

(C) COPYRIGHT 2006

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

PICADY 5.1 ANALYSIS PROGRAM
RELEASE 4.0 (SEPT 2008)

ADAPTED FROM PICADY/3 WHICH IS CROWN COPYRIGHT
BY PERMISSION OF THE CONTROLLER OF HMSO

FOR SALES AND DISTRIBUTION INFORMATION,
PROGRAM ADVICE AND MAINTENANCE CONTACT:
TRL SOFTWARE BUREAU
TEL: CROWTHORNE (01344) 770758, FAX: 770356
EMAIL: Software@trl.co.uk



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

Run with file:-
"j:\122000\122374-00\4 Internal Project Data\4-40 Calculations\Transport\Junction Assessments\
15.Vere St_Gladstone Rise\Gladstone Rd_Holton Rd Priority\Gladstone_Holton Road Priority.vpi"
(drive-on-the-left) at 10:21:27 on Wednesday, 15 July 2009

.RUN INFORMATION

RUN TITLE : Gladstone Road / Holton Road Priority
LOCATION :
DATE : 15/07/09
CLIENT :
ENUMERATOR : Ryan.Hopkins [WACCMSJQ2J]
JOB NUMBER :
STATUS :
DESCRIPTION :

.MAJOR/MINOR JUNCTION CAPACITY AND DELAY

INPUT DATA

```

MAJOR ROAD (ARM C) ----- MAJOR ROAD (ARM A)
                        I
                        I
                        I
                        I
                        I
                        I
                        I
                        I
MINOR ROAD (ARM B)
    
```

ARM A IS Roundabout (E)
ARM B IS Holton Rd (W)
ARM C IS Gladstone Road (N)

.STREAM LABELLING CONVENTION

STREAM A-B CONTAINS TRAFFIC GOING FROM ARM A TO ARM B
STREAM B-AC CONTAINS TRAFFIC GOING FROM ARM B TO ARM A AND TO ARM C
ETC.

.GEOMETRIC DATA

I	DATA ITEM	I	MINOR ROAD B	I
I	TOTAL MAJOR ROAD CARRIAGEWAY WIDTH	I (W)	9.53 M.	I
I	CENTRAL RESERVE WIDTH	I (WCR)	3.36 M.	I
I		I		I
I	MAJOR ROAD RIGHT TURN - WIDTH	I (WC-B)	2.20 M.	I
I	- VISIBILITY	I (VC-B)	25.00 M.	I
I	- BLOCKS TRAFFIC		NO	I
I		I		I
I	MINOR ROAD - VISIBILITY TO LEFT	I (VB-C)	30.0 M.	I
I	- VISIBILITY TO RIGHT	I (VB-A)	28.0 M.	I
I	- LANE 1 WIDTH	I (WB-C)	-	I
I	- LANE 2 WIDTH	I (WB-A)	-	I
I	WIDTH AT 0 M FROM JUNCTION	I	9.29 M.	I
I	WIDTH AT 5 M FROM JUNCTION	I	4.70 M.	I
I	WIDTH AT 10 M FROM JUNCTION	I	3.80 M.	I
I	WIDTH AT 15 M FROM JUNCTION	I	4.00 M.	I
I	WIDTH AT 20 M FROM JUNCTION	I	4.80 M.	I
I	- LENGTH OF FLARED SECTION	I	1 VEHS	I

.SLOPES AND INTERCEPT

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

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

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

I	Intercept For	Slope For	Opposing	Slope For	Opposing	I
I	STREAM C-B	STREAM	A-C	STREAM A-B	STREAM A-B	I
I	588.44		0.19		0.19	I

(NB These values do not allow for any site specific corrections)

.TRAFFIC DEMAND DATA

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

.Demand set: AM 2020 Base

TIME PERIOD BEGINS 08.15 AND ENDS 09.45

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	I	I	FLOW STARTS	TOP OF PEAK	FLOW STOPS	I	BEFORE	I
I	I	I	TO RISE	IS REACHED	FALLING	I	AT TOP	I
I	I	I	I	I	I	I	OF PEAK	I
I	I	I	I	I	I	I	AFTER	I
I	I	I	I	I	I	I	PEAK	I
I	ARM A	I	15.00	I	45.00	I	8.48	I
I	ARM B	I	15.00	I	45.00	I	2.47	I
I	ARM C	I	15.00	I	45.00	I	6.35	I
I		I		I	75.00	I	12.71	I
I		I		I	75.00	I	3.71	I
I		I		I	75.00	I	9.52	I
I		I		I		I	8.48	I
I		I		I		I	2.47	I
I		I		I		I	6.35	I

