

Appendix B
Transport Assessment

TRL VIEWER 2.0 AE C:\.. \New Layout - Future Flows\PM Peak A.txt - Page 4									
QUEUE FOR STREAM C-B									
TIME SEGMENT	NO. OF								
ENDING	VEHICLES								
	IN QUEUE								
18.30	0.0								
19.00	0.0								
QUEUEING DELAY INFORMATION OVER WHOLE PERIOD									
I	STREAM	I	TOTAL DEMAND	I	* QUEUEING *	I	* INCLUSIVE QUEUEING *	I	
I	I	I	I	I	* DELAY *	I	* DELAY *	I	I
I	I	I	I	I	I	I	I	I	I
I	I	I	(VEH)	(VEH/H)	(MIN)	(MIN/VEH)	(MIN)	(MIN/VEH)	I
I	I	I	I	I	I	I	I	I	I
I	B-AC	I	2.0	I 2.0	I 0.2	I 0.10	I 0.2	I 0.10	I
I	C-A	I	512.0	I 512.0	I	I	I	I	I
I	C-B	I	2.0	I 2.0	I 0.1	I 0.07	I 0.1	I 0.07	I
I	A-B	I	0.0	I 0.0	I	I	I	I	I
I	A-C	I	0.0	I 0.0	I	I	I	I	I
I	ALL	I	516.0	I 516.0	I 0.3	I 0.00	I 0.3	I 0.00	I
INCLUSIVE GEOMETRIC DELAY									
I	ARM	I	TOTAL DEMAND	I	GEOMETRIC DELAY BY TURN (VEH MIN)				I TOTAL
I	I	I	I	I	(GEOMETRIC DELAY PER LIGHT VEHICLE (SEC))				I GEOM.
I	I	I	I	I	I				I DELAY
I	I	I	(VEH)	(VEH/H)	I	ARM A	I ARM B	I ARM C	I VEH MINI
I	I	I	I	I	I	I	I	I	I
I	A	I	0.0	I 0.0	I 0.0	I 0.0	I 0.0	I 0.0	I 0.0
I	I	I	I	I	I (0.0)	I (7.9)	I (0.0)	I	I
I	I	I	I	I	I	I	I	I	I
I	B	I	2.0	I 2.0	I 0.3	I 0.0	I 0.0	I 0.0	I 0.3
I	I	I	I	I	I (7.8)	I (0.0)	I (8.4)	I	I
I	I	I	I	I	I	I	I	I	I
I	C	I	514.0	I 514.0	I 0.0	I 0.2	I 0.0	I 0.0	I 0.2
I	I	I	I	I	I (0.0)	I (7.2)	I (0.0)	I	I
I	ALL	I	516.0	I 516.0	I				I 0.5
. POINT TO POINT JOURNEY TIME TABLE									
I	Point to point journey timesI I I I I								
I	From / To	I	I	I	I	I	I	I	I
I	(entry point) (exit point)	I	Arm A	I Arm B	I Arm C	I Arm D	I	I	I
I	ArmA	I	0.0	I 28.9	I 20.1	I 0.0	I		
I	ArmB	I	28.8	I 0.0	I 29.4	I 0.0	I		
I	ArmC	I	21.0	I 32.6	I 0.0	I 0.0	I		
I	ArmD	I	0.0	I 0.0	I 0.0	I 0.0	I		
* JOURNEY TIME CALCULATION STARTING/ENDING ON ARM A BEGINS/ENDS 200.0M FROM STOP LINE/AFTER EXIT									
* JOURNEY TIME CALCULATION STARTING/ENDING ON ARM B BEGINS/ENDS 50.0M FROM STOP LINE/AFTER EXIT									
* JOURNEY TIME CALCULATION STARTING/ENDING ON ARM C BEGINS/ENDS 200.0M FROM STOP LINE/AFTER EXIT									
* DELAY IS THAT OCCURRING ONLY WITHIN THE TIME PERIOD .									
* INCLUSIVE DELAY INCLUDES DELAY SUFFERED BY VEHICLES WHICH ARE STILL QUEUEING AFTER THE END OF THE TIME PERIOD.									
* THESE WILL ONLY BE SIGNIFICANTLY DIFFERENT IF THERE IS A LARGE QUEUE REMAINING AT THE END OF THE TIME PERIOD.									
END OF JOB									
===== end of file =====									
===== end of file =====									
[Printed at 12:49:16 on 25/06/2010]									

Output for Table 8

Appendix B
Transport Assessment

TRL	TRL VIEWER	2.0 AE C:\..\New Layout - Future Flows\AM Peak A + B.txt - Page 1
TRL LIMITED		
(C) COPYRIGHT 2006		
CAPACITIES, QUEUES, AND DELAYS AT 3 OR 4-ARM MAJOR/MINOR PRIORITY JUNCTIONS		
PICADY 5.0 ANALYSIS PROGRAM		
RELEASE 3.0 (JUNE 2006)		
ADAPTED FROM PICADY/3 WHICH IS CROWN COPYRIGHT		
BY PERMISSION OF THE CONTROLLER OF HMSO		
FOR SALES AND DISTRIBUTION INFORMATION,		
PROGRAM ADVICE AND MAINTENANCE CONTACT:		
TRL SOFTWARE BUREAU		
TEL: CROWTHORNE (01344) 770758, FAX: 770864		
EMAIL: SoftwareBureau@trl.co.uk		
THE USER OF THIS COMPUTER PROGRAM FOR THE SOLUTION OF AN ENGINEERING PROBLEM IS		
IN NO WAY RELIEVED OF HIS RESPONSIBILITY FOR THE CORRECTNESS OF THE SOLUTION		
Run with file:-		
"J:\211000\211967 BL Midland Road Access\4 Internal Project Data\4-04 Arup Calculations\PICADY Model\		
New Layout\Future Flow New Junction - AM.vpo.vpi"		
(drive-on-the-left) at 10:28:37 on Wednesday, 27 January 2010		
RUN INFORMATION		

RUN TITLE: Future Flow AM Peak		
LOCATION: BL Access Road		
DATE: 14/01/10		
CLIENT: British Library		
ENUMERATOR: david.mccann [PLPPC061814]		
JOB NUMBER: 211967-00		
STATUS:		
DESCRIPTION:		
.MAJOR/MINOR JUNCTION CAPACITY AND DELAY		

INPUT DATA		

WARNING SEGMENT LENGTH GREATER THAN 15 MINUTES.		
MAJOR ROAD (ARM C) ----- MAJOR ROAD (ARM A)		
I		
I		
I		
I		
I		
I		
MINOR ROAD (ARM B)		
ARM A IS Midland Road (South)		
ARM B IS BL Access Road		
ARM C IS Midland Road (North)		
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.		

