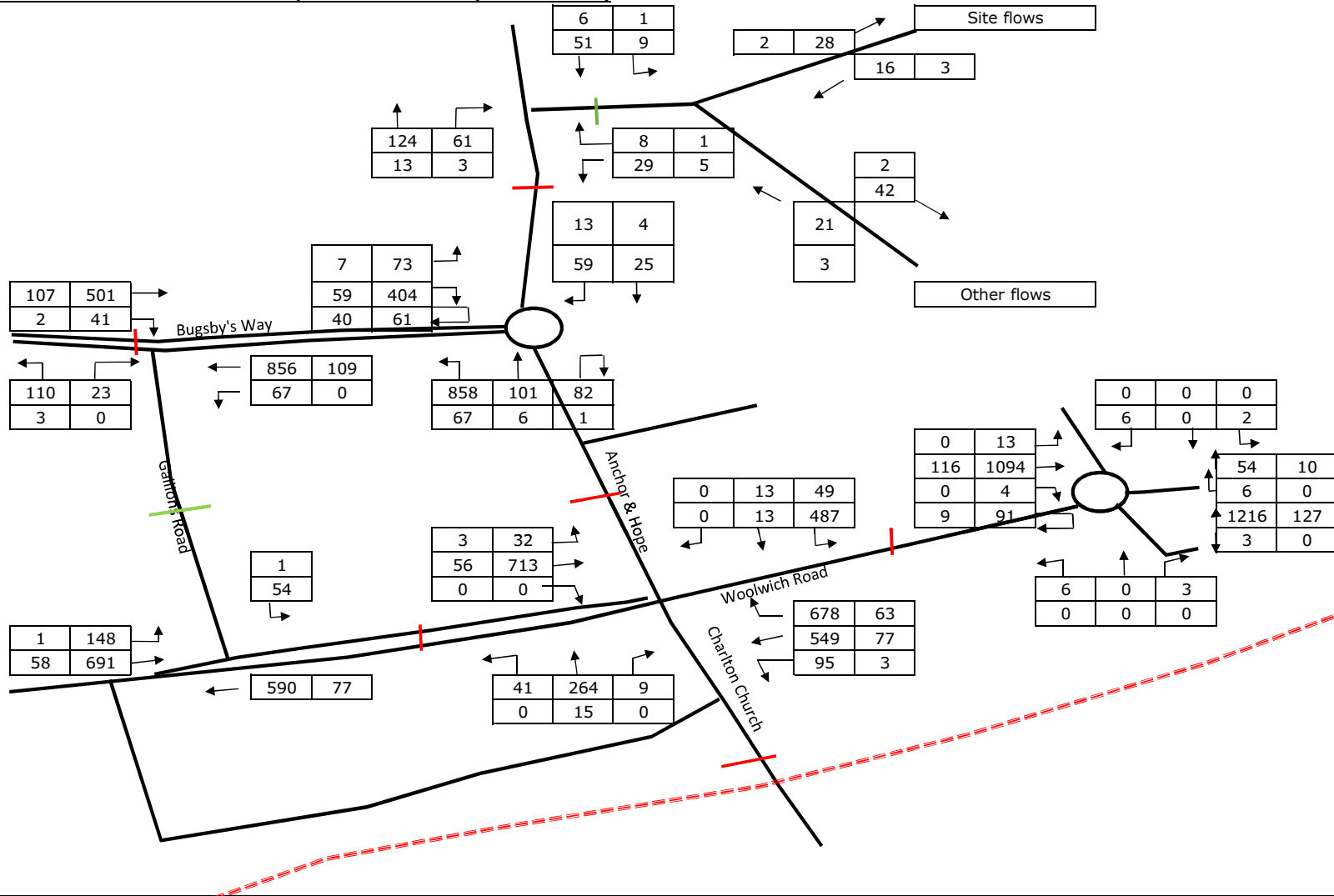


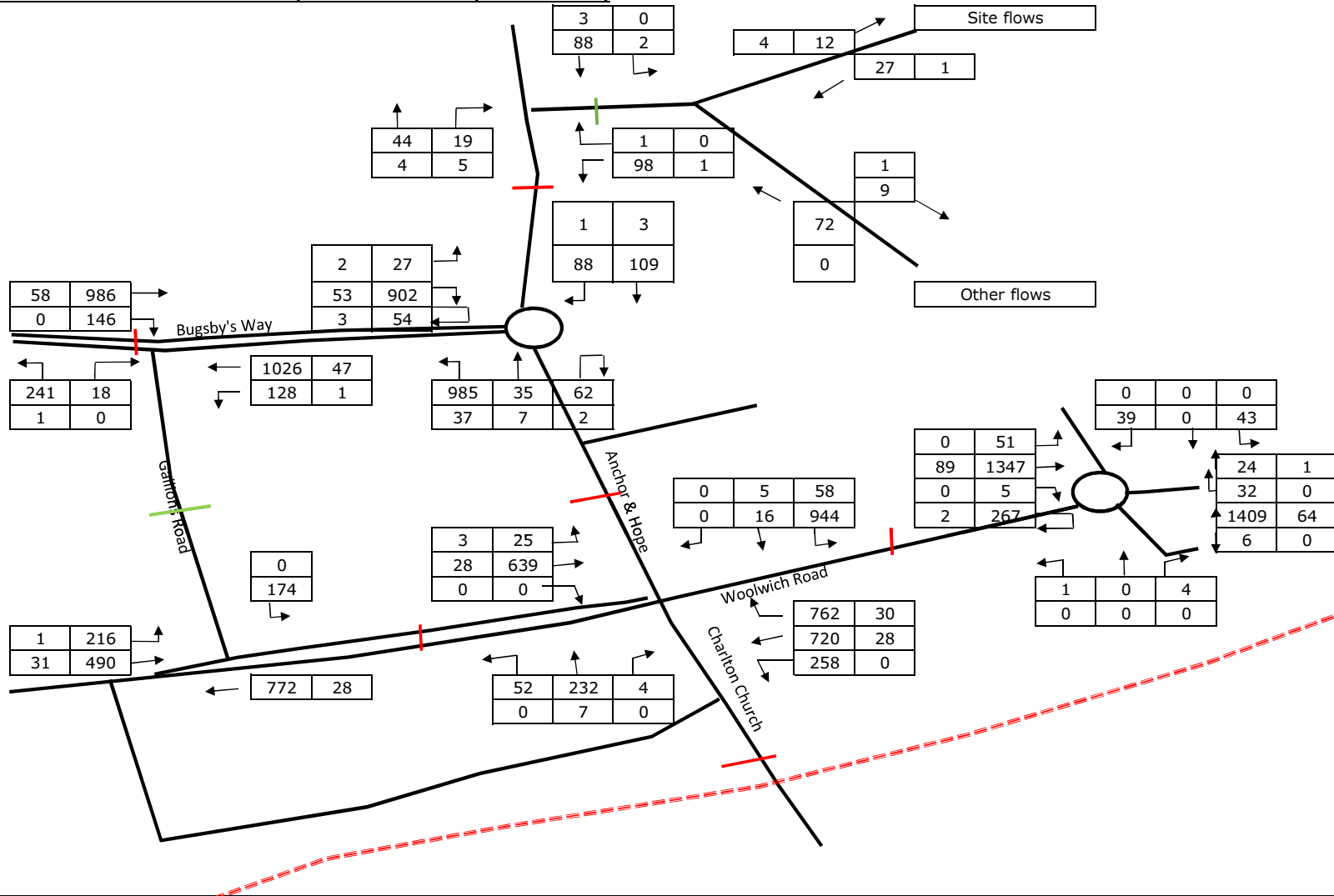
30821 - Charlton Riverside

Baseline Plus Other Cumulative Developments - AM Peak - (08:00 - 09:00)



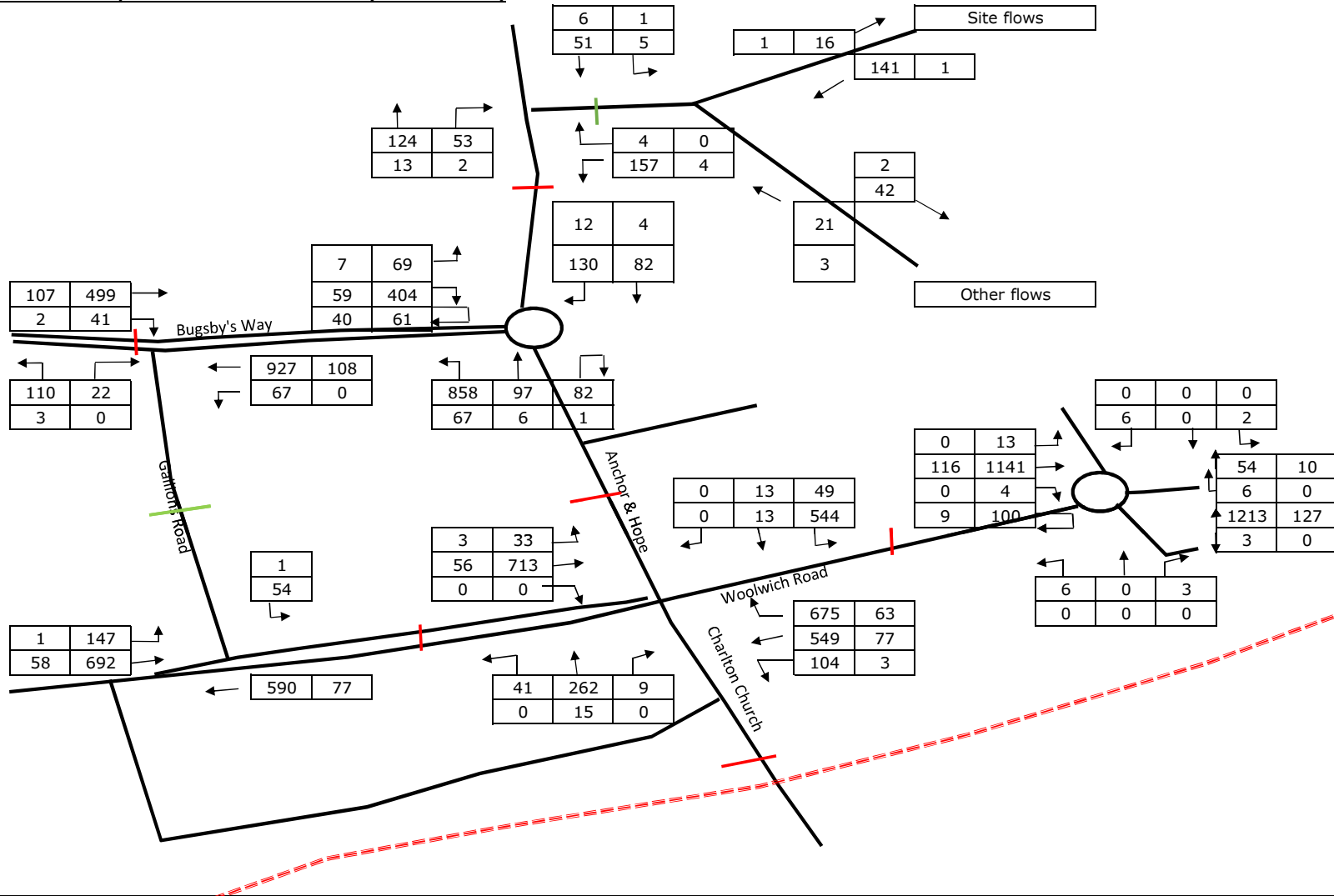
30821 - Charlton Riverside

Baseline Plus Other Cumulative Developments - PM Peak - (17:00 - 18:00)



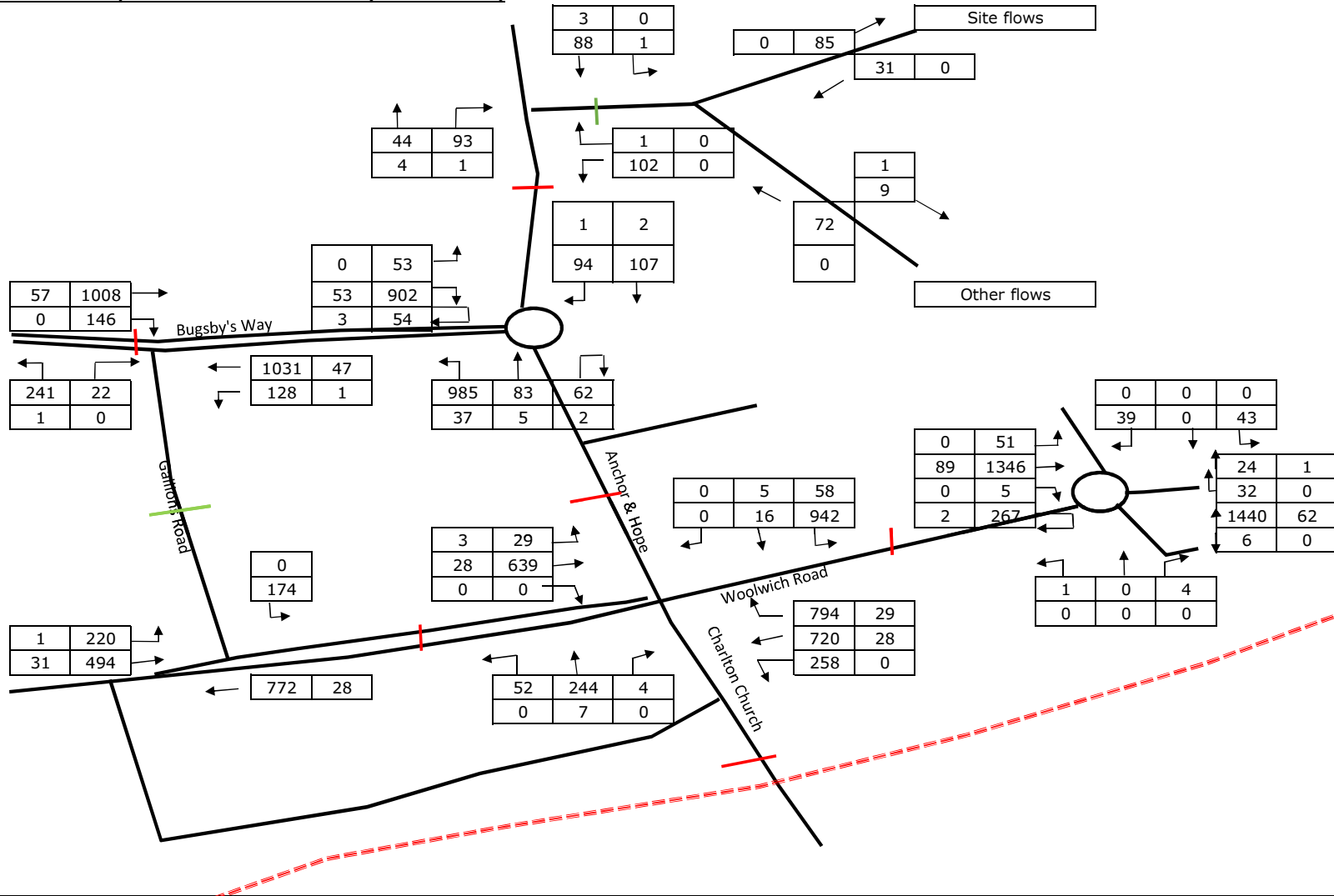
30821 - Charlton Riverside

Cumulative Development Scenario - AM Peak - (08:00 - 09:00)



30821 - Charlton Riverside

Cumulative Development Scenario - PM Peak - (17:00 - 18:00)



Annex M

Junctions Modelling Analysis Report



Leopard Guernsey Anchor Propco Ltd

Anchor and Hope Lane Sites Junction Modelling Analysis

30821/D007b
December 2016



Contents

1	Introduction.....	1
2	Model Development	4
3	Assessment Scenarios.....	7
4	Evaluation of Model Results.....	8
5	Summary and Conclusion	15

Drawings

30821/AC/017 Locations of junction models

Appendices

- A TfL Signal Timing Data
- B Bugsby's Way/Gallions Road LinSig Results
- C Gallions Road/Woolwich Road PICADY Results
- D Anchor and Hope Lane/Access Road PICADY Results
- E Anchor and Hope Lane North/Bugsby's Way ARCADY Results
- F Woolwich Road/Anchor and Hope Lane/Charlton Church Lane LinSig Results
- G Woolwich Road/Retail Park Access Road/Gallon Close ARCADY Results

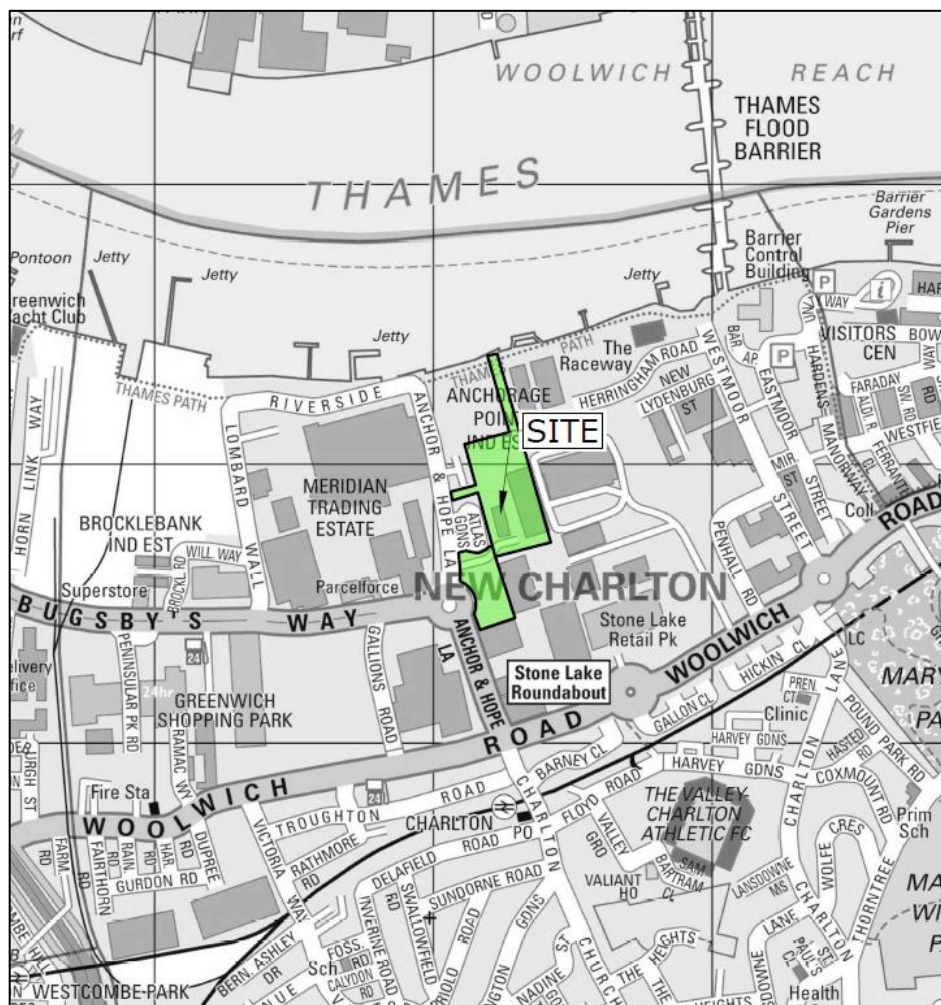
1 INTRODUCTION

1.1 Background Context

1.1.1 Transport Planning Practice (TPP) has been appointed by Leopard Guernsey Anchor Propco Ltd to provide transport advice in relation to the proposed redevelopment of the VIP Trading Estate site located within the Charlton Riverside area of the Royal Borough of Greenwich (RBG).

