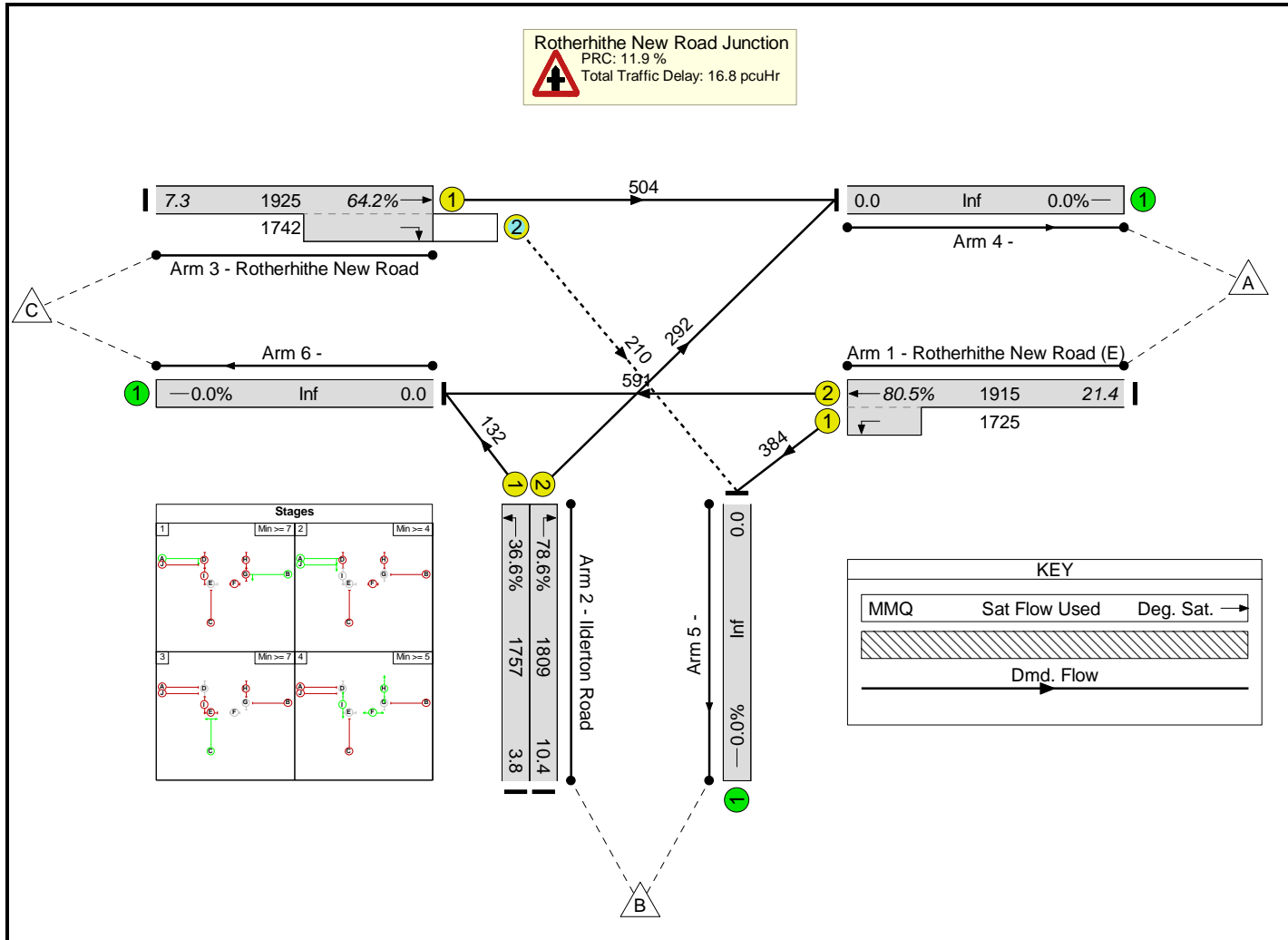


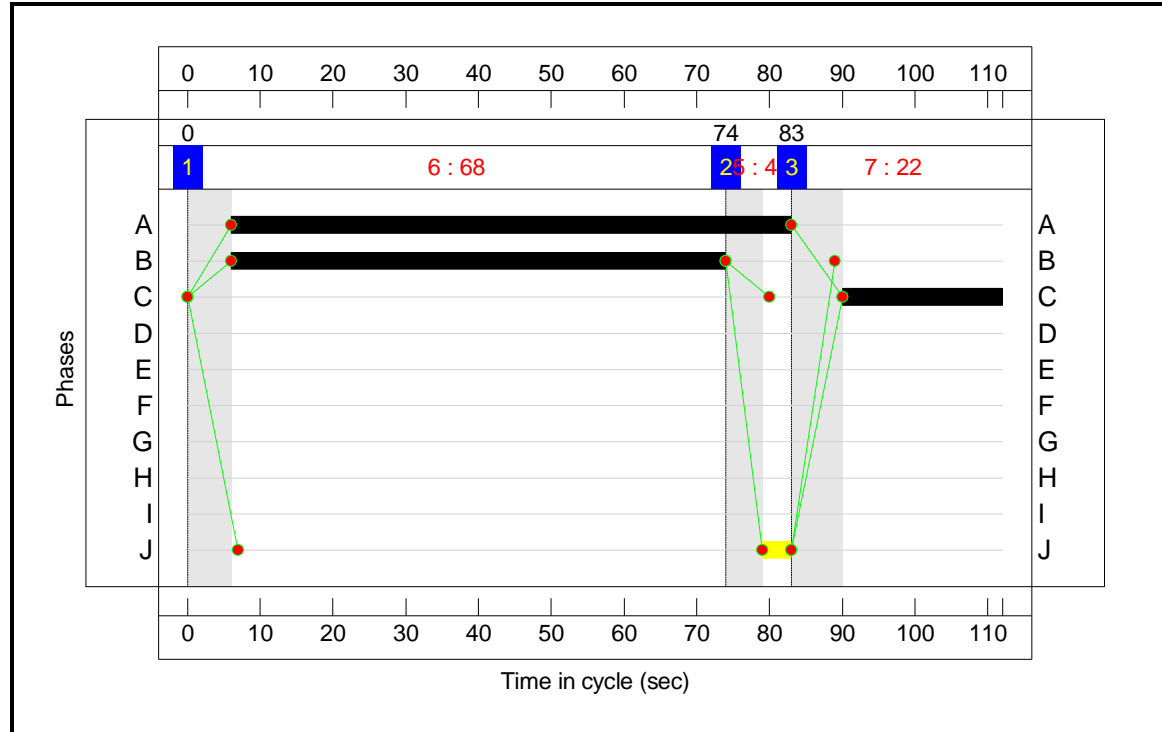
# Junction: Rotherhithe New Road / Ilderton Road