TRL	TRL VIEWER	2.0 AE C:\..\New Layout - Future Flows\AM Peak A + B.txt - Page 2
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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) 3.50 M.	I
I	- VISIBILITY	I	(VC-B) 250.0 M.	I
I	- BLOCKS TRAFFIC	I	NO	I
I		I		I
I	MINOR ROAD - VISIBILITY TO LEFT	I	(VB-C) 50.0 M.	I
I	- VISIBILITY TO RIGHT	I	(VB-A) 200.0 M.	I
I	- LANE 1 WIDTH	I	(WB-C) 4.75 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	881.22	0.32	0.13	I

I	Intercept For Slope For Opposing	Slope For Opposing	Slope For Opposing	Slope For OpposingI		
I	Stream B-A Stream A-C	Stream A-B	Stream C-A	Stream C-B	I	
I	697.15	0.30	0.12	0.19	0.43	I

I	Intercept For Slope For Opposing	Slope For Opposing I		
I	Stream C-B Stream A-C	Stream A-B	I	
I	820.43	0.30	0.30	I

NB These values do not allow for any site specific corrections

GEOMETRIC DELAY DATA

I	I	ARM SPEED	I	ENTRY	EXIT	I
I	I	(KPH)	I	RADIUS	RADIUS	I
I	I	ENTRY EXIT	I	ER (M)	EXR (M)	I
I	ARM A	I 48.0 48.0	I	2.5		I
I	ARM B	I 30.0 30.0	I	2.0	4.0	I
I	ARM C	I 48.0 48.0	I			I

JUNCTION VISIBILITIES DO NOT CONFORM TO STANDARDS LAID DOWN IN TD42/95

WARNING SEGMENT LENGTH GREATER THAN 15 MINUTES.

TRAFFIC DEMAND DATA

Appendix B

Transport Assessment

TRL VIEWER 2.0 AE C:\... \New Layout - Future Flows\AM Peak A + B.txt - Page 3

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

Demand set: Future Flow AM Peak - A+B

TIME PERIOD BEGINS 08.00 AND ENDS 09.00

LENGTH OF TIME PERIOD - 60 MINUTES.
LENGTH OF TIME SEGMENT - 30 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	
08.00 - 09.00	ARM A	0.000	0.000	0.000	
		0.0	0.0	0.0	
		(0.0)	(0.0)	(0.0)	
	ARM B	1.000	0.000	0.000	
		22.0	0.0	0.0	
		(18.0)	(0.0)	(0.0)	
	ARM C	0.966	0.034	0.000	
		630.0	22.0	0.0	
		(13.0)	(18.0)	(0.0)	

TURNING PROPORTIONS ARE CALCULATED FROM TURNING COUNT DATA

THE PERCENTAGE OF HEAVY VEHICLES VARIES OVER TURNING MOVEMENTS

 QUEUE AND DELAY INFORMATION FOR EACH 30 MIN TIME SEGMENT

 FOR COMBINED DEMAND SETS
 AND FOR TIME PERIOD 1

	TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)
	08.00-08.30									
	B-AC	0.37	7.79	0.047		0.00	0.05	1.4	1.5	
	C-A	10.50							0.0	
	C-B	0.37	11.59	0.032		0.00	0.03	1.0	1.4	
	A-B	0.00							0.0	
	A-C	0.00							0.0	

TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH. MIN/ TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)
08.30-09.00									
B-A-C	0.37	7.79	0.047		0.05	0.05	1.5	1.5	
C-A	10.50							0.0	
C-B	0.37	11.59	0.032		0.03	0.03	1.0	1.4	
A-B	0.00							0.0	
A-C	0.00							0.0	

QUEUE FOR STREAM	B-AC
TIME SEGMENT	NO. OF
ENDING	VEHICLES
	IN QUEUE
08.30	0.0
09.00	0.0

TRL TRL VIEWER 2.0 AE C:\.. \New Layout - Future Flows\AM Peak A + B.txt - Page 4

QUEUE FOR STREAM	C-B
TIME SEGMENT	NO. OF
ENDING	VEHICLES
	IN QUEUE
08.30	0.0
09.00	0.0

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	(VEH)	(VEH/H)	(MIN)	(MIN/VEH)	(MIN)	(MIN/VEH)
I	B-AC	I	22.0	I	2.9	I	0.13	I
I	C-A	I	630.0	I	1.9	I	0.09	I
I	C-B	I	22.0	I	2.9	I	0.13	I
I	A-B	I	0.0	I	0.0	I	0.0	I
I	A-C	I	0.0	I	0.0	I	0.0	I
I	ALL	I	674.0	I	4.9	I	0.01	I

INCLUSIVE GEOMETRIC DELAY

I	I	I	TOTAL DEMAND		GEOMETRIC DELAY BY TURN (VEH MIN)			I	TOTAL	I
			I	I	(GEOMETRIC DELAY PER LIGHT VEHICLE (SEC))					
I	I	I	(VEH)	(VEH/H)	ARM A	ARM B	ARM C	I	DELAY	I
I	I	I						I	VEH MINI	I
I	A	I	0.0	0.0	0.0	0.0	0.0	I	0.0	I
I		I			(0.0)	(7.9)	(0.0)	I		I
I		I						I		I
I	B	I	22.0	22.0	3.0	0.0	0.0	I	3.0	I
I		I			(7.8)	(0.0)	(8.4)	I		I
I		I						I		I
I	C	I	652.0	652.0	0.0	2.8	0.0	I	2.8	I
I		I			(0.0)	(7.2)	(0.0)	I		I
I		I						I		I
I	ALL	I	674.0	674.0				I	5.8	I

