
 GEOMETRIC DATA

I	DATA ITEM	I	MINOR ROAD B	I
I	TOTAL MAJOR ROAD CARRIAGEWAY WIDTH	I	(W) 7.30 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)100.00 M.	I
I	- BLOCKS TRAFFIC (SPACES)	I	YES (0)	I
I		I		I
I	MINOR ROAD - VISIBILITY TO LEFT	I	(VB-C) 10.0 M.	I
I	- VISIBILITY TO RIGHT	I	(VB-A) 10.0 M.	I
I	- LANE 1 WIDTH	I	(WB-C) 2.70 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	611.30		0.22		0.09	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	471.26		0.20		0.08		0.13		0.29	I

I	Intercept For	Slope For	Opposing	Slope For	Opposing	I
I	STREAM C-B	STREAM	A-C	STREAM	A-B	I
I	631.87		0.23		0.23	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 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	2.09	I	3.13	I	2.09	I
I	ARM B	I	15.00	I	45.00	I	75.00	I	5.91	I	8.87	I	5.91	I
I	ARM C	I	15.00	I	45.00	I	75.00	I	4.89	I	7.33	I	4.89	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	7.09	9.42	0.752		9.46	3.38	66.4		0.59
C-AB	4.82	11.20	0.431		1.33	0.87	13.0		0.16
C-A	1.04								
A-B	0.28								
A-C	2.22								

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	5.93	9.53	0.623		3.38	1.73	28.3		0.30
C-AB	3.91	11.08	0.353		0.87	0.62	9.2		0.14
C-A	0.99								
A-B	0.24								
A-C	1.86								

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	1.6	**
08.15	2.8	***
08.30	7.8	*****
08.45	9.5	*****
09.00	3.4	***
09.15	1.7	**

QUEUE FOR STREAM C-AB

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE	
08.00	0.6	*
08.15	0.8	*
08.30	1.3	*
08.45	1.3	*
09.00	0.9	*
09.15	0.6	*

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	3.96	8.92	0.443		1.24	0.81	12.8		0.20
C-AB	8.43	10.95	0.769		13.48	4.05	96.2		0.65
C-A	0.22								
A-B	0.60								
A-C	2.25								

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	3.31	9.15	0.362		0.81	0.58	9.0		0.17
C-AB	6.82	10.82	0.630		4.05	1.90	30.5		0.27
C-A	0.42								
A-B	0.50								
A-C	1.88								

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	0.6	*
17.15	0.8	*
17.30	1.2	*
17.45	1.2	*
18.00	0.8	*
18.15	0.6	*

QUEUE FOR STREAM C-AB

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE	
17.00	1.7	**
17.15	3.2	***
17.30	10.4	*****
17.45	13.5	*****
18.00	4.1	****
18.15	1.9	**

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	363.4	I	242.3	I	76.5	I
I	C-AB	I	772.4	I	515.0	I	539.3	I
I	C-A	I	21.8	I	14.5	I		I
I	A-B	I	55.1	I	36.7	I		I
I	A-C	I	206.5	I	137.6	I		I
I	ALL	I	1419.1	I	946.1	I	615.7	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	611.30		0.22		0.09	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	471.26		0.20		0.08		0.13		0.29	I

I	Intercept For	Slope For	Opposing	Slope For	Opposing	I
I	STREAM C-B	STREAM	A-C	STREAM	A-B	I
I	631.87		0.23		0.23	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
I	ARM B	I	15.00	I	45.00	I
I	ARM C	I	15.00	I	45.00	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	8.44	9.28	0.909		46.90	37.20	630.8		4.64
C-AB	6.04	11.43	0.528		2.30	1.32	20.2		0.19
C-A	1.08								
A-B	0.34								
A-C	2.67								

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	7.06	9.41	0.751		37.20	5.46	321.7		2.51
C-AB	4.86	11.27	0.431		1.32	0.88	13.2		0.16
C-A	1.10								
A-B	0.29								
A-C	2.23								

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	2.7	***
08.15	6.5	*****
08.30	27.6	*****
08.45	46.9	*****
09.00	37.2	*****
09.15	5.5	*****

QUEUE FOR STREAM C-AB

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE	
08.00	0.8	*
08.15	1.2	*
08.30	2.2	**
08.45	2.3	**
09.00	1.3	*
09.15	0.9	*