1.1.2 The site sits within a currently, predominately industrial area between Woolwich Road (A206) and the southern bank of the River Thames. The main access to the site is from Anchor & Hope Lane which runs between Woolwich Road and Bugsby's Way. The site comprises two plots with a narrow strip connecting to Anchor & Hope Lane to the west and another to the north towards Thames Path. Figure 1.1 shows the location of the site in the context of the surrounding area.

Figure 1.1 – Site location



1.1.3 The proposed development will provide 975 units residential as well as commercial space (A1, A3, B1, D1 and D2 use classes). The opening year is expected to be 2023. The description of development is as follows:

"Demolition of existing buildings and erection of 9 buildings ranging from 2 to 28 storeys in height for Class C3 residential use, with Class B1 employment space and flexible uses comprising Class A1 (retail), Class A3 (Café / Restaurant), Class D1 (Community Use) and Class D2 (Leisure) at ground floor and first floor level, alterations to existing vehicular access and creation of new pedestrian access from Anchor and Hope Lane and the riverside, creation of new areas of open space and landscaping together with the provision of associated car parking, cycle space, refuse and recycling storage, plant and all other associated works".

1.1.4 The scheme will provide the following:

- 975 residential units provided within 9 buildings ranging in height from 2 to 28 storeys, including extensive private gardens and roof terraces;
- 1,560 sqm (GIA) of office space;
- Ancillary residential facilities including gym, swimming pool, changing rooms totalling 864 sqm (GIA);
- 690 sqm (GIA) of flexible retail/restaurant/café/leisure use;
- 407 sqm (GIA) of community uses;
- Extensive external public realm improvements and landscaping; and
- Parking, services, plant and circulation.

1.2 Report Structure

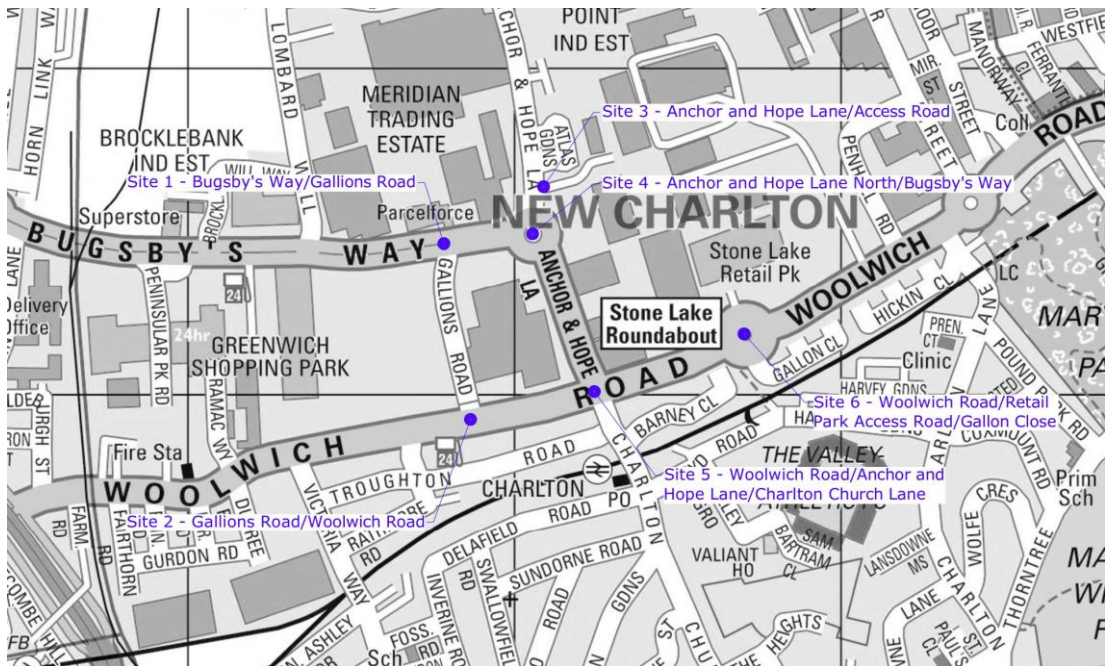
1.2.1 The purpose of this report is to summarise the highway impact of the proposed development on the capacity of six existing junctions in the vicinity of the site. The junctions have been assessed using PICADY/ARCADY/LinSig modelling programmes. The junctions assessed are listed below:

1. Bugsby's Way/Gallions Road signalised junction

2. Gallions Road/Woolwich Road priority junction
3. Anchor and Hope Lane/Access Road priority junction
4. Anchor and Hope Lane North/Bugsby's Way roundabout
5. Woolwich Road/Anchor and Hope Lane/Charlton Church Lane signalised junction
6. Woolwich Road/Retail Park Access Road/Gallon Close roundabout

1.2.2 Figure 1.2 overleaf shows the locations of the modelled junctions.

Figure 1.2 – Location of modelled junctions



1.2.3 This report is structured as follows:

- **Chapter 2: Model Development** – summarises how the traffic models has been developed.
- **Chapter 3: Assessment Scenarios** – sets out the scenarios which have been used to assess the impact of the proposed development.
- **Chapter 4: Evaluation of Model Results** – evaluates the results from the /PICADY/ARCADY/LinSig modelling work.

2 MODEL DEVELOPMENT

2.1 Introduction

2.1.1 This chapter summarises how the PICADY/ARCADY/LinSig models have been developed to assess the impact of the proposed Charlton Riverside development.

2.2 Assessed Junctions

2.2.1 Vehicle access to the existing site is via Anchor & Hope Lane. As part of the proposed scheme, future trips will continue to use this access and this would be enhanced as part of the scheme and used as the main access.

2.3 PICADY Models

2.3.1 PICADY models were constructed for the Gallions Road/Woolwich Road and Anchor and Hope Lane/Access Road priority junctions. The geometry of the existing junctions has been taken from ordnance survey mapping along with site observations and aerial photography.

2.3.2 The Gallions Road/Woolwich Road priority junction has three arms. The major arm is Woolwich Road. The minor arm is Gallions Road. There is a central island along Woolwich Road which prevents vehicles from both turning right into and right out of Gallions Road. Therefore this model will test any potential queue for left turning traffic from Gallions Road to Woolwich Road.

2.3.3 The Anchor and Hope Lane/Access Road priority junction has three arms. The major arm is Anchor and Hope Lane. The minor arm is the Access Road. All movements are permitted.

2.4 ARCADY models

2.4.1 ARCADY models were constructed for the Anchor and Hope Lane North/Bugsby's Way and Woolwich Road/Retail Park Access Road/Gallon Close roundabout junctions. The geometry of the existing roundabouts have been taken from ordnance survey mapping along with site observations and aerial photography.

2.4.2 The Anchor and Hope Lane North/Bugsby's Way roundabout junction has three arms. The main flow on the roundabout comes from Anchor and Hope Lane which has two entry lanes from the south and three from the north.

2.4.3 The third arm is from Bugsby's Way which has three entry lanes from the west.

- 2.4.4 The Woolwich Road/Retail Park Access Road/Gallon Close roundabout junction has four arms. The main flow on the roundabout comes from Woolwich Road which joins the roundabout from both the east and west. Both the eastern and western arms have two entry lanes.
- 2.4.5 From the north the Retail Park Access has two entry lanes and from the south Gallions Close has one entry lane. Both these arms have significantly low flows.
- 2.4.6 All movements are permitted at both junctions.

2.5 LINSIG Models

- 2.5.1 LinSig models were constructed for Bugsby's Way/Gallions Road and Woolwich Road/Anchor and Hope Lane/Charlton Church Lane. Saturation flows were provided for most of the arms on the two signalised junctions although due to the low flow on some arms it was not possible to give an accurate reading of all saturation flows. Therefore saturation flows have been taken using the RR67 prediction of saturation flows for road junctions. The geometry of the existing junctions has been taken from ordnance survey mapping along with site observations. The signal timings, staging and phasing have been based on Signal Timing data received from TfL, which is included in Appendix A.
- 2.5.2 Bugsby's Way/Gallions Road is a three arm signalised junction. The major arm is Bugsby's Road which has three entry lanes from both the east and west. The left turn lane approaching from the east turns into a bus lane upon exit, this mandates that all non-bus traffic in this lane must turn left into Gallions Road.
- 2.5.3 Gallions Road joins the junction from the south and has two entry lanes. All movements are permitted.
- 2.5.4 All arms of the junction have advanced cycle stops line (ASL) and this has been taken into account when modelling the junction.
- 2.5.5 The Woolwich Road/Anchor and Hope Lane/Charlton Church Lane is a four arm signalised junction. The main flow is on Woolwich Road which has four entry lanes from the east and two from the west. Anchor and Hope Lane joins the junction from the north and has three entry lanes. The two nearside lanes are for general traffic and both turn left with the offside lane for buses only. Charlton Church Lane joins from the south and has two entry lanes.

2.5.6 The latest version of LinSig (LinSig V3) has been used to assess the impact of the Charlton Riverside development and, where necessary, checks were undertaken and minor amendments made to refine the model operation.

3 ASSESSMENT SCENARIOS

3.1.1 The traffic flow scenarios which have been used to assess the impact of the development on each junction are described as follows:

- 2016 Baseline
- Baseline Plus Proposed Development
- Baseline Plus Other Cumulative Developments
- Cumulative Development Scenario

3.1.2 Details of the trip generation and distribution for the proposed site are set out in the Transport Assessment along with the traffic flow diagrams for the above scenarios.

3.1.3 It has been agreed with TfL that background traffic growth is not applied and future traffic increases once related to committed, cumulative developments.

4 EVALUATION OF MODEL RESULTS

4.1 Introduction

4.1.1 This section provides an evaluation of the results from the modelling work.

4.2 Bugsby's Way/Gallions Road

4.2.1 The LinSig results for the Bugsby's Way/Gallions Road junction are included in Appendix B.

2016 Baseline

4.2.2 In the baseline scenario, the junction operates within capacity with maximum degree of saturations of 40% and 64% in the AM and PM peaks respectively. There are minimal queues across most of the arms with the longest queue being of around 8 PCUs. All queues are within stacking capacity and are clearing in the green period.

4.2.3 Comparisons have been made with the existing observed queues on-site and the queues within the model. Video surveys confirm that the queues are clearing within the green period.

Baseline Plus Proposed Development

4.2.4 In the baseline + development scenario, the junction continues to perform within capacity with maximum degree of saturations of 42% and 65% in the AM and PM peaks respectively. There are minimal queues across most of the arms with the longest queue being of around 9 PCUs. All queues are within stacking capacity and are clearing in the green period.

Baseline Plus Other Cumulative Developments

4.2.5 In the baseline + other cumulative development scenario, the junction continues to perform within capacity with maximum degree of saturations of 42% and 69% in the AM and PM peaks respectively. There are minimal queues across most of the arms with the longest queue being of around 9 PCUs. All queues are within stacking capacity and are clearing in the green period.

Cumulative Development Scenario

- 4.2.6 In the cumulative development scenario, the junction continues to perform within capacity with maximum degree of saturations of 45% and 70% in the AM and PM peaks respectively. There are minimal queues across most of the arms with the longest queue being of around 9 PCUs. All queues are within stacking capacity and are clearing in the green period.

4.3 Gallions Road/Woolwich Road

4.3.1 The PICADY results for the Gallions Road/Woolwich Road junction are included in Appendix C. As mentioned in paragraph 2.3.2 this model will only test the left turning vehicles from Gallions Road as Woolwich Road has a central island prohibiting right turns.

2016 Baseline

4.3.2 In the baseline scenario, the Gallions Road arm operates within capacity with maximum RFCs of 11% and 32% in the AM and PM peak respectively. There is a minimal queue of one vehicle or less.

4.3.3 Comparisons have been made with the existing observed queues on-site and the queues within the model. Video surveys confirm that there is minimal queuing, as would be expected with a junction of this layout and flow.

Baseline Plus Proposed Development

4.3.4 In the baseline + development scenario, the Gallions Road arm operates within capacity with maximum RFCs of 11% and 32% in the AM and PM peak respectively. There is a minimal queue of one vehicle or less.

Baseline Plus Other Cumulative Developments

4.3.5 In the baseline + other cumulative development scenario, the Gallions Road arm operates within capacity with maximum RFCs of 11% and 33% in the AM and PM peak respectively. There is a minimal queue of one vehicle or less.

Cumulative Development Scenario

4.3.6 In the cumulative development scenario, the Gallions Road arm operates within capacity with maximum RFCs of 11% and 33% in the AM and PM peak respectively. There is a minimal queue of one vehicle or less.

4.4 Anchor and Hope Lane/Access Road

4.4.1 The PICADY results for the Anchor and Hope Lane/Access Road junction are included in Appendix D. This junction is where the development will take access and we would expect to see an increase to RFC on the minor arm (Access Road).

2016 Baseline

4.4.2 In the baseline scenario, the junction operates within capacity with maximum RFCs of 11% and 15% in the AM and PM peaks respectively. There are minimal queues of one vehicle or less on all arms.

4.4.3 Comparisons have been made with the existing observed queues on-site and the queues within the model. Video surveys confirm that there is minimal queuing on the minor arm (Access Road) and on right-turning vehicles into the minor arm.

Baseline Plus Proposed Development

4.4.4 In the baseline + development scenario, the junction continues to perform within capacity with maximum RFCs of 24% and 17% in the AM and PM peaks respectively. There are minimal queues of one vehicle or less on all arms.

Baseline Plus Other Cumulative Developments

4.4.5 In the baseline + other cumulative development scenario, the junction performs within capacity with maximum RFCs of 11% and 15% in the AM and PM peaks respectively. There are minimal queues of one vehicle or less on all arms.

Cumulative Development Scenario

4.4.6 In the cumulative development scenario, the junction continues to perform within capacity with maximum RFCs of 24% and 17% in the AM and PM peaks respectively. There are minimal queues of one vehicle or less on all arms.

4.5 Anchor and Hope Lane North/Bugsby's Way

4.5.1 The ARCADY results for the Anchor and Hope Lane North/Bugsby's Way roundabout are included in Appendix E.

2016 Baseline

4.5.2 In the baseline scenario, the junction operates within capacity with maximum RFCs of 51% and 54% in the AM and PM peaks respectively. There are minimal queues 1.2 vehicles or less on all arms.

4.5.3 Comparisons have been made with the existing observed queues on-site and the queues within the model. Video surveys confirm that there is minimal queuing on all arms.

Baseline Plus Proposed Development

4.5.4 In the baseline + development scenario, the junction continues to perform within capacity with maximum RFCs of 52% and 57% in the AM and PM peaks respectively. There are minimal queues 1.3 vehicles or less on all arms.

Baseline Plus Other Cumulative Developments

4.5.5 In the baseline + other cumulative development scenario, the junction performs within capacity with maximum RFCs of 53% and 58% in the AM and PM peaks respectively. There are minimal queues 1.4 vehicles or less on all arms.

Cumulative Development Scenario

4.5.6 In the cumulative development scenario, the junction continues to perform within capacity with maximum RFCs of 54% and 61% in the AM and PM peaks respectively. There are minimal queues 1.5 vehicles or less on all arms.

4.6 Woolwich Road/Anchor and Hope Lane/Charlton Church Lane

4.6.1 The LinSig results for the Woolwich Road/Anchor and Hope Lane/Charlton Church Lane junction are included in Appendix F.

2016 Baseline

4.6.2 In the baseline scenario, the junction operates within capacity with maximum degree of saturations of 73% and 68% in the AM and PM peaks respectively. There are minimal queues across most of the arms with the longest queue being of around 12 PCUs. All queues are within stacking capacity and are clearing in the green period.

4.6.3 Comparisons have been made with the existing observed queues on-site and the queues within the model. Video surveys confirm that the queues are clearing within the green period.

Baseline Plus Proposed Development

4.6.4 In the baseline + development scenario, the junction continues to perform within capacity with maximum degree of saturations of 73% and 70% in the AM and PM peaks respectively. There are minimal queues across most of the arms with the longest queue being of around 12 PCUs. All queues are within stacking capacity and are clearing in the green period.