. POINT TO POINT JOURNEY TIME TABLE

Point to point journey times		I	I	I	I
From	To	I	I	I	I
(entry point)	(exit point)	Arm A	Arm B	Arm C	Arm D
I	ArmA	I 0.0	I 28.9	I 20.1	I 0.0
I	ArmB	I 31.0	I 0.0	I 29.4	I 0.0
I	ArmC	I 21.3	I 35.7	I 0.0	I 0.0
I	ArmD	I 0.0	I 0.0	I 0.0	I 0.0

* JOURNEY TIME CALCULATION STARTING/ENDING ON ARM A BEGINS/ENDS 200.0M FROM STOP LINE/AFTER EXIT
* JOURNEY TIME CALCULATION STARTING/ENDING ON ARM B BEGINS/ENDS 50.0M FROM STOP LINE/AFTER EXIT
* JOURNEY TIME CALCULATION STARTING/ENDING ON ARM C BEGINS/ENDS 200.0M FROM STOP LINE/AFTER EXIT

* 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

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===== end of file =====
===== end of file =====
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[Printed at 12:41:03 on 25/06/2010]

Appendix B

Transport Assessment

TRL	TRL VIEWER	2.0 AE C:\.. \New Layout - Future Flows\PM Peak A + B.txt - Page 1
TRL LIMITED		
(C) COPYRIGHT 2006		
CAPACITIES, QUEUES, AND DELAYS AT 3 OR 4-ARM MAJOR/MINOR PRIORITY JUNCTIONS		
PICADY 5.0 ANALYSIS PROGRAM		
RELEASE 3.0 (JUNE 2006)		
ADAPTED FROM PICADY/3 WHICH IS CROWN COPYRIGHT		
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PROGRAM ADVICE AND MAINTENANCE CONTACT:		
TRL SOFTWARE BUREAU		
TEL: CROWTHORNE (01344) 770758, FAX: 770864		
EMAIL: SoftwareBureau@trl.co.uk		
THE USER OF THIS COMPUTER PROGRAM FOR THE SOLUTION OF AN ENGINEERING PROBLEM IS		
IN NO WAY RELIEVED OF HIS RESPONSIBILITY FOR THE CORRECTNESS OF THE SOLUTION		
Run with file:-		
"J:\211000\211967 BL Midland Road Access\4 Internal Project Data\4-04 Arup Calculations\PICADY Model\		
New Layout\Future Flow New Junction - PM.vpi"		
(drive-on-the-left) at 10:32:48 on Wednesday, 27 January 2010		
RUN INFORMATION		

RUN TITLE: Future Flow AM Peak		
LOCATION: BL Access Road		
DATE: 14/01/10		
CLIENT: British Library		
ENUMERATOR: david.mccann [PLPPC061814]		
JOB NUMBER: 211967-00		
STATUS:		
DESCRIPTION:		
.MAJOR/MINOR JUNCTION CAPACITY AND DELAY		

INPUT DATA		

WARNING SEGMENT LENGTH GREATER THAN 15 MINUTES.		
MAJOR ROAD (ARM C) ----- MAJOR ROAD (ARM A)		
I		
I		
I		
I		
I		
I		
MINOR ROAD (ARM B)		
ARM A IS Midland Road (South)		
ARM B IS BL Access Road		
ARM C IS Midland Road (North)		
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.		

TRL	TRL VIEWER	2.0 AE C:\..\New Layout - Future Flows\PM Peak A + B.txt - Page 2
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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) 3.50 M.	I
I	- VISIBILITY	I	(VC-B) 250.0 M.	I
I	- BLOCKS TRAFFIC	I	NO	I
I		I		I
I	MINOR ROAD - VISIBILITY TO LEFT	I	(VB-C) 50.0 M.	I
I	- VISIBILITY TO RIGHT	I	(VB-A) 200.0 M.	I
I	- LANE 1 WIDTH	I	(WB-C) 4.75 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	881.22	0.32	0.13	I

I	Intercept For Slope For Opposing	Slope For Opposing	Slope For Opposing	Slope For OpposingI		
I	Stream B-A Stream A-C	Stream A-B	Stream C-A	Stream C-B	I	
I	697.15	0.30	0.12	0.19	0.43	I

I	Intercept For Slope For Opposing	Slope For Opposing I		
I	Stream C-B Stream A-C	Stream A-B	I	
I	820.43	0.30	0.30	I

NB These values do not allow for any site specific corrections

GEOMETRIC DELAY DATA

I	I	ARM SPEED	I	ENTRY	EXIT	I		
I	I	(KPH)	I	RADIUS	RADIUS	I		
I	I	ENTRY EXIT	I	ER (M)	EXR (M)	I		
I	ARM A	I	48.0	48.0	I	2.5	I	
I	ARM B	I	30.0	30.0	I	2.0	4.0	I
I	ARM C	I	48.0	48.0	I			I

JUNCTION VISIBILITIES DO NOT CONFORM TO STANDARDS LAID DOWN IN TD42/95

WARNING SEGMENT LENGTH GREATER THAN 15 MINUTES.

TRAFFIC DEMAND DATA

Appendix B

Transport Assessment

TRL TRL VIEWER 2.0 AE C:\.. \New Layout - Future Flows\PM Peak A + B.txt - Page 3

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

Demand set: Future Flow PM Peak - A+B

TIME PERIOD BEGINS 18.00 AND ENDS 19.00

LENGTH OF TIME PERIOD - 60 MINUTES.
LENGTH OF TIME SEGMENT - 30 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			
18.00 - 19.00	ARM A	0.000	0.000	0.000			
		0.0	0.0	0.0			
		(0.0)	(0.0)	(0.0)			
	ARM B	1.000	0.000	0.000			
		5.0	0.0	0.0			
		(14.0)	(0.0)	(0.0)			
	ARM C	0.990	0.010	0.000			
		512.0	5.0	0.0			
		(9.0)	(12.0)	(0.0)			

