
 GEOMETRIC DATA

I	DATA ITEM	I	MINOR ROAD B	I
I	TOTAL MAJOR ROAD CARRIAGEWAY WIDTH	I	(W) 6.00 M.	I
I	CENTRAL RESERVE WIDTH	I	(WCR) 0.00 M.	I
I		I		I
I	MAJOR ROAD RIGHT TURN - WIDTH	I	(WC-B) 2.20 M.	I
I	- VISIBILITY	I	(VC-B) 86.00 M.	I
I	- BLOCKS TRAFFIC (SPACES)	I	YES (0)	I
I		I		I
I	MINOR ROAD - VISIBILITY TO LEFT	I	(VB-C) 14.0 M.	I
I	- VISIBILITY TO RIGHT	I	(VB-A) 15.0 M.	I
I	- LANE 1 WIDTH	I	(WB-C) 3.00 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	633.38		0.25		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	489.56		0.23		0.09		0.14		0.32	I

I	Intercept For	Slope For	Opposing	Slope For	Opposing	I
I	STREAM C-B	STREAM	A-C	STREAM	A-B	I
I	623.77		0.24		0.24	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: 2014 Base AM

TIME PERIOD BEGINS 07.45 AND ENDS 09.15

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	I	BEFORE	I
I	I	I	TO RISE	I	AT TOP	I
I	I	I	IS REACHED	I	OF PEAK	I
I	I	I	FALLING	I	AFTER	I
I	I	I		I	PEAK	I
I	ARM A	I	15.00	I	45.00	I
I	ARM B	I	15.00	I	45.00	I
I	ARM C	I	15.00	I	45.00	I
I		I		I	75.00	I
I		I		I	3.85	I
I		I		I	5.77	I
I		I		I	3.85	I
I		I		I	1.09	I
I		I		I	1.63	I
I		I		I	1.09	I
I		I		I	2.45	I
I		I		I	3.68	I
I		I		I	2.45	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)
08.45-09.00									
B-AC	1.30	7.86	0.166		0.26	0.20	3.1		0.15
C-AB	0.71	10.92	0.065		0.13	0.10	1.4		0.10
C-A	2.23								
A-B	1.66								
A-C	2.95								

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	1.09	8.06	0.135		0.20	0.16	2.4		0.14
C-AB	0.57	10.82	0.052		0.10	0.07	1.1		0.10
C-A	1.89								
A-B	1.39								
A-C	2.47								

WARNING NO MARGINAL ANALYSIS OF CAPACITIES AS MAJOR ROAD BLOCKING MAY OCCUR

QUEUE FOR STREAM B-AC

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE
08.00	0.2
08.15	0.2
08.30	0.3
08.45	0.3
09.00	0.2
09.15	0.2

QUEUE FOR STREAM C-AB

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE
08.00	0.1
08.15	0.1
08.30	0.1
08.45	0.1
09.00	0.1
09.15	0.1

QUEUEING DELAY INFORMATION OVER WHOLE PERIOD

I	STREAM	I	TOTAL DEMAND	I	* QUEUEING *	I	* INCLUSIVE QUEUEING *	I	
I	I	I	I	I	* DELAY *	I	* DELAY *	I	
I	I	(VEH)	(VEH/H)	I	(MIN)	(MIN/VEH)	(MIN)	(MIN/VEH)	
I	B-AC	I	119.7	I	79.8	I	18.4	I	0.15
I	C-AB	I	65.6	I	43.7	I	9.0	I	0.14
I	C-A	I	204.2	I	136.1	I		I	
I	A-B	I	152.8	I	101.9	I		I	
I	A-C	I	271.2	I	180.8	I		I	
I	ALL	I	813.5	I	542.3	I	27.4	I	0.03

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

.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	STREAM B-C	STREAM	A-C	STREAM	A-B
I	633.38		0.25		0.10

