

### CONCLUSION

A study has been made to examine the effects of a parked vehicle on saturation flow and extra delay. Based on the empirical analysis, it was found formulae to predict saturation flow reduction on the lane by lane basis. The formulae show linear relationship between percentage of reduction and blockage distance. Extra delay due to the parked vehicle was found in the same way. However, these detailed findings might not be transferable to other places, although a general outcome might be similar. Therefore, further comprehensive analysis was suggested, i.e. using simulation tests to include different signal settings.

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