TURNING PROPORTIONS ARE CALCULATED FROM TURNING COUNT DATA

THE PERCENTAGE OF HEAVY VEHICLES VARIES OVER TURNING MOVEMENTS

QUEUE AND DELAY INFORMATION FOR EACH 30 MIN TIME SEGMENT

FOR DEMAND SET Future Flow PM Peak - A+B
AND FOR TIME PERIOD 1

	TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)
I	18.00-18.30									
I	B-A-C	0.10	8.61	0.012		0.00	0.01	0.3	0.4	
I	C-A	8.55							0.0	
I	C-B	0.08	12.21	0.007		0.00	0.01	0.2	0.3	
I	A-B	0.00							0.0	
I	A-C	0.00							0.0	

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)
18.30-19.00									
B-A	0.10	8.61	0.012		0.01	0.01	0.4	0.4	
C-A	8.55							0.0	
C-B	0.08	12.21	0.007		0.01	0.01	0.2	0.3	
A-B	0.00							0.0	
A-C	0.00							0.0	

QUEUE FOR STREAM B-AC

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE
18.30	0.0
19.00	0.0

TRL VIEWER 2.0 AE C:\.. \New Layout - Future Flows\PM Peak A + B.txt - Page 4

QUEUE FOR STREAM C-B

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE
18.30	0.0
19.00	0.0

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	(VEH)	(VEH/H)	I	(MIN)	(MIN/VEH)	I	(MIN)	(MIN/VEH)				
I	B-AC	I	6.0	I	6.0	I	0.7	I	0.12	I	0.7	I	0.12	I
I	C-A	I	513.0	I	513.0	I	I	I	I	I	I	I	I	I
I	C-B	I	5.0	I	5.0	I	0.4	I	0.08	I	0.4	I	0.08	I
I	A-B	I	0.0	I	0.0	I	I	I	I	I	I	I	I	I
I	A-C	I	0.0	I	0.0	I	I	I	I	I	I	I	I	I
I	ALL	I	524.0	I	524.0	I	1.1	I	0.00	I	1.1	I	0.00	I

INCLUSIVE GEOMETRIC DELAY

I	I	I	TOTAL DEMAND		GEOMETRIC DELAY BY TURN (VEH MIN)				TOTAL	I
			(VEH)	(VEH/H)	(GEOMETRIC DELAY PER LIGHT VEHICLE (SEC))					
I	ARM	I			ARM A	ARM B	ARM C	VEH MIN	DELAY	I
I	A	I	0.0	0.0	0.0	0.0	0.0	0.0	0.0	I
I		I			(0.0)	(7.9)	(0.0)			I
I	B	I	6.0	6.0	0.8	0.0	0.0	0.8	0.8	I
I		I			(7.8)	(0.0)	(8.4)			I
I	C	I	518.0	518.0	0.0	0.6	0.0	0.6	0.6	I
I		I			(0.0)	(7.2)	(0.0)			I
I	ALL	I	524.0	524.0					1.4	I

. POINT TO POINT JOURNEY TIME TABLE

Point to point journey times		I	I	I	I
From	To	I	I	I	I
(entry point)	(exit point)	Arm A	Arm B	Arm C	Arm D
I	ArmA	I 0.0	I 28.9	I 20.1	I 0.0
I	ArmB	I 30.6	I 0.0	I 29.4	I 0.0
I	ArmC	I 21.0	I 34.7	I 0.0	I 0.0
I	ArmD	I 0.0	I 0.0	I 0.0	I 0.0

* JOURNEY TIME CALCULATION STARTING/ENDING ON ARM A BEGINS/ENDS 200.0M FROM STOP LINE/AFTER EXIT
* JOURNEY TIME CALCULATION STARTING/ENDING ON ARM B BEGINS/ENDS 50.0M FROM STOP LINE/AFTER EXIT
* JOURNEY TIME CALCULATION STARTING/ENDING ON ARM C BEGINS/ENDS 200.0M FROM STOP LINE/AFTER EXIT

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

END OF JOB

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

[Printed at 12:51:59 on 25/06/2010]

Appendix B

Transport Assessment

Output for Table 9

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TRL VIEWER      2.0 AE C:\... \New Layout - Future Flows\AM Peak A + B + C.txt - Page 1
-----

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

PICADY 5.0 ANALYSIS PROGRAM
RELEASE 3.0 (JUNE 2006)

ADAPTED FROM PICADY/3 WHICH IS CROWN COPYRIGHT
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PROGRAM ADVICE AND MAINTENANCE CONTACT:
TRL SOFTWARE BUREAU
TEL: CROWTHORNE (01344) 770758, FAX: 770864
EMAIL: SoftwareBureau@trl.co.uk
-----

THE USER OF THIS COMPUTER PROGRAM FOR THE SOLUTION OF AN ENGINEERING PROBLEM IS
IN NO WAY RELIEVED OF HIS RESPONSIBILITY FOR THE CORRECTNESS OF THE SOLUTION


Run with file:-
"J:\211000\211967 BL Midland Road Access\4 Internal Project Data\4-04 Arup Calculations\PICADY Model\
New Layout\Future Flow New Junction - AM.vpo.vpi"
(drive-on-the-left ) at 10:29:20 on Wednesday, 27 January 2010


RUN INFORMATION
*****

RUN TITLE: Future Flow AM Peak
LOCATION: BL Access Road
DATE: 14/01/10
CLIENT: British Library
ENUMERATOR: david.mccann [PLPPC061814]
JOB NUMBER: 211967-00
STATUS:
DESCRIPTION:

.MAJOR/MINOR JUNCTION CAPACITY AND DELAY
*****

INPUT DATA
-----

*WARNING* SEGMENT LENGTH GREATER THAN 15 MINUTES.