I	Intercept For	Slope For	Opposing	Slope For	Opposing	Slope For	Opposing
I	STREAM B-A	STREAM	A-C	STREAM	A-B	STREAM	C-A
I	489.56		0.23		0.09		0.14

I	Intercept For	Slope For	Opposing	Slope For	Opposing
I	STREAM C-B	STREAM	A-C	STREAM	A-B
I	623.77		0.24		0.24

(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: 2014 Base PM

TIME PERIOD BEGINS 16.45 AND ENDS 18.15

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 I TOP OF PEAK I FLOW STOPS I BEFORE I AT TOP I AFTER	I	I	I							
I	I	I	TO RISE I IS REACHED I FALLING I PEAK I OF PEAK I PEAK	I	I	I							
I	ARM A	I	15.00	I	45.00	I	75.00	I	2.53	I	3.79	I	2.53
I	ARM B	I	15.00	I	45.00	I	75.00	I	2.00	I	3.00	I	2.00
I	ARM C	I	15.00	I	45.00	I	75.00	I	3.83	I	5.74	I	3.83

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)
17.45-18.00									
B-AC	2.40	7.39	0.324		0.69	0.49	7.6		0.20
C-AB	0.99	12.27	0.081		0.19	0.14	2.1		0.09
C-A	3.59								
A-B	0.94								
A-C	2.08								

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)
18.00-18.15									
B-AC	2.01	7.60	0.264		0.49	0.36	5.7		0.18
C-AB	0.78	11.96	0.066		0.14	0.11	1.6		0.09
C-A	3.06								
A-B	0.79								
A-C	1.74								

WARNING NO MARGINAL ANALYSIS OF CAPACITIES AS MAJOR ROAD BLOCKING MAY OCCUR

QUEUE FOR STREAM B-AC

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE
17.00	0.4
17.15	0.5
17.30	0.7 *
17.45	0.7 *
18.00	0.5
18.15	0.4

QUEUE FOR STREAM C-AB

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE
17.00	0.1
17.15	0.1
17.30	0.2
17.45	0.2
18.00	0.1
18.15	0.1

 QUEUEING DELAY INFORMATION OVER WHOLE PERIOD

I	STREAM	I	TOTAL DEMAND	I	* QUEUEING *	I	* INCLUSIVE QUEUEING *	I	* DELAY *	I
I	I	I	I	I	* DELAY *	I	* DELAY *	I	I	I
I	I	I	(VEH)	(VEH/H)	(MIN)	(MIN/VEH)	(MIN)	(MIN/VEH)	I	I
I	B-AC	I	220.2	I 146.8	I 45.3	I 0.21	I 45.3	I 0.21	I	I
I	C-AB	I	93.6	I 62.4	I 13.0	I 0.14	I 13.0	I 0.14	I	I
I	C-A	I	327.6	I 218.4	I	I	I	I	I	I
I	A-B	I	86.7	I 57.8	I	I	I	I	I	I
I	A-C	I	191.3	I 127.5	I	I	I	I	I	I
I	ALL	I	919.5	I 613.0	I 58.4	I 0.06	I 58.4	I 0.06	I	I

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

.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	633.38		0.25		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	489.56		0.23		0.09		0.14		0.32	I

I	Intercept For	Slope For	Opposing	Slope For	Opposing	I
I	STREAM C-B	STREAM	A-C	STREAM	A-B	I
I	623.77		0.24		0.24	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: 2031 Base + Comm Dev AM

TIME PERIOD BEGINS 07.45 AND ENDS 09.15

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 I TOP OF PEAK I FLOW STOPS I BEFORE I AT TOP I AFTER	I	I	I
I	I	I	TO RISE I IS REACHED I FALLING I PEAK I OF PEAK I PEAK	I	I	I
I	I	I	I	I	I	I
I	ARM A	I	15.00	I 45.00	I 75.00	I 4.47 I 6.71 I 4.47
I	ARM B	I	15.00	I 45.00	I 75.00	I 1.26 I 1.89 I 1.26
I	ARM C	I	15.00	I 45.00	I 75.00	I 2.91 I 4.37 I 2.91