Baseline Plus Other Cumulative Developments

4.6.5 In the baseline + other cumulative development scenario, the junction continues to perform within capacity with maximum degree of saturations of 78% and 74% in the AM and PM peaks respectively. There are minimal queues across most of the arms with the longest queue being of around 15 PCUs. All queues are within stacking capacity and are clearing in the green period.

Cumulative Development Scenario

4.6.6 In the cumulative development scenario, the junction continues to perform within capacity with maximum degree of saturations of 78% and 74% in the AM and PM peaks respectively. There are minimal queues across most of the arms with the longest queue being of around 15 PCUs. All queues are within stacking capacity and are clearing in the green period.

4.7 Woolwich Road/Retail Park Access Road/Gallon Close

4.7.1 The ARCADY results for the Woolwich Road/Retail Park Access Road/Gallon Close roundabout are included in Appendix G.

2016 Baseline

4.7.2 In the baseline scenario, the junction operates within capacity with maximum RFCs of 59% and 64% in the AM and PM peaks respectively. There are minimal queues 2.3 vehicles or less on all arms.

4.7.3 Comparisons have been made with the existing observed queues on-site and the queues within the model. Video surveys confirm that there is minimal queuing on all arms.

Baseline Plus Proposed Development

4.7.4 In the baseline + development scenario, the junction continues to perform within capacity with maximum RFCs of 59% and 70% in the AM and PM peaks respectively. There are minimal queues 2.3 vehicles or less on all arms.

Baseline Plus Other Cumulative Developments

4.7.5 In the baseline + other cumulative development scenario, the junction performs within capacity with maximum RFCs of 63% and 75% in the AM and PM peaks respectively. There are minimal queues 3 vehicles or less on all arms.

Cumulative Development Scenario

4.7.6 In the cumulative development scenario, the junction continues to perform within capacity with maximum RFCs of 63% and 75% in the AM and PM peaks respectively. There are minimal queues 3 vehicles or less on all arms.

5 SUMMARY AND CONCLUSION

Summary

- 5.1.1 TPP has been appointed by Leopard Guernsey Anchor Propco Ltd to provide transport advice in relation to the proposed redevelopment of the VIP Trading Estate site located within the Charlton Riverside area of the RBG.
- 5.1.2 The purpose of this report is to assess the impact of the proposed development on the capacity of six existing junctions in the vicinity of the site. These junctions are listed below:
1. Bugsby's Way/Gallions Road signalised junction
 2. Gallions Road/Woolwich Road priority junction
 3. Anchor and Hope Lane/Access Road priority junction
 4. Anchor and Hope Lane North/Bugsby's Way roundabout
 5. Woolwich Road/Anchor and Hope Lane/Charlton Church Lane signalised junction
 6. Woolwich Road/Retail Park Access Road/Gallon Close roundabout
- 5.1.3 The traffic flow scenarios which have been used to assess the impact of the development on each junction are described as follows:
- 2016 Baseline
 - Baseline Plus Proposed Development
 - Baseline Plus Other Cumulative Developments
 - Cumulative Development Scenario
- 5.1.4 The baseline situation models have been compared with the observed queues. Video surveys confirm that the models are in-line with what has been observed on-site.
- 5.1.5 Saturation flows for the signalised junctions have been taken using the RR67 prediction of saturation flows for road junctions.

Conclusion

- 5.1.6 The above assessment confirms that the proposed development can be accommodated within the highway network and would not have a significant adverse impact on the capacity of critical links. Therefore no mitigation will be required to improve junction capacity to accommodate the proposed development.

Appendix A

TfL Signal Timing Data

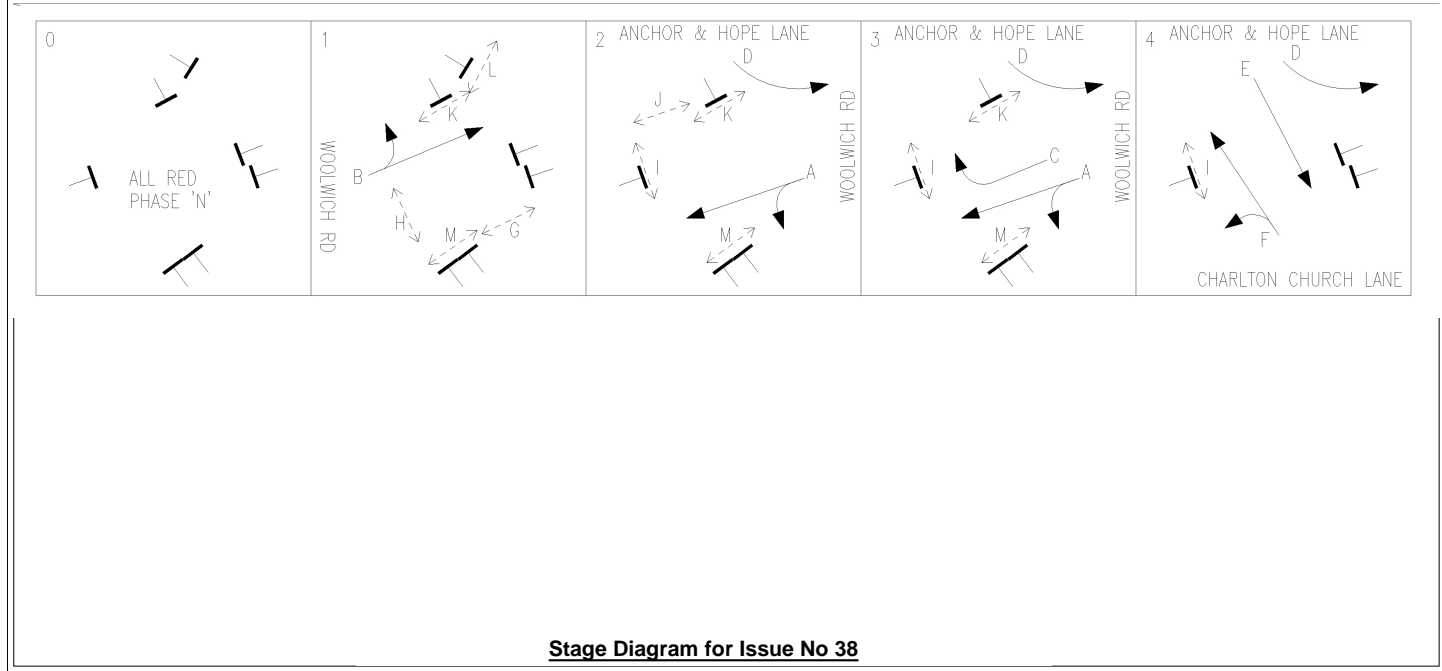


TfL Street Management

Timing Sheets

UTC Micro

London Borough Of	Grid Reference	UTC Cell	Bt Line No	Issue	Date Implemented	Initials	Site Number
GREENWICH	541120/178502	SOUT	LLLS1304053	41	19-APR-2016	ALDRIDGED	06/000031/U
Address							
A206 WOOLWICH ROAD - CHARLTON CHURCH LANE - ANCHOR AND HOPE LANE							
PDU Rate	Controller Installed Date	Engineer Responsible	Linking				
68	22-MAR-2006	FC_PC					
Computer	Control	Control	Concentr				
Takeover Date	Grp/Reg	Grp	Subgrp	Subgrp	Prom Number	Firmware	Controller Type
30-JUL-2009		432	06/000031/U		EM67690V6	PB800-24	STCL T800 MK 1 UTC Cntr, Integral Facilities



TFL Drg No PRO/06/031/07 HI Signal YES
 Sig Drg No PRO/06/031/02A Dimming 160 Volts

UTC - Control and Reply bits																															
CONTROL																															
01	02	03	04	05	06	07	08	09	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32
1F1	#1F2	1F3	#1F4	1DX											1TS	1EP															
REPLY																															
01	02	03	04	05	06	07	08	09	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32
1G1	1G2	1G3	1G4	1JD	1JL	1RF1	1RF2	1RT	1EC	1SB0	1SB1	1SB2	1SB3	1SB4	1PR0	1PR1															

Please refer to Spec for the following :-

*** Total no of Detectors - 41 (limited to 36)**



Phase Timings						
Phase	Min	Ext	Max	Ped Black	Phase Type	Alternative Maximums
A	7	.4	30		T	
B	7	.4	30		T	
C	7	.4	20		T	
D	7	.4	10		T	
E	7	.4	7		T	
F	7	.4	20		T	
G	6			4	P	
H	6			4	P	
I	6			4	P	
J	6			4	P	
K	6			3	P	
L	6			5	P	
M	6			4	P	
N	3				D	

Issue	Site Number
41	06/000031/U

Phase Intergreens

		To Phase													
		A	B	C	D	E	F	G	H	I	J	K	L	M	N
From Phase	A					5	7	7	9						3
	B			5	9	8	5			6	10				3
	C		7			5	5				11				3
	D		5										5		3
	E	7	5	6				9				5			3
	F	5	7	5					8		10			5	3
	G	10				10									4
	H	9					9								4
	I		10												4
	J		9	9			9								4
	K						8								3
	L					11									5
	M						10								4
	N	2	2	2	2	2	2	2	2	2	2	2	2	2	2



TfL Street Management

Timing Sheets

UTC Micro

Mode Priority	CLF PLAN1		CLF PLAN2		CLF PLAN3		CLF PLAN8		Issue	Site Number
	Time Of Day	Operation Type	Time Of Day	Operation Type	Time Of Day	Operation Type	Time Of Day	Operation Type	41	06/000031/U
UTC										
Hand Control										
Manual Select	05:30	9	10:00	9	15:30	9	19:00	9		
Hurry (1)			07:00	0						
Hurry (2)			07:00	1						
VA										
CLF										
Fix Time										
Bus Priority										
	Cycle Time		Cycle Time		Cycle Time		Cycle Time			
	120		112		120		88			

Phase Delays				Phase Delays				Phase Delays				Phase Delays			
Stage From	Stage To	Phase Associated	Delay Period	Stage From	Stage To	Phase Associated	Delay Period	Stage From	Stage To	Phase Associated	Delay Period	Stage From	Stage To	Phase Associated	Delay Period
1	2	B	1	2	4	A	3	3	4	C	5				
1	3	B	2	3	1	A	1	4	1	D	5				
1	4	B	2	3	1	C	3	4	1	E	1				
2	1	A	1	3	1	D	5	4	1	F	1				
2	1	D	5	3	4	A	3	4	3	F	2				

DET	Function	Phase	DET	Function	Phase	DET	Function	Phase	DET	Function	Phase
ASMVD2	CEX	A	PB P10	CAL	M	PB P21	CAL	L	PB P9	CAL	M
BSMVD15	CEX	B	PB P11	CAL	H	PB P23	CAL	L	PB P18	CAL	K
CSMVD3	CEX	C	PB P12	CAL	H	iSB0	BUS	A	PB P22	CAL	L
DSMVD21	CEX	D	PB P14	CAL	I	iSB1	BUS	B	PB P25	CAL	H
ESMVD20	CEX	E	PB P15	CAL	I	iSB2	BUS	D	PB P26	CAL	I
FSMVD10	CEX	F	PB P16	CAL	J	iSB3	BUS	E	PB P27	CAL	J
PB P6	CAL	G	PB P17	CAL	J	iSB4	BUS	N	iSB5		
PB P7	CAL	G	PB P19	CAL	K	AIRD P3	CAL	A	SD0	SCT	A
PB P8	CAL	M	PB P20	CAL	K	PB P24	CAL	G	SD1	SCT	A

Issue	Historical Amendments
41	TIMING CHANGE - PUSH BUTTON ON POLE 18 MOVED TO NEW DFM GROUP WITH ACTIVE TIME = 30 MINS & INACTIVE TIME = 254 HOURS. 19-APR-2016 ALDRIDGED
40	NEW PROM (TFL SPEC ISSUE 14) INSTALLED & UTC COMMISSIONED FOR ADDITIONAL SHORT POLE & PBU 10-MAR-2016 WEBSTERG
39.2	SNAGGING COMPLETED. TACTILES INSTALLED. 08-JAN-2016. WEBSTERG
39.1	MVD & IRD REPLACED AFTER FAULT - EQUIPMENT VERSION UPLOADED 12-OCT-2015 WORBEYD
39	NEW PROM (TFL SPEC ISSUE 13) INSTALLED & UTC COMMISSIONED. ADDITIONAL SHORT POLES WITH PUSH BUTTONS & TACTILES INSTALLED. 05-OCT-2015 WEBSTERG
38.2	iSB5 ADDED P CALLAWAY 25-DEC-2014
38.1	UTC LINE NO. DETAILS UPDATED. 24-DEC-2014 DTA_BM
38	NEW PROM (TFL SPEC ISSUE 11) INSTALLED & UTC COMMISSIONED FOR REVISED SIGNAL LAYOUT ACROSS CHARLTON CHURCH LANE.

Remarks	
Version No	14
Linking	C.L.F.
Comments	TFL SPEC ISSUE 14. iBUS LINE NO. 020 8269 2840. UTC REPLY BITS: 17-1PR1.
Det Strategy	SMVDs - IRD - PUSHBUTTONS / TACTILES - SCOOT LOOPS - iBUS (TSN 1571)
Amendment	TIMING CHANGE - PUSH BUTTON ON POLE 18 MOVED TO NEW DFM GROUP WITH ACTIVE TIME = 30 MINS & INACTIVE TIME = 254 HOURS. 19-APR-2016 ALDRIDGED

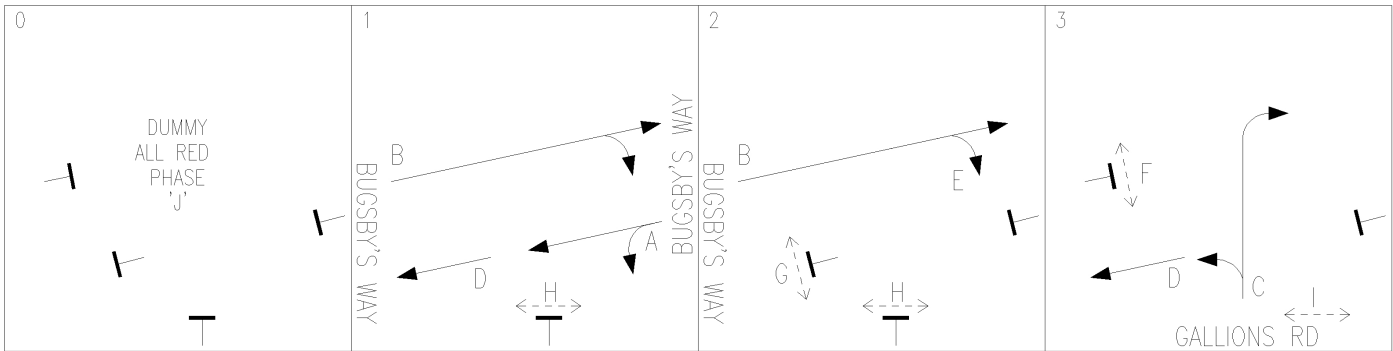


TfL Street Management

Timing Sheets

UTC Micro

London Borough Of	Grid Reference	UTC Cell	Bt Line No	Issue	Date Implemented	Initials	Site Number
GREENWICH	540898/178732	SOUT	IPOTU	2	10-NOV-2015	DAHERH	06/000328/U
Address							
BUGSBY'S WAY - GALLIONS ROAD							
PDU Rate	Controller Installed Date	Engineer Responsible	Linking				
67	06-JAN-2015	DAHERH	06/000828/				
Computer	Control	Control	Concentr	Prom Number	Firmware	Controller Type	
Takeover Date	Grp/Reg	Grp	Subgrp	Subgrp			
26-AUG-2015					EM31387 V3	PB801-13	STCL ELV T900 MK 1 UTC Semi VA Controller



Stage Diagram for Issue No 1

TFL Drg No HI Signal NO
 Sig Drg No PRO/06/000328/01 Dimming 28 Volts

UTC - Control and Reply bits																															
CONTROL																															
01	02	03	04	05	06	07	08	09	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32
IF1 #1F2#1F3 1DX								1TS 1EP																							
REPLY																															
01	02	03	04	05	06	07	08	09	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32
1G1 1G2 1G3 1JD 1JL 1RF11RF2 1RT 1EC 1SB01SB11PR01PR1																															



Phase Timings						
Phase	Min	Ext	Max	Ped Black	Phase Type	Alternative Maximums
A	7				T	
B	7				T	
C	7				T	
D	7				T	
E	4				F	
F	6			5	P	
G	6			5	P	
H	6			3	P	
I	6			3	P	
J	3				D	

Issue	Site Number
2	06/000328/U

Phase Intergreens

		To Phase									
		A	B	C	D	E	F	G	H	I	J
From Phase	A			6		5				9	3
	B			6			6			15	3
	C	6	6			5			6		3
	D							5			3
	E	10		6			6			15	3
	F		11			11					5
	G				11						5
	H			8							3
	I	8	8			8					3
	J	2	2	2	2	2	2	2	2	2	

