

TRIP RATE for Land Use 03 - RESIDENTIAL/M - MIXED PRIVATE/NON-PRIVATE HOUSING

MULTI-MODAL PEDESTRIANS**Calculation factor: 1 DWELLS****BOLD print indicates peak (busiest) period**

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	18	124	0.018	18	124	0.036	18	124	0.054
08:00 - 09:00	18	124	0.041	18	124	0.109	18	124	0.150
09:00 - 10:00	18	124	0.028	18	124	0.050	18	124	0.078
10:00 - 11:00	18	124	0.029	18	124	0.032	18	124	0.061
11:00 - 12:00	18	124	0.026	18	124	0.041	18	124	0.067
12:00 - 13:00	18	124	0.043	18	124	0.035	18	124	0.078
13:00 - 14:00	18	124	0.043	18	124	0.033	18	124	0.076
14:00 - 15:00	18	124	0.033	18	124	0.041	18	124	0.074
15:00 - 16:00	18	124	0.093	18	124	0.053	18	124	0.146
16:00 - 17:00	18	124	0.068	18	124	0.038	18	124	0.106
17:00 - 18:00	18	124	0.060	18	124	0.042	18	124	0.102
18:00 - 19:00	18	124	0.057	18	124	0.039	18	124	0.096
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.539			0.549			1.088

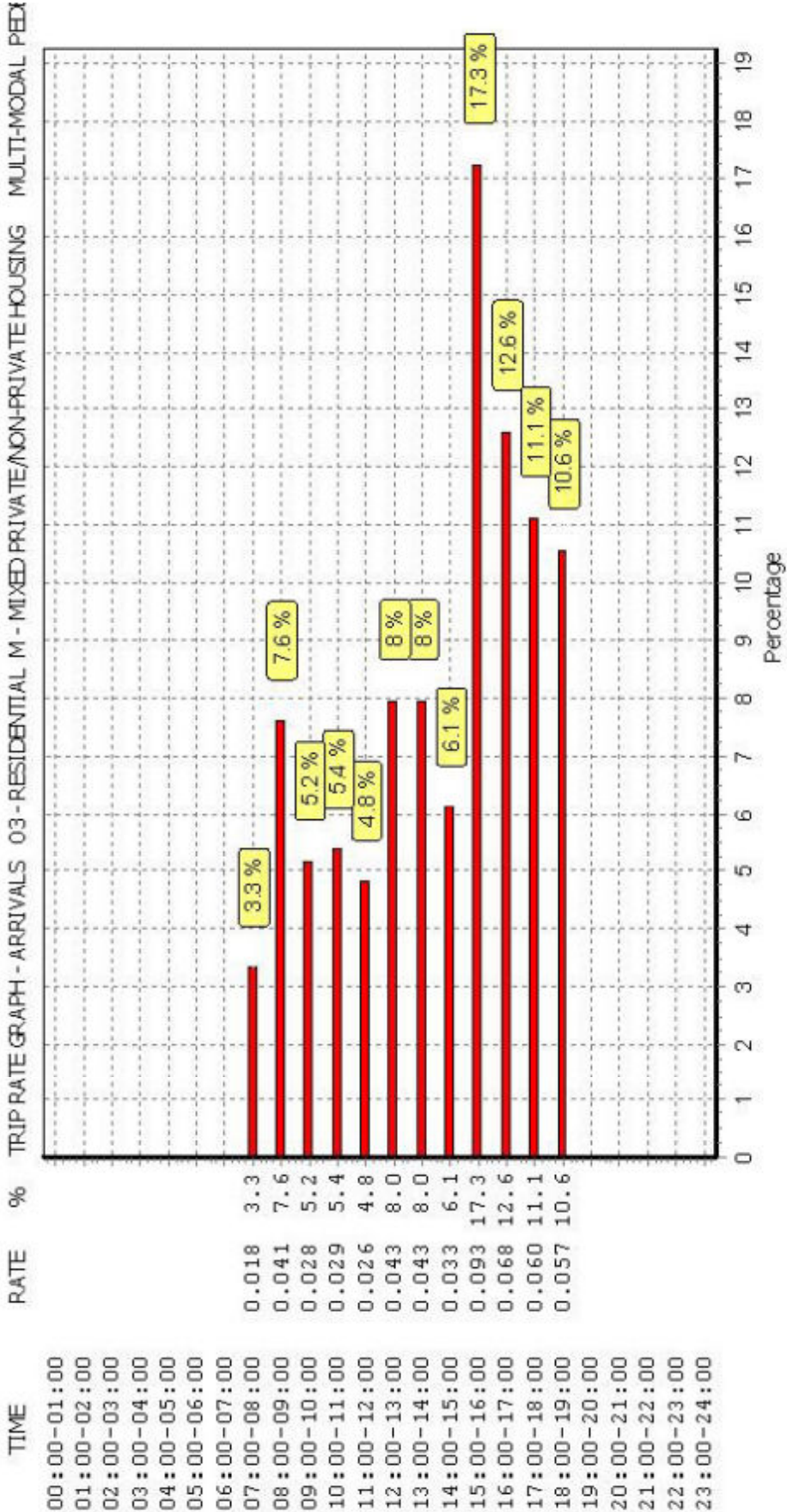
This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