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	1.51	7.64	0.198		0.34	0.25	3.9		0.16
C-AB	0.88	11.06	0.080		0.17	0.13	1.9		0.10
C-A	2.61								
A-B	1.93								
A-C	3.43								

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	1.27	7.88	0.161		0.25	0.19	3.0		0.15
C-AB	0.70	10.94	0.064		0.13	0.10	1.4		0.10
C-A	2.22								
A-B	1.62								
A-C	2.87								

WARNING NO MARGINAL ANALYSIS OF CAPACITIES AS MAJOR ROAD BLOCKING MAY OCCUR

QUEUE FOR STREAM B-AC

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE
08.00	0.2
08.15	0.2
08.30	0.3
08.45	0.3
09.00	0.3
09.15	0.2

QUEUE FOR STREAM C-AB

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE
08.00	0.1
08.15	0.1
08.30	0.2
08.45	0.2
09.00	0.1
09.15	0.1

QUEUEING DELAY INFORMATION OVER WHOLE PERIOD

I	STREAM	I	TOTAL DEMAND	I	* QUEUEING *	I	* INCLUSIVE QUEUEING *	I
I	I	I	I	I	* DELAY *	I	* DELAY *	I
I	I	(VEH)	(VEH/H)	(MIN)	(MIN/VEH)	(MIN)	(MIN/VEH)	I
I	B-AC	I 139.0	I 92.7	I 23.0	I 0.17	I 23.0	I 0.17	I
I	C-AB	I 82.4	I 54.9	I 11.7	I 0.14	I 11.7	I 0.14	I
I	C-A	I 238.3	I 158.9	I	I	I	I	I
I	A-B	I 177.6	I 118.4	I	I	I	I	I
I	A-C	I 315.2	I 210.1	I	I	I	I	I
I	ALL	I 952.5	I 635.0	I 34.7	I 0.04	I 34.7	I 0.04	I

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

.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	STREAM B-C	STREAM	A-C	STREAM	A-B
I					
I	633.38		0.25		0.10

I	Intercept For	Slope For	Opposing	Slope For	Opposing	Slope For	Opposing
I	STREAM B-A	STREAM	A-C	STREAM	A-B	STREAM	C-A
I							
I	489.56		0.23		0.09		0.14
I							0.32

I	Intercept For	Slope For	Opposing	Slope For	Opposing
I	STREAM C-B	STREAM	A-C	STREAM	A-B
I					
I	623.77		0.24		0.24

(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: 2016 Base+Comm Dev+Phase1 AM

TIME PERIOD BEGINS 07.45 AND ENDS 09.15

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 I TOP OF PEAK I FLOW STOPS I BEFORE I AT TOP I AFTER	I	I	I								
I	I	I	TO RISE I IS REACHED I FALLING I PEAK I OF PEAK I PEAK	I	I	I								
I	I	I	I	I	I	I								
I	ARM A	I	15.00	I	45.00	I	75.00	I	4.11	I	6.17	I	4.11	I
I	ARM B	I	15.00	I	45.00	I	75.00	I	1.10	I	1.65	I	1.10	I
I	ARM C	I	15.00	I	45.00	I	75.00	I	2.56	I	3.84	I	2.56	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)
08.45-09.00									
B-AC	1.32	7.76	0.170		0.27	0.21	3.2		0.16
C-AB	0.73	10.93	0.067		0.14	0.10	1.5		0.10
C-A	2.34								
A-B	1.69								
A-C	3.24								

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	1.10	7.98	0.138		0.21	0.16	2.5		0.15
C-AB	0.59	10.83	0.054		0.10	0.08	1.2		0.10
C-A	1.98								
A-B	1.42								
A-C	2.71								

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QUEUE FOR STREAM B-AC

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE
08.00	0.2
08.15	0.2
08.30	0.3
08.45	0.3
09.00	0.2
09.15	0.2