MAJOR ROAD (ARM C) ----- MAJOR ROAD (ARM A)

I
I
I
I
I
I
I
MINOR ROAD (ARM B)

ARM A IS Midland Road (South)
ARM B IS BL Access Road
ARM C IS Midland Road (North)

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.

```

Appendix B

Transport Assessment

TRL										TRL VIEWER										2.0 AE C:\..\New Layout - Future Flows\AM Peak A + B + C.txt - Page 2																																																																					
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)										3.50 M.										I																																							
I										- VISIBILITY										I										(VC-B)										250.0 M.										I																																							
I										- BLOCKS TRAFFIC										I										NO										I																																																	
I																				I																				I																																																	
I										MINOR ROAD - VISIBILITY TO LEFT										I										(VB-C)										50.0 M.										I																																							
I										- VISIBILITY TO RIGHT										I										(VB-A)										200.0 M.										I																																							
I										- LANE 1 WIDTH										I										(WB-C)										4.75 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										881.22										0.32										0.13										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										697.15										0.30										0.12										0.19										0.43										I																													
I										Intercept For Slope For Opposing										Slope For Opposing										Slope For Opposing										I																																																	
I										Stream C-B										Stream A-C										Stream A-B										I																																																	
I										820.43										0.30										0.30										I																																																	
NB These values do not allow for any site specific corrections																																																																																									
GEOMETRIC DELAY DATA																																																																																									
I										I										ARM SPEED										I										ENTRY										EXIT										I																													
I										I										(KPH)										I										RADIUS										RADIUS										I																													
I										I										ENTRY										EXIT										I										ER (M)										EXR (M)										I																			
I										ARM A										I										48.0										48.0										I										2.5										I																			
I										ARM B										I										30.0										30.0										I										2.0										4.0										I									
I										ARM C										I										48.0										48.0										I																				I																			
JUNCTION VISIBILITIES DO NOT CONFORM TO STANDARDS LAID DOWN IN TD42/95																																																																																									
WARNING SEGMENT LENGTH GREATER THAN 15 MINUTES.																																																																																									
TRAFFIC DEMAND DATA																																																																																									

TRL VIEWER 2.0 AE C:\.. \New Layout - Future Flows\AM Peak A + B + C.txt - Page 3										
I ARM I FLOW SCALE(%) I										
I	A	I	100	I						
I	B	I	100	I						
I	C	I	100	I						
Demand set: Future Flow AM Peak - A+B+C										
TIME PERIOD BEGINS 08.00 AND ENDS 09.00										
LENGTH OF TIME PERIOD - 60 MINUTES.										
LENGTH OF TIME SEGMENT - 30 MINUTES.										
DEMAND FLOW PROFILES ARE INPUT DIRECTLY.										
I I TURNING PROPORTIONS I										
I I TURNING COUNTS I										
I I (PERCENTAGE OF H.V.S) I										
I I										
I TIME I FROM/TO I ARM A I ARM B I ARM C I										
I	08.00 - 09.00	I	I	I	I	I	I	I	I	
I		I	ARM A	I	0.000	I	0.000	I	0.000	
I		I		I	0.0	I	0.0	I	0.0	
I		I	(0.0)	I	(0.0)	I	(0.0)	I	(0.0)	
I		I		I		I		I		
I		I	ARM B	I	1.000	I	0.000	I	0.000	
I		I		I	28.0	I	0.0	I	0.0	
I		I	(18.0)	I	(0.0)	I	(0.0)	I	(0.0)	
I		I		I		I		I		
I		I	ARM C	I	0.960	I	0.040	I	0.000	
I		I		I	630.0	I	26.0	I	0.0	
I		I	(13.0)	I	(17.0)	I	(0.0)	I	(0.0)	
I		I		I		I		I		
TURNING PROPORTIONS ARE CALCULATED FROM TURNING COUNT DATA										
THE PERCENTAGE OF HEAVY VEHICLES VARIES OVER TURNING MOVEMENTS										
QUEUE AND DELAY INFORMATION FOR EACH 30 MIN TIME SEGMENT										
FOR COMBINED DEMAND SETS										
