	I
I	- VISIBILITY TO RIGHT	I (VB-A)	18.0 M.	I
I	- LANE 1 WIDTH	I (WB-C)	3.30 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	654.35		0.24		0.09	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	508.41		0.22		0.09		0.14		0.31	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: Site 4 - Ilderton Road / Stockholm Road_Saturday SENS Forecast Base + Dev

TIME PERIOD BEGINS 13.45 AND ENDS 15.15

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	FLOW STARTS	I	BEFORE	I
I		I	TOP OF PEAK	I	AT TOP	I
I		I	IS REACHED	I	OF PEAK	I
I		I	FALLING	I	PEAK	I
I		I		I		I
I	ARM A	I	15.00	I	7.81	I
I	ARM B	I	15.00	I	0.99	I
I	ARM C	I	15.00	I	8.41	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)
14.45-15.00									
B-AC	1.18	6.51	0.182		0.34	0.23	3.5		0.19
C-AB	1.45	8.31	0.175		0.38	0.25	3.8		0.15
A-B	0.90								
A-C	8.47								

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)
15.00-15.15									
B-AC	0.99	7.06	0.140		0.23	0.17	2.6		0.16
C-AB	1.22	8.66	0.141		0.25	0.19	2.8		0.13
A-B	0.75								
A-C	7.09								

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
14.00	0.2
14.15	0.2
14.30	0.3
14.45	0.3
15.00	0.2
15.15	0.2

QUEUE FOR STREAM C-AB

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE
14.00	0.2
14.15	0.2
14.30	0.4
14.45	0.4
15.00	0.3
15.15	0.2

 QUEUEING DELAY INFORMATION OVER WHOLE PERIOD

I	STREAM	I	TOTAL DEMAND	I	* QUEUEING *	I	* INCLUSIVE QUEUEING *	I	* DELAY *	I
I	I	I	I	I	* DELAY *	I	* DELAY *	I	I	I
I	I	I	I	I	I	I	I	I	I	I
I	I	(VEH)	(VEH/H)	I	(MIN)	(MIN/VEH)	I	(MIN)	(MIN/VEH)	I
I	B-AC	I	108.7	I	72.5	I	21.4	I	0.20	I
I	C-AB	I	133.5	I	89.0	I	24.3	I	0.18	I
I	A-B	I	82.6	I	55.1	I	I	I	I	I
I	A-C	I	777.7	I	518.5	I	I	I	I	I
I	ALL	I	1895.3	I	1263.6	I	45.7	I	0.02	I

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

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

.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	654.35		0.24		0.09	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	508.41		0.22		0.09		0.14		0.31	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: Site 4 - Ilderton Road / Stockholm Road_Saturday Forecast Base + Dev

TIME PERIOD BEGINS 13.45 AND ENDS 15.15

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	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 I I I I	I	I	I								
I	ARM A	I	15.00	I	45.00	I	75.00	I	7.66	I	11.49	I	7.66	I
I	ARM B	I	15.00	I	45.00	I	75.00	I	0.99	I	1.48	I	0.99	I
I	ARM C	I	15.00	I	45.00	I	75.00	I	8.11	I	12.17	I	8.11	I

TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)
14.45-15.00									
B-AC	1.18	6.59	0.180		0.33	0.22	3.5		0.19
C-AB	1.45	8.35	0.174		0.37	0.25	3.8		0.15
A-B	0.90								
A-C	8.29								

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)
15.00-15.15									
B-AC	0.99	7.12	0.139		0.22	0.16	2.5		0.16
C-AB	1.22	8.69	0.140		0.25	0.18	2.8		0.13
A-B	0.75								
A-C	6.94								

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
14.00	0.2
14.15	0.2
14.30	0.3
14.45	0.3
15.00	0.2
15.15	0.2

QUEUE FOR STREAM C-AB

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE
14.00	0.2
14.15	0.2
14.30	0.4
14.45	0.4
15.00	0.3
15.15	0.2