QUEUE FOR STREAM C-AB

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE
08.00	0.1
08.15	0.1
08.30	0.1
08.45	0.1
09.00	0.1
09.15	0.1

 QUEUEING DELAY INFORMATION OVER WHOLE PERIOD

I	STREAM	I	TOTAL DEMAND	I	* QUEUEING *	I	* INCLUSIVE QUEUEING *	I	
I	I	I	I	I	* DELAY *	I	* DELAY *	I	
I	I	I	(VEH)	I	(MIN)	I	(MIN)	I	
I	I	I	(VEH/H)	I	(MIN/VEH)	I	(MIN/VEH)	I	
I	B-AC	I	121.1	I	80.8	I	19.0	I	0.16
I	C-AB	I	68.3	I	45.5	I	9.5	I	0.14
I	C-A	I	213.9	I	142.6	I		I	
I	A-B	I	155.5	I	103.7	I		I	
I	A-C	I	297.3	I	198.2	I		I	
I	ALL	I	856.1	I	570.8	I	28.5	I	0.03

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

.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	STREAM B-C	STREAM	A-C	STREAM	A-B
I					
I	633.38		0.25		0.10

I	Intercept For	Slope For	Opposing	Slope For	Opposing	Slope For	Opposing
I	STREAM B-A	STREAM	A-C	STREAM	A-B	STREAM	C-A
I							
I	489.56		0.23		0.09		0.14

I	Intercept For	Slope For	Opposing	Slope For	Opposing
I	STREAM C-B	STREAM	A-C	STREAM	A-B
I					
I	623.77		0.24		0.24

(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: 2031 Base + Comm Dev PM

TIME PERIOD BEGINS 16.45 AND ENDS 18.15

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I	I	I	TO RISE I IS REACHED I FALLING I PEAK I OF PEAK I PEAK	I	I	I								
I	I	I	I	I	I	I								
I	ARM A	I	15.00	I	45.00	I	75.00	I	2.95	I	4.43	I	2.95	I
I	ARM B	I	15.00	I	45.00	I	75.00	I	2.34	I	3.51	I	2.34	I
I	ARM C	I	15.00	I	45.00	I	75.00	I	4.57	I	6.86	I	4.57	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)
17.45-18.00									
B-AC	2.80	7.15	0.392		0.99	0.66	10.4		0.23
C-AB	1.30	12.71	0.102		0.26	0.19	2.8		0.09
C-A	4.18								
A-B	1.11								
A-C	2.43								

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)
18.00-18.15									
B-AC	2.35	7.40	0.317		0.66	0.47	7.4		0.20
C-AB	0.99	12.29	0.081		0.19	0.14	2.1		0.09
C-A	3.60								
A-B	0.93								
A-C	2.03								

WARNING NO MARGINAL ANALYSIS OF CAPACITIES AS MAJOR ROAD BLOCKING MAY OCCUR

QUEUE FOR STREAM B-AC

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE
17.00	0.5
17.15	0.6 *
17.30	1.0 *
17.45	1.0 *
18.00	0.7 *
18.15	0.5

QUEUE FOR STREAM C-AB

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE
17.00	0.1
17.15	0.2
17.30	0.3
17.45	0.3
18.00	0.2
18.15	0.1

QUEUEING DELAY INFORMATION OVER WHOLE PERIOD

I	STREAM	I	TOTAL DEMAND	I	* QUEUEING *	I	* INCLUSIVE QUEUEING *	I
I	I	I	I	I	* DELAY *	I	* DELAY *	I
I	I	I	(VEH)	I	(MIN)	I	(MIN)	I
I	I	I	(VEH/H)	I	(MIN/VEH)	I	(MIN/VEH)	I
I	B-AC	I	257.4	I	61.9	I	0.24	I
I	C-AB	I	121.6	I	17.5	I	0.14	I
I	C-A	I	382.2	I		I		I
I	A-B	I	101.9	I	67.9	I		I
I	A-C	I	223.0	I		I		I
I	ALL	I	1086.0	I	79.4	I	0.07	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*****

