

TRL LIMITED

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

PICADY 5.1 ANALYSIS PROGRAM
RELEASE 4.0 (SEPT 2008)

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Run with file:-

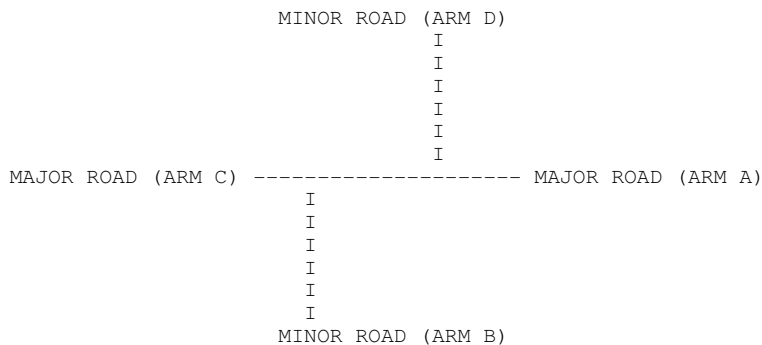
"P:\Projects\7000-0710-64 Barton Farm, Winchester\PICADY\October 2009 Work\Harestock Road\Existing Junction\
2023 Base AM & PM.vpi"
(drive-on-the-left) at 16:47:27 on Wednesday, 14 October 2009

RUN INFORMATION

RUN TITLE : Andover Road North/Well House Lane/ Harestock Road Crossroads 2023 AM & PM Base
LOCATION : Winchester
DATE : 09/03/09
CLIENT : Cala Homes (South)
ENUMERATOR : eddie.crews [WBRI1ECREWES]
JOB NUMBER : 0710-64
STATUS :
DESCRIPTION :

MAJOR/MINOR JUNCTION CAPACITY AND DELAY

INPUT DATA



ARM A IS Andover Road (South)
ARM B IS Harestock Road
ARM C IS Andover Road (North)
ARM D IS Well House Lane

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	MINOR ROAD D	I
I	TOTAL MAJOR ROAD CARRIAGEWAY WIDTH	I	(W) 10.00 M.	I	(W) 10.00 M.	I
I	CENTRAL RESERVE WIDTH	I	(WCR) 9.75 M.	I	(WCR) 10.00 M.	I
I		I		I		I
I	MAJOR ROAD RIGHT TURN - WIDTH	I	(WC-B) 5.00 M.	I	(WA-D) 3.00 M.	I
I	- VISIBILITY	I	(VC-B) 170.00 M.	I	(VA-D) 165.00 M.	I
I	- BLOCKS TRAFFIC	I	NO	I	NO	I
I		I		I		I
I	MINOR ROAD - VISIBILITY TO LEFT	I	(VB-C) 64.0 M.	I	(VD-A) 66.0 M.	I
I	- VISIBILITY TO RIGHT	I	(VB-A) 77.0 M.	I	(VD-C) 35.0 M.	I
I	- LANE 1 WIDTH	I	(WB-C) -	I	(WD-A) -	I
I	- LANE 2 WIDTH	I	(WB-A) -	I	(WD-C) -	I
I	WIDTH AT 0 M FROM JUNCTION	I	10.00 M.	I	10.00 M.	I
I	WIDTH AT 5 M FROM JUNCTION	I	7.50 M.	I	7.00 M.	I
I	WIDTH AT 10 M FROM JUNCTION	I	4.50 M.	I	4.50 M.	I
I	WIDTH AT 15 M FROM JUNCTION	I	3.00 M.	I	4.00 M.	I
I	WIDTH AT 20 M FROM JUNCTION	I	3.00 M.	I	4.50 M.	I
I	- LENGTH OF FLARED SECTION	I	1 VEHS	I	1 VEHS	I

.SLOPES AND INTERCEPT

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

B-C Stream

I	Intercept For	Slope For Opposing	Slope For Opposing	Slope For Opposing	Slope For Opposing	I
I	STREAM B-C	STREAM A-C	STREAM D-C	STREAM A-B	STREAM D-B	I
I	0.00	0.00	0.00	0.00	0.00	I

* Due to the presence of a flare, data is not available

B-AD Stream

I	Intercept For	Slope For Opposing	Slope For Opposing	Slope For Opposing	Slope For Opposing	I
I	STREAM B-AD	STREAM A-C	STREAM A-D	STREAM D-A	STREAM D-B	I
I	0.00	0.00	0.00	0.00	0.00	I