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	08.00-08.30									
I	B-AC	0.47	7.76	0.060		0.00	0.06	1.9	1.9	
I	C-A	10.50							0.0	
I	C-B	0.43	11.69	0.037		0.00	0.04	1.1	1.6	
I	A-B	0.00							0.0	
I	A-C	0.00							0.0	
I										
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	08.30-09.00									
I	B-AC	0.47	7.76	0.060		0.06	0.06	1.9	1.9	
I	C-A	10.50							0.0	
I	C-B	0.43	11.69	0.037		0.04	0.04	1.2	1.6	
I	A-B	0.00							0.0	
I	A-C	0.00							0.0	
I										
QUEUE FOR STREAM B-AC										
TIME SEGMENT NO. OF										
ENDING VEHICLES										
IN QUEUE										
08.30 0.1										
09.00 0.1										

Appendix B
Transport Assessment

TRL									
TRL VIEWER 2.0 AE C:\..\New Layout - Future Flows\AM Peak A + B + C.txt - Page 4									
QUEUE FOR STREAM C-B									
TIME SEGMENT NO. OF									
ENDING VEHICLES									
IN QUEUE									
08.30 0.0									
09.00 0.0									
QUEUEING DELAY INFORMATION OVER WHOLE PERIOD									
I STREAM I TOTAL DEMAND I * QUEUEING * I * INCLUSIVE QUEUEING * I									
I I I I I I I I I I									
I I I I I I I I I I									
I I I I I I I I I I									
I B-AC I 28.0 I 28.0 I 3.8 I 0.14 I 3.8 I 0.14 I									
I C-A I 630.0 I 630.0 I I I I I I									
I C-B I 26.0 I 26.0 I 2.3 I 0.09 I 2.3 I 0.09 I									
I A-B I 0.0 I 0.0 I I I I I I									
I A-C I 0.0 I 0.0 I I I I I I									
I ALL I 684.0 I 684.0 I 6.1 I 0.01 I 6.1 I 0.01 I									
INCLUSIVE GEOMETRIC DELAY									
I ARM I TOTAL DEMAND I GEOMETRIC DELAY BY TURN (VEH MIN) I TOTAL I									
I I I I (GEOMETRIC DELAY PER LIGHT VEHICLE (SEC)) I GEOM. I									
I I I I I I I I I I									
I I I I (VEH) (VEH/H) I ARM A I ARM B I ARM C I VEH MINI I									
I A I 0.0 I 0.0 I 0.0 I 0.0 I 0.0 I 0.0 I 0.0 I									
I I I I (0.0) I (7.9) I (0.0) I I I									
I I I I I I I I I I									
I B I 28.0 I 28.0 I 3.8 I 0.0 I 0.0 I 3.8 I									
I I I I (7.8) I (0.0) I (8.4) I I I									
I I I I I I I I I I									
I C I 656.0 I 656.0 I 0.0 I 3.3 I 0.0 I 3.3 I									
I I I I (0.0) I (7.2) I (0.0) I I I									
I ALL I 684.0 I 684.0 I I 7.1 I									
. POINT TO POINT JOURNEY TIME TABLE									
IPoint to point journey timesI I I I I I									
I From / To I I I I I I									
I (entry point) (exit point) I Arm A I Arm B I Arm C I Arm D I									
I ArmA I 0.0 I 28.9 I 20.1 I 0.0 I									
I ArmB I 31.0 I 0.0 I 29.4 I 0.0 I									
I ArmC I 21.3 I 35.6 I 0.0 I 0.0 I									
I ArmD I 0.0 I 0.0 I 0.0 I 0.0 I									
* JOURNEY TIME CALCULATION STARTING/ENDING ON ARM A BEGINS/ENDS 200.0M FROM STOP LINE/AFTER EXIT									
* JOURNEY TIME CALCULATION STARTING/ENDING ON ARM B BEGINS/ENDS 50.0M FROM STOP LINE/AFTER EXIT									
* JOURNEY TIME CALCULATION STARTING/ENDING ON ARM C BEGINS/ENDS 200.0M FROM STOP LINE/AFTER EXIT									
* DELAY IS THAT OCCURRING ONLY WITHIN THE TIME PERIOD .									
* INCLUSIVE DELAY INCLUDES DELAY SUFFERED BY VEHICLES WHICH ARE STILL QUEUEING AFTER THE END OF THE TIME PERIOD.									
* THESE WILL ONLY BE SIGNIFICANTLY DIFFERENT IF THERE IS A LARGE QUEUE REMAINING AT THE END OF THE TIME PERIOD.									
END OF JOB									
===== end of file =====									
===== end of file =====									
[Printed at 12:48:11 on 25/06/2010]									

TRL									
TRL VIEWER 2.0 AE C:\..\New Layout - Future Flows\PM Peak A + B + C.txt - Page 1									
TRL LIMITED									
(C) COPYRIGHT 2006									
CAPACITIES, QUEUES, AND DELAYS AT 3 OR 4-ARM MAJOR/MINOR PRIORITY JUNCTIONS									
PICADY 5.0 ANALYSIS PROGRAM									
RELEASE 3.0 (JUNE 2006)									
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EMAIL: SoftwareBureau@trl.co.uk									
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Run with file:-									
"J:\211000\211967 BL Midland Road Access\4 Internal Project Data\4-04 Arup Calculations\PICADY Model\									
New Layout\Future Flow New Junction - PM.vpi"									
(drive-on-the-left) at 10:33:12 on Wednesday, 27 January 2010									
RUN INFORMATION									

RUN TITLE: Future Flow AM Peak									
LOCATION: BL Access Road									
DATE: 14/01/10									
CLIENT: British Library									
ENUMERATOR: david.mccann [PLPPC061814]									
JOB NUMBER: 211967-00									
STATUS:									
DESCRIPTION:									
.MAJOR/MINOR JUNCTION CAPACITY AND DELAY									

INPUT DATA									

WARNING SEGMENT LENGTH GREATER THAN 15 MINUTES.									
MAJOR ROAD (ARM C) ----- MAJOR ROAD (ARM A)									
I									
I									
I									
I									
I									
I									