.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	633.38		0.25		0.10	I

I	Intercept For	Slope For	Opposing	Slope For	Opposing	Slope For	Opposing	I
I	STREAM B-A	STREAM	A-C	STREAM	A-B	STREAM	C-A	I
I	489.56		0.23		0.09		0.14	I

I	Intercept For	Slope For	Opposing	Slope For	Opposing	I
I	STREAM C-B	STREAM	A-C	STREAM	A-B	I
I	623.77		0.24		0.24	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: 2016 Base+Comm Dev+Phase1 PM

TIME PERIOD BEGINS 16.45 AND ENDS 18.15

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 I TOP OF PEAK I FLOW STOPS I BEFORE I AT TOP I AFTER	I	I	I
I	I	I	TO RISE I IS REACHED I FALLING I PEAK I OF PEAK I PEAK	I	I	I
I	I	I	I	I	I	I
I	ARM A	I	15.00	I	45.00	I
I	ARM B	I	15.00	I	45.00	I
I	ARM C	I	15.00	I	45.00	I
I		I		I	75.00	I
I		I		I	3.03	I
I		I		I	4.54	I
I		I		I	3.03	I
I		I		I	2.05	I
I		I		I	3.07	I
I		I		I	2.05	I
I		I		I	3.84	I
I		I		I	5.76	I
I		I		I	3.84	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)
17.45-18.00									
B-AC	2.46	7.28	0.338		0.75	0.52	8.1		0.21
C-AB	0.98	12.16	0.080		0.19	0.14	2.1		0.09
C-A	3.62								
A-B	0.99								
A-C	2.64								

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)
18.00-18.15									
B-AC	2.06	7.50	0.274		0.52	0.38	6.0		0.18
C-AB	0.77	11.87	0.065		0.14	0.11	1.6		0.09
C-A	3.08								
A-B	0.83								
A-C	2.21								

WARNING NO MARGINAL ANALYSIS OF CAPACITIES AS MAJOR ROAD BLOCKING MAY OCCUR

QUEUE FOR STREAM B-AC

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE
17.00	0.4
17.15	0.5
17.30	0.7 *
17.45	0.8 *
18.00	0.5 *
18.15	0.4

QUEUE FOR STREAM C-AB

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE
17.00	0.1
17.15	0.1
17.30	0.2
17.45	0.2
18.00	0.1
18.15	0.1

QUEUEING DELAY INFORMATION OVER WHOLE PERIOD

I	STREAM	I	TOTAL DEMAND	I	* QUEUEING *	I	* INCLUSIVE QUEUEING *	I	* DELAY *	I
I	I	I	I	I	I	I	I	I	I	I
I	I	I	(VEH)	I	(MIN)	I	(MIN)	I	(MIN/VEH)	I
I	I	I	(VEH/H)	I	(MIN/VEH)	I	(MIN/VEH)	I	(MIN/VEH)	I
I	B-AC	I	225.7	I	48.4	I	0.21	I	48.4	I
I	C-AB	I	92.3	I	13.1	I	0.14	I	13.1	I
I	C-A	I	330.2	I		I		I		I
I	A-B	I	90.8	I		I		I		I
I	A-C	I	242.3	I		I		I		I
I	ALL	I	981.4	I	61.5	I	0.06	I	61.5	I

* DELAY IS THAT OCCURRING ONLY WITHIN THE TIME PERIOD
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 * 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 For	Slope For	Opposing	Slope For	Opposing	I
I	STREAM B-C	STREAM	A-C	STREAM	A-B	I
I	633.38		0.25		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	489.56		0.23		0.09		0.14		0.32	I

I	Intercept For	Slope For	Opposing	Slope For	Opposing	I
I	STREAM C-B	STREAM	A-C	STREAM	A-B	I
I	623.77		0.24		0.24	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: 2021 Base+Comm Dev+Phase2 AM