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)	(VEH/H)	(MIN)	(MIN/VEH)	(MIN)	(MIN/VEH)
I	B-AC	I	774.9	I 516.6	I 1886.7	I 2.43	I 1888.3	I 2.44
I	C-AB	I	560.2	I 373.4	I 133.5	I 0.24	I 133.6	I 0.24
I	C-A	I	93.6	I 62.4	I	I	I	I
I	A-B	I	31.7	I 21.1	I	I	I	I
I	A-C	I	245.0	I 163.3	I	I	I	I
I	ALL	I	1705.4	I 1136.9	I 2020.3	I 1.18	I 2021.9	I 1.19

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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	611.30		0.22		0.09

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	471.26		0.20		0.08		0.13
							0.29

I	Intercept For	Slope For	Opposing	Slope For	Opposing
I	STREAM C-B	STREAM	A-C	STREAM	A-B
I	631.87		0.23		0.23

(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+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	ARM A	I	15.00	I 45.00	I 75.00	I 2.09
I	ARM B	I	15.00	I 45.00	I 75.00	I 5.99
I	ARM C	I	15.00	I 45.00	I 75.00	I 4.65

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	7.18	9.43	0.761		10.31	3.57	72.3		0.64
C-AB	4.44	11.22	0.396		1.13	0.75	11.3		0.15
C-A	1.13								
A-B	0.30								
A-C	2.20								

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)
09.00-09.15									
B-AC	6.01	9.54	0.630		3.57	1.78	29.3		0.30
C-AB	3.61	11.10	0.325		0.75	0.54	8.2		0.13
C-A	1.06								
A-B	0.25								
A-C	1.84								

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	1.6	**
08.15	2.9	***
08.30	8.3	*****
08.45	10.3	*****
09.00	3.6	****
09.15	1.8	**

QUEUE FOR STREAM C-AB

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE	
08.00	0.5	*
08.15	0.7	*
08.30	1.1	*
08.45	1.1	*
09.00	0.8	*
09.15	0.5	*

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	659.3	I	397.7	I	0.60	I
I	C-AB	I	411.5	I	72.2	I	0.18	I
I	C-A	I	100.5	I	67.0	I		I
I	A-B	I	27.5	I	18.4	I		I
I	A-C	I	202.3	I	134.9	I		I
I	ALL	I	1401.2	I	934.1	I	0.34	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	611.30		0.22		0.09	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	STREAM
I							C-B	I
I	471.26		0.20		0.08		0.13	I
I							0.29	I

I	Intercept For	Slope For	Opposing	Slope For	Opposing	I
I	STREAM C-B	STREAM	A-C	STREAM	A-B	I
I	631.87		0.23		0.23	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 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	2.85	I
I		I		I	4.27	I
I		I		I	2.85	I
I		I		I	3.95	I
I		I		I	5.93	I
I		I		I	3.95	I
I		I		I	8.71	I
I		I		I	13.07	I
I		I		I	8.71	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	4.73	8.27	0.572		2.42	1.39	22.5		0.29
C-AB	10.44	11.05	0.945		69.18	62.67	989.8		6.04
C-A	0.00								
A-B	0.72								
A-C	2.70								

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	3.97	8.64	0.459		1.39	0.87	13.8		0.22
C-AB	8.75	11.18	0.782		62.67	28.96	694.6		4.22
C-A	0.00								
A-B	0.60								
A-C	2.26								

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QUEUE FOR STREAM B-AC

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE	
17.00	0.8	*
17.15	1.1	*
17.30	2.1	**
17.45	2.4	**
18.00	1.4	*
18.15	0.9	*

QUEUE FOR STREAM C-AB

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE	
17.00	3.2	***
17.15	9.1	*****
17.30	39.9	*****
17.45	69.2	*****
18.00	62.7	*****
18.15	29.0	*****

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	435.0	I	127.3	I	0.29	I
I	C-AB	I	953.0	I	3091.8	I	3.24	I
I	C-A	I	6.3	I	4.2	I		I
I	A-B	I	66.1	I	44.0	I		I
I	A-C	I	247.8	I	165.2	I		I
I	ALL	I	1708.1	I	3219.1	I	1.88	I

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

.SLOPES AND INTERCEPT

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I	Intercept For	Slope For	Opposing	Slope For	Opposing
I	STREAM B-C	STREAM	A-C	STREAM	A-B
I					
I	611.30		0.22		0.09

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	471.26		0.20		0.08		0.13

I	Intercept For	Slope For	Opposing	Slope For	Opposing
I	STREAM C-B	STREAM	A-C	STREAM	A-B
I					
I	631.87		0.23		0.23