Scenario 8: 'Sat Forecast Base' (FG8: 'Sat Forecast Base', Plan 1: 'No Peds')

## Network Layout Diagram



## Signal Timings Diagram

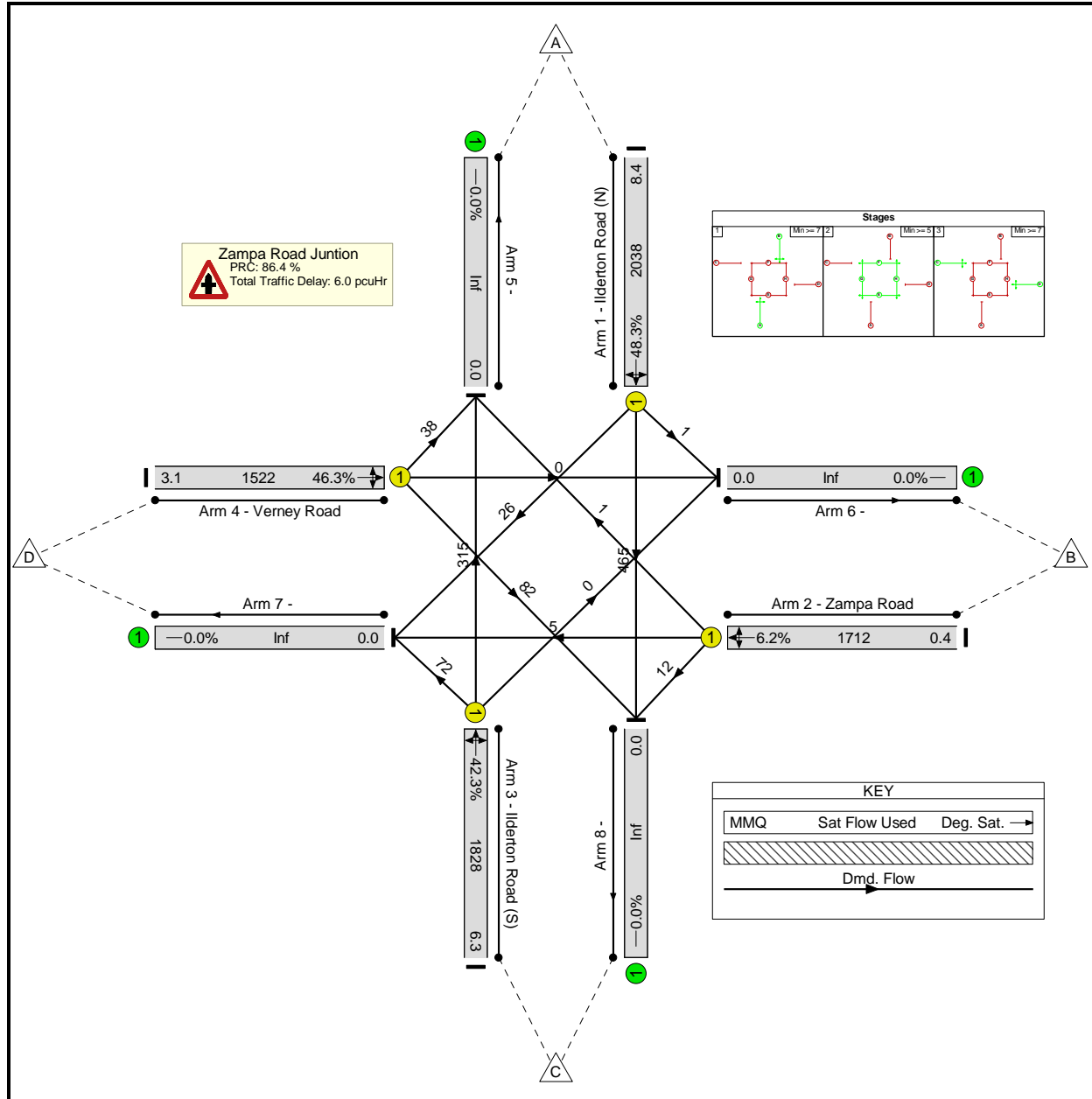


## Network Results

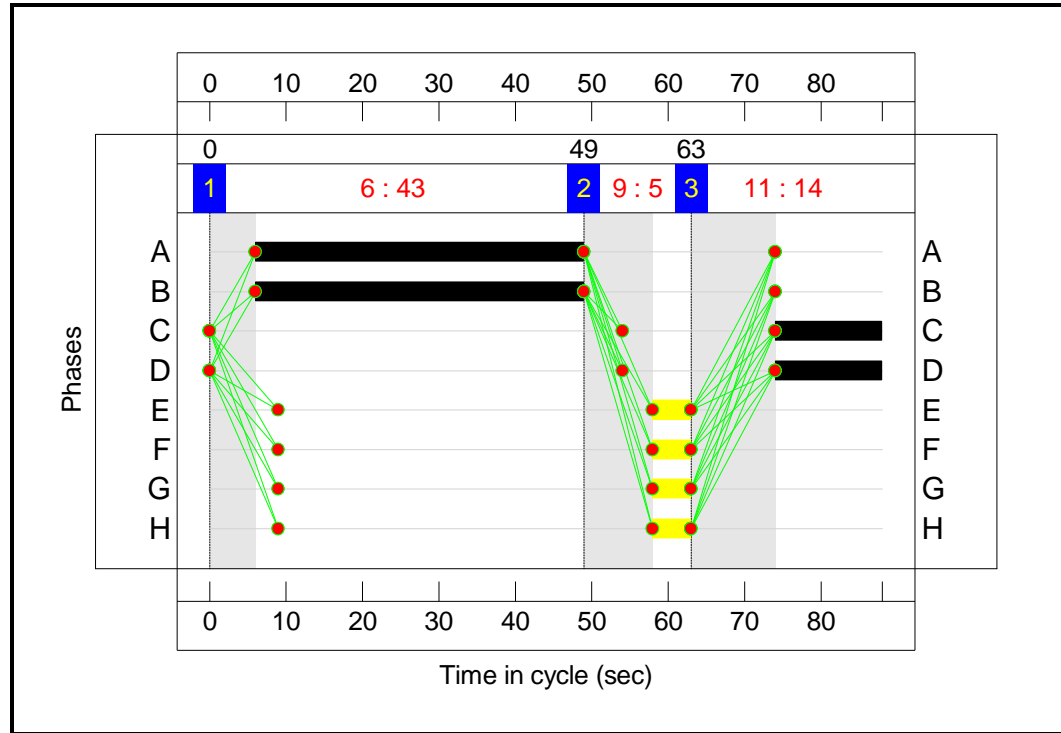
Item	Lane Description	Lane Type	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Mean Max Queue (pcu)
1/2+1/1	Rotherhithe New Road (E) Left Ahead	U	B		1	68	-	975	1915:1725	1212	80.5%	5.9	21.7	21.4
2/1	Ilderton Road Left	U	C		1	22	-	132	1757	361	36.6%	1.7	46.1	3.8
2/2	Ilderton Road Right	U	C		1	22	-	292	1809	371	78.6%	5.2	63.9	10.4
3/1+3/2	Rotherhithe New Road Ahead Right	U+O	A	J	1	77	-	714	1925:1742	1112	64.2%	4.1	20.7	7.3
		C1	PRC for Signalled Lanes (%):		11.9		Total Delay for Signalled Lanes (pcuHr):		16.85					
			PRC Over All Lanes (%):		11.9		Total Delay Over All Lanes(pcuHr):		16.85		Cycle Time (s):		112	