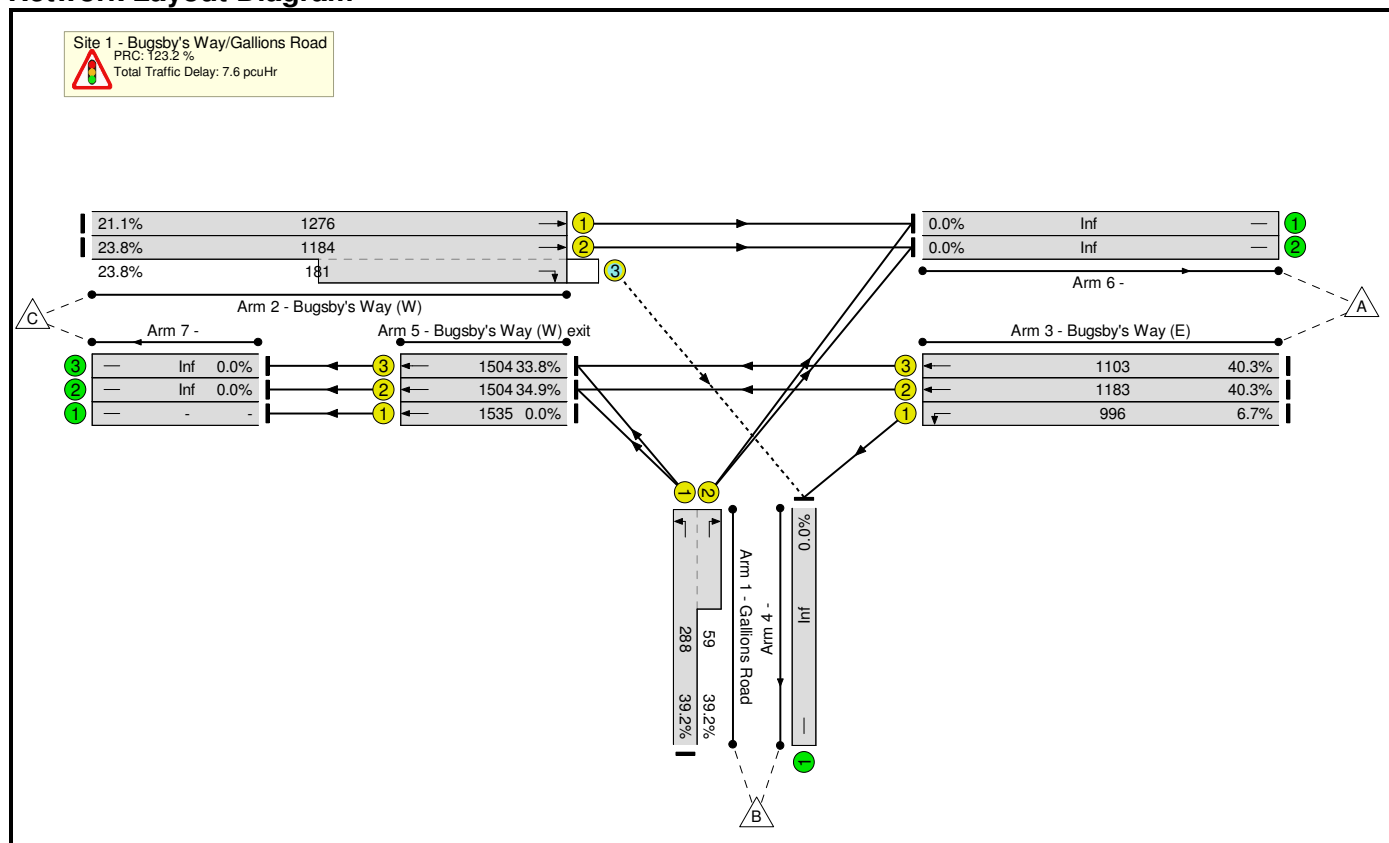
Appendix B
Bugsby's Way/Gallions Road
LinSig Results

Basic Results Summary
Basic Results Summary

Project and User Details

Project:	Charlton Riverside
Title:	
Location:	
File name:	Site 1 - Bugsby's Way - Gallions Road.lsg3x
Author:	
Company:	
Address:	
Notes:	
Linsig Version:	3, 2, 28, 0

Scenario 1: 'Baseline AM Peak' (FG1: 'Baseline AM Peak', Plan 1: 'Network Control Plan 1')
Network Layout Diagram



Basic Results Summary

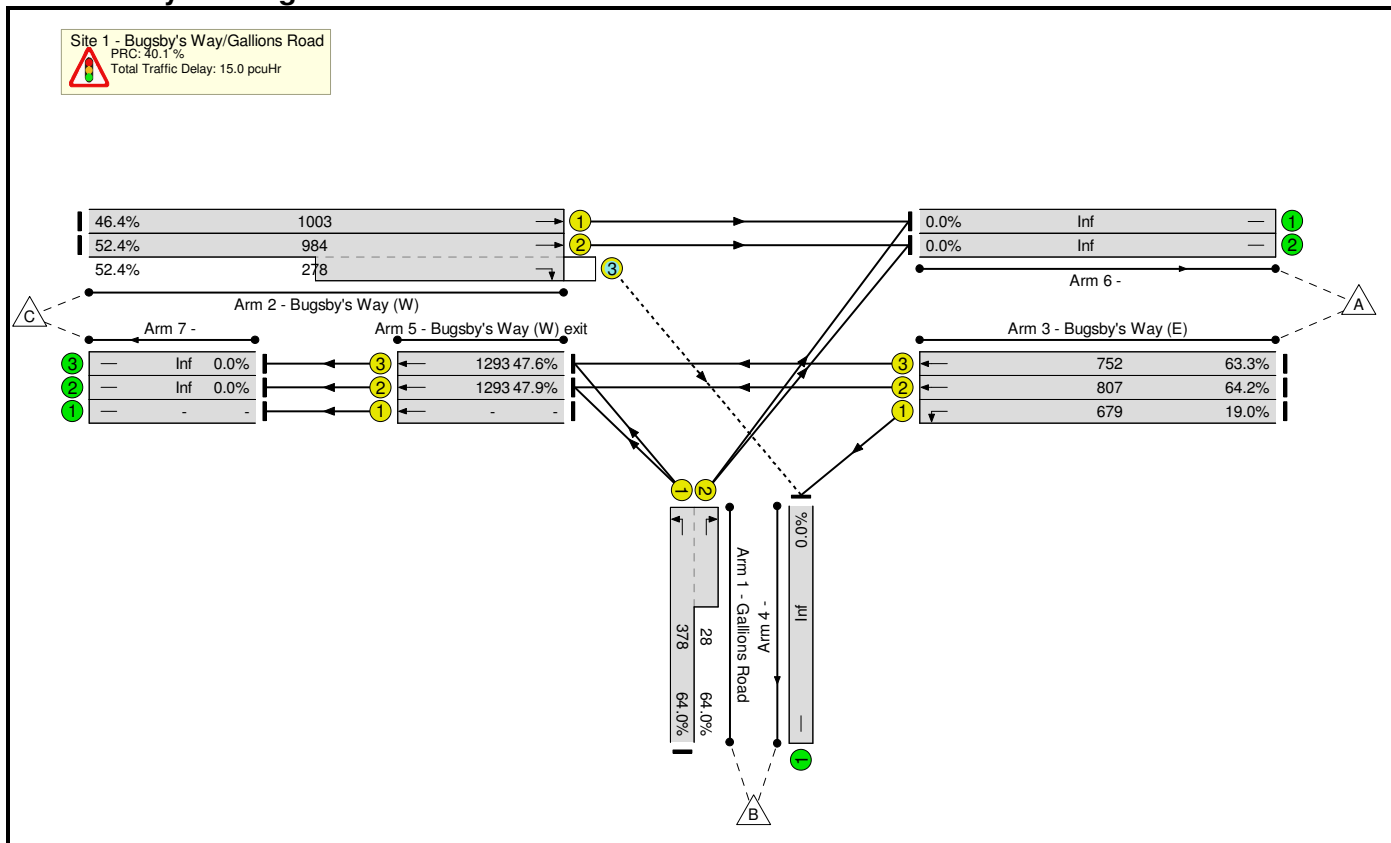
Network Results

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 (%)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Mean Max Queue (pcu)
Network	-	-	-		-	-	-	-	-	-	40.3%	38	4	1	7.6	-	-
Site 1 - Bugsby's Way/Gallions Road	-	-	-		-	-	-	-	-	-	40.3%	38	4	1	7.6	-	-
1/1+1/2	Gallions Road Left Right	U	C		1	15	-	136	1729:1691	288+59	39.2 : 39.2%	-	-	-	1.7	43.9	3.0
2/1	Bugsby's Way (W) Ahead	U	B		1	62	-	269	1945	1276	21.1%	-	-	-	0.6	8.4	3.0
2/2+2/3	Bugsby's Way (W) Right Ahead	U+O	B	E	1	62	0	325	1945:1757	1184+181	23.8 : 23.8%	38	4	1	0.8	8.9	3.1
3/1	Bugsby's Way (E) Left	U	A		1	54	-	67	1739	996	6.7%	-	-	-	0.2	11.1	0.8
3/2	Bugsby's Way (E) Ahead	U	A		1	54	-	477	2065	1183	40.3%	-	-	-	1.8	13.9	7.4
3/3	Bugsby's Way (E) Ahead	U	A		1	54	-	444	1925	1103	40.3%	-	-	-	1.7	14.1	6.9
5/1	Bugsby's Way (W) exit Ahead	U	D		1	74	-	0	1965	1535	0.0%	-	-	-	0.0	0.0	0.0
5/2	Bugsby's Way (W) exit Ahead	U	D		1	74	-	525	1925	1504	34.9%	-	-	-	0.4	2.5	5.8
5/3	Bugsby's Way (W) exit Ahead	U	D		1	74	-	509	1925	1504	33.8%	-	-	-	0.3	2.3	1.0
		C1			PRC for Signalled Lanes (%):		123.2	Total Delay for Signalled Lanes (pcuHr):		7.57		Cycle Time (s):		96			
				PRC Over All Lanes (%):		123.2		Total Delay Over All Lanes(pcuHr):		7.57							

Basic Results Summary

Scenario 2: 'Baseline PM Peak' (FG2: 'Baseline PM Peak', Plan 1: 'Network Control Plan 1')

Network Layout Diagram



Basic Results Summary

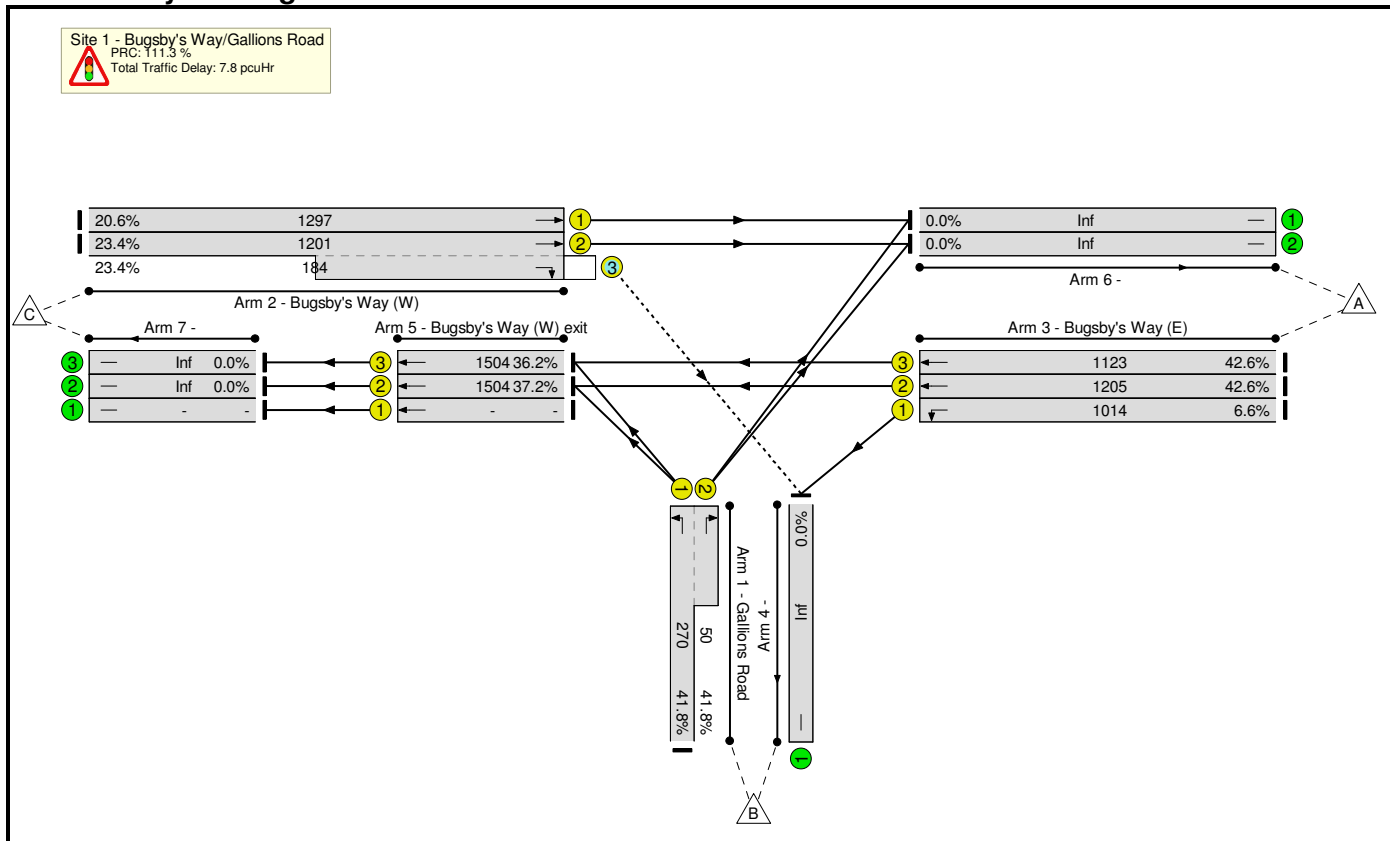
Network Results

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 (%)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Mean Max Queue (pcu)					
Network	-	-	-		-	-	-	-	-	-	64.2%	39	103	5	15.0	-	-					
Site 1 - Bugsby's Way/Gallions Road	-	-	-		-	-	-	-	-	-	64.2%	39	103	5	15.0	-	-					
1/1+1/2	Gallions Road Left Right	U	C		1	13	-	260	1729:1691	378+28	64.0 : 64.0%	-	-	-	2.5	34.7	4.8					
2/1	Bugsby's Way (W) Ahead	U	B		1	32	-	465	1945	1003	46.4%	-	-	-	1.7	13.2	5.6					
2/2+2/3	Bugsby's Way (W) Right Ahead	U+O	B	E	1	32	0	662	1945:1757	984+278	52.4 : 52.4%	39	103	5	2.9	15.7	6.6					
3/1	Bugsby's Way (E) Left	U	A		1	24	-	129	1739	679	19.0%	-	-	-	0.6	16.1	1.6					
3/2	Bugsby's Way (E) Ahead	U	A		1	24	-	518	2065	807	64.2%	-	-	-	3.2	22.1	8.4					
3/3	Bugsby's Way (E) Ahead	U	A		1	24	-	476	1925	752	63.3%	-	-	-	2.9	22.3	7.6					
5/1	Bugsby's Way (W) exit Ahead	U	D		1	42	-	0	1965	-	-	-	-	-	-	-	-					
5/2	Bugsby's Way (W) exit Ahead	U	D		1	42	-	620	1925	1293	47.9%	-	-	-	0.6	3.6	6.5					
5/3	Bugsby's Way (W) exit Ahead	U	D		1	42	-	616	1925	1293	47.6%	-	-	-	0.6	3.3	1.2					
		C1	PRC for Signalled Lanes (%):		40.1		PRC Over All Lanes (%):		40.1		Total Delay for Signalled Lanes (pcuHr):		14.98		Total Delay Over All Lanes(pcuHr):		14.98		Cycle Time (s):		64	

Basic Results Summary

Scenario 3: 'Baseline Plus Proposed Development AM Peak' (FG3: 'Baseline Plus Proposed Development AM Peak', Plan 1: 'Network Control Plan 1')