MINOR ROAD (ARM B)									
ARM A IS Midland Road (South)									
ARM B IS BL Access Road									
ARM C IS Midland Road (North)									
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.									

Appendix B

Transport Assessment

TRL										TRL VIEWER										2.0 AE C:\..\New Layout - Future Flows\PM Peak A + B + C.txt - Page 2																																																																					
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)										3.50 M.										I																																							
I										- VISIBILITY										I										(VC-B)										250.0 M.										I																																							
I										- BLOCKS TRAFFIC										I																				NO										I																																							
I																				I																				I																																																	
I										MINOR ROAD - VISIBILITY TO LEFT										I										(VB-C)										50.0 M.										I																																							
I										- VISIBILITY TO RIGHT										I										(VB-A)										200.0 M.										I																																							
I										- LANE 1 WIDTH										I										(WB-C)										4.75 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										881.22										0.32										0.13										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										697.15										0.30										0.12										0.19										0.43										I																													
I										Intercept For Slope For Opposing										Slope For Opposing										Slope For Opposing										I																																																	
I										Stream C-B										Stream A-C										Stream A-B																				I																																							
I										820.43										0.30										0.30																				I																																							
NB These values do not allow for any site specific corrections																																																																																									
GEOMETRIC DELAY DATA																																																																																									
I										I										ARM SPEED										I										ENTRY										EXIT										I																													
I										I										(KPH)										I										RADIUS										RADIUS										I																													
I										I										ENTRY										EXIT										I										ER (M)										EXR (M)										I																			
I										ARM A										I										48.0										48.0										I										2.5										I																			
I										ARM B										I										30.0										30.0										I										2.0										4.0										I									
I										ARM C										I										48.0										48.0										I																				I																			
JUNCTION VISIBILITIES DO NOT CONFORM TO STANDARDS LAID DOWN IN TD42/95																																																																																									
WARNING SEGMENT LENGTH GREATER THAN 15 MINUTES.																																																																																									
TRAFFIC DEMAND DATA																																																																																									

TRL VIEWER 2.0 AE C:\.. \New Layout - Future Flows\PM Peak A + B + C.txt - Page 3											
I ARM I FLOW SCALE(%) I											
I	A	I	100	I							
I	B	I	100	I							
I	C	I	100	I							
Demand set: Future Flow PM Peak - A+B+C											
TIME PERIOD BEGINS 18.00 AND ENDS 19.00											
LENGTH OF TIME PERIOD - 60 MINUTES.											
LENGTH OF TIME SEGMENT - 30 MINUTES.											
DEMAND FLOW PROFILES ARE INPUT DIRECTLY.											
I I TURNING PROPORTIONS I											
I I TURNING COUNTS I											
I I (PERCENTAGE OF H.V.S) I											
I I											
I TIME I FROM/TO I ARM A I ARM B I ARM C I											
I	18.00 - 19.00	I	I	I	I	I	I	I	I		
I		I	ARM A	I	0.000	I	0.000	I	0.000		
I		I		I	0.0	I	0.0	I	0.0		
I		I		I	(0.0)	I	(0.0)	I	(0.0)		
I		I		I		I		I			
I		I	ARM B	I	1.000	I	0.000	I	0.000		
I		I		I	7.0	I	0.0	I	0.0		
I		I		I	(15.0)	I	(0.0)	I	(0.0)		
I		I		I		I		I			
I		I	ARM C	I	0.985	I	0.015	I	0.000		
I		I		I	512.0	I	8.0	I	0.0		
I		I		I	(9.0)	I	(12.0)	I	(0.0)		
I		I		I		I		I			
TURNING PROPORTIONS ARE CALCULATED FROM TURNING COUNT DATA											
THE PERCENTAGE OF HEAVY VEHICLES VARIES OVER TURNING MOVEMENTS											
QUEUE AND DELAY INFORMATION FOR EACH 30 MIN TIME SEGMENT											
FOR DEMAND SET Future Flow PM Peak - A+B+C											