* Due to the presence of a flare, data is not available

I	Slope For Opposing	Slope For Opposing	Slope For Opposing	Slope For Opposing	I
I	STREAM C-A	STREAM C-B	STREAM C-D	STREAM C-D	I
I	0.00	0.00	0.00	0.00	I

* Due to the presence of a flare, data is not available

D-A Stream

I	Intercept For	Slope For Opposing	Slope For Opposing	Slope For Opposing	Slope For Opposing	I
I	STREAM D-A	STREAM C-A	STREAM D-C	STREAM A-B	STREAM D-B	I
I	0.00	0.00	0.00	0.00	0.00	I

* Due to the presence of a flare, data is not available

D-BC Stream

I	Intercept For	Slope For Opposing	Slope For Opposing	Slope For Opposing	Slope For Opposing	I
I	STREAM D-BC	STREAM C-A	STREAM B-A	STREAM C-D	STREAM B-D	I
I	0.00	0.00	0.00	0.00	0.00	I

* Due to the presence of a flare, data is not available

I	Slope For Opposing	Slope For Opposing	Slope For Opposing	Slope For Opposing	I
I	STREAM A-C	STREAM A-B	STREAM A-D	STREAM A-D	I
I	0.00	0.00	0.00	0.00	I

Due to the presence of a flare, data is not available

C-B Stream

I Intercept For I STREAM C-B	Slope For Opposing STREAM A-C	Slope For Opposing STREAM A-B	Slope For Opposing STREAM D-C	Slope For Opposing STREAM D-B	I
877.32	0.28	0.28	0.28	0.28	I

A-D Stream

I Intercept For I STREAM A-D	Slope For Opposing STREAM C-A	Slope For Opposing STREAM C-D	Slope For Opposing STREAM B-A	Slope For Opposing STREAM B-D	I
877.32	0.23	0.23	0.23	0.23	I

TRAFFIC DEMAND DATA

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

Demand set: Andover Road North/Well House Lane/ Harestock Road Staggered Crossroads

TIME PERIOD BEGINS 07.30 AND ENDS 09.00

LENGTH OF TIME PERIOD - 90 MIN.
 LENGTH OF TIME SEGMENT - 15 MIN.

DEMAND FLOW PROFILES ARE SYNTHESISED FROM TURNING COUNT DATA

I ARM	I NUMBER OF MINUTES FROM START WHEN FLOW STARTS TO RISE	I TOP OF PEAK IS REACHED	I FLOW STOPS FALLING	I RATE OF FLOW (VEH/MIN) BEFORE PEAK	I AT TOP OF PEAK	I AFTER PEAK
A	15.00	45.00	75.00	4.86	7.29	4.86
B	15.00	45.00	75.00	6.06	9.09	6.06
C	15.00	45.00	75.00	11.23	16.84	11.23
D	15.00	45.00	75.00	3.83	5.74	3.83

Demand set: Andover Road North/Well House Lane/ Harestock Road Staggered Crossroads

I TIME	I TURNING PROPORTIONS				
	I TURNING COUNTS (PERCENTAGE OF H.V.S)				
I FROM/TO	I ARM A	I ARM B	I ARM C	I ARM D	
I 07.30 - 07.45	I ARM A	I 0.000	I 0.095	I 0.794	I 0.111
		I 0.0	I 37.0	I 309.0	I 43.0
		I (0.0)	I (2.7)	I (6.5)	I (2.3)
	I ARM B	I 0.089	I 0.000	I 0.295	I 0.616
		I 43.0	I 0.0	I 143.0	I 299.0
		I (2.3)	I (0.0)	I (4.0)	I (0.0)
	I ARM C	I 0.710	I 0.271	I 0.000	I 0.019
		I 638.0	I 243.0	I 0.0	I 17.0
		I (10.0)	I (4.9)	I (0.0)	I (11.8)
	I ARM D	I 0.307	I 0.631	I 0.062	I 0.000
		I 94.0	I 193.0	I 19.0	I 0.0
		I (1.0)	I (5.7)	I (0.0)	I (0.0)

TURNING PROPORTIONS ARE CALCULATED FROM TURNING COUNT DATA
 THE PERCENTAGE OF HEAVY VEHICLES VARIES OVER TURNING MOVEMENTS