TIME PERIOD BEGINS 07.45 AND ENDS 09.15

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 I TOP OF PEAK I FLOW STOPS I BEFORE I AT TOP I AFTER	I	I	I
I	I	I	TO RISE I IS REACHED I FALLING I PEAK I OF PEAK I PEAK	I	I	I
I	I	I	I	I	I	I
I	ARM A	I	15.00	I	45.00	I
I	ARM B	I	15.00	I	45.00	I
I	ARM C	I	15.00	I	45.00	I
I		I		I	75.00	I
I		I		I	4.25	I
I		I		I	6.38	I
I		I		I	4.25	I
I		I		I	1.16	I
I		I		I	1.74	I
I		I		I	1.16	I
I		I		I	2.41	I
I		I		I	3.62	I
I		I		I	2.41	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)
08.45-09.00									
B-AC	1.39	7.98	0.175		0.28	0.21	3.3		0.15
C-AB	0.78	10.74	0.072		0.14	0.11	1.6		0.10
C-A	2.12								
A-B	1.77								
A-C	3.33								

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	1.17	8.19	0.143		0.21	0.17	2.6		0.14
C-AB	0.62	10.67	0.059		0.11	0.08	1.2		0.10
C-A	1.80								
A-B	1.48								
A-C	2.79								

WARNING NO MARGINAL ANALYSIS OF CAPACITIES AS MAJOR ROAD BLOCKING MAY OCCUR

QUEUE FOR STREAM B-AC

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE
08.00	0.2
08.15	0.2
08.30	0.3
08.45	0.3
09.00	0.2
09.15	0.2

QUEUE FOR STREAM C-AB

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE
08.00	0.1
08.15	0.1
08.30	0.1
08.45	0.1
09.00	0.1
09.15	0.1

 QUEUEING DELAY INFORMATION OVER WHOLE PERIOD

I	STREAM	I	TOTAL DEMAND	I	* QUEUEING *	I	* INCLUSIVE QUEUEING *	I	
I	I	I	I	I	* DELAY *	I	* DELAY *	I	
I	I	I	(VEH)	I	(MIN)	I	(MIN)	I	
I	I	I	(VEH/H)	I	(MIN/VEH)	I	(MIN/VEH)	I	
I	B-AC	I	128.0	I	85.3	I	19.7	I	0.15
I	C-AB	I	72.1	I	48.1	I	9.9	I	0.14
I	C-A	I	193.5	I	129.0	I		I	
I	A-B	I	162.4	I	108.3	I		I	
I	A-C	I	305.6	I	203.7	I		I	
I	ALL	I	861.6	I	574.4	I	29.6	I	0.03

* DELAY IS THAT OCCURRING ONLY WITHIN THE TIME PERIOD
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*****END OF RUN*****

.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	STREAM B-C	STREAM	A-C	STREAM	A-B
I					
I	633.38		0.25		0.10

I	Intercept For	Slope For	Opposing	Slope For	Opposing	Slope For	Opposing
I	STREAM B-A	STREAM	A-C	STREAM	A-B	STREAM	C-A
I							
I	489.56		0.23		0.09		0.14

I	Intercept For	Slope For	Opposing	Slope For	Opposing
I	STREAM C-B	STREAM	A-C	STREAM	A-B
I					
I	623.77		0.24		0.24

(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: 2021 Base+Comm Dev+Phase2 PM

TIME PERIOD BEGINS 16.45 AND ENDS 18.15

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 I TOP OF PEAK I FLOW STOPS I BEFORE I AT TOP I AFTER	I	I	I								
I	I	I	TO RISE I IS REACHED I FALLING I PEAK I OF PEAK I PEAK	I	I	I								
I	I	I	I	I	I	I								
I	ARM A	I	15.00	I	45.00	I	75.00	I	2.94	I	4.41	I	2.94	I
I	ARM B	I	15.00	I	45.00	I	75.00	I	2.19	I	3.28	I	2.19	I
I	ARM C	I	15.00	I	45.00	I	75.00	I	3.60	I	5.40	I	3.60	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)
17.45-18.00									
B-AC	2.62	7.38	0.356		0.82	0.56	8.8		0.21
C-AB	0.97	11.99	0.081		0.19	0.14	2.0		0.09
C-A	3.34								
A-B	1.05								
A-C	2.47								

