

**Output for Table 9**

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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)

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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  
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.

## 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 | I |
|---|---------------|-----------|----------|-----------|----------|-----------|----------|---|
| I | Stream B-A    | Stream    | A-C      | Stream    | A-B      | Stream    | C-A      | I |
| I | 697.15        |           | 0.30     |           | 0.12     |           | 0.19     | I |
|   |               |           |          |           |          |           | 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

```

-----
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          I          I FROM/TO I  ARM A I  ARM B I  ARM C I
I          I          -----
I 08.00 - 09.00 I          I          I          I          I
I          I          I  ARM A I  0.000 I  0.000 I  0.000 I
I          I          I          I  0.0 I  0.0 I  0.0 I
I          I          I ( 0.0) I ( 0.0) I ( 0.0) I
I          I          I          I          I          I
I          I          I  ARM B I  1.000 I  0.000 I  0.000 I
I          I          I          I  28.0 I  0.0 I  0.0 I
I          I          I ( 18.0) I ( 0.0) I ( 0.0) I
I          I          I          I          I          I
I          I          I  ARM C I  0.960 I  0.040 I  0.000 I
I          I          I          I  630.0 I  26.0 I  0.0 I
I          I          I ( 13.0) I ( 17.0) I ( 0.0) I
I          I          I          I          I          I
I          I          I          I          I          I
I          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
I (VEH/MIN) (VEH/MIN) CAPACITY FLOW QUEUE QUEUE (VEH.MIN/ (VEH.MIN/ PER ARRIVING I
I (RFC) (PDS/MIN) (VEHS) (VEHS) TIME SEGMENT) TIME SEGMENT) VEHICLE (MIN) I
I 08.00-08.30 I
I B-AC 0.47 7.76 0.060 0.00 0.06 1.9 1.9 I
I C-A 10.50 0.0 I
I C-B 0.43 11.69 0.037 0.00 0.04 1.1 1.6 I
I A-B 0.00 0.0 I
I A-C 0.00 0.0 I
I 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) (PDS/MIN) (VEHS) (VEHS) TIME SEGMENT) TIME SEGMENT) VEHICLE (MIN) I
I 08.30-09.00 I
I B-AC 0.47 7.76 0.060 0.06 0.06 1.9 1.9 I
I C-A 10.50 0.0 I
I C-B 0.43 11.69 0.037 0.04 0.04 1.2 1.6 I
I A-B 0.00 0.0 I
I A-C 0.00 0.0 I
I I
-----

```

QUEUE FOR STREAM B-AC

```

-----
TIME SEGMENT NO. OF
ENDING VEHICLES
IN QUEUE
08.30 0.1
09.00 0.1
-----

```

QUEUE FOR STREAM C-B

| TIME SEGMENT<br>ENDING | NO. OF<br>VEHICLES<br>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 | I            | I       | I            | I         | I                      | I         |
| I | I      | I | (VEH)        | (VEH/H) | (MIN)        | (MIN/VEH) | (MIN)                  | (MIN/VEH) |
| I | B-AC   | I | 28.0         | I 28.0  | I 3.8        | I 0.14    | I 3.8                  | I 0.14    |
| I | C-A    | I | 630.0        | I 630.0 | 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 | A-B    | I | 0.0          | I 0.0   | I            | I         | I                      | I         |
| I | A-C    | I | 0.0          | I 0.0   | I            | I         | I                      | I         |
| I | ALL    | I | 684.0        | I 684.0 | I 6.1        | I 0.01    | I 6.1                  | I 0.01    |

INCLUSIVE GEOMETRIC DELAY

| I | ARM | I | TOTAL DEMAND | I       | GEOMETRIC DELAY BY TURN (VEH MIN)         | I      | TOTAL  | I        |
|---|-----|---|--------------|---------|-------------------------------------------|--------|--------|----------|
| I | I   | I | I            | I       | (GEOMETRIC DELAY PER LIGHT VEHICLE (SEC)) | I      | GEOM.  | I        |
| I | I   | I | I            | I       | I                                         | I      | DELAY  | I        |
| I | I   | I | (VEH)        | (VEH/H) | ARM A                                     | ARM B  | ARM C  | VEH MINI |
| I | A   | 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)                                    | ( 7.9) | ( 0.0) | 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)                                    | ( 0.0) | ( 8.4) | 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)                                    | ( 7.2) | ( 0.0) | I        |
| I | ALL | I | 684.0        | I 684.0 | I                                         | I      | I      | I 7.1    |