# Junction: Ilderton Road / Zampa Road / Verney Road

Scenario 8: 'Sat Forecast Base' (FG8: 'Sat Forecast Base', Plan 1: 'Peds every cycle')  
 Network Layout Diagram



## Signal Timings Diagram

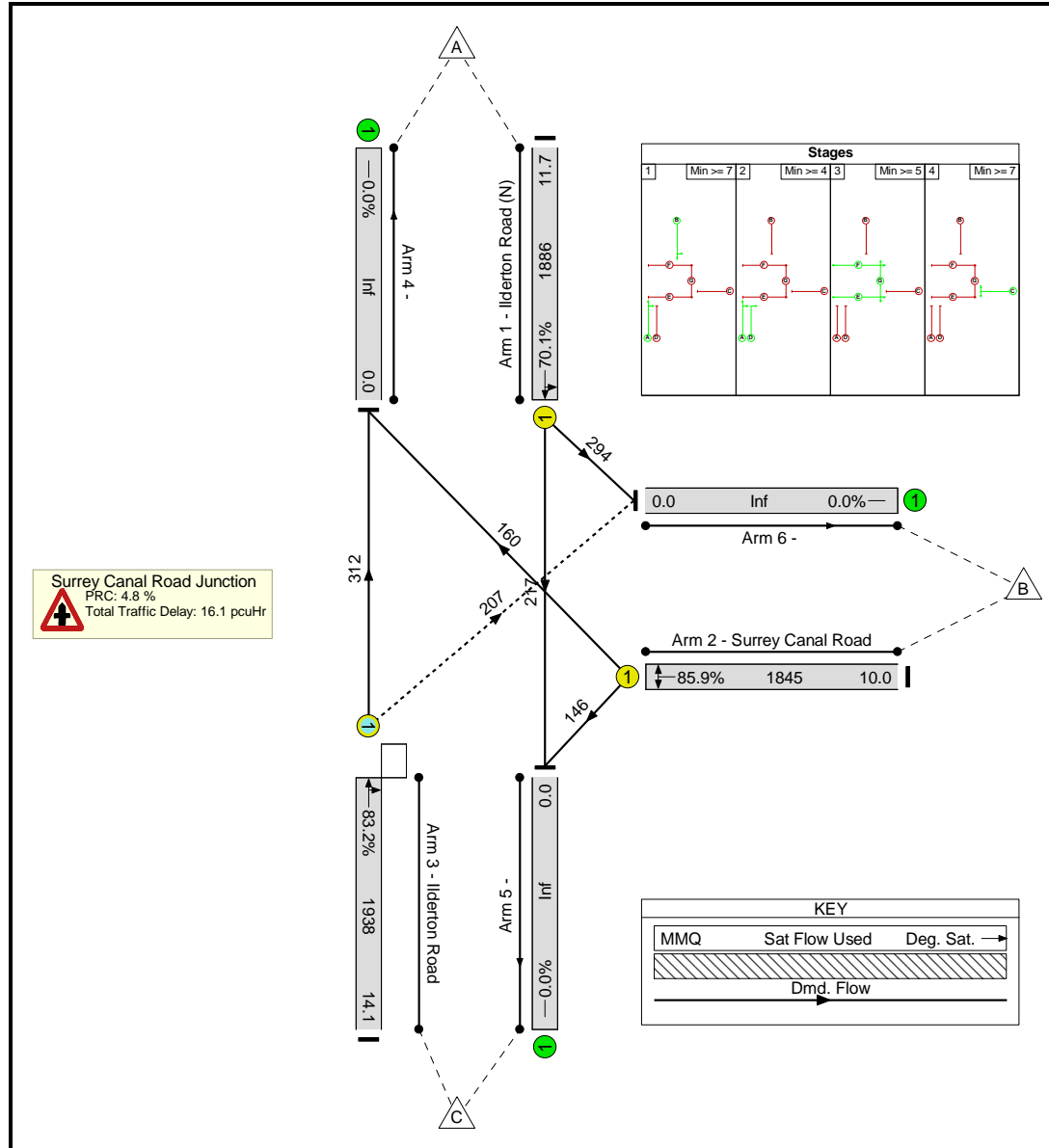


## Network Results

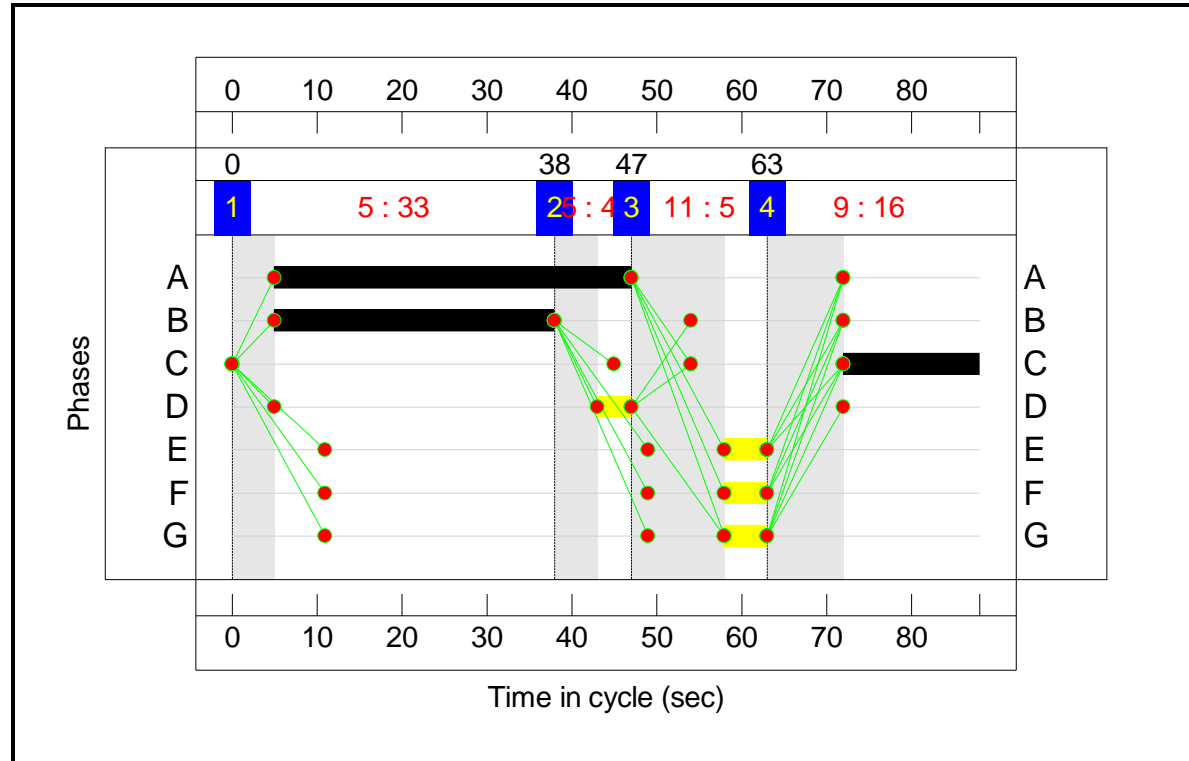
Item	Lane Description	Lane Type	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Mean Max Queue (pcu)
1/1	Ilderton Road (N) Left Right Ahead	U	B		1	43	-	492	2038	1019	48.3%	2.4	17.9	8.4
2/1	Zampa Road Right Ahead Left	U	D		1	14	-	18	1712	292	6.2%	0.2	37.3	0.4
3/1	Ilderton Road (S) Ahead Right Left	U	A		1	43	-	387	1828	914	42.3%	1.9	17.4	6.3
4/1	Verney Road Left Ahead Right	U	C		1	14	-	120	1522	259	46.3%	1.5	45.7	3.1
C1					PRC for Signalled Lanes (%):	86.4	Total Delay for Signalled Lanes (pcuHr):			6.02				