*To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected survey days that have count data available for the stated time period. Then, the average count is divided by the average trip rate parameter value, and multiplied by the stated calculation factor (shown just above the table and abbreviated here as FACT). So, the method is: COUNT/TRP*FACT. Trip rates are then rounded to 3 decimal places.*

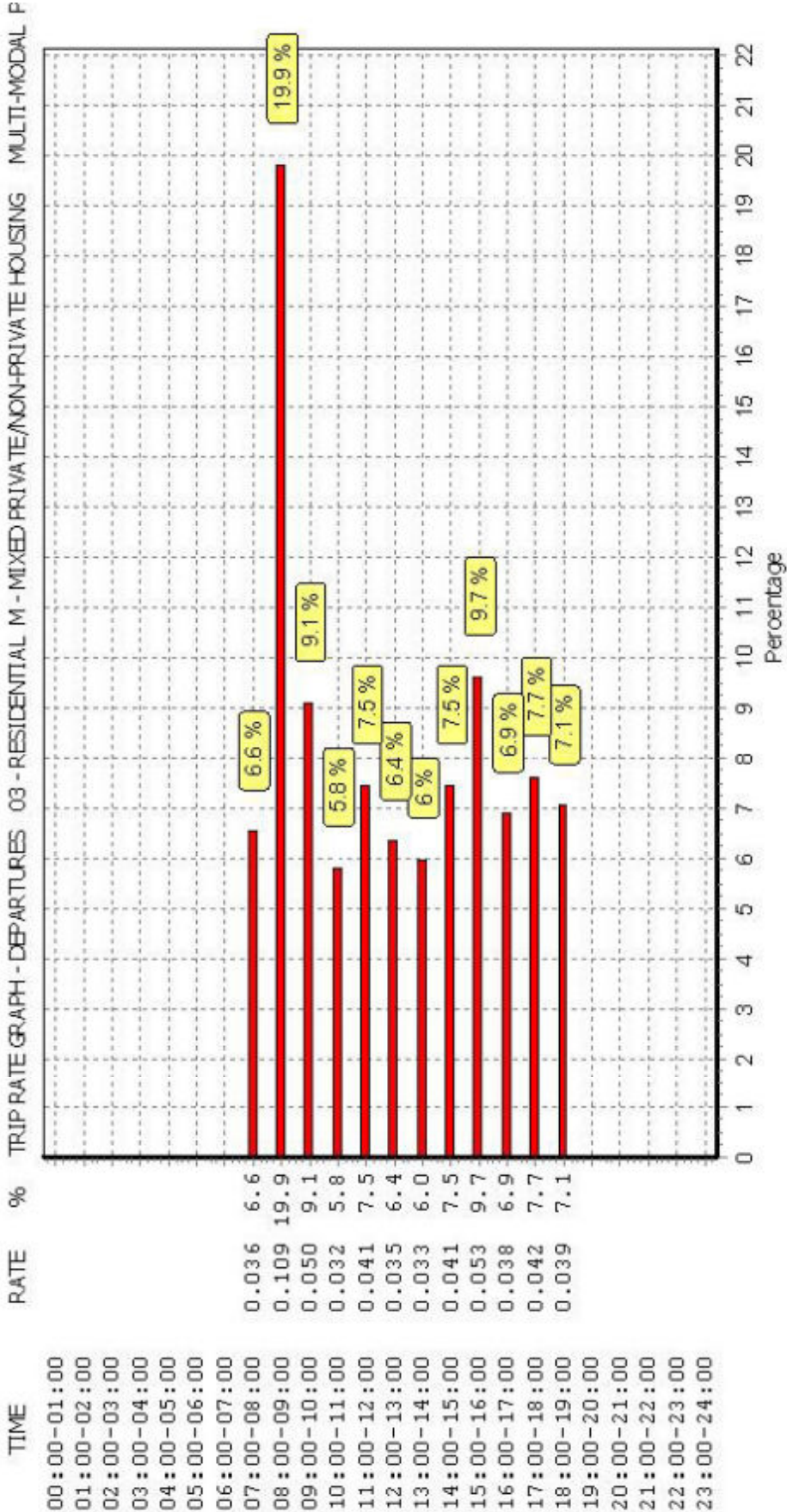
Parameter summary

Trip rate parameter range selected: 14 - 500 (units:)
 Survey date range: 01/01/05 - 11/12/12
 Number of weekdays (Monday-Friday): 18
 Number of Saturdays: 0