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)
18.00-18.15									
B-AC	2.20	7.59	0.289		0.56	0.41	6.4		0.19
C-AB	0.77	11.72	0.066		0.14	0.10	1.6		0.09
C-A	2.84								
A-B	0.88								
A-C	2.07								

WARNING NO MARGINAL ANALYSIS OF CAPACITIES AS MAJOR ROAD BLOCKING MAY OCCUR

QUEUE FOR STREAM B-AC

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE
17.00	0.4
17.15	0.5 *
17.30	0.8 *
17.45	0.8 *
18.00	0.6 *
18.15	0.4

QUEUE FOR STREAM C-AB

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE
17.00	0.1
17.15	0.1
17.30	0.2
17.45	0.2
18.00	0.1
18.15	0.1

QUEUEING DELAY INFORMATION OVER WHOLE PERIOD

I	STREAM	I	TOTAL DEMAND	I	* QUEUEING *	I	* INCLUSIVE QUEUEING *	I
I	I	I	I	I	* DELAY *	I	* DELAY *	I
I	I	I	(VEH)	I	(MIN)	I	(MIN)	I
I	I	I	(VEH/H)	I	(MIN/VEH)	I	(MIN/VEH)	I
I	B-AC	I	240.9	I	52.4	I	52.5	I
I	C-AB	I	91.7	I	12.8	I	12.8	I
I	C-A	I	304.7	I		I		I
I	A-B	I	96.3	I		I		I
I	A-C	I	227.1	I		I		I
I	ALL	I	960.7	I	65.2	I	65.3	I

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

.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	STREAM B-C	STREAM	A-C	STREAM	A-B
I					
I	633.38		0.25		0.10

I	Intercept For	Slope For	Opposing	Slope For	Opposing	Slope For	Opposing
I	STREAM B-A	STREAM	A-C	STREAM	A-B	STREAM	C-A
I							
I	489.56		0.23		0.09		0.14

I	Intercept For	Slope For	Opposing	Slope For	Opposing
I	STREAM C-B	STREAM	A-C	STREAM	A-B
I					
I	623.77		0.24		0.24

(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: 2031 Base+Comm Dev+All Dev AM

TIME PERIOD BEGINS 07.45 AND ENDS 09.15

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 I TOP OF PEAK I FLOW STOPS I BEFORE I AT TOP I AFTER	I	I	I								
I	I	I	TO RISE I IS REACHED I FALLING I PEAK I OF PEAK I PEAK	I	I	I								
I	I	I	I	I	I	I								
I	ARM A	I	15.00	I	45.00	I	75.00	I	4.30	I	6.45	I	4.30	I
I	ARM B	I	15.00	I	45.00	I	75.00	I	1.20	I	1.80	I	1.20	I
I	ARM C	I	15.00	I	45.00	I	75.00	I	2.50	I	3.75	I	2.50	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)
08.45-09.00									
B-AC	1.44	7.76	0.185		0.31	0.23	3.6		0.16
C-AB	0.75	10.82	0.069		0.14	0.10	1.6		0.10
C-A	2.25								
A-B	1.89								
A-C	3.27								

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)
09.00-09.15									
B-AC	1.20	7.97	0.151		0.23	0.18	2.8		0.15
C-AB	0.60	10.74	0.056		0.10	0.08	1.2		0.10
C-A	1.91								
A-B	1.58								
A-C	2.74								

WARNING NO MARGINAL ANALYSIS OF CAPACITIES AS MAJOR ROAD BLOCKING MAY OCCUR

QUEUE FOR STREAM B-AC

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE
08.00	0.2
08.15	0.2
08.30	0.3
08.45	0.3
09.00	0.2
09.15	0.2