					PRC Over All Lanes (%):	86.4	Total Delay Over All Lanes (pcuHr):			6.02	Cycle Time (s): 88			

# Junction: Ilderton Road / Surrey Canal Road

Scenario 13: 'Sat Forecast Base' (FG10: 'Sat Forecast Base', Plan 1: 'Peds every cycle')  
 Network Layout Diagram



## Signal Timings Diagram



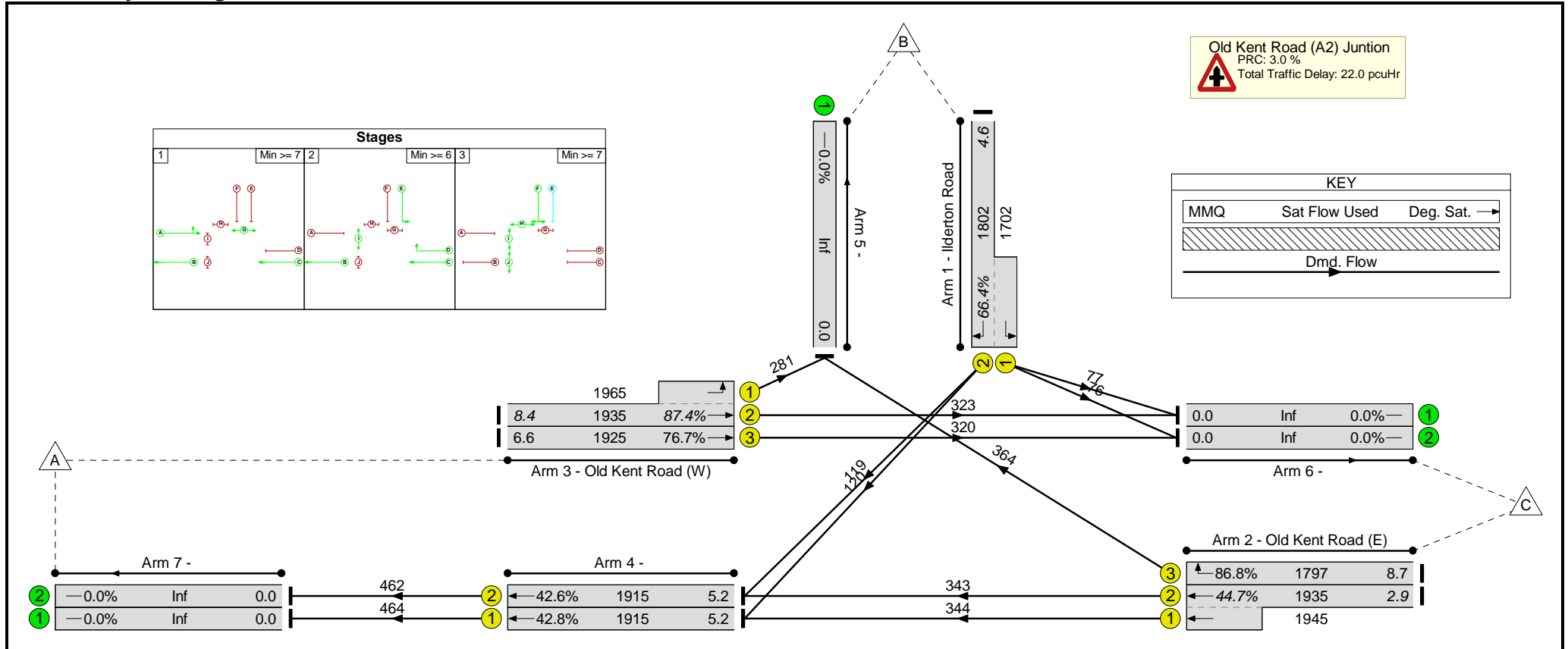
## Network Results

Item	Lane Description	Lane Type	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Mean Max Queue (pcu)
1/1	Ilderton Road (N) Ahead Left	U	B		1	33	-	511	1886	729	70.1%	4.4	30.9	11.7
2/1	Surrey Canal Road Right Left	U	C		1	16	-	306	1845	356	85.9%	5.7	66.5	10.0
3/1	Ilderton Road Ahead Right	O	A	D	1	42	4	519	1938	624	83.2%	6.1	42.0	14.1
C1						PRC for Signalled Lanes (%):	4.8	Total Delay for Signalled Lanes (pcuHr):			16.10			
						PRC Over All Lanes (%):	4.8	Total Delay Over All Lanes (pcuHr):			16.10	Cycle Time (s): 88		