 Number of Sundays: 0
 Surveys manually removed from selection: 4

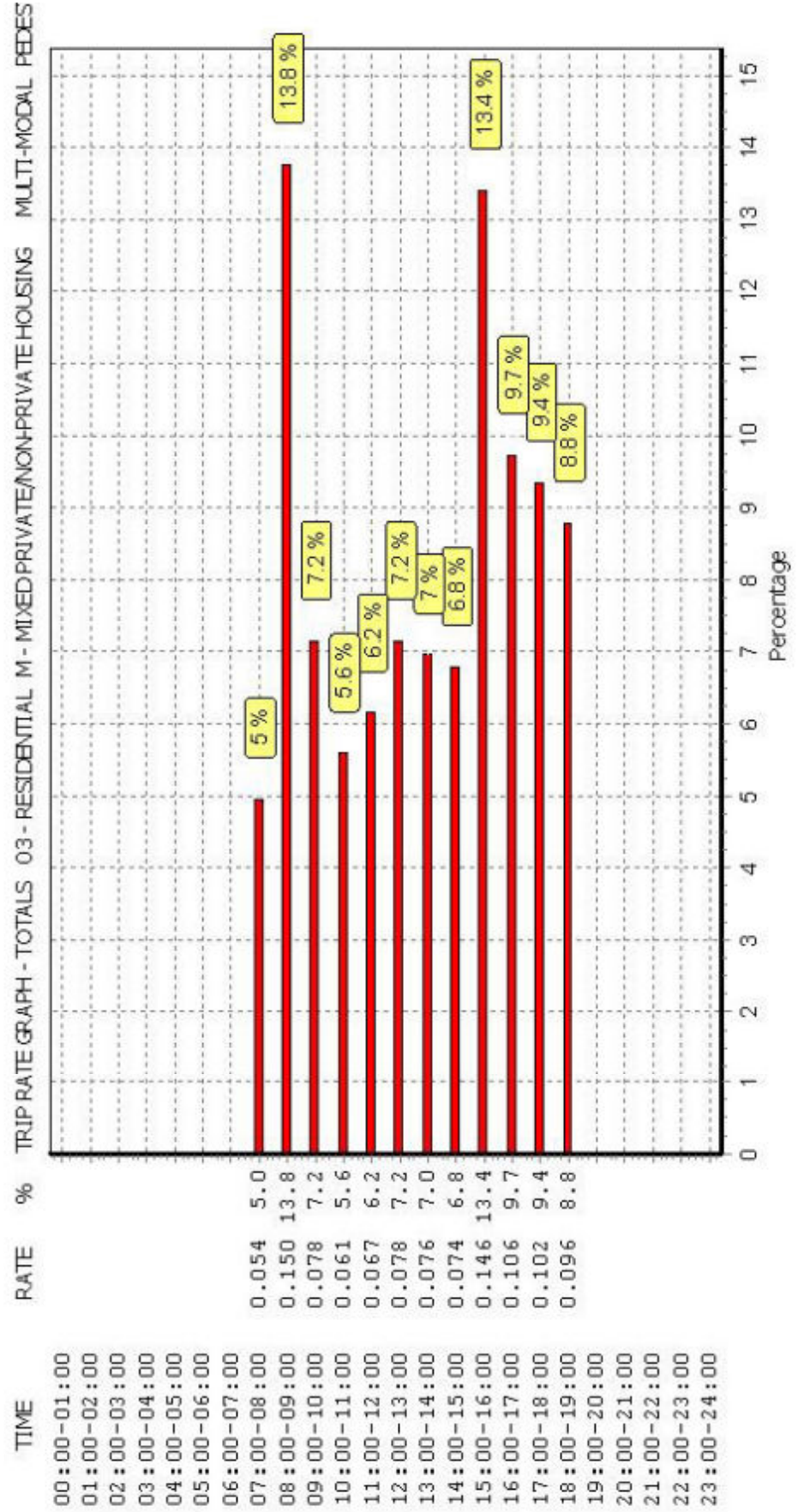
This section displays a quick summary of some of the data filtering selections made by the TRICS® user. The trip rate calculation parameter range of all selected surveys is displayed first, followed by the range of minimum and maximum survey dates selected by the user. Then, the total number of selected weekdays and weekend days in the selected set of surveys are shown. Finally, the number of survey days that have been manually removed from the selected set outside of the standard filtering procedure are displayed.