Network Layout Diagram



Basic Results Summary

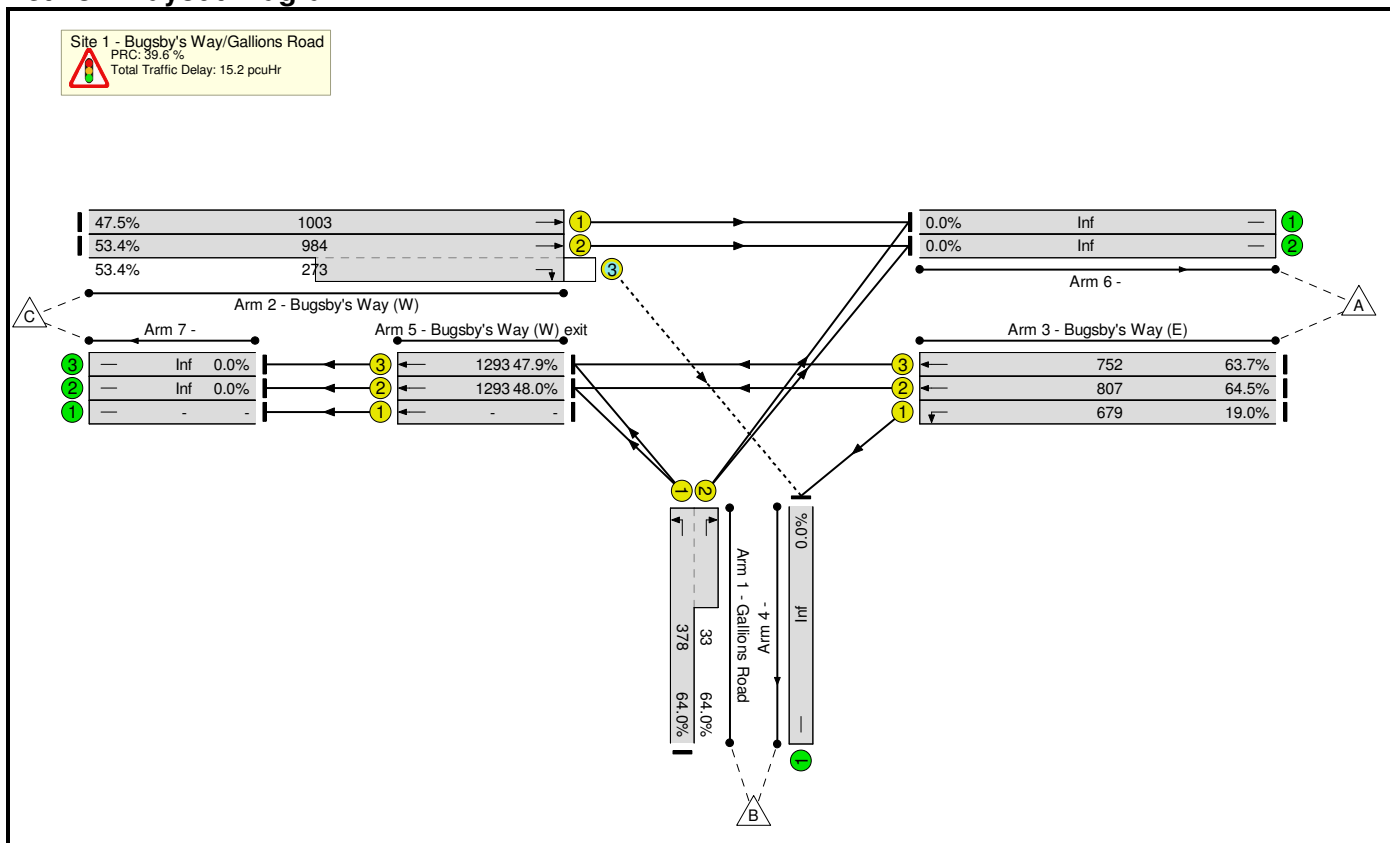
Network Results

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 (%)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Mean Max Queue (pcu)
Network	-	-	-		-	-	-	-	-	-	42.6%	38	4	1	7.8	-	-
Site 1 - Bugsby's Way/Gallions Road	-	-	-		-	-	-	-	-	-	42.6%	38	4	1	7.8	-	-
1/1+1/2	Gallions Road Left Right	U	C		1	14	-	134	1729:1691	270+50	41.8 : 41.8%	-	-	-	1.7	45.9	3.1
2/1	Bugsby's Way (W) Ahead	U	B		1	63	-	267	1945	1297	20.6%	-	-	-	0.6	7.9	2.9
2/2+2/3	Bugsby's Way (W) Right Ahead	U+O	B	E	1	63	0	324	1945:1757	1201+184	23.4 : 23.4%	38	4	1	0.8	8.6	3.0
3/1	Bugsby's Way (E) Left	U	A		1	55	-	67	1739	1014	6.6%	-	-	-	0.2	10.6	0.8
3/2	Bugsby's Way (E) Ahead	U	A		1	55	-	513	2065	1205	42.6%	-	-	-	2.0	13.7	7.9
3/3	Bugsby's Way (E) Ahead	U	A		1	55	-	478	1925	1123	42.6%	-	-	-	1.8	13.9	7.4
5/1	Bugsby's Way (W) exit Ahead	U	D		1	74	-	0	1965	-	-	-	-	-	-	-	-
5/2	Bugsby's Way (W) exit Ahead	U	D		1	74	-	560	1925	1504	37.2%	-	-	-	0.4	2.6	6.4
5/3	Bugsby's Way (W) exit Ahead	U	D		1	74	-	544	1925	1504	36.2%	-	-	-	0.4	2.4	1.0
		C1	PRC for Signalled Lanes (%):		111.3		Total Delay for Signalled Lanes (pcuHr):		7.82		Cycle Time (s):		96				
			PRC Over All Lanes (%):		111.3		Total Delay Over All Lanes(pcuHr):		7.82								

Basic Results Summary

Scenario 4: 'Baseline Plus Proposed Development PM Peak' (FG4: 'Baseline Plus Proposed Development PM Peak', Plan 1: 'Network Control Plan 1')

Network Layout Diagram



Basic Results Summary

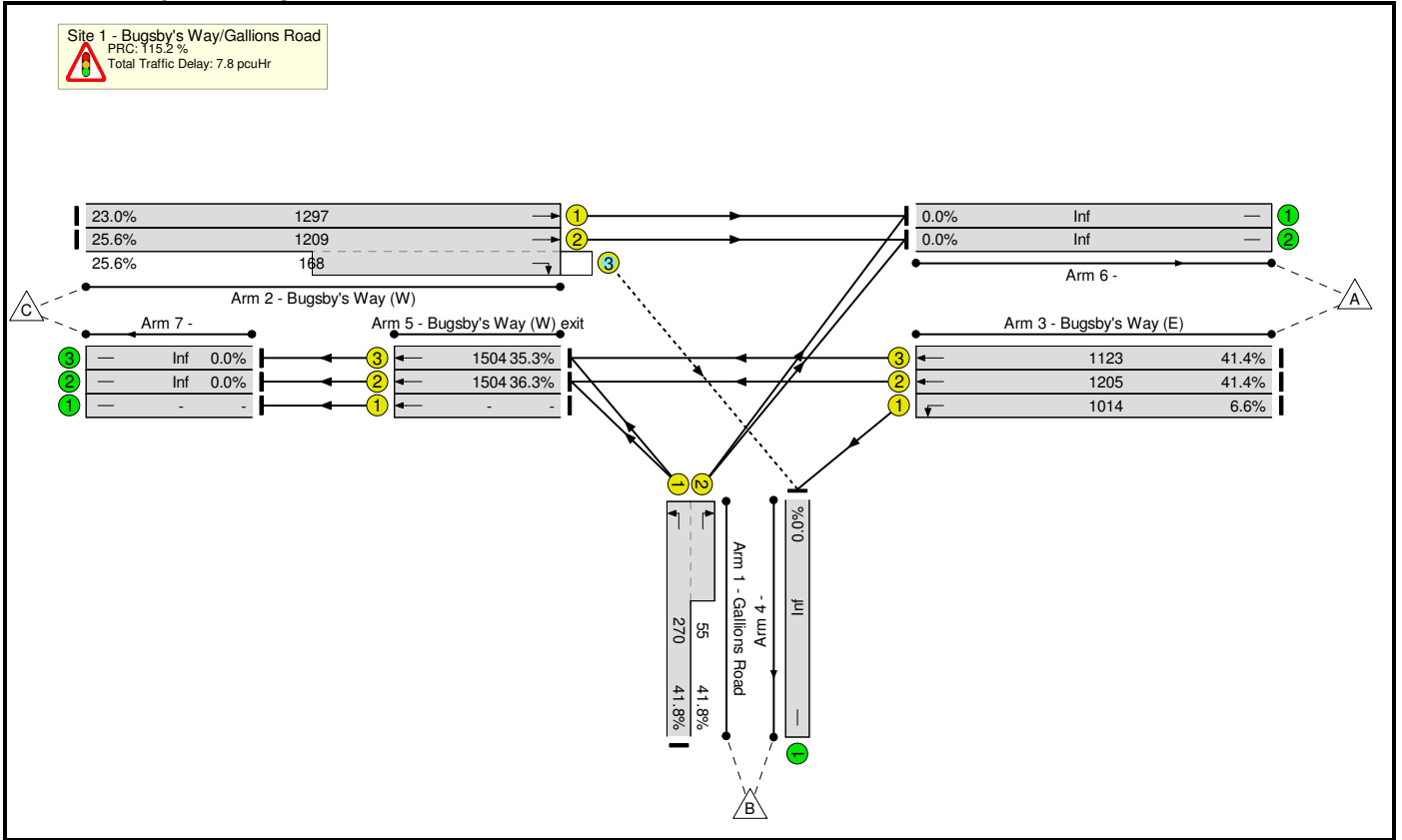
Network Results

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 (%)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Mean Max Queue (pcu)					
Network	-	-	-		-	-	-	-	-	-	64.5%	36	105	5	15.2	-	-					
Site 1 - Bugsby's Way/Gallions Road	-	-	-		-	-	-	-	-	-	64.5%	36	105	5	15.2	-	-					
1/1+1/2	Gallions Road Left Right	U	C		1	13	-	263	1729:1691	378+33	64.0 : 64.0%	-	-	-	2.5	34.5	4.8					
2/1	Bugsby's Way (W) Ahead	U	B		1	32	-	476	1945	1003	47.5%	-	-	-	1.8	13.4	5.9					
2/2+2/3	Bugsby's Way (W) Right Ahead	U+O	B	E	1	32	0	672	1945:1757	984+273	53.4 : 53.4%	36	105	5	3.0	15.8	6.7					
3/1	Bugsby's Way (E) Left	U	A		1	24	-	129	1739	679	19.0%	-	-	-	0.6	16.1	1.6					
3/2	Bugsby's Way (E) Ahead	U	A		1	24	-	520	2065	807	64.5%	-	-	-	3.2	22.1	8.4					
3/3	Bugsby's Way (E) Ahead	U	A		1	24	-	479	1925	752	63.7%	-	-	-	3.0	22.4	7.7					
5/1	Bugsby's Way (W) exit Ahead	U	D		1	42	-	0	1965	-	-	-	-	-	-	-	-					
5/2	Bugsby's Way (W) exit Ahead	U	D		1	42	-	621	1925	1293	48.0%	-	-	-	0.6	3.6	6.5					
5/3	Bugsby's Way (W) exit Ahead	U	D		1	42	-	620	1925	1293	47.9%	-	-	-	0.6	3.4	1.2					
		C1	PRC for Signalled Lanes (%):		39.6		PRC Over All Lanes (%):		39.6		Total Delay for Signalled Lanes (pcuHr):		15.19		Total Delay Over All Lanes(pcuHr):		15.19		Cycle Time (s):		64	

Basic Results Summary

Scenario 5: 'Baseline Plus Other Cumulative Developments AM Peak' (FG5: 'Baseline Plus Other Cumulative Developments AM Peak', Plan 1: 'Network Control Plan 1')

Network Layout Diagram



Basic Results Summary

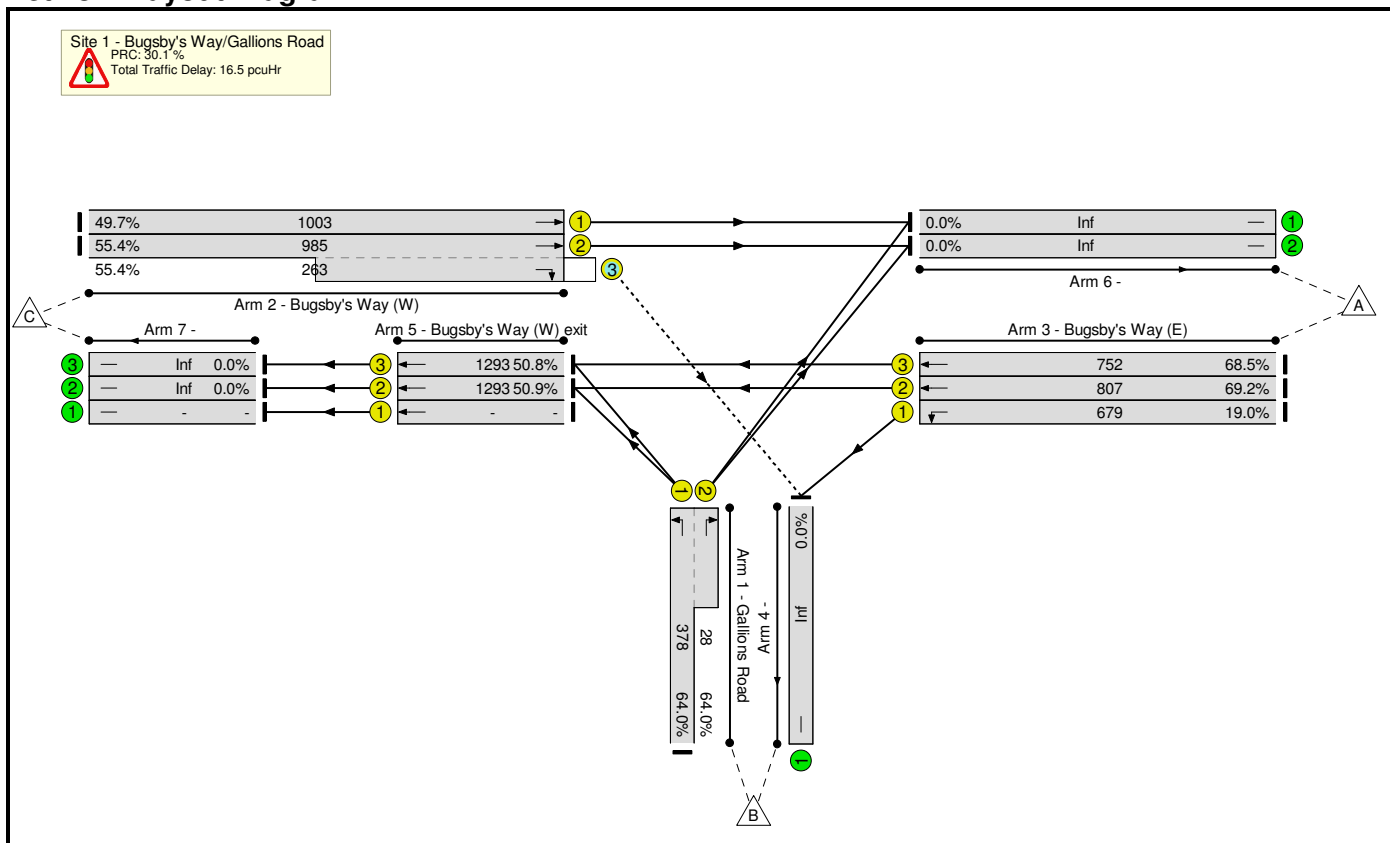
Network Results

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 (%)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Mean Max Queue (pcu)
Network	-	-	-		-	-	-	-	-	-	41.8%	38	4	1	7.8	-	-
Site 1 - Bugsby's Way/Gallions Road	-	-	-		-	-	-	-	-	-	41.8%	38	4	1	7.8	-	-
1/1+1/2	Gallions Road Left Right	U	C		1	14	-	136	1729:1691	270+55	41.8 : 41.8%	-	-	-	1.7	45.7	3.1
2/1	Bugsby's Way (W) Ahead	U	B		1	63	-	298	1945	1297	23.0%	-	-	-	0.7	8.1	3.2
2/2+2/3	Bugsby's Way (W) Right Ahead	U+O	B	E	1	63	0	353	1945:1757	1209+168	25.6 : 25.6%	38	4	1	0.8	8.6	3.4
3/1	Bugsby's Way (E) Left	U	A		1	55	-	67	1739	1014	6.6%	-	-	-	0.2	10.6	0.8
3/2	Bugsby's Way (E) Ahead	U	A		1	55	-	499	2065	1205	41.4%	-	-	-	1.9	13.5	7.6
3/3	Bugsby's Way (E) Ahead	U	A		1	55	-	465	1925	1123	41.4%	-	-	-	1.8	13.7	7.1
5/1	Bugsby's Way (W) exit Ahead	U	D		1	74	-	0	1965	-	-	-	-	-	-	-	-
5/2	Bugsby's Way (W) exit Ahead	U	D		1	74	-	546	1925	1504	36.3%	-	-	-	0.4	2.5	6.2
5/3	Bugsby's Way (W) exit Ahead	U	D		1	74	-	531	1925	1504	35.3%	-	-	-	0.3	2.4	1.0
		C1			PRC for Signalled Lanes (%):		115.2	Total Delay for Signalled Lanes (pcuHr):		7.82		Cycle Time (s):		96			
				PRC Over All Lanes (%):		115.2		Total Delay Over All Lanes(pcuHr):		7.82							

Basic Results Summary

Scenario 6: 'Baseline Plus Other Cumulative Developments PM Peak' (FG6: 'Baseline Plus Other Cumulative Developments PM Peak', Plan 1: 'Network Control Plan 1')

