

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)	I
I	15.00-15.15									I
I	B-AC	0.41	10.78	0.038		0.0	0.0	0.6		I
I	C-A	1.91								I
I	C-B	0.26	11.55	0.023		0.0	0.0	0.4		I
I	A-B	0.15								I
I	A-C	2.00								I
EFFECT ON CAPACITY (PCU/MIN) OF MARGINAL CHANGES IN:										
I	MARGINAL	LANE WIDTH	MAJOR RD. WIDTH	CENT RES WIDTH	VIS TO LEFT (AHEAD FOR MAJOR)	VISIBILITY TO RIGHT				
I	CHANGE:	(.1M)	(.1M)	(.1M)	(M)	(M)				
I	B-AC	0.151	0.004	0.017	0.006	0.009				
I	C-B	0.121	0.003		0.011					

WARNING THE JUNCTION MODELLED CAN CARRY HIGH-SPEED MAJOR ROAD TRAFFIC. (AG23 REF. 8.4.2(v)).

QUEUE FOR STREAM B-AC

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

QUEUE FOR STREAM C-B

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

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	I	I	I	I	I	I
I	I	(VEH)	(VEH/H)	I	(MIN)	(MIN/VEH)	(MIN)	(MIN/VEH)
I	B-AC	45.2	30.2	I	4.5	0.10	4.5	0.10
I	C-A	209.8	139.9	I				
I	C-B	28.8	19.2	I	2.6	0.09	2.6	0.09
I	A-B	16.5	11.0	I				
I	A-C	219.4	146.3	I				
I	ALL	519.7	346.5	I	7.0	0.01	7.0	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 JOB

***** PICADY 4 run completed.

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