This graph is a visual representation of the trip rate calculation results screen. The same time periods and trip rates are displayed, but in addition there is an additional column showing the percentage of the total trip rate by individual time period, allowing peak periods to be easily identified through observation. Note that the type of count and the selected direction is shown at the top of the graph.



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TRIP RATE for Land Use 03 - RESIDENTIAL/M - MIXED PRIVATE/NON-PRIVATE HOUSING

MULTI-MODAL PUBLIC TRANSPORT USERS**Calculation factor: 1 DWELLS****BOLD print indicates peak (busiest) period**

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	18	124	0.002	18	124	0.040	18	124	0.042
08:00 - 09:00	18	124	0.001	18	124	0.044	18	124	0.045
09:00 - 10:00	18	124	0.004	18	124	0.010	18	124	0.014
10:00 - 11:00	18	124	0.007	18	124	0.011	18	124	0.018
11:00 - 12:00	18	124	0.002	18	124	0.009	18	124	0.011
12:00 - 13:00	18	124	0.008	18	124	0.008	18	124	0.016
13:00 - 14:00	18	124	0.008	18	124	0.004	18	124	0.012
14:00 - 15:00	18	124	0.003	18	124	0.011	18	124	0.014
15:00 - 16:00	18	124	0.015	18	124	0.004	18	124	0.019
16:00 - 17:00	18	124	0.018	18	124	0.004	18	124	0.022
17:00 - 18:00	18	124	0.030	18	124	0.009	18	124	0.039
18:00 - 19:00	18	124	0.025	18	124	0.000	18	124	0.025
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.123			0.154			0.277