QUEUEING DELAY INFORMATION OVER WHOLE PERIOD

STREAM	TOTAL DEMAND (VEH)	CAPACITY (VEH/H)	* QUEUEING * DELAY (MIN)	(MIN/VEH)	* INCLUSIVE QUEUEING * DELAY (MIN)	(MIN/VEH)
B-AC	108.7	72.5	21.0	0.19	21.0	0.19
C-AB	133.5	89.0	24.0	0.18	24.0	0.18
A-B	82.6	55.1				
A-C	761.2	507.4				
ALL	1845.8	1230.5	45.0	0.02	45.0	0.02

* 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:-

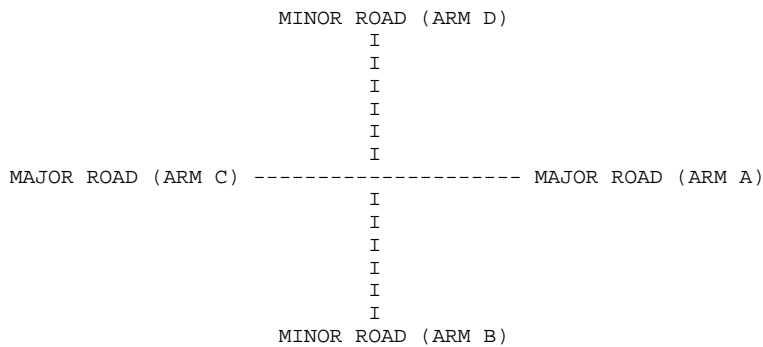
"J:\17004\Transport\Working Documents\Junction Analysis\PICADY\Site 11 - Ilderton Road_Penarth St_Rollins St\
Ilderton Rd_Penarth St_Rollins St_Saturday.vpi"
(drive-on-the-left) at 09:28:40 on Wednesday, 22 December 2010

RUN INFORMATION

RUN TITLE : Ilderton Road / Penarth Street / Rollins Street_Saturday
LOCATION : Site 11
DATE : 17/12/10
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 Road

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

SLOPES AND INTERCEPT

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

STREAM B-C

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

STREAM D-A

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

STREAM B-A

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

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

STREAM D-C

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

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

STREAM C-B

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

STREAM A-D

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

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_Saturday SENS Forecast Base + D

TIME PERIOD BEGINS 13.45 AND ENDS 15.15

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	5.97	8.96	5.97	I
I	ARM B	15.00	45.00	75.00	1.31	1.97	1.31	I
I	ARM C	15.00	45.00	75.00	11.27	16.91	11.27	I
I	ARM D	15.00	45.00	75.00	0.69	1.03	0.69	I

Demand set: Ilderton Road / Penarth Street / Rollins Street_Saturday SENS Forecast Base + D

		TURNING PROPORTIONS														
		TURNING COUNTS														
		(PERCENTAGE OF H.V.S)														
I	TIME	I	FROM/TO	I	ARM	A	I	ARM	B	I	ARM	C	I	ARM	D	I
I	13.45 - 14.00	I		I		I		I		I		I		I		I
I		I	ARM A	I	0.000	I	0.067	I	0.877	I	0.056	I		I		I
I		I		I	0.0	I	32.0	I	419.0	I	27.0	I		I		I
I		I		I	(0.0)	I	(0.0)	I	(0.0)	I	(0.0)	I		I		I
I		I		I		I		I		I		I		I		I
I		I	ARM B	I	0.476	I	0.000	I	0.457	I	0.067	I		I		I
I		I		I	50.0	I	0.0	I	48.0	I	7.0	I		I		I
I		I		I	(0.0)	I	(0.0)	I	(0.0)	I	(0.0)	I		I		I
I		I		I		I		I		I		I		I		I
I		I	ARM C	I	0.927	I	0.054	I	0.000	I	0.019	I		I		I
I		I		I	836.0	I	49.0	I	0.0	I	17.0	I		I		I
I		I		I	(0.0)	I	(0.0)	I	(0.0)	I	(0.0)	I		I		I
I		I		I		I		I		I		I		I		I
I		I	ARM D	I	0.655	I	0.036	I	0.309	I	0.000	I		I		I
I		I		I	36.0	I	2.0	I	17.0	I	0.0	I		I		I
I		I		I	(0.0)	I	(0.0)	I	(0.0)	I	(0.0)	I		I		I
I		I		I		I		I		I		I		I		I