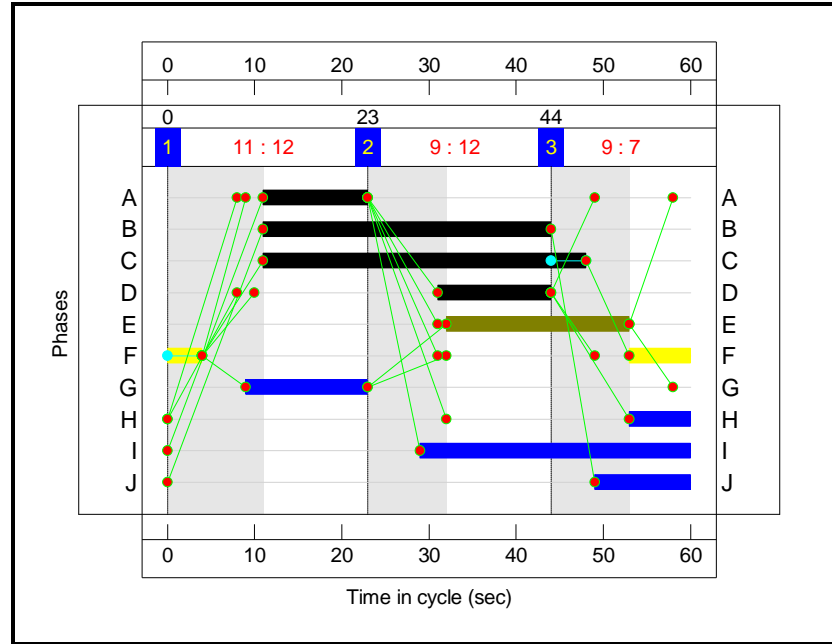
# Junction: Old Kent Road / Ilderton Road

Scenario 8: 'Sat Forecast Base' (FG8: 'Sat Forecast Base', Plan 1: 'Standard Plan')