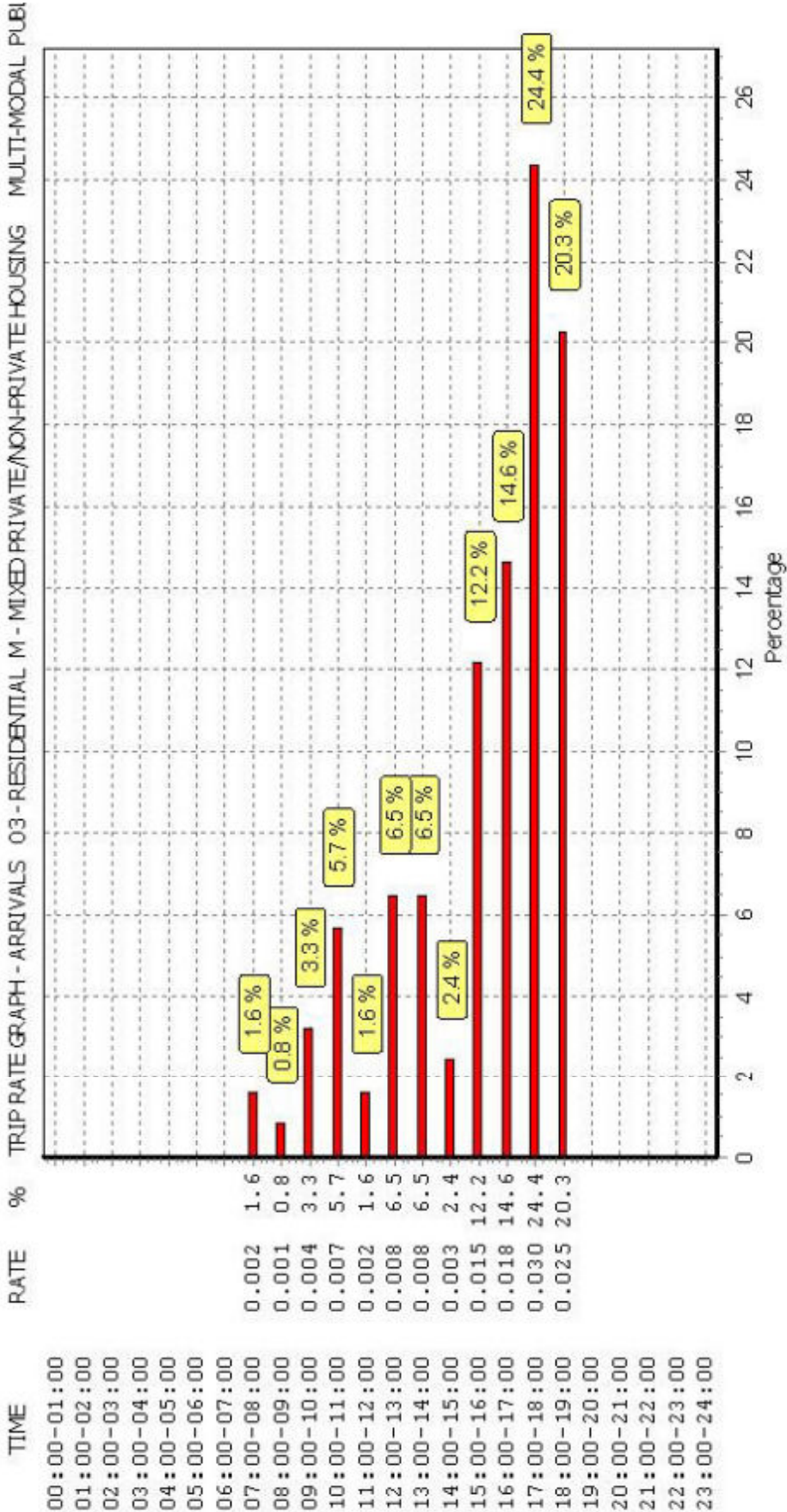
This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

*To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected survey days that have count data available for the stated time period. Then, the average count is divided by the average trip rate parameter value, and multiplied by the stated calculation factor (shown just above the table and abbreviated here as FACT). So, the method is: COUNT/TRP*FACT. Trip rates are then rounded to 3 decimal places.*

