

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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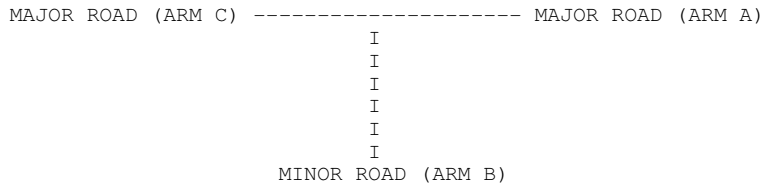
Run with file:-
"C:\Users\jgarlick\Desktop\Work at Home\Washington Sandpit\A283-Hampers Lane PM Peak.vpi"
(drive-on-the-left) at 12:13:13 on Thursday, 3 October 2013

RUN INFORMATION

RUN TITLE : Washington Sandpit
LOCATION : Storrington, West Sussex
DATE : 03/10/13
CLIENT : -
ENUMERATOR : jgarlick [BRI2454L]
JOB NUMBER : 416.01258.00004
STATUS :
DESCRIPTION :

MAJOR/MINOR JUNCTION CAPACITY AND DELAY

INPUT DATA



ARM A IS A283 West
ARM B IS Hampers Lane
ARM C IS A283 East

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) 8.58 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) 205.00 M.	I
I	- BLOCKS TRAFFIC	I	YES	I
I		I		I
I	MINOR ROAD - VISIBILITY TO LEFT	I	(VB-C) 40.0 M.	I
I	- VISIBILITY TO RIGHT	I	(VB-A) 105.0 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	10.00 M.	I
I	WIDTH AT 5 M FROM JUNCTION	I	6.90 M.	I
I	WIDTH AT 10 M FROM JUNCTION	I	4.80 M.	I
I	WIDTH AT 15 M FROM JUNCTION	I	4.30 M.	I
I	WIDTH AT 20 M FROM JUNCTION	I	4.00 M.	I
I	- LENGTH OF FLARED SECTION	I	DERIVED: 2 PCU	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	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	C-A	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	Slope For	Opposing	Slope For	Opposing	I
I	STREAM C-B	STREAM	A-C	STREAM	A-B	I
I	692.68		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: 2015 Baseline

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		I	FLOW STARTS	I	BEFORE	I
I		I	TOP OF PEAK	I	AT TOP	I
I		I	IS REACHED	I	OF PEAK	I
I		I	FALLING	I	PEAK	I
I		I		I		I
I	ARM A	I	15.00	I	11.13	I
I	ARM B	I	15.00	I	0.56	I
I	ARM C	I	15.00	I	11.10	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)
17.15-17.30									
B-C	0.60	9.77	0.061		0.09	0.07	1.0		0.11
B-A	0.07	3.89	0.019		0.03	0.02	0.3		0.26
C-AB	0.64	8.33	0.077		0.12	0.09	1.3		0.13
A-B	0.37								
A-C	12.96								

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	0.50	10.39	0.048		0.07	0.05	0.8		0.10
B-A	0.06	4.65	0.013		0.02	0.01	0.2		0.22
C-AB	0.54	8.85	0.061		0.09	0.07	1.0		0.12
A-B	0.31								
A-C	10.85								

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

QUEUE FOR STREAM B-C

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 B-A

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

QUEUE FOR STREAM C-AB

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

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-C	I 55.1	I 36.7	I	6.1	I 0.11	I 6.1	I 0.11
I	B-A	I 6.9	I 4.6	I	2.0	I 0.28	I 2.0	I 0.28
I	C-AB	I 59.2	I 39.5	I	8.0	I 0.14	I 8.0	I 0.14
I	A-B	I 34.4	I 22.9	I		I	I	I
I	A-C	I 1190.6	I 793.7	I		I	I	I
I	ALL	I 2509.2	I 1672.8	I	16.1	I 0.01	I 16.1	I 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)

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

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

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

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

I	Intercept For	Slope For	Opposing	Slope For	Opposing
I	STREAM C-B	STREAM A-C	STREAM A-C	STREAM A-B	STREAM A-B
I	692.68	0.24	0.24	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: 2019 Baseline

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	I	I	FLOW STARTS	I	BEFORE	I
I	I	I	TOP OF PEAK	I	AT TOP	I
I	I	I	IS REACHED	I	OF PEAK	I
I	I	I	FALLING	I	PEAK	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)
17.15-17.30									
B-C	0.60	9.59	0.063		0.09	0.07	1.0		0.11
B-A	0.07	3.66	0.020		0.04	0.02	0.3		0.28
C-AB	0.67	8.17	0.083		0.13	0.09	1.4		0.13
A-B	0.39								
A-C	13.60								

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	0.50	10.23	0.049		0.07	0.05	0.8		0.10
B-A	0.06	4.46	0.014		0.02	0.01	0.2		0.23
C-AB	0.56	8.72	0.065		0.09	0.07	1.1		0.12
A-B	0.33								
A-C	11.39								

