

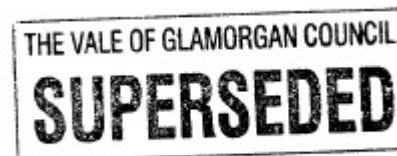
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CAPACITIES, QUEUES, AND DELAYS AT 3 OR 4-ARM MAJOR/MINOR PRIORITY JUNCTIONS

PICADY 5.1 ANALYSIS PROGRAM  
RELEASE 4.0 (SEPT 2008)

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PROGRAM ADVICE AND MAINTENANCE CONTACT:  
TRL SOFTWARE BUREAU  
TEL: CROWTHORNE (01344) 770758, FAX: 770356  
EMAIL: Software@trl.co.uk  
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Run with file:-  
"j:\122000\122374-00\4 Internal Project Data\4-40 Calculations\Transport\Junction Assessments\  
18.Subway Rd\_Ffordd y Mileniwm\Subway Rd\_Ffordd y Mileniwm.vpi"  
(drive-on-the-left) at 15:56:29 on Tuesday, 14 July 2009

.RUN INFORMATION  
\*\*\*\*\*

RUN TITLE : Subway Road / Ffordd y Mileniwm Priority  
LOCATION :  
DATE : 14/07/09  
CLIENT :  
ENUMERATOR : Ryan.Hopkins [WACMSJQ2J]  
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  
MINOR ROAD (ARM B)

ARM A IS Ffordd y Mileniwm (w)  
ARM B IS Subway Road  
ARM C IS Ffordd y Mileniwm (E)

.STREAM LABELLING CONVENTION

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

.GEOMETRIC DATA  
-----

I	DATA ITEM	I	MINOR ROAD B	I
I	TOTAL MAJOR ROAD CARRIAGEWAY WIDTH	I ( W )	7.00 M.	I
I	CENTRAL RESERVE WIDTH	I (WCR )	4.76 M.	I
I		I		I
I	MAJOR ROAD RIGHT TURN - WIDTH	I (WC-B)	2.20 M.	I
I	- VISIBILITY	I (VC-B)	154.00 M.	I
I	- BLOCKS TRAFFIC		NO	I
I		I		I
I	MINOR ROAD - VISIBILITY TO LEFT	I (VB-C)	43.0 M.	I
I	- VISIBILITY TO RIGHT	I (VB-A)	42.0 M.	I
I	- LANE 1 WIDTH	I (WB-C)	4.00 M.	I
I	- LANE 2 WIDTH	I (WB-A)	0.00 M.	I

.SLOPES AND INTERCEPT  
-----

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

I	Intercept For	Slope For Opposing	Slope For Opposing	I
I	STREAM B-C	STREAM A-C	STREAM A-B	I
I	715.49	0.27	0.10	I

I	Intercept For	Slope For Opposing	Slope For Opposing	Slope For Opposing	Slope For Opposing	I
I	STREAM B-A	STREAM A-C	STREAM A-B	STREAM C-A	STREAM C-B	I
I	623.40	0.25	0.10	0.16	0.35	I

I	Intercept For	Slope For Opposing	Slope For Opposing	I
I	STREAM C-B	STREAM A-C	STREAM A-B	I
I	663.15	0.25	0.25	I

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

.TRAFFIC DEMAND DATA

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

.Demand set: AM 2020 with Development

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

ARM	NUMBER OF FLOW STARTS TO RISE	MINUTES FROM TOP OF PEAK IS REACHED	MINUTES FROM START WHEN FLOW STOPS FALLING	RATE OF FLOW (VEH/MIN) BEFORE PEAK	RATE OF FLOW (VEH/MIN) AT TOP OF PEAK	RATE OF FLOW (VEH/MIN) AFTER PEAK
A	15.00	45.00	75.00	14.46	21.69	14.46
B	15.00	45.00	75.00	1.35	2.03	1.35
C	15.00	45.00	75.00	9.68	14.51	9.68

.Demand set: AM 2020 with Development

TIME	TURNING PROPORTIONS (PERCENTAGE OF H.V.S)			
	FROM/TO	ARM A	ARM B	ARM C
08.15 - 08.30	ARM A	0.000	0.061	0.939
		0.0	71.0	1086.0
		( 0.0)	( 4.0)	( 4.0)
	ARM B	0.000	0.000	1.000
		0.0	0.0	108.0
		( 0.0)	( 0.0)	( 8.0)
	ARM C	1.000	0.000	0.000
		774.0	0.0	0.0
		( 4.0)	( 0.0)	( 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 DEMAND SET AND FOR TIME PERIOD AM 2020 with Development 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)
08.15-08.30									
B-AC	1.36	7.47	0.181		0.00	0.22	3.1		0.16
C-A	9.71								
C-B	0.00	6.67	0.000		0.00	0.00	0.0		0.00
A-B	0.89								
A-C	13.63								

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-AC	1.62	6.78	0.239		0.22	0.31	4.5		0.19
C-A	11.60								
C-B	0.00	6.02	0.000		0.00	0.00	0.0		0.00
A-B	1.06								
A-C	16.27								