Network Layout Diagram



Basic Results Summary

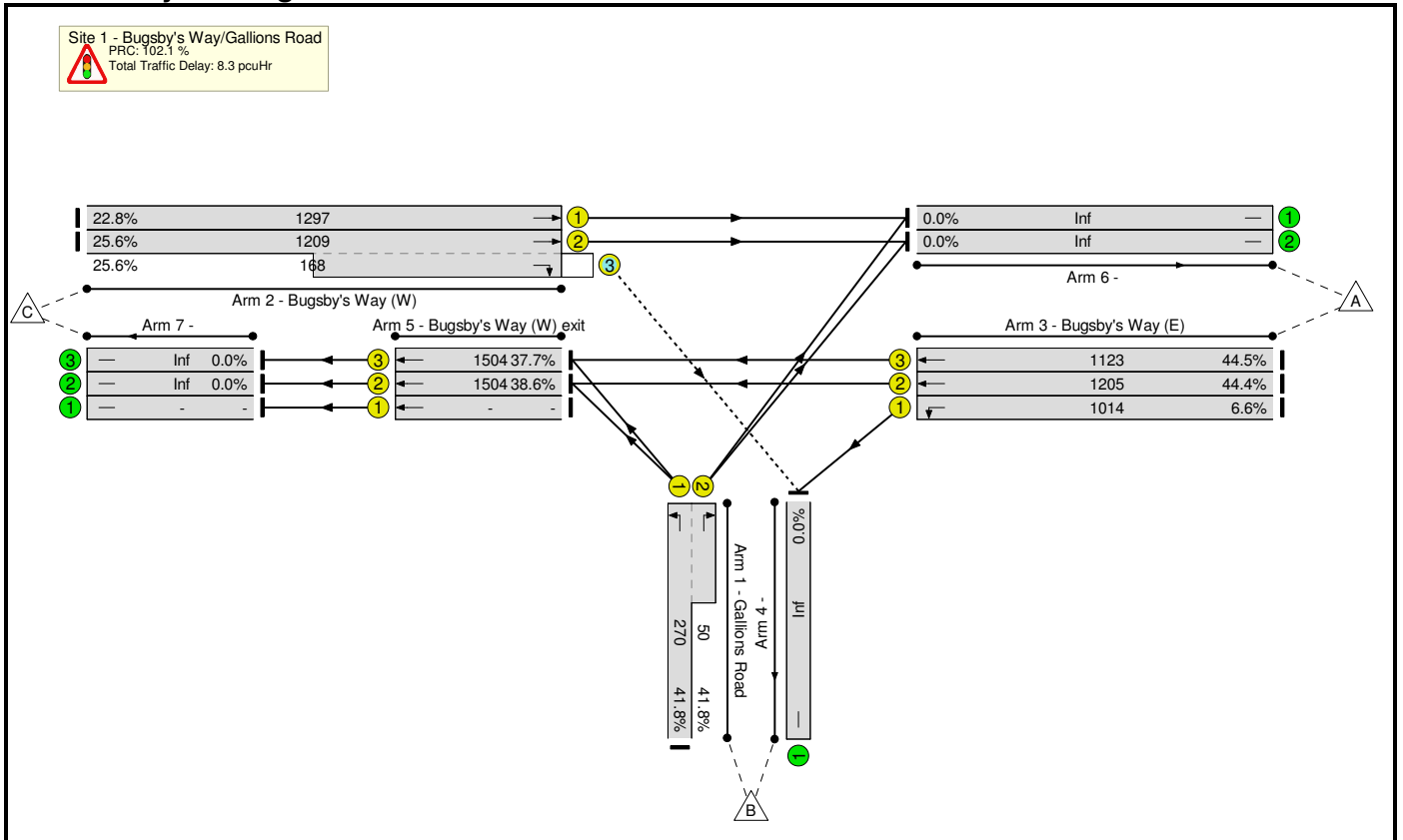
Network Results

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 (%)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Mean Max Queue (pcu)					
Network	-	-	-		-	-	-	-	-	-	69.2%	20	121	5	16.5	-	-					
Site 1 - Bugsby's Way/Gallions Road	-	-	-		-	-	-	-	-	-	69.2%	20	121	5	16.5	-	-					
1/1+1/2	Gallions Road Left Right	U	C		1	13	-	260	1729:1691	378+28	64.0 : 64.0%	-	-	-	2.5	34.7	4.8					
2/1	Bugsby's Way (W) Ahead	U	B		1	32	-	498	1945	1003	49.7%	-	-	-	1.9	13.7	6.2					
2/2+2/3	Bugsby's Way (W) Right Ahead	U+O	B	E	1	32	0	692	1945:1757	985+263	55.4 : 55.4%	20	121	5	3.1	16.2	7.1					
3/1	Bugsby's Way (E) Left	U	A		1	24	-	129	1739	679	19.0%	-	-	-	0.6	16.1	1.6					
3/2	Bugsby's Way (E) Ahead	U	A		1	24	-	558	2065	807	69.2%	-	-	-	3.6	23.5	9.3					
3/3	Bugsby's Way (E) Ahead	U	A		1	24	-	515	1925	752	68.5%	-	-	-	3.4	23.8	8.7					
5/1	Bugsby's Way (W) exit Ahead	U	D		1	42	-	0	1965	-	-	-	-	-	-	-	-					
5/2	Bugsby's Way (W) exit Ahead	U	D		1	42	-	658	1925	1293	50.9%	-	-	-	0.7	3.8	7.5					
5/3	Bugsby's Way (W) exit Ahead	U	D		1	42	-	657	1925	1293	50.8%	-	-	-	0.6	3.5	1.3					
		C1	PRC for Signalled Lanes (%):		30.1		PRC Over All Lanes (%):		30.1		Total Delay for Signalled Lanes (pcuHr):		16.46		Total Delay Over All Lanes(pcuHr):		16.46		Cycle Time (s):		64	

Basic Results Summary

Scenario 7: 'Cumulative Development Scenario AM Peak' (FG7: 'Cumulative Development Scenario AM Peak', Plan 1: 'Network Control Plan 1')

Network Layout Diagram



Basic Results Summary

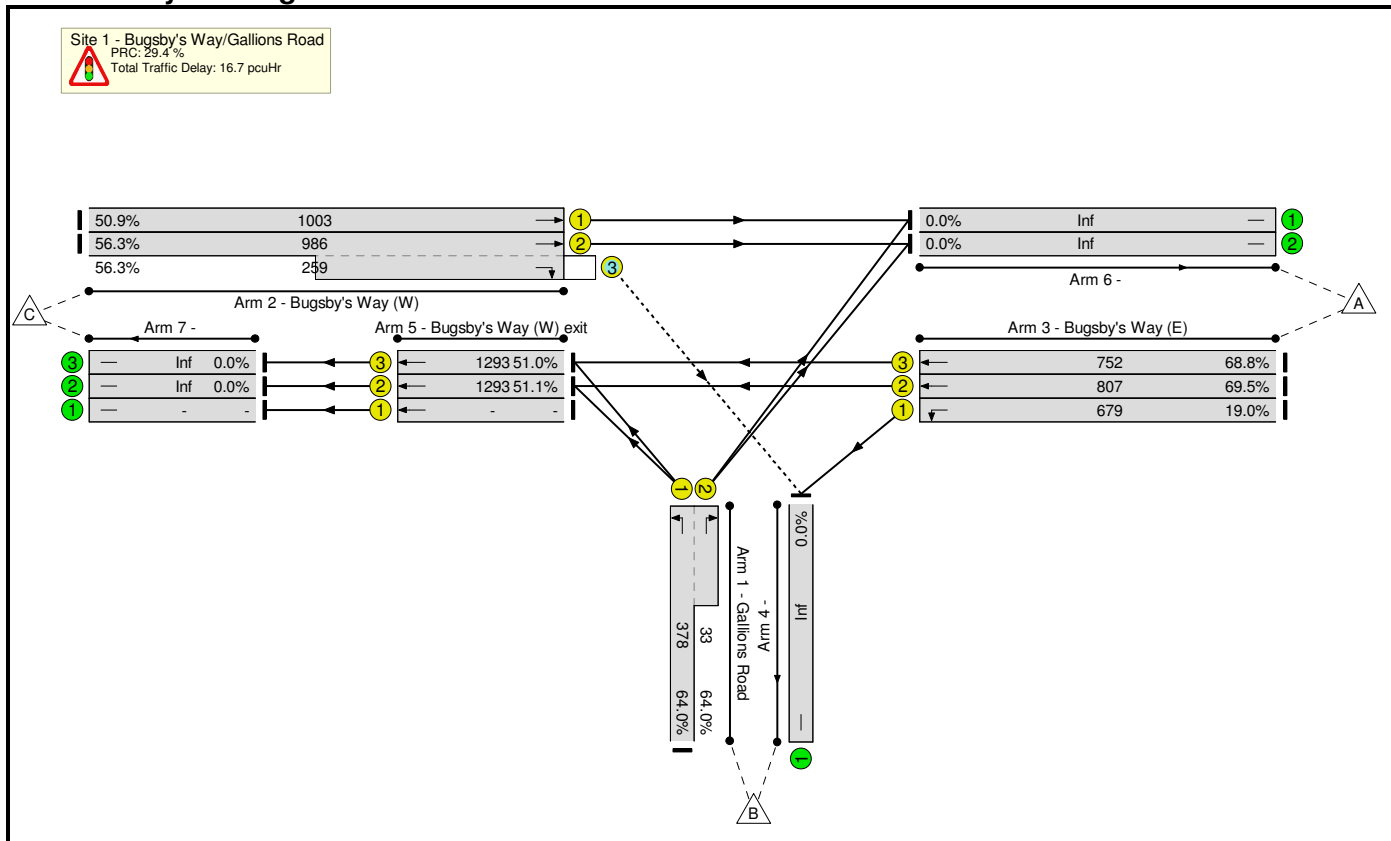
Network Results

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 (%)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Mean Max Queue (pcu)
Network	-	-	-		-	-	-	-	-	-	44.5%	38	4	1	8.3	-	-
Site 1 - Bugsby's Way/Gallions Road	-	-	-		-	-	-	-	-	-	44.5%	38	4	1	8.3	-	-
1/1+1/2	Gallions Road Left Right	U	C		1	14	-	134	1729:1691	270+50	41.8 : 41.8%	-	-	-	1.7	45.9	3.1
2/1	Bugsby's Way (W) Ahead	U	B		1	63	-	296	1945	1297	22.8%	-	-	-	0.7	8.1	3.2
2/2+2/3	Bugsby's Way (W) Right Ahead	U+O	B	E	1	63	0	352	1945:1757	1209+168	25.6 : 25.6%	38	4	1	0.9	8.8	3.4
3/1	Bugsby's Way (E) Left	U	A		1	55	-	67	1739	1014	6.6%	-	-	-	0.2	10.6	0.8
3/2	Bugsby's Way (E) Ahead	U	A		1	55	-	535	2065	1205	44.4%	-	-	-	2.1	13.9	8.3
3/3	Bugsby's Way (E) Ahead	U	A		1	55	-	500	1925	1123	44.5%	-	-	-	2.0	14.1	7.9
5/1	Bugsby's Way (W) exit Ahead	U	D		1	74	-	0	1965	-	-	-	-	-	-	-	-
5/2	Bugsby's Way (W) exit Ahead	U	D		1	74	-	581	1925	1504	38.6%	-	-	-	0.4	2.6	6.9
5/3	Bugsby's Way (W) exit Ahead	U	D		1	74	-	567	1925	1504	37.7%	-	-	-	0.4	2.4	1.1
		C1			PRC for Signalled Lanes (%):		102.1	Total Delay for Signalled Lanes (pcuHr):				8.27	Cycle Time (s):		96		
				PRC Over All Lanes (%):		102.1		Total Delay Over All Lanes(pcuHr):				8.27					

Basic Results Summary

Scenario 8: 'Cumulative Development Scenario PM Peak' (FG8: 'Cumulative Development Scenario PM Peak', Plan 1: 'Network Control Plan 1')

Network Layout Diagram



Basic Results Summary

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 (%)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Mean Max Queue (pcu)	
Network	-	-	-		-	-	-	-	-	-	69.5%	19	122	5	16.7	-	-	
Site 1 - Bugsby's Way/Gallions Road	-	-	-		-	-	-	-	-	-	69.5%	19	122	5	16.7	-	-	
1/1+1/2	Gallions Road Left Right	U	C		1	13	-	263	1729:1691	378+33	64.0 : 64.0%	-	-	-	2.5	34.5	4.8	
2/1	Bugsby's Way (W) Ahead	U	B		1	32	-	510	1945	1003	50.9%	-	-	-	2.0	13.8	6.5	
2/2+2/3	Bugsby's Way (W) Right Ahead	U+O	B	E	1	32	0	701	1945:1757	986+259	56.3 : 56.3%	19	122	5	3.2	16.3	7.3	
3/1	Bugsby's Way (E) Left	U	A		1	24	-	129	1739	679	19.0%	-	-	-	0.6	16.1	1.6	
3/2	Bugsby's Way (E) Ahead	U	A		1	24	-	561	2065	807	69.5%	-	-	-	3.7	23.6	9.4	
3/3	Bugsby's Way (E) Ahead	U	A		1	24	-	517	1925	752	68.8%	-	-	-	3.4	23.8	8.7	
5/1	Bugsby's Way (W) exit Ahead	U	D		1	42	-	0	1965	-	-	-	-	-	-	-	-	
5/2	Bugsby's Way (W) exit Ahead	U	D		1	42	-	661	1925	1293	51.1%	-	-	-	0.7	3.8	7.5	
5/3	Bugsby's Way (W) exit Ahead	U	D		1	42	-	659	1925	1293	51.0%	-	-	-	0.6	3.5	1.3	
		C1	PRC for Signalled Lanes (%):		29.4		29.4		Total Delay for Signalled Lanes (pcuHr):		16.68		Cycle Time (s):		64			
			PRC Over All Lanes (%):		29.4				Total Delay Over All Lanes(pcuHr):		16.68							

Appendix C
Gallions Road/Woolwich Road
PICADY Results

Junctions 9
PICADY 9 - Priority Intersection Module
Version: 9.0.0.4211 [] © Copyright TRL Limited, 2016
For sales and distribution information, program advice and maintenance, contact TRL: Tel: +44 (0)1344 770758 email: software@trl.co.uk Web: http://www.trlsoftware.co.uk
The users of this computer program for the solution of an engineering problem are in no way relieved of their responsibility for the correctness of the solution

Filename: Site 2 - Woolwich Road - Gallions Road.j9

Path: T:\30000_Projects\30821 Charlton Riverside, Greenwich\Junction modelling\Site 2

Report generation date: 19/10/2016 11:21:56

-
- »2016 Baseline, AM
 - »2016 Baseline, PM
 - »Baseline Plus Proposed Development, AM
 - »Baseline Plus Proposed Development, PM
 - »Baseline Plus Other Cumulative Developments, AM
 - »Baseline Plus Other Cumulative Developments, PM
 - »Cumulative Development Scenario, AM
 - »Cumulative Development Scenario, PM

Summary of junction performance

	AM				PM			
	Queue (Veh)	Delay (s)	RFC	LOS	Queue (Veh)	Delay (s)	RFC	LOS
2016 Baseline								
Stream B-C	0.1	7.49	0.11	A	0.5	8.88	0.32	A
Stream B-A	0.0	0.00	0.00	A	0.0	0.00	0.00	A
Stream C-AB	0.0	0.00	0.00	A	0.0	0.00	0.00	A
Stream C-A								
Stream A-B								
Stream A-C								
Baseline Plus Proposed Development								
Stream B-C	0.1	7.49	0.11	A	0.5	8.91	0.32	A
Stream B-A	0.0	0.00	0.00	A	0.0	0.00	0.00	A
Stream C-AB	0.0	0.00	0.00	A	0.0	0.00	0.00	A
Stream C-A								
Stream A-B								
Stream A-C								
Baseline Plus Other Cumulative Developments								
Stream B-C	0.1	7.84	0.11	A	0.5	9.20	0.33	A
Stream B-A	0.0	0.00	0.00	A	0.0	0.00	0.00	A
Stream C-AB	0.0	0.00	0.00	A	0.0	0.00	0.00	A
Stream C-A								
Stream A-B								
Stream A-C								
Cumulative Development Scenario								
Stream B-C	0.1	7.85	0.11	A	0.5	9.23	0.33	A
Stream B-A	0.0	0.00	0.00	A	0.0	0.00	0.00	A
Stream C-AB	0.0	0.00	0.00	A	0.0	0.00	0.00	A
Stream C-A								
Stream A-B								
Stream A-C								

Values shown are the highest values encountered over all time segments. Delay is the maximum value of average delay per arriving vehicle.

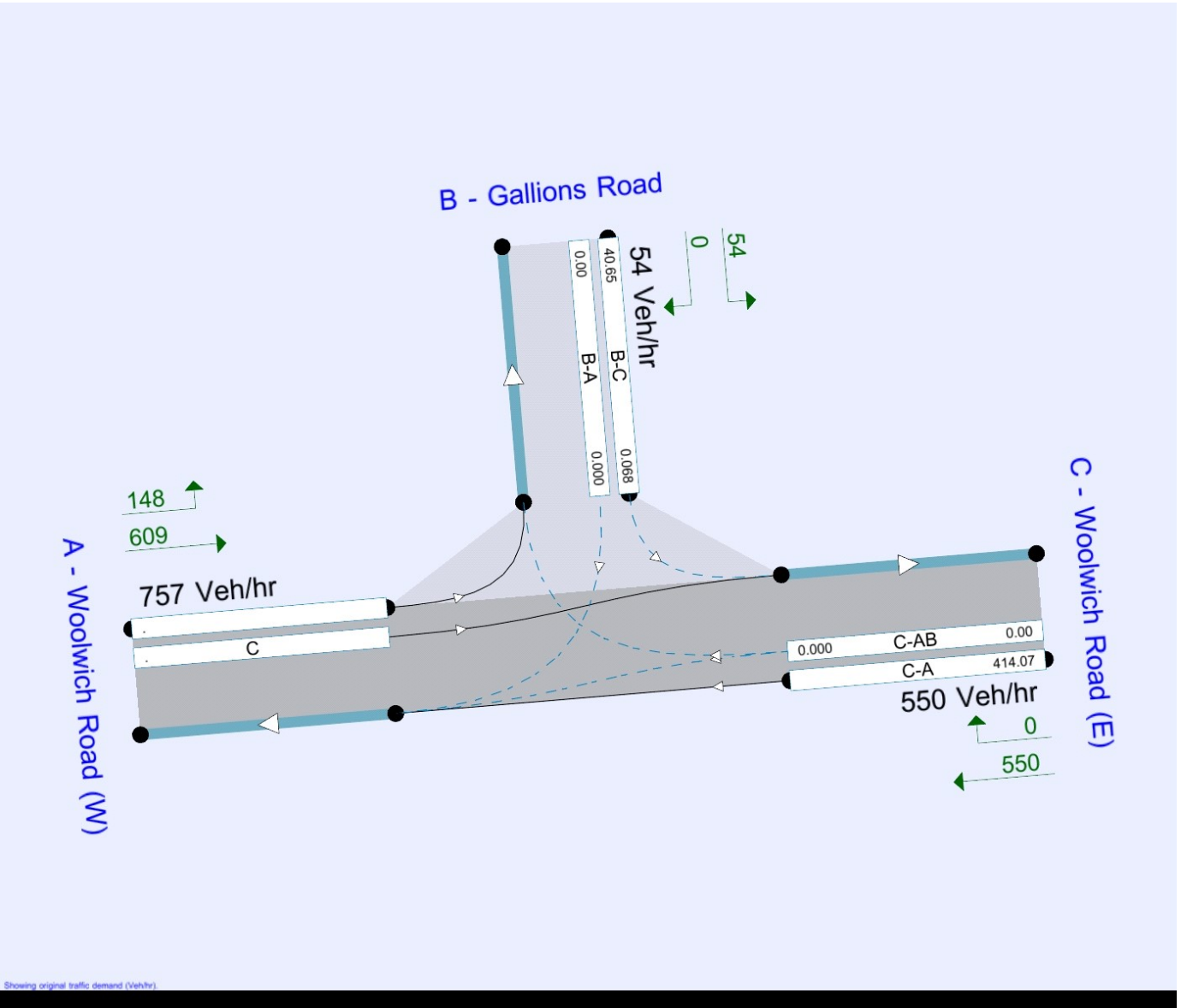
File summary

File Description

Title	(untitled)
Location	
Site number	
Date	30/08/2016
Version	
Status	(new file)
Identifier	
Client	
Jobnumber	
Enumerator	TPP111"techuser
Description	

Units

Distance units	Speed units	Traffic units input	Traffic units results	Flow units	Average delay units	Total delay units	Rate of delay units
m	kph	Veh	Veh	perHour	s	-Min	perMin



The junction diagram reflects the last run of Junctions.