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_Saturday SENS Forecast Base + D
AND FOR TIME PERIOD 1

I	TIME	DEMAND	CAPACITY	DEMAND/	PEDESTRIAN	START	END	DELAY	GEOMETRIC DELAY	AVERAGE DELAY
I		(VEH/MIN)	(VEH/MIN)	CAPACITY	FLOW	QUEUE	QUEUE	(VEH.MIN/	(VEH.MIN/	PER ARRIVING
I				(RFC)	(PEDS/MIN)	(VEHS)	(VEHS)	TIME SEGMENT)	TIME SEGMENT)	VEHICLE (MIN)
I	13.45-14.00									
I	B-ACD	1.32	7.25	0.182		0.00	0.22	3.1		0.17
I	A-BCD	0.34	7.80	0.043		0.00	0.05	0.7		0.13
I	D-ABC	0.69	7.28	0.095		0.00	0.10	1.5		0.15
I	C-ABD	0.61	9.04	0.068		0.00	0.08	1.2		0.12

I	TIME	DEMAND	CAPACITY	DEMAND/	PEDESTRIAN	START	END	DELAY	GEOMETRIC DELAY	AVERAGE DELAY
I		(VEH/MIN)	(VEH/MIN)	CAPACITY	FLOW	QUEUE	QUEUE	(VEH.MIN/	(VEH.MIN/	PER ARRIVING
I				(RFC)	(PEDS/MIN)	(VEHS)	(VEHS)	TIME SEGMENT)	TIME SEGMENT)	VEHICLE (MIN)
I	14.00-14.15									
I	B-ACD	1.57	6.65	0.237		0.22	0.31	4.4		0.20
I	A-BCD	0.40	7.28	0.056		0.05	0.06	0.9		0.15
I	D-ABC	0.82	6.57	0.125		0.10	0.14	2.1		0.17
I	C-ABD	0.73	8.76	0.084		0.08	0.10	1.5		0.12

I	TIME	DEMAND	CAPACITY	DEMAND/	PEDESTRIAN	START	END	DELAY	GEOMETRIC DELAY	AVERAGE DELAY
I		(VEH/MIN)	(VEH/MIN)	CAPACITY	FLOW	QUEUE	QUEUE	(VEH.MIN/	(VEH.MIN/	PER ARRIVING
I				(RFC)	(PEDS/MIN)	(VEHS)	(VEHS)	TIME SEGMENT)	TIME SEGMENT)	VEHICLE (MIN)
I	14.15-14.30									
I	B-ACD	1.93	5.77	0.334		0.31	0.49	7.0		0.26
I	A-BCD	0.50	6.57	0.075		0.06	0.09	1.3		0.16
I	D-ABC	1.01	5.54	0.182		0.14	0.22	3.2		0.22
I	C-ABD	0.90	8.39	0.107		0.10	0.14	2.1		0.13

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)
14.30-14.45									
B-ACD	1.93	5.77	0.334		0.49	0.50	7.4		0.26
A-BCD	0.50	6.57	0.075		0.09	0.09	1.3		0.16
D-ABC	1.01	5.54	0.182		0.22	0.22	3.3		0.22
C-ABD	0.90	8.39	0.107		0.14	0.14	2.2		0.13

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)
14.45-15.00									
B-ACD	1.57	6.64	0.237		0.50	0.32	4.9		0.20
A-BCD	0.40	7.28	0.056		0.09	0.06	0.9		0.15
D-ABC	0.82	6.57	0.125		0.22	0.15	2.3		0.17
C-ABD	0.73	8.76	0.084		0.14	0.10	1.6		0.12

TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)
15.00-15.15									
B-ACD	1.32	7.25	0.182		0.32	0.23	3.5		0.17
A-BCD	0.34	7.79	0.043		0.06	0.05	0.7		0.13
D-ABC	0.69	7.28	0.095		0.15	0.11	1.6		0.15
C-ABD	0.61	9.03	0.068		0.10	0.08	1.2		0.12

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
14.00	0.2
14.15	0.3
14.30	0.5
14.45	0.5
15.00	0.3
15.15	0.2

QUEUE FOR STREAM A-BCD

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE
14.00	0.0
14.15	0.1
14.30	0.1
14.45	0.1
15.00	0.1
15.15	0.0

QUEUE FOR STREAM D-ABC

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE
14.00	0.1
14.15	0.1
14.30	0.2
14.45	0.2
15.00	0.1
15.15	0.1

QUEUE FOR STREAM C-ABD

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE
14.00	0.1
14.15	0.1
14.30	0.1
14.45	0.1
15.00	0.1
15.15	0.1

 QUEUEING DELAY INFORMATION OVER WHOLE PERIOD

I	STREAM	I	TOTAL DEMAND	I	* QUEUEING *	I	* INCLUSIVE QUEUEING *	I	I
I	I	I	I	I	* DELAY *	I	* DELAY *	I	I
I	I	I	I	I	I	I	I	I	I
I	I	(VEH)	(VEH/H)	I	(MIN)	(MIN/VEH)	I	(MIN)	(MIN/VEH)
I	B-ACD	I	144.5	I	96.3	I	30.4	I	0.21
I	A-BCD	I	37.2	I	24.8	I	5.9	I	0.16
I	D-ABC	I	75.7	I	50.5	I	13.9	I	0.18
I	C-ABD	I	67.4	I	45.0	I	9.7	I	0.14
I	ALL	I	2119.7	I	1413.1	I	59.9	I	0.03

* 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*****

.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-C	STREAM A-B	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-A	STREAM C-D	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-C	STREAM A-D	STREAM A-D	STREAM D-A	STREAM D-A	STREAM D-B	STREAM D-B	I
I	542.98	0.23	0.23	0.23	0.23	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 A-B	STREAM C-A	STREAM C-A	STREAM C-B	STREAM C-B	STREAM D-C	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-A	STREAM C-B	STREAM C-B	STREAM B-C	STREAM B-C	STREAM B-D	STREAM B-D	I
I	546.57	0.24	0.24	0.24	0.24	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 C-D	STREAM A-C	STREAM A-C	STREAM A-D	STREAM A-D	STREAM B-A	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-C	STREAM A-D	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-A	STREAM C-B	STREAM C-B	I

I 626.08 0.23 0.33 I

B-D Stream From Left Hand Lane

I Intercept For Slope For Opposing Slope For Opposing Slope For Opposing Slope For Opposing I
 I STREAM B-D STREAM A-C STREAM A-D STREAM A-B STREAM C-B I

I 542.98 0.23 0.23 0.09 0.34 I

I Slope For Opposing Slope For Opposing Slope For Opposing Slope For Opposing I
 I STREAM C-A STREAM C-D STREAM C-D STREAM C-B I

I 0.15 0.15 I

B-D Stream From Right Hand Lane

I Intercept For Slope For Opposing Slope For Opposing Slope For Opposing Slope For Opposing I
 I STREAM B-D STREAM A-C STREAM A-D STREAM A-B STREAM C-B I

I 542.98 0.23 0.23 0.09 0.34 I

I Slope For Opposing Slope For Opposing Slope For Opposing Slope For Opposing I
 I STREAM C-A STREAM C-D STREAM C-D STREAM C-B I

I 0.15 0.15 I

D-B Stream From Left Hand Lane

I Intercept For Slope For Opposing Slope For Opposing Slope For Opposing Slope For Opposing I
 I STREAM D-B STREAM C-A STREAM C-B STREAM D-C STREAM A-D I