.Demand set: AM 2020 Base

I	TIME	I	FROM/TO	I	ARM	A	I	ARM	B	I	ARM	C	I
I	08.15 - 08.30	I		I			I			I			I
I		I	ARM A	I	0.000	I	0.432	I	0.568	I			I
I		I		I	0.0	I	293.0	I	385.0	I			I
I		I		I	(0.0)	I	(4.0)	I	(4.0)	I			I
I		I	ARM B	I	0.924	I	0.000	I	0.076	I			I
I		I		I	183.0	I	0.0	I	15.0	I			I
I		I		I	(3.0)	I	(0.0)	I	(0.0)	I			I
I		I	ARM C	I	1.000	I	0.000	I	0.000	I			I
I		I		I	508.0	I	0.0	I	0.0	I			I
I		I		I	(5.0)	I	(0.0)	I	(0.0)	I			I
I		I		I		I		I		I			I

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

QUEUE AND DELAY INFORMATION FOR EACH 15 MIN TIME SEGMENT

FOR DEMAND SET AM 2020 Base
AND FOR TIME PERIOD 1

I	TIME	DEMAND	CAPACITY	DEMAND/	PEDESTRIAN	START	END	DELAY	GEOMETRIC DELAY	AVERAGE DELAY	I
I	I	(VEH/MIN)	(VEH/MIN)	CAPACITY	FLOW	QUEUE	QUEUE	(VEH.MIN/	(VEH.MIN/	PER ARRIVING	I
I	I			(RFC)	(PEDS/MIN)	(VEHS)	(VEHS)	TIME SEGMENT)	TIME SEGMENT)	VEHICLE (MIN)	I
I	08.15-08.30										I
I	B-C	0.19	7.82	0.024		0.00	0.02	0.4		0.13	I
I	B-A	2.30	7.60	0.302		0.00	0.43	6.0		0.19	I
I	C-A	6.37									I
I	C-B	0.00	7.36	0.000		0.00	0.00	0.0		0.00	I
I	A-B	3.68									I
I	A-C	4.83									I

I	TIME	DEMAND	CAPACITY	DEMAND/	PEDESTRIAN	START	END	DELAY	GEOMETRIC DELAY	AVERAGE DELAY	I
I	I	(VEH/MIN)	(VEH/MIN)	CAPACITY	FLOW	QUEUE	QUEUE	(VEH.MIN/	(VEH.MIN/	PER ARRIVING	I
I	I			(RFC)	(PEDS/MIN)	(VEHS)	(VEHS)	TIME SEGMENT)	TIME SEGMENT)	VEHICLE (MIN)	I
I	08.30-08.45										I
I	B-C	0.22	7.20	0.031		0.02	0.03	0.5		0.14	I
I	B-A	2.74	7.15	0.383		0.43	0.61	8.7		0.23	I
I	C-A	7.61									I
I	C-B	0.00	7.06	0.000		0.00	0.00	0.0		0.00	I
I	A-B	4.39									I
I	A-C	5.77									I

I	TIME	DEMAND	CAPACITY	DEMAND/	PEDESTRIAN	START	END	DELAY	GEOMETRIC DELAY	AVERAGE DELAY	I
I	I	(VEH/MIN)	(VEH/MIN)	CAPACITY	FLOW	QUEUE	QUEUE	(VEH.MIN/	(VEH.MIN/	PER ARRIVING	I
I	I			(RFC)	(PEDS/MIN)	(VEHS)	(VEHS)	TIME SEGMENT)	TIME SEGMENT)	VEHICLE (MIN)	I
I	08.45-09.00										I
I	B-C	0.28	6.11	0.045		0.03	0.05	0.7		0.17	I
I	B-A	3.36	6.53	0.515		0.61	1.02	14.3		0.31	I
I	C-A	9.32									I
I	C-B	0.00	6.65	0.000		0.00	0.00	0.0		0.00	I
I	A-B	5.38									I
I	A-C	7.06									I