(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+Phase1 PM

TIME PERIOD BEGINS 16.45 AND ENDS 18.15

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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	2.50	I	3.75	I	2.50	I
I	ARM B	I	15.00	I	45.00	I	75.00	I	3.30	I	4.95	I	3.30	I
I	ARM C	I	15.00	I	45.00	I	75.00	I	6.85	I	10.27	I	6.85	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	3.96	8.93	0.443		1.24	0.81	12.8		0.20
C-AB	7.86	10.91	0.721		8.21	3.02	56.2		0.41
C-A	0.35								
A-B	0.70								
A-C	2.29								

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	3.31	9.14	0.363		0.81	0.58	9.0		0.17
C-AB	6.38	10.81	0.591		3.02	1.60	24.9		0.24
C-A	0.49								
A-B	0.59								
A-C	1.92								

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	0.6	*
17.15	0.8	*
17.30	1.2	*
17.45	1.2	*
18.00	0.8	*
18.15	0.6	*

QUEUE FOR STREAM C-AB

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE	
17.00	1.5	*
17.15	2.6	***
17.30	7.0	*****
17.45	8.2	*****
18.00	3.0	***
18.15	1.6	**

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)	(VEH/H)	(MIN)	(MIN/VEH)	(MIN)	(MIN/VEH)		
I	B-AC	I	363.4	I	242.3	I	76.5	I	0.21	I
I	C-AB	I	724.2	I	482.8	I	368.8	I	0.51	I
I	C-A	I	30.1	I	20.1	I		I		I
I	A-B	I	64.7	I	43.1	I		I		I
I	A-C	I	210.6	I	140.4	I		I		I
I	ALL	I	1392.9	I	928.6	I	445.3	I	0.32	I

* 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	611.30		0.22		0.09

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	471.26		0.20		0.08		0.13

I	Intercept For	Slope For	Opposing	Slope For	Opposing
I	STREAM C-B	STREAM	A-C	STREAM	A-B
I	631.87		0.23		0.23

(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+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	ARM A	I	15.00	I	45.00	I	75.00	I	2.10	I	3.15	I	2.10	I
I	ARM B	I	15.00	I	45.00	I	75.00	I	6.49	I	9.73	I	6.49	I
I	ARM C	I	15.00	I	45.00	I	75.00	I	5.03	I	7.54	I	5.03	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	7.78	9.42	0.825		21.37	6.27	187.3		1.57
C-AB	4.78	11.40	0.419		1.29	0.85	12.7		0.15
C-A	1.24								
A-B	0.33								
A-C	2.19								

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)
09.00-09.15									
B-AC	6.51	9.53	0.683		6.27	2.30	41.3		0.39
C-AB	3.86	11.25	0.343		0.85	0.60	9.0		0.14
C-A	1.18								
A-B	0.28								
A-C	1.83								

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	2.0	**
08.15	4.0	****
08.30	14.4	*****
08.45	21.4	*****
09.00	6.3	*****
09.15	2.3	**

QUEUE FOR STREAM C-AB

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE	
08.00	0.6	*
08.15	0.8	*
08.30	1.3	*
08.45	1.3	*
09.00	0.8	*
09.15	0.6	*

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	714.4	I	476.2	I	725.8	I
I	C-AB	I	443.5	I	295.7	I	81.5	I
I	C-A	I	109.8	I	73.2	I		I
I	A-B	I	30.3	I	20.2	I		I
I	A-C	I	201.0	I	134.0	I		I
I	ALL	I	1498.9	I	999.3	I	807.3	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
I	STREAM B-C	STREAM	A-C	STREAM	A-B	I
I	611.30		0.22		0.09	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	STREAM
I							C-B	I
I	471.26		0.20		0.08		0.13	I
I							0.29	I

I	Intercept For	Slope For	Opposing	Slope For	Opposing	I
I	STREAM C-B	STREAM	A-C	STREAM	A-B	I
I	631.87		0.23		0.23	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+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
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	2.61	I
I		I		I	3.92	I
I		I		I	2.61	I
I		I		I	3.64	I
I		I		I	5.46	I
I		I		I	3.64	I
I		I		I	7.38	I
I		I		I	11.06	I
I		I		I	7.38	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	4.36	8.87	0.492		1.60	0.99	15.8		0.23
C-AB	8.62	11.07	0.779		15.42	4.39	113.4		0.74
C-A	0.22								
A-B	0.75								
A-C	2.38								

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	3.65	9.11	0.401		0.99	0.68	10.7		0.18
C-AB	6.93	10.90	0.635		4.39	1.97	31.9		0.27
C-A	0.48								
A-B	0.63								
A-C	2.00								

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	0.7	*
17.15	0.9	*
17.30	1.5	**
17.45	1.6	**
18.00	1.0	*
18.15	0.7	*