I 546.57 0.24 0.24 0.09 0.34 I

I Slope For Opposing Slope For Opposing Slope For Opposing Slope For Opposing I
 I STREAM A-C STREAM A-B STREAM A-B STREAM A-D I

I 0.15 0.15 I

D-B Stream From Right Hand Lane

I Intercept For Slope For Opposing Slope For Opposing Slope For Opposing Slope For Opposing I
 I STREAM B-D STREAM C-A STREAM C-B STREAM C-D STREAM A-D I

I 546.57 0.24 0.24 0.09 0.34 I

I Slope For Opposing Slope For Opposing Slope For Opposing Slope For Opposing I
 I STREAM A-C STREAM A-B STREAM A-B STREAM A-D 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_Saturday Forecast Base + Dev

TIME PERIOD BEGINS 13.45 AND ENDS 15.15

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	5.71	8.57	5.71	I
I	ARM B	15.00	45.00	75.00	1.31	1.97	1.31	I
I	ARM C	15.00	45.00	75.00	10.59	15.88	10.59	I
I	ARM D	15.00	45.00	75.00	0.69	1.03	0.69	I

Demand set: Ilderton Road / Penarth Street / Rollins Street_Saturday Forecast Base + Dev

I	I	TURNING PROPORTIONS				I					
		I	I	I	I						
I		TURNING COUNTS				I					
I		(PERCENTAGE OF H.V.S)				I					
I	TIME	FROM/TO	ARM	A	ARM	B	ARM	C	ARM	D	I
I	13.45 - 14.00	I	I	I	I	I	I	I	I	I	I
I		ARM A	0.000	0.070	0.871	0.059					I
I			0.0	32.0	398.0	27.0					I
I			(0.0)	(0.0)	(0.0)	(0.0)					I
I		ARM B	0.476	0.000	0.457	0.067					I
I			50.0	0.0	48.0	7.0					I
I			(0.0)	(0.0)	(0.0)	(0.0)					I
I		ARM C	0.922	0.058	0.000	0.020					I
I			781.0	49.0	0.0	17.0					I
I			(0.0)	(0.0)	(0.0)	(0.0)					I
I		ARM D	0.655	0.036	0.309	0.000					I
I			36.0	2.0	17.0	0.0					I
I			(0.0)	(0.0)	(0.0)	(0.0)					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_Saturday Forecast Base + Dev
AND FOR TIME PERIOD 1

I	TIME	DEMAND	CAPACITY	DEMAND/	PEDESTRIAN	START	END	DELAY	GEOMETRIC DELAY	AVERAGE DELAY	I
I		(VEH/MIN)	(VEH/MIN)	CAPACITY	FLOW	QUEUE	QUEUE	(VEH.MIN/	(VEH.MIN/	PER ARRIVING	I
I				(RFC)	(PEDS/MIN)	(VEHS)	(VEHS)	TIME SEGMENT)	TIME SEGMENT)	VEHICLE (MIN)	I
I	13.45-14.00										I
I	B-ACD	1.32	7.41	0.178		0.00	0.21	3.1		0.16	I
I	A-BCD	0.34	7.95	0.043		0.00	0.05	0.7		0.13	I
I	D-ABC	0.69	7.49	0.092		0.00	0.10	1.4		0.15	I
I	C-ABD	0.61	9.10	0.068		0.00	0.08	1.1		0.12	I

I	TIME	DEMAND	CAPACITY	DEMAND/	PEDESTRIAN	START	END	DELAY	GEOMETRIC DELAY	AVERAGE DELAY	I
I		(VEH/MIN)	(VEH/MIN)	CAPACITY	FLOW	QUEUE	QUEUE	(VEH.MIN/	(VEH.MIN/	PER ARRIVING	I
I				(RFC)	(PEDS/MIN)	(VEHS)	(VEHS)	TIME SEGMENT)	TIME SEGMENT)	VEHICLE (MIN)	I
I	14.00-14.15										I
I	B-ACD	1.57	6.84	0.230		0.21	0.29	4.3		0.19	I
I	A-BCD	0.40	7.47	0.054		0.05	0.06	0.9		0.14	I
I	D-ABC	0.82	6.82	0.121		0.10	0.14	2.0		0.17	I
I	C-ABD	0.73	8.83	0.083		0.08	0.10	1.5		0.12	I