. POINT TO POINT JOURNEY TIME TABLE

| I | Point to point journey times | I | I     | I      | I      | I     |
|---|------------------------------|---|-------|--------|--------|-------|
| I | From / To                    | I | I     | I      | I      | I     |
| I | (entry point) (exit point)   | I | 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 35.6 | 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 =====

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

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-----

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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 10:33:12 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  
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.

# 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 | 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

```

-----
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          I          I FROM/TO I  ARM A I  ARM B I  ARM C I
I          I          -----
I 18.00 - 19.00 I          I          I          I          I
I          I          I  ARM A I  0.000 I  0.000 I  0.000 I
I          I          I          I  0.0 I  0.0 I  0.0 I
I          I          I ( 0.0) I ( 0.0) I ( 0.0) I
I          I          I          I          I          I
I          I          I  ARM B I  1.000 I  0.000 I  0.000 I
I          I          I          I  7.0 I  0.0 I  0.0 I
I          I          I ( 15.0) I ( 0.0) I ( 0.0) I
I          I          I          I          I          I
I          I          I  ARM C I  0.985 I  0.015 I  0.000 I
I          I          I          I 512.0 I  8.0 I  0.0 I
I          I          I ( 9.0) I ( 12.0) I ( 0.0) I
I          I          I          I          I          I
I          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 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
I I
-----

```

QUEUE FOR STREAM B-AC

```

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

```

## QUEUE FOR STREAM C-B

| TIME SEGMENT<br>ENDING | NO. OF<br>VEHICLES<br>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 |
| I | B-AC   | I | 6.0          | 6.0     | I | 0.7          | 0.12      | I | 0.7                    | 0.12      | I |
| I | C-A    | I | 512.0        | 512.0   | I |              |           | I |                        |           | I |
| I | C-B    | I | 8.0          | 8.0     | I | 0.7          | 0.08      | I | 0.7                    | 0.08      | I |
| I | A-B    | I | 0.0          | 0.0     | I |              |           | I |                        |           | I |
| I | A-C    | I | 0.0          | 0.0     | I |              |           | I |                        |           | I |
| I | ALL    | I | 526.0        | 526.0   | I | 1.4          | 0.00      | I | 1.4                    | 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            | I       | I | (GEOMETRIC DELAY PER LIGHT VEHICLE (SEC)) |        |        |  | I | GEOM.    | I |
| I | I   | I | (VEH)        | (VEH/H) | I | ARM A                                     | ARM B  | ARM C  |  | I | DELAY    | I |
| I | I   | I | (VEH)        | (VEH/H) | I | ARM A                                     | ARM B  | ARM C  |  | I | VEH MINI | I |
| I | A   | I | 0.0          | 0.0     | I | 0.0                                       | 0.0    | 0.0    |  | I | 0.0      | I |
| I |     | I |              |         | I | ( 0.0)                                    | ( 7.9) | ( 0.0) |  | I |          | I |
| I |     | I |              |         | I |                                           |        |        |  | I |          | I |
| I | B   | I | 6.0          | 6.0     | I | 0.8                                       | 0.0    | 0.0    |  | I | 0.8      | I |
| I |     | I |              |         | I | ( 7.8)                                    | ( 0.0) | ( 8.4) |  | I |          | I |
| I |     | I |              |         | I |                                           |        |        |  | I |          | I |
| I | C   | I | 520.0        | 520.0   | I | 0.0                                       | 1.0    | 0.0    |  | I | 1.0      | I |
| I |     | I |              |         | I | ( 0.0)                                    | ( 7.2) | ( 0.0) |  | I |          | I |
| I | ALL | I | 526.0        | 526.0   | I |                                           |        |        |  | I | 1.8      | I |

## . POINT TO POINT JOURNEY TIME TABLE

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