I	TIME	DEMAND	CAPACITY	DEMAND/	PEDESTRIAN	START	END	DELAY	GEOMETRIC DELAY	AVERAGE DELAY	I
---	------	--------	----------	---------	------------	-------	-----	-------	-----------------	---------------	---

	(VEH/MIN)	(VEH/MIN)	CAPACITY	2020 with dev	and with dev	and with dev + tourism.vpo	(VEH.MIN/	(VEH.MIN/	PER ARRIVING
I			(RFC)	FLOW	QUEUE	QUEUE	TIME SEGMENT)	TIME SEGMENT)	VEHICLE (MIN)
I				(PEDS/MIN)	(VEHS)	(VEHS)			
I	09.00-09.15								
I	B-C	0.28	6.08	0.045	0.05	0.05	0.7		0.17
I	B-A	3.36	6.53	0.515	1.02	1.04	15.5		0.32
I	C-A	9.32							
I	C-B	0.00	6.65	0.000	0.00	0.00	0.0		0.00
I	A-B	5.38							
I	A-C	7.06							

I	TIME	DEMAND	CAPACITY	DEMAND/	PEDESTRIAN	START	END	DELAY	GEOMETRIC DELAY	AVERAGE DELAY
I		(VEH/MIN)	(VEH/MIN)	CAPACITY	FLOW	QUEUE	QUEUE	(VEH.MIN/	(VEH.MIN/	PER ARRIVING
I				(RFC)	(PEDS/MIN)	(VEHS)	(VEHS)	TIME SEGMENT)	TIME SEGMENT)	VEHICLE (MIN)
I	09.15-09.30									
I	B-C	0.22	7.17	0.031		0.05	0.03	0.5		0.14
I	B-A	2.74	7.15	0.383		1.04	0.64	10.1		0.23
I	C-A	7.61								
I	C-B	0.00	7.06	0.000		0.00	0.00	0.0		0.00
I	A-B	4.39								
I	A-C	5.77								

I	TIME	DEMAND	CAPACITY	DEMAND/	PEDESTRIAN	START	END	DELAY	GEOMETRIC DELAY	AVERAGE DELAY
I		(VEH/MIN)	(VEH/MIN)	CAPACITY	FLOW	QUEUE	QUEUE	(VEH.MIN/	(VEH.MIN/	PER ARRIVING
I				(RFC)	(PEDS/MIN)	(VEHS)	(VEHS)	TIME SEGMENT)	TIME SEGMENT)	VEHICLE (MIN)
I	09.30-09.45									
I	B-C	0.19	7.80	0.024		0.03	0.02	0.4		0.13
I	B-A	2.30	7.60	0.302		0.64	0.44	6.9		0.19
I	C-A	6.37								
I	C-B	0.00	7.36	0.000		0.00	0.00	0.0		0.00
I	A-B	3.68								
I	A-C	4.83								

QUEUE FOR STREAM B-C

TIME SEGMENT	NO. OF VEHICLES IN QUEUE
08.30	0.0
08.45	0.0
09.00	0.0
09.15	0.0
09.30	0.0
09.45	0.0

QUEUE FOR STREAM B-A

TIME SEGMENT	NO. OF VEHICLES IN QUEUE
08.30	0.4
08.45	0.6 *
09.00	1.0 *
09.15	1.0 *
09.30	0.6 *
09.45	0.4

QUEUE FOR STREAM C-B

TIME SEGMENT	NO. OF VEHICLES IN QUEUE
08.30	0.0
08.45	0.0
09.00	0.0
09.15	0.0
09.30	0.0
09.45	0.0

QUEUEING DELAY INFORMATION OVER WHOLE PERIOD

I	STREAM	I	TOTAL DEMAND	I	* QUEUEING * DELAY *	I	* INCLUSIVE QUEUEING * DELAY *	I	
I		I	(VEH)	I	(MIN)	I	(MIN)	I	
I		I	(VEH/H)	I	(MIN/VEH)	I	(MIN/VEH)	I	
I	B-C	I	20.6	I	13.8	I	3.1	I	0.15
I	B-A	I	251.9	I	167.9	I	61.5	I	0.24
I	C-A	I	699.2	I	466.1	I		I	
I	C-B	I	0.0	I	0.0	I	0.00	I	0.00
I	A-B	I	403.3	I	268.9	I		I	
I	A-C	I	529.9	I	353.3	I		I	
I	ALL	I	1905.0	I	1270.0	I	64.6	I	0.03