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	18.00-18.30										I
I	B-AC	0.10	8.52	0.012		0.00	0.01	0.3	0.4		I
I	C-A	8.53							0.0		I
I	C-B	0.13	12.21	0.011		0.00	0.01	0.3	0.5		I
I	A-B	0.00							0.0		I
I	A-C	0.00							0.0		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	18.30-19.00										I
I	B-AC	0.10	8.52	0.012		0.01	0.01	0.4	0.4		I
I	C-A	8.53							0.0		I
I	C-B	0.13	12.21	0.011		0.01	0.01	0.3	0.5		I
I	A-B	0.00							0.0		I
I	A-C	0.00							0.0		I

QUEUE FOR STREAM B-AC											
TIME SEGMENT NO. OF											
ENDING VEHICLES											
IN QUEUE											
18.30 0.0											
19.00 0.0											

Appendix B
Transport Assessment

TRL		TRL VIEWER		2.0 AE C:\.. \New Layout - Future Flows\PM Peak A + B + C.txt - Page 4							

QUEUE FOR STREAM C-B											

TIME SEGMENT		NO. OF									
ENDING		VEHICLES									
		IN QUEUE									
18.30		0.0									
19.00		0.0									
QUEUEING DELAY INFORMATION OVER WHOLE PERIOD											

I	STREAM	I	TOTAL DEMAND	I	* QUEUEING *	I	* INCLUSIVE QUEUEING *	I			
I		I		I	* DELAY *	I	* DELAY *	I			
I		I		I		I		I			
I		I	(VEH)	I	(VEH/H)	I	(MIN)	I	(MIN/VEH)		
I		I		I		I		I			
I	B-AC	I	6.0	I	6.0	I	0.7	I	0.12		
I	C-A	I	512.0	I	512.0	I		I			
I	C-B	I	8.0	I	8.0	I	0.7	I	0.08		
I	A-B	I	0.0	I	0.0	I		I			
I	A-C	I	0.0	I	0.0	I		I			
I	ALL	I	526.0	I	526.0	I	1.4	I	0.00		

INCLUSIVE GEOMETRIC DELAY											

I	ARM	I	TOTAL DEMAND	I	GEOMETRIC DELAY BY TURN (VEH MIN)				I	TOTAL	
I		I		I	(GEOMETRIC DELAY PER LIGHT VEHICLE (SEC))				I	GEOM.	
I		I		I					I	DELAY	
I		I	(VEH)	I	(VEH/H)	I	ARM A	I	ARM B	I	ARM C
I		I		I		I		I		I	VEH MINI
I	A	I	0.0	I	0.0	I	0.0	I	0.0	I	0.0
I		I		I	(0.0)	I	(7.9)	I	(0.0)	I	
I		I		I		I		I		I	
I	B	I	6.0	I	6.0	I	0.8	I	0.0	I	0.8
I		I		I	(7.8)	I	(0.0)	I	(8.4)	I	
I		I		I		I		I		I	
I	C	I	520.0	I	520.0	I	0.0	I	1.0	I	1.0
I		I		I	(0.0)	I	(7.2)	I	(0.0)	I	
I	ALL	I	526.0	I	526.0	I		I		I	1.8

. POINT TO POINT JOURNEY TIME TABLE											

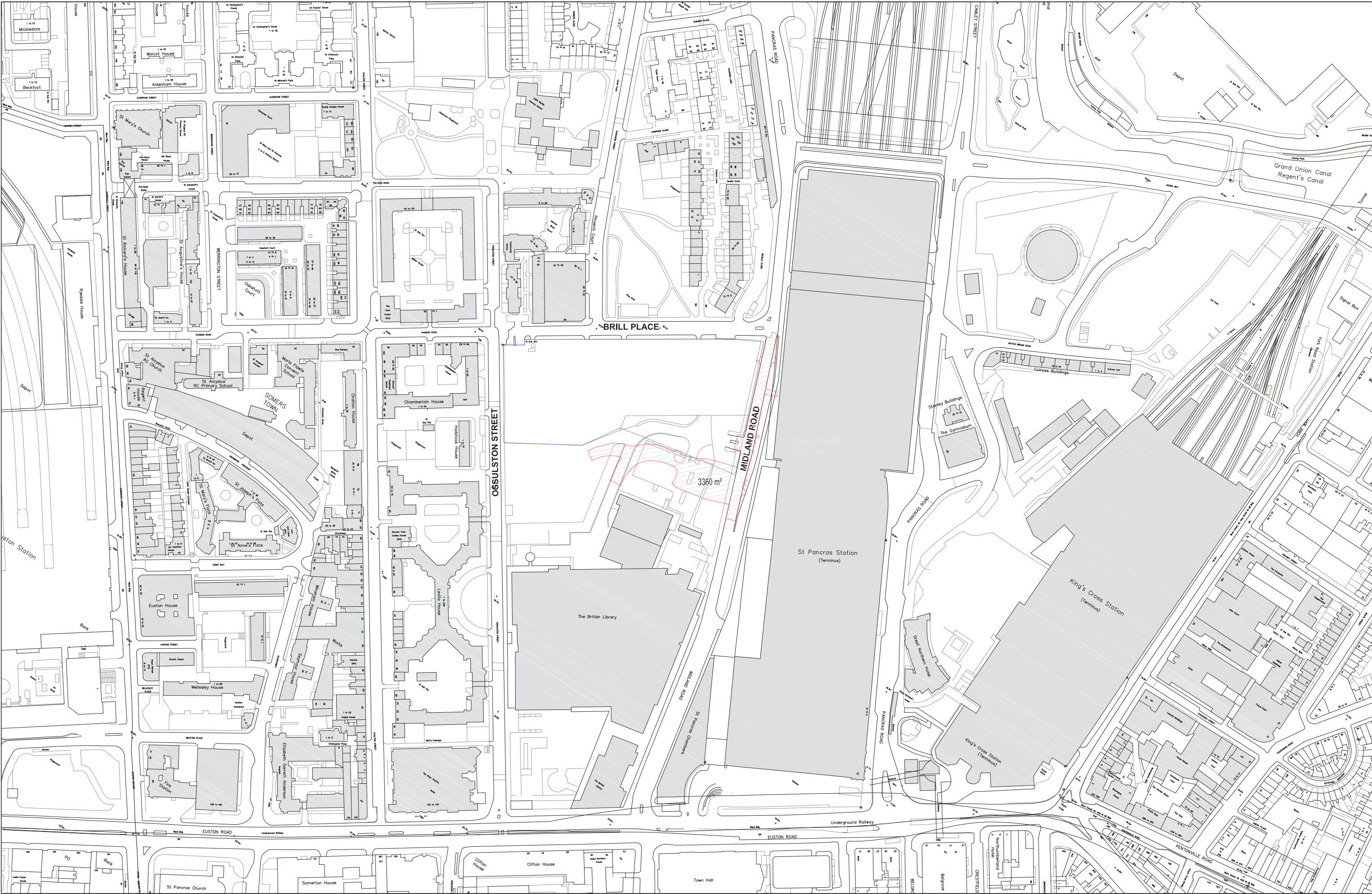
I	Point to point journey times			I		I		I		I	
I	From / To	I		I		I		I		I	
I	(entry point) (exit point)	I	Arm A	I	Arm B	I	Arm C	I	Arm D	I	
I		I		I		I		I		I	
I	ArmA	I	0.0	I	28.9	I	20.1	I	0.0	I	
I	ArmB	I	30.7	I	0.0	I	29.4	I	0.0	I	
I	ArmC	I	21.0	I	34.7	I	0.0	I	0.0	I	
I	ArmD	I	0.0	I	0.0	I	0.0	I	0.0	I	

* JOURNEY TIME CALCULATION STARTING/ENDING ON ARM A BEGINS/ENDS 200.0M FROM STOP LINE/AFTER EXIT											
* JOURNEY TIME CALCULATION STARTING/ENDING ON ARM B BEGINS/ENDS 50.0M FROM STOP LINE/AFTER EXIT											
* JOURNEY TIME CALCULATION STARTING/ENDING ON ARM C BEGINS/ENDS 200.0M FROM STOP LINE/AFTER EXIT											
* DELAY IS THAT OCCURRING ONLY WITHIN THE TIME PERIOD .											
* INCLUSIVE DELAY INCLUDES DELAY SUFFERED BY VEHICLES WHICH ARE STILL QUEUEING AFTER THE END OF THE TIME PERIOD.											
* THESE WILL ONLY BE SIGNIFICANTLY DIFFERENT IF THERE IS A LARGE QUEUE REMAINING AT THE END OF THE TIME PERIOD.											
END OF JOB											
===== end of file =====											
===== end of file =====											
[Printed at 12:53:50 on 25/06/2010]											

Appendix C

Planning Drawings

Drawing Number	Description	Scale	Size
SK-A1330(04)	Site Location Plan	1:1250	A1
SK-A1331(03)	Existing Access Layout	1:300	A1
C-512(P5)	Road Arrangement Build-Up Key Plan	1:200	A1
C-510(P8)	Horizontal Geometry	1:200	A1
C-511(P6)	Longitudinal Sections	As shown	A1
C-513(P3)	Road Arrangement Roads and Kerb Construction Details	1:10	A1
C-514(P5)	Road Arrangement and Proposed Drainage	1:200	A1
C-515(P3)	Road Arrangement Drainage Construction Details	1:20	A1
C-516(P4)	Horizontal Geometry	1:50	A1
C-517(P3)	Road Arrangement Retaining Wall Sections	1:10	A1
C-518(P5)	Swept Path Plan	1:500	A1
C-519(P4)	Traffic Signs Details	1:10	A1
C-520(P5)	Access Road Site Constraints	1:200	A1
C-521(P4)	Road Arrangement Bund Detail	1:20	A1
SK-A1332(04)	Existing/ Proposed Overlay	1:300	A1



Rev.	Description	Date	By	Project No: 08.33062.09	Sheet Title:
00	INITIAL ISSUE	25.06.10	NP	Drawn by: DC/NP	Site Location
01	TITLEBLOCK REVISION	29.06.10	DC	Drawn Date : 25.06.2010	
02	SITE BUILDINGS REMOVED, HATCH ADDED	01.07.10	AM	Reviewed by : BA	
03	ROAD ALTERED	15.07.10	AM	Scale: 1 : 1250	
04	BL BOUNDARY REVISED	22.07.10	DC	Original drawing is A1 at scale above	
Do not scale dimensions from drawings Site verify all dimensions prior to construction Report all discrepancies immediately This drawing to be read in conjunction with all relevant documents and drawings					Revision:
Sheet Number: SK-A1330					04