QUEUE FOR STREAM C-AB

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE
08.00	0.1
08.15	0.1
08.30	0.1
08.45	0.1
09.00	0.1
09.15	0.1

QUEUEING DELAY INFORMATION OVER WHOLE PERIOD

I	STREAM	I	TOTAL DEMAND	I	* QUEUEING *	I	* INCLUSIVE QUEUEING *	I	
I	I	I	I	I	* DELAY *	I	* DELAY *	I	
I	I	(VEH)	(VEH/H)	I	(MIN)	(MIN/VEH)	(MIN)	(MIN/VEH)	
I	B-AC	I	132.1	I	88.1	I	21.2	I	0.16
I	C-AB	I	69.6	I	46.4	I	9.7	I	0.14
I	C-A	I	205.7	I	137.1	I		I	
I	A-B	I	173.4	I	115.6	I		I	
I	A-C	I	300.1	I	200.0	I		I	
I	ALL	I	880.9	I	587.3	I	30.8	I	0.04

* 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 For	Slope For	Opposing	Slope For	Opposing
I	STREAM B-C	STREAM	A-C	STREAM	A-B
I	633.38		0.25		0.10

I	Intercept For	Slope For	Opposing	Slope For	Opposing	Slope For	Opposing
I	STREAM B-A	STREAM	A-C	STREAM	A-B	STREAM	C-A
I	489.56		0.23		0.09		0.14

I	Intercept For	Slope For	Opposing	Slope For	Opposing
I	STREAM C-B	STREAM	A-C	STREAM	A-B
I	623.77		0.24		0.24

(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: 2031 Base+Comm Dev+All Dev PM

TIME PERIOD BEGINS 16.45 AND ENDS 18.15

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 I TOP OF PEAK I FLOW STOPS I BEFORE I AT TOP I AFTER	I	I	I							
I	I	I	TO RISE I IS REACHED I FALLING I PEAK I OF PEAK I PEAK	I	I	I							
I	ARM A	I	15.00	I	45.00	I	75.00	I	3.42	I	5.14	I	3.42
I	ARM B	I	15.00	I	45.00	I	75.00	I	2.42	I	3.64	I	2.42
I	ARM C	I	15.00	I	45.00	I	75.00	I	2.92	I	4.39	I	2.92

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)
17.45-18.00									
B-AC	2.91	7.41	0.392		0.98	0.66	10.4		0.22
C-AB	0.80	11.38	0.070		0.15	0.11	1.7		0.09
C-A	2.71								
A-B	1.12								
A-C	2.98								

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)
18.00-18.15									
B-AC	2.43	7.63	0.319		0.66	0.48	7.4		0.19
C-AB	0.64	11.21	0.057		0.11	0.09	1.3		0.09
C-A	2.30								
A-B	0.94								
A-C	2.50								

WARNING NO MARGINAL ANALYSIS OF CAPACITIES AS MAJOR ROAD BLOCKING MAY OCCUR

QUEUE FOR STREAM B-AC

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE
17.00	0.5
17.15	0.6 *
17.30	1.0 *
17.45	1.0 *
18.00	0.7 *
18.15	0.5

QUEUE FOR STREAM C-AB

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE
17.00	0.1
17.15	0.1
17.30	0.1
17.45	0.1
18.00	0.1
18.15	0.1

QUEUEING DELAY INFORMATION OVER WHOLE PERIOD

STREAM	TOTAL DEMAND (VEH)	CAPACITY (VEH/H)	* QUEUEING * * DELAY * (MIN)	* INCLUSIVE QUEUEING * * DELAY * (MIN)
B-AC	267.0	178.0	61.8	61.8
C-AB	74.3	49.5	10.3	10.3
C-A	247.8	165.2		
A-B	103.2	68.8		
A-C	273.9	182.6		
ALL	966.3	644.2	72.0	72.0

* 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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