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-AC	1.98	5.82	0.340		0.31	0.50	7.2		0.26
C-A	14.20								
C-B	0.00	5.11	0.000		0.00	0.00	0.0		0.00
A-B	1.30								
A-C	19.93								

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)
09.00-09.15									
B-AC	1.98	5.82	0.340		0.50	0.51	7.6		0.26
C-A	14.20								
C-B	0.00	5.11	0.000		0.00	0.00	0.0		0.00
A-B	1.30								
A-C	19.93								

2020 with dev and with dev+tourism.vpo

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)
09.15-09.30									
B-AC	1.62	6.78	0.239		0.51	0.32	5.0		0.19
C-A	11.60								
C-B	0.00	6.02	0.000		0.00	0.00	0.0		0.00
A-B	1.06								
A-C	16.27								

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)
09.30-09.45									
B-AC	1.36	7.47	0.181		0.32	0.22	3.5		0.16
C-A	9.71								
C-B	0.00	6.67	0.000		0.00	0.00	0.0		0.00
A-B	0.89								
A-C	13.63								

QUEUE FOR STREAM B-AC

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE
08.30	0.2
08.45	0.3
09.00	0.5
09.15	0.5
09.30	0.3
09.45	0.2

QUEUE FOR STREAM C-B

TIME SEGMENT ENDING	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

STREAM	TOTAL DEMAND (VEH)	DEMAND (VEH/H)	* QUEUEING * DELAY (MIN)	* INCLUSIVE QUEUEING * DELAY (MIN)
B-AC	148.7	99.1	30.9	0.21
C-A	1065.4	710.2	0.0	0.00
C-B	0.0	0.0		
A-B	97.7	65.2		
A-C	1494.8	996.5		
ALL	2806.5	1871.0	30.9	0.01

\* 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)

Intercept	Slope For Opposing Stream B-C	Slope For Opposing Stream A-C	Slope For Opposing Stream A-B
715.49	0.27	0.10	

Intercept	Slope For Opposing Stream B-A	Slope For Opposing Stream A-C	Slope For Opposing Stream A-B	Slope For Opposing Stream C-A	Slope For Opposing Stream C-B
623.40	0.25	0.10	0.16	0.35	

Intercept	Slope For Opposing Stream C-B	Slope For Opposing Stream A-C	Slope For Opposing Stream A-B
663.15	0.25	0.25	

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

.TRAFFIC DEMAND DATA

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

.Demand set: PM 2020 with Development

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

ARM	NUMBER OF FLOWS TO RISE	MINUTES FROM TOP OF PEAK IS REACHED	MINUTES FROM START WHEN FLOW STOPS FALLING	RATE OF FLOW (VEH/MIN) BEFORE PEAK	RATE OF FLOW (VEH/MIN) AT TOP OF PEAK	RATE OF FLOW (VEH/MIN) AFTER PEAK
ARM A	15.00	45.00	75.00	13.73	20.59	13.73
ARM B	15.00	45.00	75.00	1.74	2.61	1.74
ARM C	15.00	45.00	75.00	17.05	25.57	17.05

.Demand set: PM 2020 with Development

TIME	TURNING PROPORTIONS		
	ARM A	ARM B	ARM C
16.15 - 16.30	0.000	0.115	0.885
	( 0.0)	( 3.0)	( 3.0)
	0.000	0.000	1.000
	( 0.0)	( 0.0)	( 3.0)
16.30 - 16.45	1.000	0.000	0.000
	( 1.0)	( 0.0)	( 0.0)
	0.000	0.000	0.000
	( 0.0)	( 0.0)	( 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

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-AC	1.74	8.18	0.213		0.00	0.27	3.8		0.15
C-A	17.11								
C-B	0.00	6.88	0.000		0.00	0.00	0.0		0.00
A-B	1.58								
A-C	12.20								

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-AC	2.08	7.52	0.277		0.27	0.38	5.5		0.18
C-A	20.44								
C-B	0.00	6.26	0.000		0.00	0.00	0.0		0.00
A-B	1.89								
A-C	14.56								

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-AC	2.55	6.61	0.386		0.38	0.61	8.7		0.24
C-A	25.03								
C-B	0.00	5.41	0.000		0.00	0.00	0.0		0.00
A-B	2.31								
A-C	17.84								

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-AC	2.55	6.61	0.386		0.61	0.62	9.3		0.25
C-A	25.03								
C-B	0.00	5.41	0.000		0.00	0.00	0.0		0.00
A-B	2.31								
A-C	17.84								

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-AC	2.08	7.52	0.277		0.62	0.39	6.1		0.18
C-A	20.44								
C-B	0.00	6.26	0.000		0.00	0.00	0.0		0.00
A-B	1.89								
A-C	14.56								

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-AC	1.74	8.18	0.213		0.39	0.27	4.3		0.16
C-A	17.11								
C-B	0.00	6.88	0.000		0.00	0.00	0.0		0.00
A-B	1.58								
A-C	12.20								