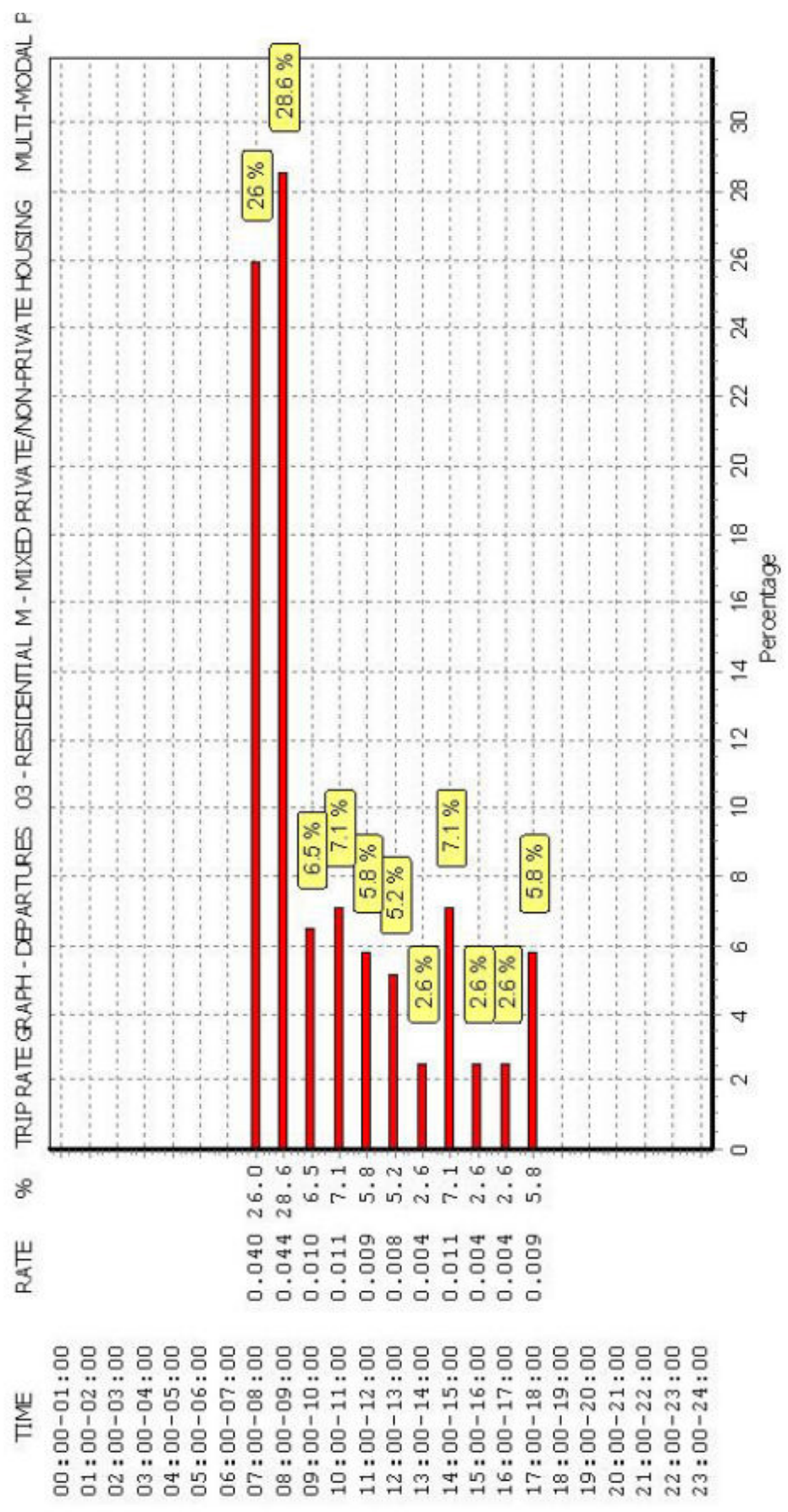
Parameter summary

Trip rate parameter range selected: 14 - 500 (units:)
 Survey date range: 01/01/05 - 11/12/12
 Number of weekdays (Monday-Friday): 18
 Number of Saturdays: 0
 Number of Sundays: 0
 Surveys manually removed from selection: 4