I	TIME	DEMAND	CAPACITY	DEMAND/	PEDESTRIAN	START	END	DELAY	GEOMETRIC DELAY	AVERAGE DELAY	I
I		(VEH/MIN)	(VEH/MIN)	CAPACITY	FLOW	QUEUE	QUEUE	(VEH.MIN/	(VEH.MIN/	PER ARRIVING	I
I				(RFC)	(PEDS/MIN)	(VEHS)	(VEHS)	TIME SEGMENT)	TIME SEGMENT)	VEHICLE (MIN)	I
I	14.15-14.30										I
I	B-ACD	1.93	6.02	0.320		0.29	0.46	6.6		0.24	I
I	A-BCD	0.50	6.80	0.073		0.06	0.08	1.3		0.16	I
I	D-ABC	1.01	5.87	0.172		0.14	0.20	3.0		0.21	I
I	C-ABD	0.90	8.47	0.106		0.10	0.14	2.1		0.13	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)
14.30-14.45									
B-ACD	1.93	6.02	0.320		0.46	0.47	7.0		0.24
A-BCD	0.50	6.80	0.073		0.08	0.08	1.3		0.16
D-ABC	1.01	5.87	0.172		0.20	0.21	3.1		0.21
C-ABD	0.90	8.47	0.106		0.14	0.14	2.1		0.13

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)
14.45-15.00									
B-ACD	1.57	6.83	0.230		0.47	0.30	4.7		0.19
A-BCD	0.40	7.47	0.054		0.08	0.06	0.9		0.14
D-ABC	0.82	6.82	0.121		0.21	0.14	2.2		0.17
C-ABD	0.73	8.83	0.083		0.14	0.10	1.5		0.12

TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)
15.00-15.15									
B-ACD	1.32	7.40	0.178		0.30	0.22	3.4		0.16
A-BCD	0.34	7.95	0.043		0.06	0.05	0.7		0.13
D-ABC	0.69	7.48	0.092		0.14	0.10	1.6		0.15
C-ABD	0.61	9.09	0.068		0.10	0.08	1.2		0.12

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
14.00	0.2
14.15	0.3
14.30	0.5
14.45	0.5
15.00	0.3
15.15	0.2

QUEUE FOR STREAM A-BCD

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE
14.00	0.0
14.15	0.1
14.30	0.1
14.45	0.1
15.00	0.1
15.15	0.0

QUEUE FOR STREAM D-ABC

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE
14.00	0.1
14.15	0.1
14.30	0.2
14.45	0.2
15.00	0.1
15.15	0.1

QUEUE FOR STREAM C-ABD

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE
14.00	0.1
14.15	0.1
14.30	0.1
14.45	0.1
15.00	0.1
15.15	0.1

QUEUEING DELAY INFORMATION OVER WHOLE PERIOD

I	STREAM	I	TOTAL DEMAND	I	* QUEUEING *	I	* INCLUSIVE QUEUEING *	I
I	I	I	I	I	* DELAY *	I	* DELAY *	I
I	I	I	I	I	I	I	I	I
I	I	(VEH)	(VEH/H)	I	(MIN)	(MIN/VEH)	I	(MIN)
I	I	(VEH)	(VEH/H)	I	(MIN)	(MIN/VEH)	I	(MIN)
I	B-ACD	I 144.5	I 96.3	I	29.0	I 0.20	I	29.0
I	A-BCD	I 37.2	I 24.8	I	5.7	I 0.15	I	5.7
I	D-ABC	I 75.7	I 50.5	I	13.2	I 0.17	I	13.2
I	C-ABD	I 67.4	I 45.0	I	9.5	I 0.14	I	9.5
I	ALL	I 2015.1	I 1343.4	I	57.5	I 0.03	I	57.5

* 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 =====