QUEUE FOR STREAM C-AB

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE	
17.00	1.8	**
17.15	3.4	***
17.30	11.6	*****
17.45	15.4	*****
18.00	4.4	****
18.15	2.0	**

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	400.5	I	267.0	I	94.2	I	0.24
I	C-AB	I	788.3	I	525.6	I	598.9	I	0.76
I	C-A	I	23.8	I	15.8	I		I	
I	A-B	I	68.8	I	45.9	I		I	
I	A-C	I	218.9	I	145.9	I		I	
I	ALL	I	1500.3	I	1000.2	I	693.1	I	0.46

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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	611.30		0.22		0.09	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	471.26		0.20		0.08		0.13		0.29	I

I	Intercept For	Slope For	Opposing	Slope For	Opposing	I
I	STREAM C-B	STREAM	A-C	STREAM	A-B	I
I	631.87		0.23		0.23	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+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	3.42	I	5.14	I	3.42	I
I	ARM B	I	15.00	I	45.00	I	75.00	I	6.76	I	10.14	I	6.76	I
I	ARM C	I	15.00	I	45.00	I	75.00	I	5.76	I	8.64	I	5.76	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	8.11	9.02	0.899		43.97	33.29	579.5		4.41
C-AB	5.89	11.12	0.530		2.35	1.33	20.3		0.20
C-A	1.02								
A-B	0.40								
A-C	3.70								

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	6.79	9.20	0.738		33.29	3.84	260.6		2.14
C-AB	4.74	11.00	0.431		1.33	0.87	13.1		0.16
C-A	1.05								
A-B	0.34								
A-C	3.10								

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	2.6	***
08.15	6.0	*****
08.30	26.0	*****
08.45	44.0	*****
09.00	33.3	*****
09.15	3.8	****

QUEUE FOR STREAM C-AB

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE	
08.00	0.8	*
08.15	1.2	*
08.30	2.3	**
08.45	2.3	**
09.00	1.3	*
09.15	0.9	*

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)	(VEH/H)	(MIN)	(MIN/VEH)	(MIN)	(MIN/VEH)						
I	B-AC	I	744.6	I	496.4	I	1717.7	I	2.31	I	1718.5	I	2.31	I
I	C-AB	I	546.3	I	364.2	I	134.9	I	0.25	I	135.0	I	0.25	I
I	C-A	I	88.2	I	58.8	I		I		I		I		I
I	A-B	I	37.2	I	24.8	I		I		I		I		I
I	A-C	I	340.0	I	226.7	I		I		I		I		I
I	ALL	I	1756.3	I	1170.9	I	1852.6	I	1.05	I	1853.5	I	1.06	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	611.30		0.22		0.09

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	471.26		0.20		0.08		0.13
							0.29

I	Intercept For	Slope For	Opposing	Slope For	Opposing
I	STREAM C-B	STREAM	A-C	STREAM	A-B
I	631.87		0.23		0.23

(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+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	4.30	I	6.45	I	4.30	I
I	ARM B	I	15.00	I	45.00	I	75.00	I	3.95	I	5.93	I	3.95	I
I	ARM C	I	15.00	I	45.00	I	75.00	I	8.23	I	12.34	I	8.23	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	4.73	8.03	0.590		2.82	1.50	24.5		0.32
C-AB	9.86	10.72	0.920		59.57	49.54	820.3		5.17
C-A	0.00								
A-B	0.91								
A-C	4.24								

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)
18.00-18.15									
B-AC	3.97	8.45	0.469		1.50	0.91	14.4		0.23
C-AB	8.26	10.93	0.756		49.54	13.03	483.1		3.02
C-A	0.00								
A-B	0.77								
A-C	3.55								

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	0.8 *
17.15	1.2 *
17.30	2.5 **
17.45	2.8 ***
18.00	1.5 **
18.15	0.9 *

QUEUE FOR STREAM C-AB

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE
17.00	2.8 ***
17.15	7.5 *****
17.30	34.5 *****
17.45	59.6 *****
18.00	49.5 *****
18.15	13.0 *****

QUEUEING DELAY INFORMATION OVER WHOLE PERIOD

STREAM	TOTAL DEMAND	* QUEUEING * * DELAY *	* INCLUSIVE QUEUEING * * DELAY *
(VEH)	(VEH/H)	(MIN)	(MIN/VEH)
B-AC	435.0	141.5	0.33
C-AB	897.8	2524.8	2.81
C-A	7.9	5.2	
A-B	84.0	56.0	
A-C	389.5	259.7	
ALL	1814.1	2666.2	1.47

* 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*****

==== end of file =====