## Network Layout Diagram

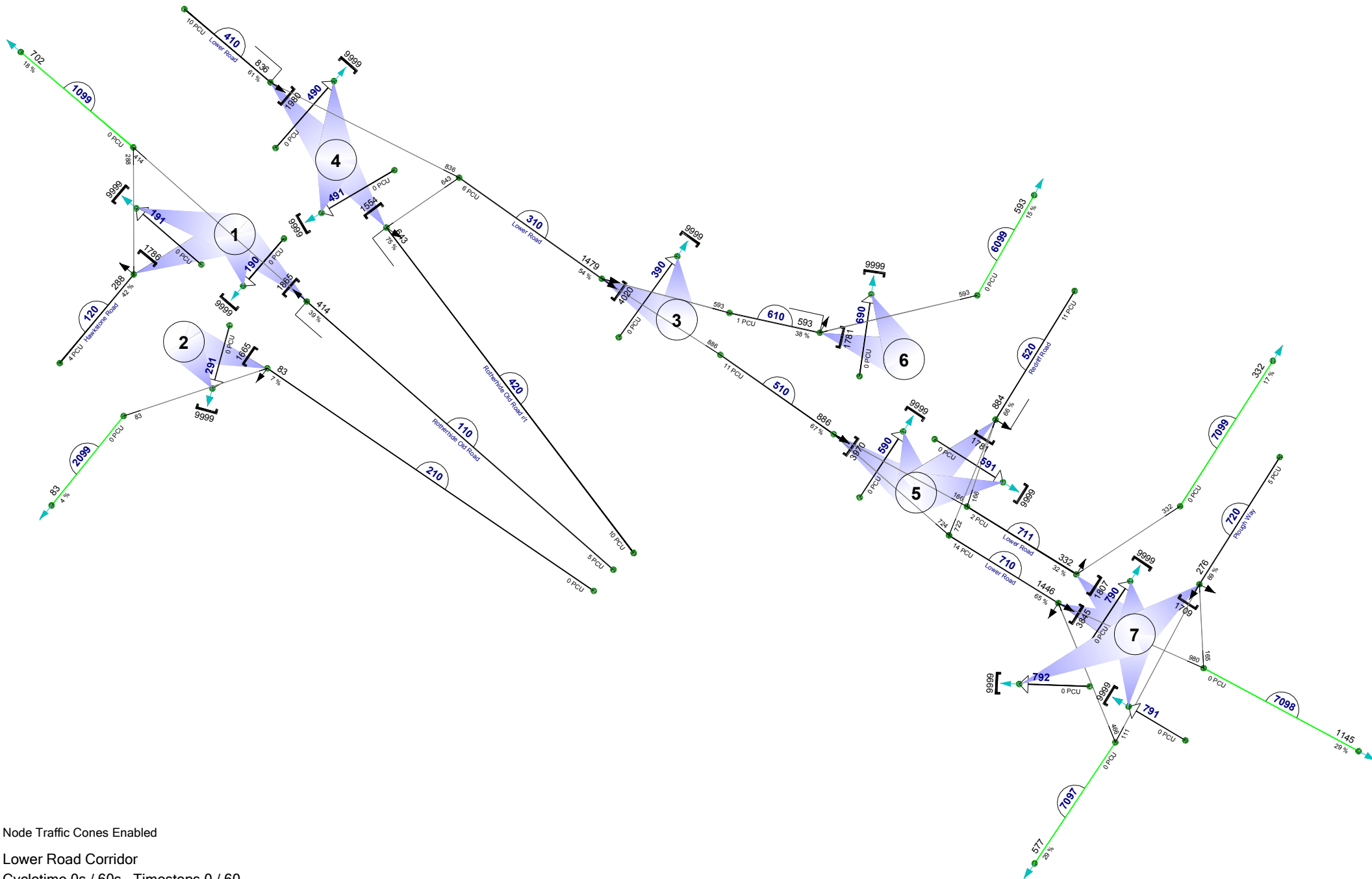


## Signal Timings Diagram



## Network Results

Item	Lane Description	Lane Type	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Mean Max Queue (pcu)	
1/2+1/1	Ilderton Road Right Left	U	F	E	1	11:32	-	392	1802:1702	590	66.4%	2.7	25.1	4.6	
2/2+2/1	Old Kent Road (E) Ahead	U	C		1	37	-	687	1935:1945	1537	44.7%	1.3	7.0	2.9	
2/3	Old Kent Road (E) Right	U	D		1	13	-	364	1797	419	86.8%	5.2	51.5	8.7	
3/2+3/1	Old Kent Road (W) Left Ahead	U	A		1	12	-	604	1935:1965	691	87.4%	6.9	41.1	8.4	
3/3	Old Kent Road (W) Ahead	U	A		1	12	-	320	1925	417	76.7%	3.6	40.0	6.6	
4/1	Ahead	U	B		1	33	-	464	1915	1085	42.8%	1.1	8.7	5.2	
4/2	Ahead	U	B		1	33	-	462	1915	1085	42.6%	1.1	8.6	5.2	
C1						PRC for Signalled Lanes (%):	3.0	Total Delay for Signalled Lanes (pcuHr):			21.96				
						PRC Over All Lanes (%):	3.0	Total Delay Over All Lanes (pcuHr):			21.96	Cycle Time (s): 60			



Node Traffic Cones Enabled

Lower Road Corridor

Cyclotime 0s / 60s , Timesteps 0 / 60

Diagram produced using TRANSYT 13 Network Construction Editor



-----  
 GEOMETRIC DATA  
 -----

I	DATA ITEM	I	MINOR ROAD B	I
I	TOTAL MAJOR ROAD CARRIAGEWAY WIDTH	I	( W ) 7.50 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 ) 90.00 M.	I
I	- BLOCKS TRAFFIC	I	YES	I
I		I		I
I	MINOR ROAD - VISIBILITY TO LEFT	I	( VB-C ) 22.0 M.	I
I	- VISIBILITY TO RIGHT	I	( VB-A ) 18.0 M.	I
I	- LANE 1 WIDTH	I	( WB-C ) 3.30 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	654.35		0.24		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	508.41		0.22		0.09		0.14		0.31	I

I	Intercept For	Slope For	Opposing	Slope For	Opposing	I
I	STREAM C-B	STREAM	A-C	STREAM	A-B	I
I	626.08		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: Site 4 - Ilderton Road / Stockholm Road\_Saturday Forecast Base

TIME PERIOD BEGINS 13.45 AND ENDS 15.15

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	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	6.99	I
I	ARM B	I	15.00	I	0.11	I
I	ARM C	I	15.00	I	5.89	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)
14.45-15.00									
B-AC	0.13	7.95	0.017		0.02	0.02	0.3		0.13
C-AB	1.02	8.54	0.119		0.21	0.15	2.2		0.13
A-B	0.82								
A-C	7.55								

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)
15.00-15.15									
B-AC	0.11	8.34	0.014		0.02	0.01	0.2		0.12
C-AB	0.85	8.84	0.096		0.15	0.11	1.7		0.13
A-B	0.69								
A-C	6.32								

\*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
14.00	0.0
14.15	0.0
14.30	0.0
14.45	0.0
15.00	0.0
15.15	0.0

QUEUE FOR STREAM C-AB

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE
14.00	0.1
14.15	0.1
14.30	0.2
14.45	0.2
15.00	0.1
15.15	0.1

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	12.4	8.3	1.6	0.13	1.6	0.13
C-AB	93.6	62.4	14.0	0.15	14.0	0.15
A-B	75.7	50.5				
A-C	693.7	462.5				
ALL	1430.1	953.4	15.6	0.01	15.6	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\*\*\*\*\*

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

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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-----

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Run with file:-

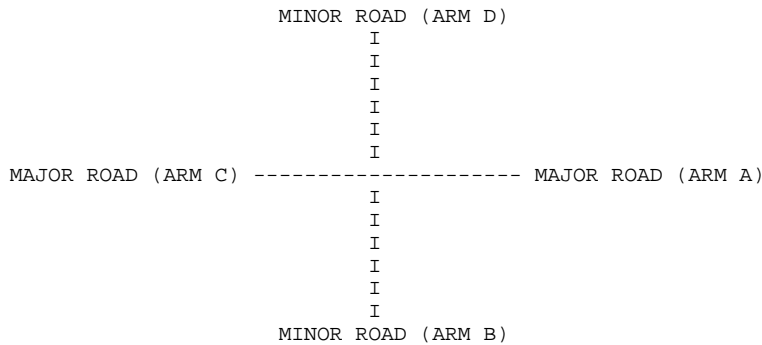
"J:\17004\Transport\Working Documents\Junction Analysis\PICADY\Site 11 - Ilderton Road\_Penarth St\_Rollins St\  
Ilderton Rd\_Penarth St\_Rollins St\_Saturday.vpi"  
(drive-on-the-left) at 09:28:40 on Wednesday, 22 December 2010

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

RUN TITLE : Ilderton Road / Penarth Street / Rollins Street\_Saturday  
LOCATION : Site 11  
DATE : 17/12/10  
CLIENT :  
ENUMERATOR : drevans [CBH-DSK-228]  
JOB NUMBER : 17004  
STATUS :  
DESCRIPTION :

MAJOR/MINOR JUNCTION CAPACITY AND DELAY  
\*\*\*\*\*

INPUT DATA  
-----



ARM A IS Ilderton Road (N)  
ARM B IS Rollins Street  
ARM C IS Ilderton Road (S)  
ARM D IS Penarth Road

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	MINOR ROAD D	I
I	TOTAL MAJOR ROAD CARRIAGEWAY WIDTH	I	( W ) 7.40 M.	I	( W ) 7.40 M.	I
I	CENTRAL RESERVE WIDTH	I	(WCR ) 0.00 M.	I	(WCR ) 0.00 M.	I
I	MAJOR ROAD RIGHT TURN - WIDTH	I	(WC-B) 2.20 M.	I	(WA-D) 2.20 M.	I
I	- VISIBILITY	I	(VC-B) 90.00 M.	I	(VA-D) 90.00 M.	I
I	- BLOCKS TRAFFIC	I	YES	I	YES	I
I	MINOR ROAD - VISIBILITY TO LEFT	I	(VB-C) 25.0 M.	I	(VD-A) 26.0 M.	I
I	- VISIBILITY TO RIGHT	I	(VB-A) 16.0 M.	I	(VD-C) 22.0 M.	I
I	- LANE 1 WIDTH	I	(WB-C) 4.00 M.	I	(WD-A) 4.00 M.	I
I	- LANE 2 WIDTH	I	(WB-A) 0.00 M.	I	(WD-C) 0.00 M.	I