QUEUE AND DELAY INFORMATION FOR EACH 15 MIN TIME SEGMENT

FOR COMBINED DEMAND SETS
AND FOR TIME PERIOD 1

TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)
07.30-07.45									
B-C	1.79	7.36	0.244		0.00	0.32	4.5		0.18
B-AD	4.29	8.10	0.530		0.00	1.09	15.0		0.25
A-B	0.46								
A-C	3.88								
A-D	0.54	8.82	0.061		0.00	0.06	0.9		0.12
D-A	1.18	7.41	0.159		0.00	0.19	2.7		0.16
D-BC	2.66	8.18	0.325		0.00	0.47	6.7		0.18
C-D	0.21								
C-A	8.01								
C-B	3.05	11.96	0.255		0.00	0.34	4.9		0.11

TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)
07.45-08.00									
B-C	2.14	5.62	0.381		0.32	0.60	8.4		0.28
B-AD	5.12	7.23	0.709		1.09	2.22	29.6		0.44
A-B	0.55								
A-C	4.63								
A-D	0.64	8.21	0.078		0.06	0.08	1.2		0.13
D-A	1.41	6.60	0.213		0.19	0.27	3.9		0.19
D-BC	3.18	7.51	0.423		0.47	0.71	10.2		0.23
C-D	0.25								
C-A	9.56								
C-B	3.64	11.56	0.315		0.34	0.45	6.6		0.13

TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)
08.00-08.15									
B-C	2.62	2.47	1.061		0.60	7.05	66.4		2.37
B-AD	6.28	5.96	1.053		2.22	12.25	119.0		1.69
A-B	0.68								
A-C	5.67								
A-D	0.79	7.38	0.107		0.08	0.12	1.7		0.15
D-A	1.72	5.20	0.332		0.27	0.48	6.8		0.29
D-BC	3.89	6.51	0.597		0.71	1.40	19.2		0.37
C-D	0.31								
C-A	11.71								
C-B	4.46	11.03	0.404		0.45	0.67	9.7		0.15

TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)
08.15-08.30									
B-C	2.62	2.57	1.022		7.05	9.88	127.8		3.88
B-AD	6.28	5.89	1.066		12.25	19.93	242.8		3.09
A-B	0.68								
A-C	5.67								
A-D	0.79	7.23	0.109		0.12	0.12	1.8		0.16
D-A	1.72	5.07	0.340		0.48	0.51	7.5		0.30
D-BC	3.89	6.43	0.605		1.40	1.47	21.7		0.39
C-D	0.31								
C-A	11.71								
C-B	4.46	11.01	0.405		0.67	0.67	10.1		0.15

TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)
08.30-08.45									
B-C	2.14	3.32	0.646		9.88	2.21	68.3		1.85
B-AD	5.12	6.74	0.761		19.93	4.15	159.3		1.90
A-B	0.55								
A-C	4.63								
A-D	0.64	7.93	0.081		0.12	0.09	1.4		0.14
D-A	1.41	6.42	0.219		0.51	0.29	4.5		0.20
D-BC	3.18	7.38	0.431		1.47	0.78	12.4		0.24
C-D	0.25								
C-A	9.56								
C-B	3.64	11.54	0.315		0.67	0.47	7.2		0.13

TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)
08.45-09.00									
B-C	1.79	7.07	0.254		2.21	0.35	6.0		0.20
B-AD	4.29	8.04	0.534		4.15	1.19	20.9		0.30
A-B	0.46								
A-C	3.88								
A-D	0.54	8.76	0.062		0.09	0.07	1.0		0.12
D-A	1.18	7.36	0.160		0.29	0.19	3.0		0.16
D-BC	2.66	8.15	0.326		0.78	0.49	7.7		0.18
C-D	0.21								
C-A	8.01								
C-B	3.05	11.94	0.255		0.47	0.35	5.3		0.11

QUEUE FOR STREAM B-C

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE
07.45	0.3
08.00	0.6 *
08.15	7.0 *****
08.30	9.9 *****
08.45	2.2 **
09.00	0.3

QUEUE FOR STREAM B-AD

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE
07.45	1.1 *
08.00	2.2 **
08.15	12.3 *****
08.30	19.9 *****
08.45	4.2 ****
09.00	1.2 *

QUEUE FOR STREAM A-D

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE
07.45	0.1
08.00	0.1
08.15	0.1
08.30	0.1
08.45	0.1
09.00	0.1

QUEUE FOR STREAM D-A

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE	
07.45	0.2	
08.00	0.3	
08.15	0.5	
08.30	0.5	*
08.45	0.3	
09.00	0.2	

QUEUE FOR STREAM D-BC

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE	
07.45	0.5	
08.00	0.7	*
08.15	1.4	*
08.30	1.5	*
08.45	0.8	*
09.00	0.5	