Analysis Options

Calculate Queue Percentiles	Calculate residual capacity	RFC Threshold	Average Delay threshold (s)	Queue threshold (PCU)
		0.85	36.00	20.00

Demand Set Summary

Scenario name	Time Period name	Traffic profile type	Model start time (HH:mm)	Model finish time (HH:mm)	Time segment length (min)
2016 Baseline	AM	ONE HOUR	08:00	09:30	15
2016 Baseline	PM	ONE HOUR	17:00	18:30	15
Baseline Plus Proposed Development	AM	ONE HOUR	08:00	09:30	15
Baseline Plus Proposed Development	PM	ONE HOUR	17:00	18:30	15
Baseline Plus Other Cumulative Developments	AM	ONE HOUR	08:00	09:30	15
Baseline Plus Other Cumulative Developments	PM	ONE HOUR	17:00	18:30	15
Cumulative Development Scenario	AM	ONE HOUR	08:00	09:30	15
Cumulative Development Scenario	PM	ONE HOUR	17:00	18:30	15

2016 Baseline, AM

Data Errors and Warnings

No errors or warnings

Analysis Set Details

ID	Network flow scaling factor (%)
A1	100.000

Junction Network

Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
1 - untitled	untitled	T-Junction	Two-way	0.28	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Name	Description	Arm type
A	Woolwich Road (W)		Major
B	Gallions Road		Minor
C	Woolwich Road (E)		Major

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Width of kerbed central reserve (m)	Has right turn bay	Visibility for right turn (m)	Blocks?	Blocking queue (PCU)
C - Woolwich Road (E)	9.45	✓	2.20		0.0	✓	0.00

Geometries for Arm C are measured opposite Arm B. Geometries for Arm A (if relevant) are measured opposite Arm D.

Minor Arm Geometry

Arm	Minor arm type	Width at give-way (m)	Width at 5m (m)	Width at 10m (m)	Width at 15m (m)	Width at 20m (m)	Estimate flare length	Flare length (PCU)	Visibility to left (m)	Visibility to right (m)
B - Gallions Road	One lane plus flare	10.00	5.20	4.20	4.20	4.20	✓	1.00	0	38

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Junction	Stream	Intercept (Veh/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
1	B-A	499.894	0.074	0.186	0.117	0.266
1	B-C	746.739	0.097	0.246	-	-
1	C-B	573.963	0.189	0.189	-	-

The slopes and intercepts shown above do NOT include any corrections or adjustments.

Streams may be combined, in which case capacity will be adjusted.

Values are shown for the first time segment only; they may differ for subsequent time segments.

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Model start time (HH:mm)	Model finish time (HH:mm)	Time segment length (min)
D1	2016 Baseline	AM	ONE HOUR	08:00	09:30	15

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A - Woolwich Road (W)		✓	757.00	100.000
B - Gallions Road		✓	54.00	100.000
C - Woolwich Road (E)		✓	550.00	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A - Woolwich Road (W)	B - Gallions Road	C - Woolwich Road (E)
From	A - Woolwich Road (W)	0.000	148.000	609.000
	B - Gallions Road	0.000	0.000	54.000
	C - Woolwich Road (E)	550.000	0.000	0.000

Vehicle Mix

Heavy Vehicle proportion

		To		
From		A - Woolwich Road (W)	B - Gallions Road	C - Woolwich Road (E)
	A - Woolwich Road (W)	0	1	9
	B - Gallions Road	0	0	2
	C - Woolwich Road (E)	14	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max delay (s)	Max Queue (Veh)	Max LOS
B-C	0.11	7.49	0.1	A
B-A	0.00	0.00	0.0	A
C-AB	0.00	0.00	0.0	A
C-A				
A-B				
A-C				

Main Results for each time segment

Main results: (08:00-08:15)

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-C	40.65	600.89	0.068	40.37	0.1	6.420	A
B-A	0.00	343.06	0.000	0.00	0.0	0.000	A
C-AB	0.00	428.26	0.000	0.00	0.0	0.000	A
C-A	414.07			414.07			
A-B	111.42			111.42			
A-C	458.49			458.49			

Main results: (08:15-08:30)

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-C	48.54	575.42	0.084	48.47	0.1	6.831	A
B-A	0.00	312.62	0.000	0.00	0.0	0.000	A
C-AB	0.00	407.27	0.000	0.00	0.0	0.000	A
C-A	494.44			494.44			
A-B	133.05			133.05			
A-C	547.48			547.48			

Main results: (08:30-08:45)

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-C	59.46	540.20	0.110	59.33	0.1	7.484	A
B-A	0.00	270.53	0.000	0.00	0.0	0.000	A
C-AB	0.00	378.24	0.000	0.00	0.0	0.000	A
C-A	605.56			605.56			
A-B	162.95			162.95			
A-C	670.52			670.52			

Main results: (08:45-09:00)

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-C	59.46	540.20	0.110	59.45	0.1	7.487	A
B-A	0.00	270.53	0.000	0.00	0.0	0.000	A
C-AB	0.00	378.24	0.000	0.00	0.0	0.000	A
C-A	605.56			605.56			
A-B	162.95			162.95			
A-C	670.52			670.52			

Main results: (09:00-09:15)

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-C	48.54	575.42	0.084	48.67	0.1	6.835	A
B-A	0.00	312.62	0.000	0.00	0.0	0.000	A
C-AB	0.00	407.27	0.000	0.00	0.0	0.000	A
C-A	494.44			494.44			
A-B	133.05			133.05			
A-C	547.48			547.48			

Main results: (09:15-09:30)

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-C	40.65	600.89	0.068	40.73	0.1	6.426	A
B-A	0.00	343.06	0.000	0.00	0.0	0.000	A
C-AB	0.00	428.26	0.000	0.00	0.0	0.000	A
C-A	414.07			414.07			
A-B	111.42			111.42			
A-C	458.49			458.49			

2016 Baseline, PM

Data Errors and Warnings

No errors or warnings

Analysis Set Details

ID	Network flow scaling factor (%)
A1	100.000

Junction Network

Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
1 - untitled	untitled	T-Junction	Two-way	1.00	A

Junction Network Options

[same as above]

Arms

Arms

[same as above]

Major Arm Geometry

[same as above]

Minor Arm Geometry

[same as above]

Slope / Intercept / Capacity

[same as above]

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Model start time (HH:mm)	Model finish time (HH:mm)	Time segment length (min)
D2	2016 Baseline	PM	ONE HOUR	17:00	18:30	15

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A - Woolwich Road (W)		✓	653.00	100.000
B - Gallions Road		✓	174.00	100.000
C - Woolwich Road (E)		✓	665.00	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A - Woolwich Road (W)	B - Gallions Road	C - Woolwich Road (E)
From	A - Woolwich Road (W)	0.000	216.000	437.000
	B - Gallions Road	0.000	0.000	174.000
	C - Woolwich Road (E)	665.000	0.000	0.000

Vehicle Mix

Heavy Vehicle proportion

		To		
		A - Woolwich Road (W)	B - Gallions Road	C - Woolwich Road (E)
From	A - Woolwich Road (W)	0	0	7
	B - Gallions Road	0	0	0
	C - Woolwich Road (E)	4	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max delay (s)	Max Queue (Veh)	Max LOS
B-C	0.32	8.88	0.5	A
B-A	0.00	0.00	0.0	A
C-AB	0.00	0.00	0.0	A
C-A				
A-B				
A-C				

Main Results for each time segment

Main results: (17:00-17:15)

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-C	131.00	644.36	0.203	129.99	0.3	6.987	A
B-A	0.00	361.20	0.000	0.00	0.0	0.000	A
C-AB	0.00	467.35	0.000	0.00	0.0	0.000	A
C-A	500.65			500.65			
A-B	162.62			162.62			
A-C	329.00			329.00			

Main results: (17:15-17:30)

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-C	156.42	624.48	0.250	156.11	0.3	7.682	A
B-A	0.00	334.28	0.000	0.00	0.0	0.000	A
C-AB	0.00	448.84	0.000	0.00	0.0	0.000	A
C-A	597.82			597.82			
A-B	194.18			194.18			
A-C	392.85			392.85			

Main results: (17:30-17:45)

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-C	191.58	597.01	0.321	191.04	0.5	8.856	A
B-A	0.00	297.06	0.000	0.00	0.0	0.000	A
C-AB	0.00	423.24	0.000	0.00	0.0	0.000	A
C-A	732.18			732.18			
A-B	237.82			237.82			
A-C	481.15			481.15			

Main results: (17:45-18:00)

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-C	191.58	597.01	0.321	191.56	0.5	8.879	A
B-A	0.00	297.06	0.000	0.00	0.0	0.000	A
C-AB	0.00	423.24	0.000	0.00	0.0	0.000	A
C-A	732.18			732.18			
A-B	237.82			237.82			
A-C	481.15			481.15			

Main results: (18:00-18:15)

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-C	156.42	624.48	0.250	156.95	0.3	7.708	A
B-A	0.00	334.28	0.000	0.00	0.0	0.000	A
C-AB	0.00	448.84	0.000	0.00	0.0	0.000	A
C-A	597.82			597.82			
A-B	194.18			194.18			
A-C	392.85			392.85			

Main results: (18:15-18:30)

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-C	131.00	644.36	0.203	131.32	0.3	7.020	A
B-A	0.00	361.20	0.000	0.00	0.0	0.000	A
C-AB	0.00	467.35	0.000	0.00	0.0	0.000	A
C-A	500.65			500.65			
A-B	162.62			162.62			
A-C	329.00			329.00			

Baseline Plus Proposed Development, AM

Data Errors and Warnings

No errors or warnings

Analysis Set Details

ID	Network flow scaling factor (%)
A1	100.000

Junction Network

Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
1 - untitled	untitled	T-Junction	Two-way	0.28	A

Junction Network Options

[same as above]

Arms

Arms

[same as above]

Major Arm Geometry

[same as above]

Minor Arm Geometry

[same as above]

Slope / Intercept / Capacity

[same as above]

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Model start time (HH:mm)	Model finish time (HH:mm)	Time segment length (min)
D3	Baseline Plus Proposed Development	AM	ONE HOUR	08:00	09:30	15

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A - Woolwich Road (W)		✓	757.00	100.000
B - Gallions Road		✓	54.00	100.000
C - Woolwich Road (E)		✓	550.00	100.000

Origin-Destination Data

Demand (Veh/hr)

From	To			
		A - Woolwich Road (W)	B - Gallions Road	C - Woolwich Road (E)
A - Woolwich Road (W)		0.000	147.000	610.000
B - Gallions Road		0.000	0.000	54.000
C - Woolwich Road (E)		550.000	0.000	0.000

Vehicle Mix

Heavy Vehicle proportion

From	To			
		A - Woolwich Road (W)	B - Gallions Road	C - Woolwich Road (E)
A - Woolwich Road (W)		0	1	9
B - Gallions Road		0	0	2
C - Woolwich Road (E)		14	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max delay (s)	Max Queue (Veh)	Max LOS
B-C	0.11	7.49	0.1	A
B-A	0.00	0.00	0.0	A
C-AB	0.00	0.00	0.0	A
C-A				
A-B				
A-C				

Main Results for each time segment

Main results: (08:00-08:15)

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-C	40.65	600.76	0.068	40.37	0.1	6.421	A
B-A	0.00	342.96	0.000	0.00	0.0	0.000	A
C-AB	0.00	428.25	0.000	0.00	0.0	0.000	A
C-A	414.07			414.07			
A-B	110.67			110.67			
A-C	459.24			459.24			

Main results: (08:15-08:30)

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-C	48.54	575.27	0.084	48.47	0.1	6.833	A
B-A	0.00	312.50	0.000	0.00	0.0	0.000	A
C-AB	0.00	407.25	0.000	0.00	0.0	0.000	A
C-A	494.44			494.44			
A-B	132.15			132.15			
A-C	548.38			548.38			

Main results: (08:30-08:45)

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-C	59.46	540.02	0.110	59.33	0.1	7.487	A
B-A	0.00	270.38	0.000	0.00	0.0	0.000	A
C-AB	0.00	378.23	0.000	0.00	0.0	0.000	A
C-A	605.56			605.56			
A-B	161.85			161.85			
A-C	671.62			671.62			

Main results: (08:45-09:00)

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-C	59.46	540.02	0.110	59.45	0.1	7.490	A
B-A	0.00	270.38	0.000	0.00	0.0	0.000	A
C-AB	0.00	378.23	0.000	0.00	0.0	0.000	A
C-A	605.56			605.56			
A-B	161.85			161.85			
A-C	671.62			671.62			

Main results: (09:00-09:15)

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-C	48.54	575.27	0.084	48.67	0.1	6.837	A
B-A	0.00	312.50	0.000	0.00	0.0	0.000	A
C-AB	0.00	407.25	0.000	0.00	0.0	0.000	A
C-A	494.44			494.44			
A-B	132.15			132.15			
A-C	548.38			548.38			

Main results: (09:15-09:30)

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-C	40.65	600.76	0.068	40.73	0.1	6.430	A
B-A	0.00	342.96	0.000	0.00	0.0	0.000	A
C-AB	0.00	428.25	0.000	0.00	0.0	0.000	A
C-A	414.07			414.07			
A-B	110.67			110.67			
A-C	459.24			459.24			

Baseline Plus Proposed Development, PM

Data Errors and Warnings

No errors or warnings

Analysis Set Details

ID	Network flow scaling factor (%)
A1	100.000

Junction Network

Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
1 - untitled	untitled	T-Junction	Two-way	1.00	A

Junction Network Options

[same as above]

Arms

Arms

[same as above]

Major Arm Geometry

[same as above]

Minor Arm Geometry

[same as above]

Slope / Intercept / Capacity

[same as above]

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Model start time (HH:mm)	Model finish time (HH:mm)	Time segment length (min)
D4	Baseline Plus Proposed Development	PM	ONE HOUR	17:00	18:30	15

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A - Woolwich Road (W)		✓	661.00	100.000
B - Gallions Road		✓	174.00	100.000
C - Woolwich Road (E)		✓	665.00	100.000

Origin-Destination Data

Demand (Veh/hr)

From	To			
		A - Woolwich Road (W)	B - Gallions Road	C - Woolwich Road (E)
A - Woolwich Road (W)		0.000	220.000	441.000
B - Gallions Road		0.000	0.000	174.000
C - Woolwich Road (E)		665.000	0.000	0.000

Vehicle Mix

Heavy Vehicle proportion

From	To			
		A - Woolwich Road (W)	B - Gallions Road	C - Woolwich Road (E)
A - Woolwich Road (W)		0	0	7
B - Gallions Road		0	0	0
C - Woolwich Road (E)		4	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max delay (s)	Max Queue (Veh)	Max LOS
B-C	0.32	8.91	0.5	A
B-A	0.00	0.00	0.0	A
C-AB	0.00	0.00	0.0	A
C-A				
A-B				
A-C				

Main Results for each time segment

Main results: (17:00-17:15)

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-C	131.00	643.27	0.204	129.98	0.3	7.003	A
B-A	0.00	360.38	0.000	0.00	0.0	0.000	A
C-AB	0.00	466.19	0.000	0.00	0.0	0.000	A
C-A	500.65			500.65			
A-B	165.63			165.63			
A-C	332.01			332.01			

Main results: (17:15-17:30)

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-C	156.42	623.19	0.251	156.11	0.3	7.701	A
B-A	0.00	333.30	0.000	0.00	0.0	0.000	A
C-AB	0.00	447.46	0.000	0.00	0.0	0.000	A
C-A	597.82			597.82			
A-B	197.78			197.78			
A-C	396.45			396.45			

Main results: (17:30-17:45)

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-C	191.58	595.42	0.322	191.03	0.5	8.888	A
B-A	0.00	295.86	0.000	0.00	0.0	0.000	A
C-AB	0.00	421.56	0.000	0.00	0.0	0.000	A
C-A	732.18			732.18			
A-B	242.22			242.22			
A-C	485.55			485.55			

Main results: (17:45-18:00)

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-C	191.58	595.42	0.322	191.56	0.5	8.913	A
B-A	0.00	295.86	0.000	0.00	0.0	0.000	A
C-AB	0.00	421.56	0.000	0.00	0.0	0.000	A
C-A	732.18			732.18			
A-B	242.22			242.22			
A-C	485.55			485.55			

Main results: (18:00-18:15)

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-C	156.42	623.19	0.251	156.95	0.3	7.731	A
B-A	0.00	333.30	0.000	0.00	0.0	0.000	A
C-AB	0.00	447.46	0.000	0.00	0.0	0.000	A
C-A	597.82			597.82			
A-B	197.78			197.78			
A-C	396.45			396.45			

Main results: (18:15-18:30)

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-C	131.00	643.27	0.204	131.32	0.3	7.038	A
B-A	0.00	360.38	0.000	0.00	0.0	0.000	A
C-AB	0.00	466.19	0.000	0.00	0.0	0.000	A
C-A	500.65			500.65			
A-B	165.63			165.63			
A-C	332.01			332.01			