.SLOPES AND INTERCEPT

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

STREAM B-C

I	Intercept For	Slope For	Opposing	Slope For	Opposing	I
I	STREAM B-C	STREAM	A-C	STREAM	A-B	I
I	697.48		0.25		0.10	I

STREAM D-A

I	Intercept For	Slope For	Opposing	Slope For	Opposing	I
I	STREAM D-A	STREAM	C-A	STREAM	C-D	I
I	701.64		0.26		0.10	I

STREAM B-A

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-D	STREAM	D-A	STREAM	D-B	I
I	542.98		0.23		0.23		0.23		0.23	I

I	Slope For	Opposing	Slope For	Opposing	Slope For	Opposing	Slope For	Opposing	I
I	STREAM	A-B	STREAM	C-A	STREAM	C-B	STREAM	D-C	I
I		0.09		0.15		0.34		0.12	I

STREAM D-C

I	Intercept For	Slope For	Opposing	Slope For	Opposing	Slope For	Opposing	Slope For	Opposing	I
I	STREAM D-C	STREAM	C-A	STREAM	C-B	STREAM	B-C	STREAM	B-D	I
I	546.57		0.24		0.24		0.24		0.24	I

I	Slope For	Opposing	Slope For	Opposing	Slope For	Opposing	Slope For	Opposing	I
I	STREAM	C-D	STREAM	A-C	STREAM	A-D	STREAM	B-A	I
I		0.09		0.15		0.34		0.12	I

STREAM C-B

I	Intercept For	Slope For	Opposing	Slope For	Opposing	I
I	STREAM C-B	STREAM	A-C	STREAM	A-D	I
I	626.08		0.23		0.33	I

STREAM A-D

I	Intercept For	Slope For	Opposing	Slope For	Opposing	I
I	STREAM A-D	STREAM	C-A	STREAM	C-B	I
I	626.08		0.23		0.33	I

I	Intercept For I STREAM B-D	Slope For Opposing STREAM A-C	Slope For Opposing STREAM A-D	Slope For Opposing STREAM A-B	Slope For Opposing STREAM C-B	I
I	542.98	0.23	0.23	0.09	0.34	I

I	Slope For Opposing STREAM C-A	Slope For Opposing STREAM C-D	Slope For Opposing	Slope For Opposing	I
I	0.15	0.15			I

B-D Stream From Right Hand Lane

I	Intercept For I STREAM B-D	Slope For Opposing STREAM A-C	Slope For Opposing STREAM A-D	Slope For Opposing STREAM A-B	Slope For Opposing STREAM C-B	I
I	542.98	0.23	0.23	0.09	0.34	I

I	Slope For Opposing STREAM C-A	Slope For Opposing STREAM C-D	Slope For Opposing	Slope For Opposing	I
I	0.15	0.15			I

D-B Stream From Left Hand Lane

I	Intercept For I STREAM D-B	Slope For Opposing STREAM C-A	Slope For Opposing STREAM C-B	Slope For Opposing STREAM D-C	Slope For Opposing STREAM A-D	I
I	546.57	0.24	0.24	0.09	0.34	I

I	Slope For Opposing STREAM A-C	Slope For Opposing STREAM A-B	Slope For Opposing	Slope For Opposing	I
I	0.15	0.15			I

D-B Stream From Right Hand Lane

I	Intercept For I STREAM B-D	Slope For Opposing STREAM C-A	Slope For Opposing STREAM C-B	Slope For Opposing STREAM C-D	Slope For Opposing STREAM A-D	I
I	546.57	0.24	0.24	0.09	0.34	I

I	Slope For Opposing STREAM A-C	Slope For Opposing STREAM A-B	Slope For Opposing	Slope For Opposing	I
I	0.15	0.15			I

TRAFFIC DEMAND DATA

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

Demand set: Ilderton Road / Penarth Street / Rollins Street\_Saturday Forecast Base

TIME PERIOD BEGINS 13.45 AND ENDS 15.15

LENGTH OF TIME PERIOD - 90 MIN.  
 LENGTH OF TIME SEGMENT - 15 MIN.

DEMAND FLOW PROFILES ARE SYNTHESISED FROM TURNING COUNT DATA

I	I	NUMBER OF MINUTES FROM START WHEN			RATE OF FLOW (VEH/MIN)			I
		I	I	I	I	I	I	
I	ARM	FLOW STARTS	TOP OF PEAK	FLOW STOPS	BEFORE	AT TOP	AFTER	I
I		TO RISE	IS REACHED	FALLING	PEAK	OF PEAK	PEAK	I
I								I
I	ARM A	15.00	45.00	75.00	4.47	6.71	4.47	I
I	ARM B	15.00	45.00	75.00	0.79	1.18	0.79	I
I	ARM C	15.00	45.00	75.00	8.09	12.13	8.09	I
I	ARM D	15.00	45.00	75.00	0.69	1.03	0.69	I

Demand set: Ilderton Road / Penarth Street / Rollins Street\_Saturday Forecast Base

		TURNING PROPORTIONS														
		TURNING COUNTS														
		(PERCENTAGE OF H.V.S)														
I	TIME	I	FROM/TO	I	ARM	A	I	ARM	B	I	ARM	C	I	ARM	D	I
I	13.45 - 14.00	I		I		I		I		I		I		I		I
I		I	ARM A	I	0.000	I	0.053	I	0.872	I	0.075	I		I		I
I		I		I	0.0	I	19.0	I	312.0	I	27.0	I		I		I
I		I		I	( 0.0)	I	( 0.0)	I	( 0.0)	I	( 0.0)	I		I		I
I		I		I		I		I		I		I		I		I
I		I	ARM B	I	0.413	I	0.000	I	0.476	I	0.111	I		I		I
I		I		I	26.0	I	0.0	I	30.0	I	7.0	I		I		I
I		I		I	( 0.0)	I	( 0.0)	I	( 0.0)	I	( 0.0)	I		I		I
I		I		I		I		I		I		I		I		I
I		I	ARM C	I	0.952	I	0.022	I	0.000	I	0.026	I		I		I
I		I		I	616.0	I	14.0	I	0.0	I	17.0	I		I		I
I		I		I	( 0.0)	I	( 0.0)	I	( 0.0)	I	( 0.0)	I		I		I
I		I		I		I		I		I		I		I		I
I		I	ARM D	I	0.655	I	0.036	I	0.309	I	0.000	I		I		I
I		I		I	36.0	I	2.0	I	17.0	I	0.0	I		I		I
I		I		I	( 0.0)	I	( 0.0)	I	( 0.0)	I	( 0.0)	I		I		I
I		I		I		I		I		I		I		I		I