QUEUE FOR STREAM B-AC

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE
16.30	0.3
16.45	0.4
17.00	0.6
17.15	0.6
17.30	0.4
17.45	0.3

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

STREAM	TOTAL DEMAND (VEH)	DEMAND (VEH/H)	* QUEUEING DELAY (MIN)	* (MIN/VEH)	* INCLUSIVE QUEUEING DELAY (MIN)	* (MIN/VEH)
B-AC	191.3	127.5	37.7	0.20	37.7	0.20
C-A	1877.4	1251.6				
C-B	0.0	0.0	0.0	0.00	0.0	0.00
A-B	173.4	115.6				
A-C	1337.9	891.9				
ALL	3580.1	2386.7	37.7	0.01	37.7	0.01

\* 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)

Intercept	Slope	For Opposing Stream	For Opposing Stream
STREAM B-C	STREAM A-C	STREAM A-C	STREAM A-B
715.49	0.27		0.10

Intercept	Slope	For Opposing Stream	For Opposing Stream	For Opposing Stream	For Opposing Stream
STREAM B-A	STREAM A-C	STREAM A-B	STREAM C-A	STREAM C-B	
623.40	0.25	0.10	0.16	0.35	

Intercept	Slope	For Opposing Stream	For Opposing Stream
STREAM C-B	STREAM A-C	STREAM A-B	
663.15	0.25	0.25	

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

.TRAFFIC DEMAND DATA

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

.Demand set: PM 2020 with Development + tourism

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

NUMBER OF MINUTES FROM START WHEN	RATE OF FLOW (VEH/MIN)
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2020 with dev and with dev+tourism.vpo

ARM	FLOW TO RISE	STARTS TO RISE	TOP OF IS REACHED	PEAK REACHED	FLOW STOPS FALLING	BEFORE PEAK	AT TOP OF PEAK	AFTER PEAK
ARM A		15.00		45.00		75.00	15.10	22.65
ARM B		15.00		45.00		75.00	1.74	2.61
ARM C		15.00		45.00		75.00	18.29	27.43

Demand set: PM 2020 with Development + tourism

TIME	FROM/TO	ARM A	ARM B	ARM C	TURNING PROPORTIONS (PERCENTAGE OF H.V.S)
16.15 - 16.30	ARM A	0.000	0.104	0.896	(0.0) (3.0) (3.0)
	ARM B	0.000	0.000	1.000	(0.0) (0.0) (3.0)
	ARM C	1.000	0.000	0.000	(1.0) (0.0) (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 DEMAND SET AND FOR TIME PERIOD PM 2020 with Development + tourism 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-AC	1.74	7.81	0.223		0.00	0.28	4.1		0.16
C-A	18.36								
C-B	0.00	6.56	0.000		0.00	0.00	0.0		0.00
A-B	1.58								
A-C	13.58								

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-AC	2.08	7.08	0.294		0.28	0.41	5.9		0.20
C-A	21.92								
C-B	0.00	5.88	0.000		0.00	0.00	0.0		0.00
A-B	1.89								
A-C	16.21								

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-AC	2.55	6.07	0.420		0.41	0.70	9.9		0.28
C-A	26.85								
C-B	0.00	4.95	0.000		0.00	0.00	0.0		0.00
A-B	2.31								
A-C	19.86								

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-AC	2.55	6.07	0.420		0.70	0.71	10.6		0.28
C-A	26.85								
C-B	0.00	4.95	0.000		0.00	0.00	0.0		0.00
A-B	2.31								
A-C	19.86								

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-AC	2.08	7.08	0.294		0.71	0.42	6.7		0.20
C-A	21.92								
C-B	0.00	5.88	0.000		0.00	0.00	0.0		0.00
A-B	1.89								
A-C	16.21								

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-AC	1.74	7.81	0.223		0.42	0.29	4.5		0.17
C-A	18.36								
C-B	0.00	6.56	0.000		0.00	0.00	0.0		0.00
A-B	1.58								
A-C	13.58								

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 QUEUE FOR STREAM B-AC

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE
16.30	0.3
16.45	0.4
17.00	0.7 *
17.15	0.7 *
17.30	0.4
17.45	0.3

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

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 QUEUEING DELAY INFORMATION OVER WHOLE PERIOD

I STREAM I	TOTAL DEMAND		* QUEUEING * DELAY *		* INCLUSIVE QUEUEING * DELAY *	
	(VEH)	(VEH/H)	(MIN)	(MIN/VEH)	(MIN)	(MIN/VEH)
I B-AC I	191.3	127.5	41.7	0.22	41.7	0.22
I C-A I	2013.7	1342.5				
I C-B I	0.0	0.0	0.0	0.00	0.0	0.00
I A-B I	173.4	115.6				
I A-C I	1489.3	992.9				
I ALL I	3867.8	2578.5	41.7	0.01	41.7	0.01

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 \* 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\*\*\*\*\*