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

QUEUE FOR STREAM B-C

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 B-A

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

QUEUE FOR STREAM C-AB

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

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-C	I 55.1	I 36.7	I	6.3	I 0.11	I 6.3	I 0.11
I	B-A	I 6.9	I 4.6	I	2.1	I 0.31	I 2.1	I 0.31
I	C-AB	I 61.9	I 41.3	I	8.6	I 0.14	I 8.6	I 0.14
I	A-B	I 35.8	I 23.9	I		I	I	I
I	A-C	I 1249.8	I 833.2	I		I	I	I
I	ALL	I 2630.4	I 1753.6	I	17.0	I 0.01	I 17.0	I 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)

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

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

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	0.00		0.00		0.00		0.00

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

I	Intercept For	Slope For	Opposing	Slope For	Opposing
I	STREAM C-B	STREAM	A-C	STREAM	A-B
I					
I	692.68		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: 2015 + Regeneration & Export

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	I	I	FLOW STARTS	I	BEFORE	I			
I	I	I	TOP OF PEAK	I	AT TOP	I			
I	I	I	IS REACHED	I	OF PEAK	I			
I	I	I	FALLING	I	PEAK	I			
I	I	I		I		I			
I	I	I		I		I			
I	ARM A	I	15.00	I	45.00	I 75.00	I 11.13	I 16.69	I 11.13
I	ARM B	I	15.00	I	45.00	I 75.00	I 0.69	I 1.03	I 0.69
I	ARM C	I	15.00	I	45.00	I 75.00	I 11.11	I 16.67	I 11.11

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)
17.15-17.30									
B-C	0.69	9.27	0.074		0.11	0.08	1.2		0.12
B-A	0.13	3.92	0.034		0.06	0.04	0.6		0.26
C-AB	0.66	8.14	0.081		0.12	0.09	1.3		0.13
A-B	0.37								
A-C	12.96								

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	0.58	9.86	0.059		0.08	0.06	1.0		0.11
B-A	0.11	4.69	0.024		0.04	0.03	0.4		0.22
C-AB	0.55	8.65	0.064		0.09	0.07	1.0		0.12
A-B	0.31								
A-C	10.85								

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

QUEUE FOR STREAM B-C

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 B-A

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 C-AB

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

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-C	I 63.3	I 42.2	I	7.5	I 0.12	I 7.5	I 0.12
I	B-A	I 12.4	I 8.3	I	3.6	I 0.29	I 3.6	I 0.29
I	C-AB	I 60.6	I 40.4	I	8.4	I 0.14	I 8.4	I 0.14
I	A-B	I 34.4	I 22.9	I		I	I	I
I	A-C	I 1190.6	I 793.7	I		I	I	I
I	ALL	I 2524.4	I 1682.9	I	19.6	I 0.01	I 19.6	I 0.01

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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	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	I
I	STREAM B-A	STREAM	A-C	STREAM	A-B	STREAM	C-A	STREAM
I							C-B	I
I	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	I
I	692.68		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: 2019 + Regeneration

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	I	I	FLOW STARTS	I	BEFORE	I				
I	I	I	TOP OF PEAK	I	AT TOP	I				
I	I	I	IS REACHED	I	OF PEAK	I				
I	I	I	FALLING	I	PEAK	I				
I	I	I	I	I	I	I				
I	I	I	I	I	I	I				
I	ARM A	I	15.00	I	45.00	I 75.00	I 11.68	I 17.51	I 11.68	I
I	ARM B	I	15.00	I	45.00	I 75.00	I 0.66	I 0.99	I 0.66	I
I	ARM C	I	15.00	I	45.00	I 75.00	I 11.65	I 17.47	I 11.65	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)
17.15-17.30									
B-C	0.69	9.15	0.075		0.11	0.08	1.3		0.12
B-A	0.10	3.67	0.029		0.05	0.03	0.5		0.28
C-AB	0.67	8.17	0.083		0.13	0.09	1.4		0.13
A-B	0.39								
A-C	13.60								

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	0.58	9.77	0.059		0.08	0.06	1.0		0.11
B-A	0.09	4.47	0.020		0.03	0.02	0.3		0.23
C-AB	0.56	8.72	0.065		0.09	0.07	1.1		0.12
A-B	0.33								
A-C	11.39								

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

QUEUE FOR STREAM B-C

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 B-A

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 C-AB

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

 QUEUEING DELAY INFORMATION OVER WHOLE PERIOD

STREAM	TOTAL DEMAND	* QUEUEING * * DELAY *	* INCLUSIVE QUEUEING * * DELAY *
(VEH)	(VEH/H)	(MIN)	(MIN)
B-C	63.3	7.7	7.7
B-A	9.6	3.0	3.0
C-AB	61.9	8.6	8.6
A-B	35.8		
A-C	1249.8		
ALL	2641.4	19.3	19.3

 * 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 =====