Baseline Plus Other Cumulative Developments, AM

Data Errors and Warnings

No errors or warnings

Analysis Set Details

ID	Network flow scaling factor (%)
A1	100.000

Junction Network

Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
1 - untitled	untitled	T-Junction	Two-way	0.27	A

Junction Network Options

[same as above]

Arms

Arms

[same as above]

Major Arm Geometry

[same as above]

Minor Arm Geometry

[same as above]

Slope / Intercept / Capacity

[same as above]

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Model start time (HH:mm)	Model finish time (HH:mm)	Time segment length (min)
D5	Baseline Plus Other Cumulative Developments	AM	ONE HOUR	08:00	09:30	15

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A - Woolwich Road (W)		✓	839.00	100.000
B - Gallions Road		✓	54.00	100.000
C - Woolwich Road (E)		✓	590.00	100.000

Origin-Destination Data

Demand (Veh/hr)

From	To			
		A - Woolwich Road (W)	B - Gallions Road	C - Woolwich Road (E)
A - Woolwich Road (W)		0.000	148.000	691.000
B - Gallions Road		0.000	0.000	54.000
C - Woolwich Road (E)		590.000	0.000	0.000

Vehicle Mix

Heavy Vehicle proportion

From	To			
		A - Woolwich Road (W)	B - Gallions Road	C - Woolwich Road (E)
A - Woolwich Road (W)		0	1	8
B - Gallions Road		0	0	2
C - Woolwich Road (E)		13	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max delay (s)	Max Queue (Veh)	Max LOS
B-C	0.11	7.84	0.1	A
B-A	0.00	0.00	0.0	A
C-AB	0.00	0.00	0.0	A
C-A				
A-B				
A-C				

Main Results for each time segment

Main results: (08:00-08:15)

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-C	40.65	585.92	0.069	40.36	0.1	6.596	A
B-A	0.00	327.98	0.000	0.00	0.0	0.000	A
C-AB	0.00	419.25	0.000	0.00	0.0	0.000	A
C-A	444.18			444.18			
A-B	111.42			111.42			
A-C	520.22			520.22			

Main results: (08:15-08:30)

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-C	48.54	557.54	0.087	48.46	0.1	7.071	A
B-A	0.00	294.61	0.000	0.00	0.0	0.000	A
C-AB	0.00	396.02	0.000	0.00	0.0	0.000	A
C-A	530.40			530.40			
A-B	133.05			133.05			
A-C	621.19			621.19			

Main results: (08:30-08:45)

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-C	59.46	518.31	0.115	59.32	0.1	7.840	A
B-A	0.00	248.47	0.000	0.00	0.0	0.000	A
C-AB	0.00	363.90	0.000	0.00	0.0	0.000	A
C-A	649.60			649.60			
A-B	162.95			162.95			
A-C	760.81			760.81			

Main results: (08:45-09:00)

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-C	59.46	518.31	0.115	59.45	0.1	7.845	A
B-A	0.00	248.47	0.000	0.00	0.0	0.000	A
C-AB	0.00	363.90	0.000	0.00	0.0	0.000	A
C-A	649.60			649.60			
A-B	162.95			162.95			
A-C	760.81			760.81			

Main results: (09:00-09:15)

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-C	48.54	557.54	0.087	48.68	0.1	7.078	A
B-A	0.00	294.61	0.000	0.00	0.0	0.000	A
C-AB	0.00	396.02	0.000	0.00	0.0	0.000	A
C-A	530.40			530.40			
A-B	133.05			133.05			
A-C	621.19			621.19			

Main results: (09:15-09:30)

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-C	40.65	585.92	0.069	40.74	0.1	6.606	A
B-A	0.00	327.98	0.000	0.00	0.0	0.000	A
C-AB	0.00	419.25	0.000	0.00	0.0	0.000	A
C-A	444.18			444.18			
A-B	111.42			111.42			
A-C	520.22			520.22			

Baseline Plus Other Cumulative Developments, PM

Data Errors and Warnings

No errors or warnings

Analysis Set Details

ID	Network flow scaling factor (%)
A1	100.000

Junction Network

Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
1 - untitled	untitled	T-Junction	Two-way	0.93	A

Junction Network Options

[same as above]

Arms

Arms

[same as above]

Major Arm Geometry

[same as above]

Minor Arm Geometry

[same as above]

Slope / Intercept / Capacity

[same as above]

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Model start time (HH:mm)	Model finish time (HH:mm)	Time segment length (min)
D6	Baseline Plus Other Cumulative Developments	PM	ONE HOUR	17:00	18:30	15

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A - Woolwich Road (W)		✓	706.00	100.000
B - Gallions Road		✓	174.00	100.000
C - Woolwich Road (E)		✓	772.00	100.000

Origin-Destination Data

Demand (Veh/hr)

From	To			
		A - Woolwich Road (W)	B - Gallions Road	C - Woolwich Road (E)
A - Woolwich Road (W)		0.000	216.000	490.000
B - Gallions Road		0.000	0.000	174.000
C - Woolwich Road (E)		772.000	0.000	0.000

Vehicle Mix

Heavy Vehicle proportion

From	To			
		A - Woolwich Road (W)	B - Gallions Road	C - Woolwich Road (E)
A - Woolwich Road (W)		0	0	6
B - Gallions Road		0	0	0
C - Woolwich Road (E)		4	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max delay (s)	Max Queue (Veh)	Max LOS
B-C	0.33	9.20	0.5	A
B-A	0.00	0.00	0.0	A
C-AB	0.00	0.00	0.0	A
C-A				
A-B				
A-C				

Main Results for each time segment

Main results: (17:00-17:15)

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-C	131.00	634.77	0.206	129.97	0.3	7.117	A
B-A	0.00	344.10	0.000	0.00	0.0	0.000	A
C-AB	0.00	460.12	0.000	0.00	0.0	0.000	A
C-A	581.20			581.20			
A-B	162.62			162.62			
A-C	368.90			368.90			

Main results: (17:15-17:30)

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-C	156.42	613.03	0.255	156.10	0.3	7.873	A
B-A	0.00	313.86	0.000	0.00	0.0	0.000	A
C-AB	0.00	440.21	0.000	0.00	0.0	0.000	A
C-A	694.01			694.01			
A-B	194.18			194.18			
A-C	440.50			440.50			

Main results: (17:30-17:45)

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-C	191.58	582.98	0.329	191.00	0.5	9.170	A
B-A	0.00	272.05	0.000	0.00	0.0	0.000	A
C-AB	0.00	412.67	0.000	0.00	0.0	0.000	A
C-A	849.99			849.99			
A-B	237.82			237.82			
A-C	539.50			539.50			

Main results: (17:45-18:00)

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-C	191.58	582.98	0.329	191.56	0.5	9.197	A
B-A	0.00	272.05	0.000	0.00	0.0	0.000	A
C-AB	0.00	412.67	0.000	0.00	0.0	0.000	A
C-A	849.99			849.99			
A-B	237.82			237.82			
A-C	539.50			539.50			

Main results: (18:00-18:15)

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-C	156.42	613.03	0.255	156.98	0.3	7.903	A
B-A	0.00	313.86	0.000	0.00	0.0	0.000	A
C-AB	0.00	440.21	0.000	0.00	0.0	0.000	A
C-A	694.01			694.01			
A-B	194.18			194.18			
A-C	440.50			440.50			

Main results: (18:15-18:30)

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-C	131.00	634.77	0.206	131.33	0.3	7.157	A
B-A	0.00	344.10	0.000	0.00	0.0	0.000	A
C-AB	0.00	460.12	0.000	0.00	0.0	0.000	A
C-A	581.20			581.20			
A-B	162.62			162.62			
A-C	368.90			368.90			

Cumulative Development Scenario, AM

Data Errors and Warnings

No errors or warnings

Analysis Set Details

ID	Network flow scaling factor (%)
A1	100.000

Junction Network

Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
1 - untitled	untitled	T-Junction	Two-way	0.27	A

Junction Network Options

[same as above]

Arms

Arms

[same as above]

Major Arm Geometry

[same as above]

Minor Arm Geometry

[same as above]

Slope / Intercept / Capacity

[same as above]

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Model start time (HH:mm)	Model finish time (HH:mm)	Time segment length (min)
D7	Cumulative Development Scenario	AM	ONE HOUR	08:00	09:30	15

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A - Woolwich Road (W)		✓	839.00	100.000
B - Gallions Road		✓	54.00	100.000
C - Woolwich Road (E)		✓	590.00	100.000

Origin-Destination Data

Demand (Veh/hr)

From	To			
		A - Woolwich Road (W)	B - Gallions Road	C - Woolwich Road (E)
A - Woolwich Road (W)		0.000	147.000	692.000
B - Gallions Road		0.000	0.000	54.000
C - Woolwich Road (E)		590.000	0.000	0.000

Vehicle Mix

Heavy Vehicle proportion

From	To			
		A - Woolwich Road (W)	B - Gallions Road	C - Woolwich Road (E)
A - Woolwich Road (W)		0	1	8
B - Gallions Road		0	0	2
C - Woolwich Road (E)		13	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max delay (s)	Max Queue (Veh)	Max LOS
B-C	0.11	7.85	0.1	A
B-A	0.00	0.00	0.0	A
C-AB	0.00	0.00	0.0	A
C-A				
A-B				
A-C				

Main Results for each time segment

Main results: (08:00-08:15)

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-C	40.65	585.79	0.069	40.36	0.1	6.597	A
B-A	0.00	327.88	0.000	0.00	0.0	0.000	A
C-AB	0.00	419.24	0.000	0.00	0.0	0.000	A
C-A	444.18			444.18			
A-B	110.67			110.67			
A-C	520.97			520.97			

Main results: (08:15-08:30)

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-C	48.54	557.40	0.087	48.46	0.1	7.073	A
B-A	0.00	294.49	0.000	0.00	0.0	0.000	A
C-AB	0.00	396.01	0.000	0.00	0.0	0.000	A
C-A	530.40			530.40			
A-B	132.15			132.15			
A-C	622.09			622.09			

Main results: (08:30-08:45)

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-C	59.46	518.13	0.115	59.32	0.1	7.843	A
B-A	0.00	248.33	0.000	0.00	0.0	0.000	A
C-AB	0.00	363.89	0.000	0.00	0.0	0.000	A
C-A	649.60			649.60			
A-B	161.85			161.85			
A-C	761.91			761.91			

Main results: (08:45-09:00)

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-C	59.46	518.13	0.115	59.45	0.1	7.848	A
B-A	0.00	248.33	0.000	0.00	0.0	0.000	A
C-AB	0.00	363.89	0.000	0.00	0.0	0.000	A
C-A	649.60			649.60			
A-B	161.85			161.85			
A-C	761.91			761.91			

Main results: (09:00-09:15)

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-C	48.54	557.40	0.087	48.68	0.1	7.077	A
B-A	0.00	294.49	0.000	0.00	0.0	0.000	A
C-AB	0.00	396.01	0.000	0.00	0.0	0.000	A
C-A	530.40			530.40			
A-B	132.15			132.15			
A-C	622.09			622.09			

Main results: (09:15-09:30)

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-C	40.65	585.79	0.069	40.74	0.1	6.605	A
B-A	0.00	327.88	0.000	0.00	0.0	0.000	A
C-AB	0.00	419.24	0.000	0.00	0.0	0.000	A
C-A	444.18			444.18			
A-B	110.67			110.67			
A-C	520.97			520.97			

Cumulative Development Scenario, PM

Data Errors and Warnings

No errors or warnings

Analysis Set Details

ID	Network flow scaling factor (%)
A1	100.000

Junction Network

Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
1 - untitled	untitled	T-Junction	Two-way	0.93	A

Junction Network Options

[same as above]

Arms

Arms

[same as above]

Major Arm Geometry

[same as above]

Minor Arm Geometry

[same as above]

Slope / Intercept / Capacity

[same as above]

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Model start time (HH:mm)	Model finish time (HH:mm)	Time segment length (min)
D8	Cumulative Development Scenario	PM	ONE HOUR	17:00	18:30	15

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A - Woolwich Road (W)		✓	714.00	100.000
B - Gallions Road		✓	174.00	100.000
C - Woolwich Road (E)		✓	772.00	100.000

Origin-Destination Data

Demand (Veh/hr)

From	To			
		A - Woolwich Road (W)	B - Gallions Road	C - Woolwich Road (E)
A - Woolwich Road (W)		0.000	220.000	494.000
B - Gallions Road		0.000	0.000	174.000
C - Woolwich Road (E)		772.000	0.000	0.000

Vehicle Mix

Heavy Vehicle proportion

From	To			
		A - Woolwich Road (W)	B - Gallions Road	C - Woolwich Road (E)
A - Woolwich Road (W)		0	0	6
B - Gallions Road		0	0	0
C - Woolwich Road (E)		4	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max delay (s)	Max Queue (Veh)	Max LOS
B-C	0.33	9.23	0.5	A
B-A	0.00	0.00	0.0	A
C-AB	0.00	0.00	0.0	A
C-A				
A-B				
A-C				

Main Results for each time segment

Main results: (17:00-17:15)

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-C	131.00	633.69	0.207	129.96	0.3	7.132	A
B-A	0.00	343.28	0.000	0.00	0.0	0.000	A
C-AB	0.00	458.97	0.000	0.00	0.0	0.000	A
C-A	581.20			581.20			
A-B	165.63			165.63			
A-C	371.91			371.91			

Main results: (17:15-17:30)

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-C	156.42	611.74	0.256	156.10	0.3	7.895	A
B-A	0.00	312.89	0.000	0.00	0.0	0.000	A
C-AB	0.00	438.83	0.000	0.00	0.0	0.000	A
C-A	694.01			694.01			
A-B	197.78			197.78			
A-C	444.10			444.10			

Main results: (17:30-17:45)

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-C	191.58	581.41	0.330	191.00	0.5	9.207	A
B-A	0.00	270.86	0.000	0.00	0.0	0.000	A
C-AB	0.00	410.99	0.000	0.00	0.0	0.000	A
C-A	849.99			849.99			
A-B	242.22			242.22			
A-C	543.90			543.90			

Main results: (17:45-18:00)

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-C	191.58	581.41	0.330	191.56	0.5	9.234	A
B-A	0.00	270.86	0.000	0.00	0.0	0.000	A
C-AB	0.00	410.99	0.000	0.00	0.0	0.000	A
C-A	849.99			849.99			
A-B	242.22			242.22			
A-C	543.90			543.90			

Main results: (18:00-18:15)

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-C	156.42	611.74	0.256	156.98	0.3	7.927	A
B-A	0.00	312.89	0.000	0.00	0.0	0.000	A
C-AB	0.00	438.83	0.000	0.00	0.0	0.000	A
C-A	694.01			694.01			
A-B	197.78			197.78			
A-C	444.10			444.10			

Main results: (18:15-18:30)

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-C	131.00	633.69	0.207	131.33	0.3	7.173	A
B-A	0.00	343.28	0.000	0.00	0.0	0.000	A
C-AB	0.00	458.97	0.000	0.00	0.0	0.000	A
C-A	581.20			581.20			
A-B	165.63			165.63			
A-C	371.91			371.91			

Appendix D
Anchor and Hope Lane/Access
Road PICADY Results

Junctions 9
PICADY 9 - Priority Intersection Module
Version: 9.0.0.4211 [] © Copyright TRL Limited, 2016
For sales and distribution information, program advice and maintenance, contact TRL: Tel: +44 (0)1344 770758 email: software@trl.co.uk Web: http://www.trlsoftware.co.uk
The users of this computer program for the solution of an engineering problem are in no way relieved of their responsibility for the correctness of the solution

Filename: Site 3 - Anchor and Hope Lane-Business Park Access.j9

Path: T:\30000_Projects\30821 Charlton Riverside, Greenwich\Junction modelling\Site 3

Report generation date: 19/10/2016 12:38:37

«2016 Baseline, PM

- »Junction Network
- »Arms
- »Traffic Demand
- »Origin-Destination Data
- »Vehicle Mix
- »Results

Summary of junction performance

	AM				PM			
	Queue (Veh)	Delay (s)	RFC	LOS	Queue (Veh)	Delay (s)	RFC	LOS
2016 Baseline								
Stream B-C	0.0	6.01	0.04	A	0.2	5.91	0.15	A
Stream B-A	0.0	9.39	0.02	A	0.0	8.44	0.00	A
Stream C-AB	0.1	6.70	0.11	A	0.0	7.69	0.03	A
Stream C-A								
Stream A-B								
Stream A-C								
Baseline Plus Proposed Development								
Stream B-C	0.3	6.53	0.24	A	0.2	5.95	0.16	A
Stream B-A	0.0	9.19	0.01	A	0.0	8.83	0.00	A
Stream C-AB	0.1	6.56	0.10	A	0.2	7.20	0.17	A
Stream C-A								
Stream A-B								
Stream A-C								
Baseline Plus Other Cumulative Developments								
Stream B-C	0.0	6.01	0.04	A	0.2	5.91	0.15	A
Stream B-A	0.0	9.39	0.02	A	0.0	8.44	0.00	A
Stream C-AB	0.1	6.70	0.11	A	0.0	7.69	0.03	A
Stream C-A								
Stream A-B								
Stream A-C								
Cumulative Development Scenario								
Stream B-C	0.3	6.53	0.24	A	0.2	5.95	0.16	A
Stream B-A	0.0	9.19	0.01	A	0.0	8.83	0.00	A
Stream C-AB	0.1	6.56	0.10	A	0.2	7.20	0.17	A
Stream C-A								
Stream A-B								
Stream A-C								

Values shown are the highest values encountered over all time segments. Delay is the maximum value of average delay per arriving vehicle.

File summary

File Description

Title	(untitled)
Location	
Site number	
Date	30/08/2016
Version	
Status	(new file)
Identifier	
Client	
Jobnumber	
Enumerator	TPP111"techuser
Description	