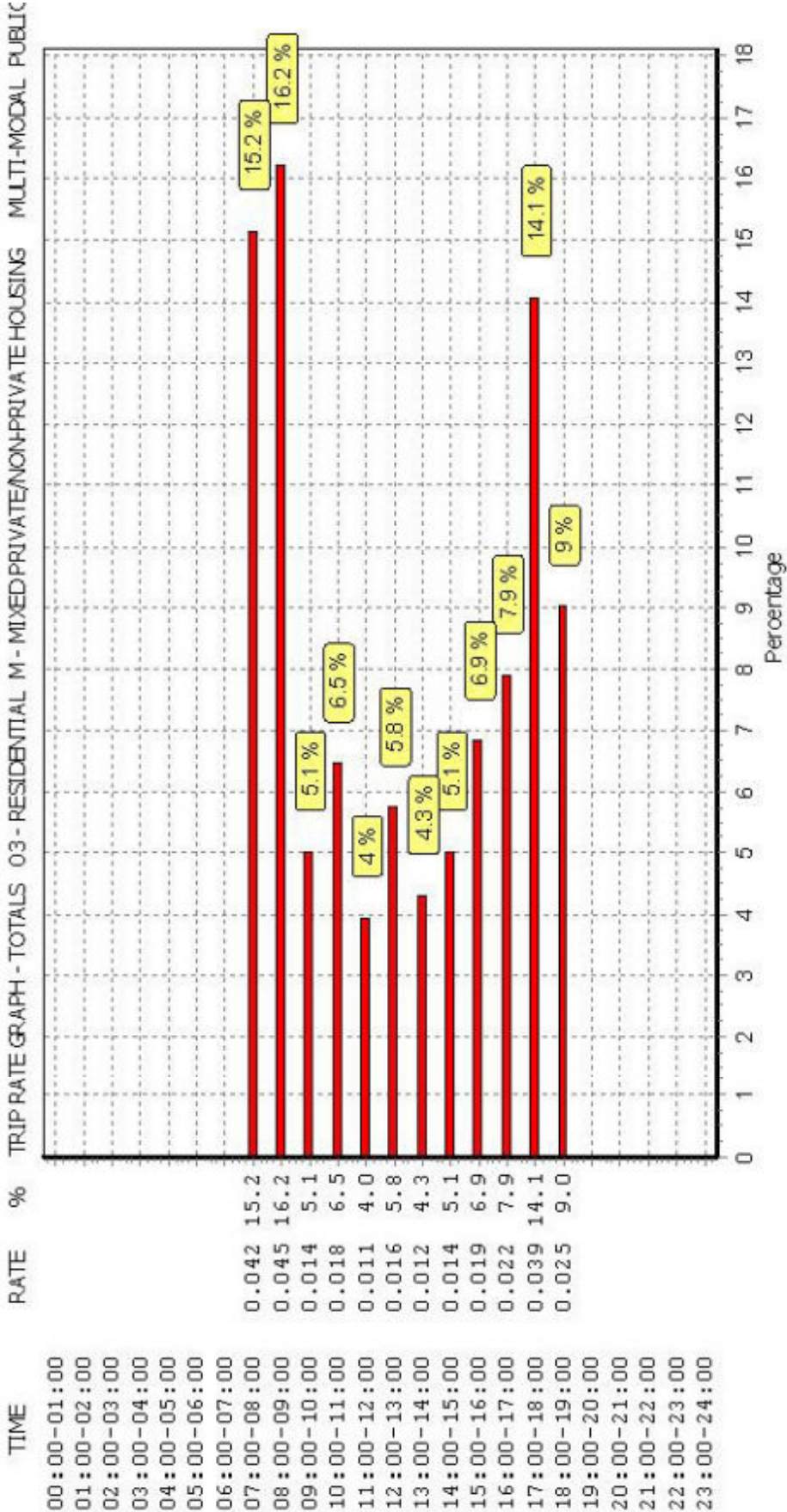
This section displays a quick summary of some of the data filtering selections made by the TRICS® user. The trip rate calculation parameter range of all selected surveys is displayed first, followed by the range of minimum and maximum survey dates selected by the user. Then, the total number of selected weekdays and weekend days in the selected set of surveys are shown. Finally, the number of survey days that have been manually removed from the selected set outside of the standard filtering procedure are displayed.



This graph is a visual representation of the trip rate calculation results screen. The same time periods and trip rates are displayed, but in addition there is an additional column showing the percentage of the total trip rate by individual time period, allowing peak periods to be easily identified through observation. Note that the type of count and the selected direction is shown at the top of the graph.



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TRIP RATE for Land Use 03 - RESIDENTIAL/M - MIXED PRIVATE/NON-PRIVATE HOUSING

MULTI-MODAL TOTAL PEOPLE**Calculation factor: 1 DWELLS****BOLD print indicates peak (busiest) period**

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	18	124	0.110	18	124	0.363	18	124	0.473
08:00 - 09:00	18	124	0.186	18	124	0.636	18	124	0.822
09:00 - 10:00	18	124	0.176	18	124	0.254	18	124	0.430
10:00 - 11:00	18	124	0.182	18	124	0.195	18	124	0.377
11:00 - 12:00	18	124	0.178	18	124	0.216	18	124	0.394
12:00 - 13:00	18	124	0.219	18	124	0.222	18	124	0.441
13:00 - 14:00	18	124	0.222	18	124	0.223	18	124	0.445
14:00 - 15:00	18	124	0.233	18	124	0.243	18	124	0.476
15:00 - 16:00	18	124	0.415	18	124	0.252	18	124	0.667
16:00 - 17:00	18	124	0.402	18	124	0.283	18	124	0.685
17:00 - 18:00	18	124	0.492	18	124	0.243	18	124	0.735
18:00 - 19:00	18	124	0.404	18	124	0.247	18	124	0.651
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			3.219			3.377			6.596