TURNING PROPORTIONS ARE CALCULATED FROM TURNING COUNT DATA

QUEUE AND DELAY INFORMATION FOR EACH 15 MIN TIME SEGMENT

FOR DEMAND SET Ilderton Road / Penarth Street / Rollins Street\_Saturday Forecast Base  
AND FOR TIME PERIOD 1

I	TIME	DEMAND	CAPACITY	DEMAND/	PEDESTRIAN	START	END	DELAY	GEOMETRIC DELAY	AVERAGE DELAY	I
I		(VEH/MIN)	(VEH/MIN)	CAPACITY	FLOW	QUEUE	QUEUE	(VEH.MIN/	(VEH.MIN/	PER ARRIVING	I
I				(RFC)	(PEDS/MIN)	(VEHS)	(VEHS)	TIME SEGMENT)	TIME SEGMENT)	VEHICLE (MIN)	I
I	13.45-14.00										I
I	B-ACD	0.79	8.14	0.097		0.00	0.11	1.5		0.14	I
I	A-BCD	0.34	8.57	0.040		0.00	0.04	0.6		0.12	I
I	D-ABC	0.69	8.23	0.084		0.00	0.09	1.3		0.13	I
I	C-ABD	0.18	9.38	0.019		0.00	0.02	0.3		0.11	I

I	TIME	DEMAND	CAPACITY	DEMAND/	PEDESTRIAN	START	END	DELAY	GEOMETRIC DELAY	AVERAGE DELAY	I
I		(VEH/MIN)	(VEH/MIN)	CAPACITY	FLOW	QUEUE	QUEUE	(VEH.MIN/	(VEH.MIN/	PER ARRIVING	I
I				(RFC)	(PEDS/MIN)	(VEHS)	(VEHS)	TIME SEGMENT)	TIME SEGMENT)	VEHICLE (MIN)	I
I	14.00-14.15										I
I	B-ACD	0.94	7.72	0.122		0.11	0.14	2.0		0.15	I
I	A-BCD	0.40	8.21	0.049		0.04	0.05	0.8		0.13	I
I	D-ABC	0.82	7.74	0.107		0.09	0.12	1.7		0.14	I
I	C-ABD	0.21	9.17	0.023		0.02	0.02	0.4		0.11	I

I	TIME	DEMAND	CAPACITY	DEMAND/	PEDESTRIAN	START	END	DELAY	GEOMETRIC DELAY	AVERAGE DELAY	I
I		(VEH/MIN)	(VEH/MIN)	CAPACITY	FLOW	QUEUE	QUEUE	(VEH.MIN/	(VEH.MIN/	PER ARRIVING	I
I				(RFC)	(PEDS/MIN)	(VEHS)	(VEHS)	TIME SEGMENT)	TIME SEGMENT)	VEHICLE (MIN)	I
I	14.15-14.30										I
I	B-ACD	1.16	7.14	0.162		0.14	0.19	2.8		0.17	I
I	A-BCD	0.50	7.70	0.064		0.05	0.07	1.1		0.14	I
I	D-ABC	1.01	7.04	0.143		0.12	0.17	2.4		0.17	I
I	C-ABD	0.26	8.89	0.029		0.02	0.03	0.5		0.12	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)
14.30-14.45									
B-ACD	1.16	7.14	0.162		0.19	0.19	2.9		0.17
A-BCD	0.50	7.70	0.064		0.07	0.07	1.1		0.14
D-ABC	1.01	7.04	0.143		0.17	0.17	2.5		0.17
C-ABD	0.26	8.89	0.029		0.03	0.03	0.5		0.12

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)
14.45-15.00									
B-ACD	0.94	7.72	0.122		0.19	0.14	2.2		0.15
A-BCD	0.40	8.21	0.049		0.07	0.05	0.8		0.13
D-ABC	0.82	7.73	0.107		0.17	0.12	1.9		0.15
C-ABD	0.21	9.17	0.023		0.03	0.02	0.4		0.11

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)
15.00-15.15									
B-ACD	0.79	8.13	0.097		0.14	0.11	1.7		0.14
A-BCD	0.34	8.57	0.040		0.05	0.04	0.6		0.12
D-ABC	0.69	8.22	0.084		0.12	0.09	1.4		0.13
C-ABD	0.18	9.38	0.019		0.02	0.02	0.3		0.11

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

QUEUE FOR STREAM B-ACD

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE
14.00	0.1
14.15	0.1
14.30	0.2
14.45	0.2
15.00	0.1
15.15	0.1

QUEUE FOR STREAM A-BCD

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE
14.00	0.0
14.15	0.1
14.30	0.1
14.45	0.1
15.00	0.1
15.15	0.0

QUEUE FOR STREAM D-ABC

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE
14.00	0.1
14.15	0.1
14.30	0.2
14.45	0.2
15.00	0.1
15.15	0.1

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 QUEUE FOR STREAM C-ABD  
 -----

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE
14.00	0.0
14.15	0.0
14.30	0.0
14.45	0.0
15.00	0.0
15.15	0.0

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 QUEUEING DELAY INFORMATION OVER WHOLE PERIOD  
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I	STREAM	I	TOTAL DEMAND		I	* QUEUEING * * DELAY *		I	* INCLUSIVE QUEUEING * * DELAY *		I
I	I	I	(VEH)	(VEH/H)	I	(MIN)	(MIN/VEH)	I	(MIN)	(MIN/VEH)	I
I	B-ACD	I	86.7	57.8	I	13.0	0.15	I	13.0	0.15	I
I	A-BCD	I	37.2	24.8	I	5.0	0.13	I	5.0	0.13	I
I	D-ABC	I	75.7	50.5	I	11.2	0.15	I	11.2	0.15	I
I	C-ABD	I	19.3	12.8	I	2.2	0.12	I	2.2	0.12	I
I	ALL	I	1545.7	1030.5	I	31.5	0.02	I	31.5	0.02	I

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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\*\*\*\*\*

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