* 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*****

SLOPES AND INTERCEPT

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

I	Intercept	I	Slope	I	Intercept	I	Slope	I
I	For Stream B-C	I	For Stream A-C	I	For Stream A-B	I	For Stream A-B	I
I	0.00	I	0.00	I	0.00	I	0.00	I

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

I	Intercept For Stream B-A	Slope For Stream A-C	Opposing Slope For Stream A-B	Opposing Slope For Stream C-A	Opposing Slope For Stream C-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	Intercept For Stream C-B	Slope For Stream A-C	Opposing Slope For Stream A-B	I
I	588.44	0.19	0.19	I

(NB These values do not allow for any site specific corrections)

.TRAFFIC DEMAND DATA

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

.Demand set: PM 2020 Base

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 FLOW STARTS TO RISE	I	MINUTES FROM TOP OF PEAK IS REACHED	I	START WHEN FLOW STOPS FALLING	I	RATE OF FLOW BEFORE PEAK	I	AT TOP OF PEAK	I	AFTER PEAK	I
I	A	I	15.00	I	45.00	I	75.00	I	10.64	I	15.96	I	10.64	I
I	B	I	15.00	I	45.00	I	75.00	I	2.88	I	4.31	I	2.88	I
I	C	I	15.00	I	45.00	I	75.00	I	5.16	I	7.74	I	5.16	I

.Demand set: PM 2020 Base

I	TIME	I	FROM/TO	I	ARM	A	I	ARM	B	I	ARM	C	I
I	16.15 - 16.30	I	ARM A	I	0.000	I	0.398	I	0.602	I		I	
I		I		I	0.0	I	339.0	I	512.0	I		I	
I		I		I	(0.0)	I	(0.0)	I	(1.0)	I		I	
I		I	ARM B	I	0.917	I	0.000	I	0.083	I		I	
I		I		I	211.0	I	0.0	I	19.0	I		I	
I		I		I	(1.0)	I	(0.0)	I	(0.0)	I		I	
I		I	ARM C	I	1.000	I	0.000	I	0.000	I		I	
I		I		I	413.0	I	0.0	I	0.0	I		I	
I		I		I	(2.0)	I	(0.0)	I	(0.0)	I		I	

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

QUEUE AND DELAY INFORMATION FOR EACH 15 MIN TIME SEGMENT

FOR DEMAND SET: PM 2020 Base
AND FOR TIME PERIOD: 2

I	TIME	I	DEMAND (VEH/MIN)	I	CAPACITY (VEH/MIN)	I	DEMAND/CAPACITY (RFC)	I	PEDESTRIAN FLOW (PEDS/MIN)	I	START QUEUE (VEHS)	I	END QUEUE (VEHS)	I	DELAY (VEH.MIN/TIME SEGMENT)	I	GEOMETRIC DELAY (VEH.MIN/TIME SEGMENT)	I	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)	I
I	16.15-16.30	I	0.24	I	7.34	I	0.032	I		I	0.00	I	0.03	I	0.5	I		I	0.14	I
I	B-C	I	2.65	I	7.58	I	0.349	I		I	0.00	I	0.53	I	7.4	I		I	0.20	I
I	B-A	I	5.18	I		I		I		I		I		I		I		I		I
I	C-A	I	0.00	I	7.03	I	0.000	I		I	0.00	I	0.00	I	0.0	I		I	0.00	I
I	C-B	I	4.25	I		I		I		I		I		I		I		I		I
I	A-B	I	6.42	I		I		I		I		I		I		I		I		I