QUEUE FOR STREAM C-B

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE	
07.45	0.3	
08.00	0.5	
08.15	0.7	*
08.30	0.7	*
08.45	0.5	
09.00	0.3	

I	0.00	0.00	0.00	I
---	------	------	------	---

* Due to the presence of a flare, data is not available

C-B Stream

I	Intercept For I STREAM C-B	Slope For STREAM A-C	Opposing A-C	Slope For STREAM A-B	Opposing A-B	Slope For STREAM D-C	Opposing D-C	Slope For STREAM D-B	Opposing D-B	I
I	877.32	0.28		0.28		0.28		0.28		I

A-D Stream

I	Intercept For I STREAM A-D	Slope For STREAM C-A	Opposing C-A	Slope For STREAM C-D	Opposing C-D	Slope For STREAM B-A	Opposing B-A	Slope For STREAM B-D	Opposing B-D	I
I	877.32	0.23		0.23		0.23		0.23		I

TRAFFIC DEMAND DATA

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

Demand set: Andover Road North/Well House Lane/ Harestock Road Staggered Crossroads Demand

TIME PERIOD BEGINS 16.15 AND ENDS 17.45

LENGTH OF TIME PERIOD - 90 MIN.
 LENGTH OF TIME SEGMENT - 15 MIN.

DEMAND FLOW PROFILES ARE SYNTHESISED FROM TURNING COUNT DATA

I	ARM	I NUMBER OF MINUTES FROM START WHEN			I RATE OF FLOW (VEH/MIN)			I
		I FLOW STARTS	I TOP OF PEAK	I FLOW STOPS	I BEFORE	I AT TOP	I AFTER	
I	I	I TO RISE	I IS REACHED	I FALLING	I PEAK	I OF PEAK	I PEAK	I
I	ARM A	I 15.00	I 45.00	I 75.00	I 6.47	I 9.71	I 6.47	I
I	ARM B	I 15.00	I 45.00	I 75.00	I 5.54	I 8.31	I 5.54	I
I	ARM C	I 15.00	I 45.00	I 75.00	I 8.04	I 12.06	I 8.04	I
I	ARM D	I 15.00	I 45.00	I 75.00	I 2.92	I 4.39	I 2.92	I

Demand set: Andover Road North/Well House Lane/ Harestock Road Staggered Crossroads Demand

		TURNING PROPORTIONS							
		TURNING COUNTS							
		(PERCENTAGE OF H.V.S)							
TIME	FROM/TO	ARM	A	ARM	B	ARM	C	ARM	D
16.15 - 16.30	ARM A		0.000	0.093	0.815	0.093			
			0.0	48.0	422.0	48.0			
			(0.0)	(0.0)	(1.9)	(0.0)			
	ARM B		0.084	0.000	0.621	0.296			
			37.0	0.0	275.0	131.0			
			(0.0)	(0.0)	(2.9)	(0.0)			
	ARM C		0.505	0.465	0.000	0.030			
			325.0	299.0	0.0	19.0			
			(17.5)	(3.7)	(0.0)	(5.3)			
	ARM D		0.218	0.718	0.064	0.000			
			51.0	168.0	15.0	0.0			
			(2.0)	(3.6)	(33.3)	(0.0)			

TURNING PROPORTIONS ARE CALCULATED FROM TURNING COUNT DATA
THE PERCENTAGE OF HEAVY VEHICLES VARIES OVER TURNING MOVEMENTS

QUEUE AND DELAY INFORMATION FOR EACH 15 MIN TIME SEGMENT

FOR COMBINED DEMAND SETS
AND FOR TIME PERIOD 2

TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)
16.15-16.30									
B-C	3.45	9.62	0.359		0.00	0.55	7.8		0.16
B-AD	2.11	7.67	0.275		0.00	0.37	5.3		0.18
A-B	0.60								
A-C	5.30								
A-D	0.60	10.46	0.058		0.00	0.06	0.9		0.10
D-A	0.64	8.34	0.077		0.00	0.08	1.2		0.13
D-BC	2.30	9.15	0.251		0.00	0.33	4.8		0.14
C-D	0.24								
C-A	4.08								
C-B	3.75	11.82	0.317		0.00	0.46	6.6		0.12

TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)
16.30-16.45									
B-C	4.12	8.84	0.466		0.55	0.85	12.2		0.21
B-AD	2.52	6.85	0.368		0.37	0.57	8.1		0.23
A-B	0.72								
A-C	6.32								
A-D	0.72	10.14	0.071		0.06	0.08	1.1		0.11
D-A	0.76	7.87	0.097		0.08	0.11	1.6		0.14
D-BC	2.74	8.69	0.315		0.33	0.45	6.6		0.17
C-D	0.28								
C-A	4.87								
C-B	4.48	11.37	0.394		0.46	0.64	9.3		0.14

TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)
16.45-17.00									
B-C	5.05	7.37	0.685		0.85	2.01	26.8		0.40
B-AD	3.08	5.37	0.574		0.57	1.27	17.2		0.42
A-B	0.88								
A-C	7.74								
A-D	0.88	9.69	0.091		0.08	0.10	1.5		0.11
D-A	0.94	7.11	0.132		0.11	0.15	2.2		0.16
D-BC	3.36	8.06	0.417		0.45	0.70	10.0		0.21
C-D	0.35								
C-A	5.96								
C-B	5.49	10.75	0.510		0.64	1.02	14.5		0.19

TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)
17.00-17.15									
B-C	5.05	7.29	0.693		2.01	2.14	31.3		0.44
B-AD	3.08	5.28	0.583		1.27	1.34	19.7		0.45
A-B	0.88								
A-C	7.74								
A-D	0.88	9.67	0.091		0.10	0.10	1.5		0.11
D-A	0.94	7.09	0.132		0.15	0.15	2.3		0.16
D-BC	3.36	8.05	0.417		0.70	0.71	10.6		0.21
C-D	0.35								
C-A	5.96								
C-B	5.49	10.75	0.510		1.02	1.03	15.4		0.19

TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)
17.15-17.30									
B-C	4.12	8.77	0.470		2.14	0.91	14.7		0.22
B-AD	2.52	6.79	0.371		1.34	0.60	9.7		0.24
A-B	0.72								
A-C	6.32								
A-D	0.72	10.12	0.071		0.10	0.08	1.2		0.11
D-A	0.76	7.85	0.097		0.15	0.11	1.7		0.14
D-BC	2.74	8.68	0.316		0.71	0.47	7.3		0.17
C-D	0.28								
C-A	4.87								
C-B	4.48	11.36	0.394		1.03	0.66	10.3		0.15

TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)
17.30-17.45									
B-C	3.45	9.58	0.360		0.91	0.57	9.0		0.16
B-AD	2.11	7.64	0.276		0.60	0.39	6.0		0.18
A-B	0.60								
A-C	5.30								
A-D	0.60	10.46	0.058		0.08	0.06	0.9		0.10
D-A	0.64	8.32	0.077		0.11	0.08	1.3		0.13
D-BC	2.30	9.14	0.251		0.47	0.34	5.3		0.15
C-D	0.24								
C-A	4.08								
C-B	3.75	11.81	0.318		0.66	0.47	7.3		0.12

 QUEUE FOR STREAM B-C

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE	
16.30	0.6	*
16.45	0.9	*
17.00	2.0	**
17.15	2.1	**
17.30	0.9	*
17.45	0.6	*

 QUEUE FOR STREAM B-AD

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE	
16.30	0.4	
16.45	0.6	*
17.00	1.3	*
17.15	1.3	*
17.30	0.6	*
17.45	0.4	

 QUEUE FOR STREAM A-D

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE	
16.30	0.1	
16.45	0.1	
17.00	0.1	
17.15	0.1	
17.30	0.1	
17.45	0.1	

 QUEUE FOR STREAM D-A

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE	
16.30	0.1	
16.45	0.1	
17.00	0.1	
17.15	0.2	
17.30	0.1	
17.45	0.1	

 QUEUE FOR STREAM D-BC

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE	
16.30	0.3	
16.45	0.5	
17.00	0.7	*
17.15	0.7	*
17.30	0.5	
17.45	0.3	

 QUEUE FOR STREAM C-B

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE	
16.30	0.5	
16.45	0.6	*
17.00	1.0	*
17.15	1.0	*
17.30	0.7	*
17.45	0.5	

QUEUEING DELAY INFORMATION OVER WHOLE PERIOD

STREAM	TOTAL DEMAND	* QUEUEING * * DELAY *	* INCLUSIVE QUEUEING * * DELAY *
(VEH)	(VEH/H)	(MIN)	(MIN/VEH)
B-C	378.5	101.8	0.27
B-AD	231.2	66.1	0.29
A-B	66.1		
A-C	580.9	387.2	
A-D	66.1	7.1	0.11
D-A	70.2	10.2	0.14
D-BC	251.9	44.5	0.18
C-D	26.2	17.4	
C-A	447.3	298.2	
C-B	411.6	63.4	0.15
ALL	2529.9	293.1	0.12

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

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

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