I	TIME	I	DEMAND (VEH/MIN)	I	CAPACITY (VEH/MIN)	I	DEMAND/CAPACITY (RFC)	I	PEDESTRIAN FLOW (PEDS/MIN)	I	START QUEUE (VEHS)	I	END QUEUE (VEHS)	I	DELAY (VEH.MIN/TIME SEGMENT)	I	GEOMETRIC DELAY (VEH.MIN/TIME SEGMENT)	I	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)	I
I	16.30-16.45	I	0.28	I	6.55	I	0.043	I		I	0.03	I	0.04	I	0.7	I		I	0.16	I
I	B-C	I	3.16	I	7.09	I	0.446	I		I	0.53	I	0.78	I	11.2	I		I	0.25	I
I	B-A	I	6.19	I		I		I		I		I		I		I		I		I
I	C-A	I	0.00	I	6.67	I	0.000	I		I	0.00	I	0.00	I	0.0	I		I	0.00	I
I	C-B	I	5.08	I		I		I		I		I		I		I		I		I
I	A-B	I	7.67	I		I		I		I		I		I		I		I		I

I	TIME	I	DEMAND (VEH/MIN)	I	CAPACITY (VEH/MIN)	I	DEMAND/CAPACITY (RFC)	I	PEDESTRIAN FLOW (PEDS/MIN)	I	START QUEUE (VEHS)	I	END QUEUE (VEHS)	I	DELAY (VEH.MIN/TIME SEGMENT)	I	GEOMETRIC DELAY (VEH.MIN/TIME SEGMENT)	I	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)	I
I	16.45-17.00	I	0.35	I	5.09	I	0.069	I		I	0.04	I	0.07	I	1.0	I		I	0.21	I
I	B-C	I	3.87	I	6.40	I	0.605	I		I	0.78	I	1.44	I	19.8	I		I	0.38	I

2020 with dev and with dev + tourism.vpo

I	C-A	7.58									
I	C-B	0.00	6.16	0.000		0.00	0.00	0.0		0.00	I
I	A-B	6.22									I
I	A-C	9.40									I

I	TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)	I
I	17.00-17.15										I
I	B-C	0.35	5.03	0.069		0.07	0.07	1.1		0.21	I
I	B-A	3.87	6.40	0.605		1.44	1.48	22.0		0.39	I
I	C-A	7.58									I
I	C-B	0.00	6.16	0.000		0.00	0.00	0.0		0.00	I
I	A-B	6.22									I
I	A-C	9.40									I

I	TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)	I
I	17.15-17.30										I
I	B-C	0.28	6.49	0.044		0.07	0.05	0.7		0.16	I
I	B-A	3.16	7.09	0.446		1.48	0.83	13.3		0.26	I
I	C-A	6.19									I
I	C-B	0.00	6.67	0.000		0.00	0.00	0.0		0.00	I
I	A-B	5.08									I
I	A-C	7.67									I

I	TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)	I
I	17.30-17.45										I
I	B-C	0.24	7.31	0.033		0.05	0.03	0.5		0.14	I
I	B-A	2.65	7.58	0.349		0.83	0.55	8.6		0.20	I
I	C-A	5.18									I
I	C-B	0.00	7.03	0.000		0.00	0.00	0.0		0.00	I
I	A-B	4.25									I
I	A-C	6.42									I

QUEUE FOR STREAM B-C

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE
16.30	0.0
16.45	0.0
17.00	0.1
17.15	0.1
17.30	0.0
17.45	0.0

QUEUE FOR STREAM B-A

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE
16.30	0.5 *
16.45	0.8 *
17.00	1.4 *
17.15	1.5 *
17.30	0.8 *
17.45	0.5 *

QUEUE FOR STREAM C-B

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE
16.30	0.0
16.45	0.0
17.00	0.0
17.15	0.0
17.30	0.0
17.45	0.0

QUEUEING DELAY INFORMATION OVER WHOLE PERIOD

I	STREAM	I	TOTAL DEMAND	I	* QUEUEING * * DELAY *	I	* INCLUSIVE QUEUEING * * DELAY *	I	I	I
I	I	I	(VEH)	I	(MIN)	I	(MIN)	I	(MIN/VEH)	I
I	B-C	I	26.2	I	17.4	I	4.5	I	0.17	I
I	B-A	I	290.4	I	193.6	I	82.3	I	0.28	I
I	C-A	I	568.5	I	379.0	I		I		I
I	C-B	I	0.0	I	0.0	I	0.0	I	0.00	I
I	A-B	I	466.6	I	311.1	I		I		I
I	A-C	I	704.7	I	469.8	I		I		I
I	ALL	I	2056.4	I	1370.9	I	86.8	I	0.04	I

* 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*****