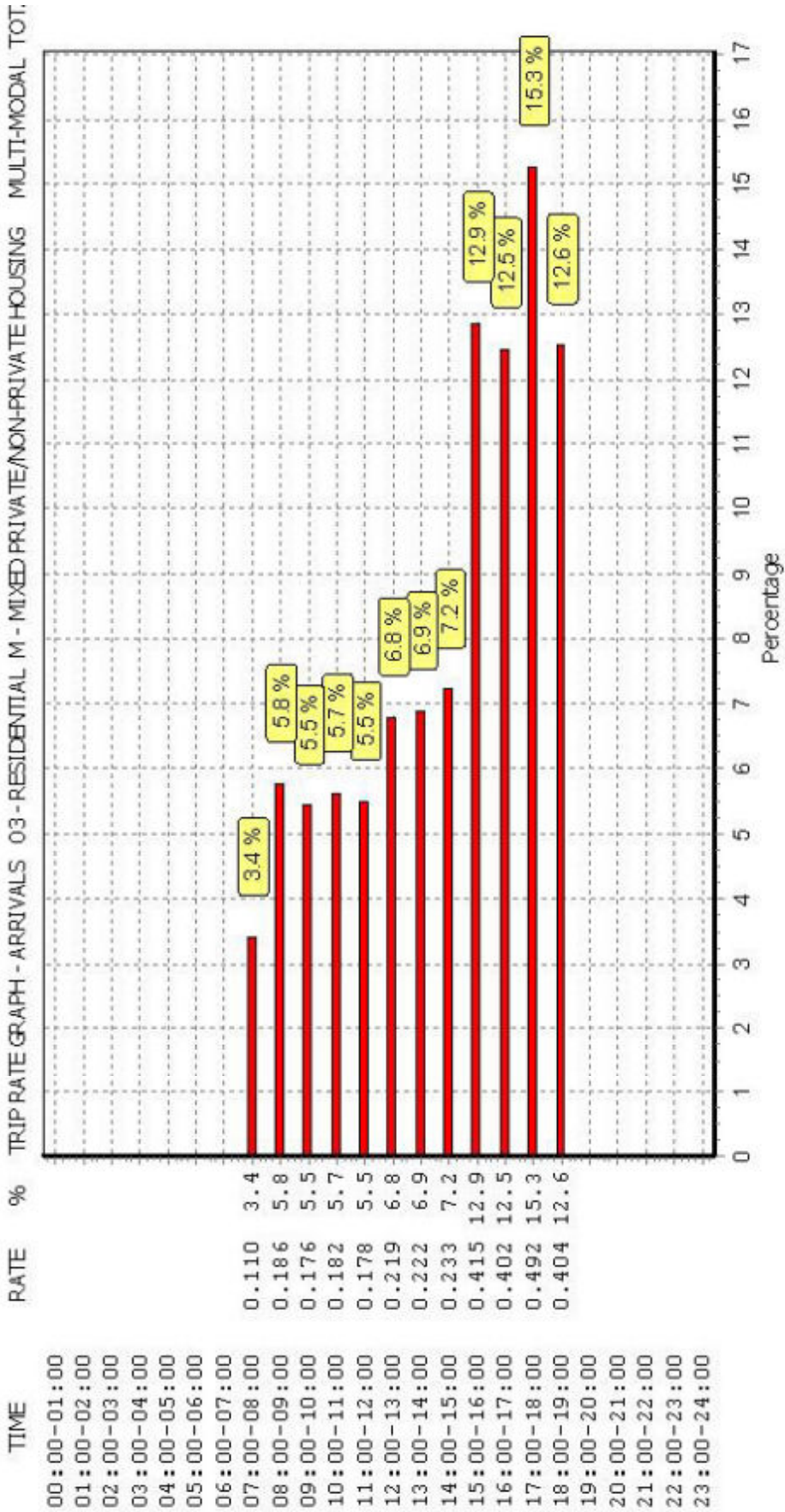
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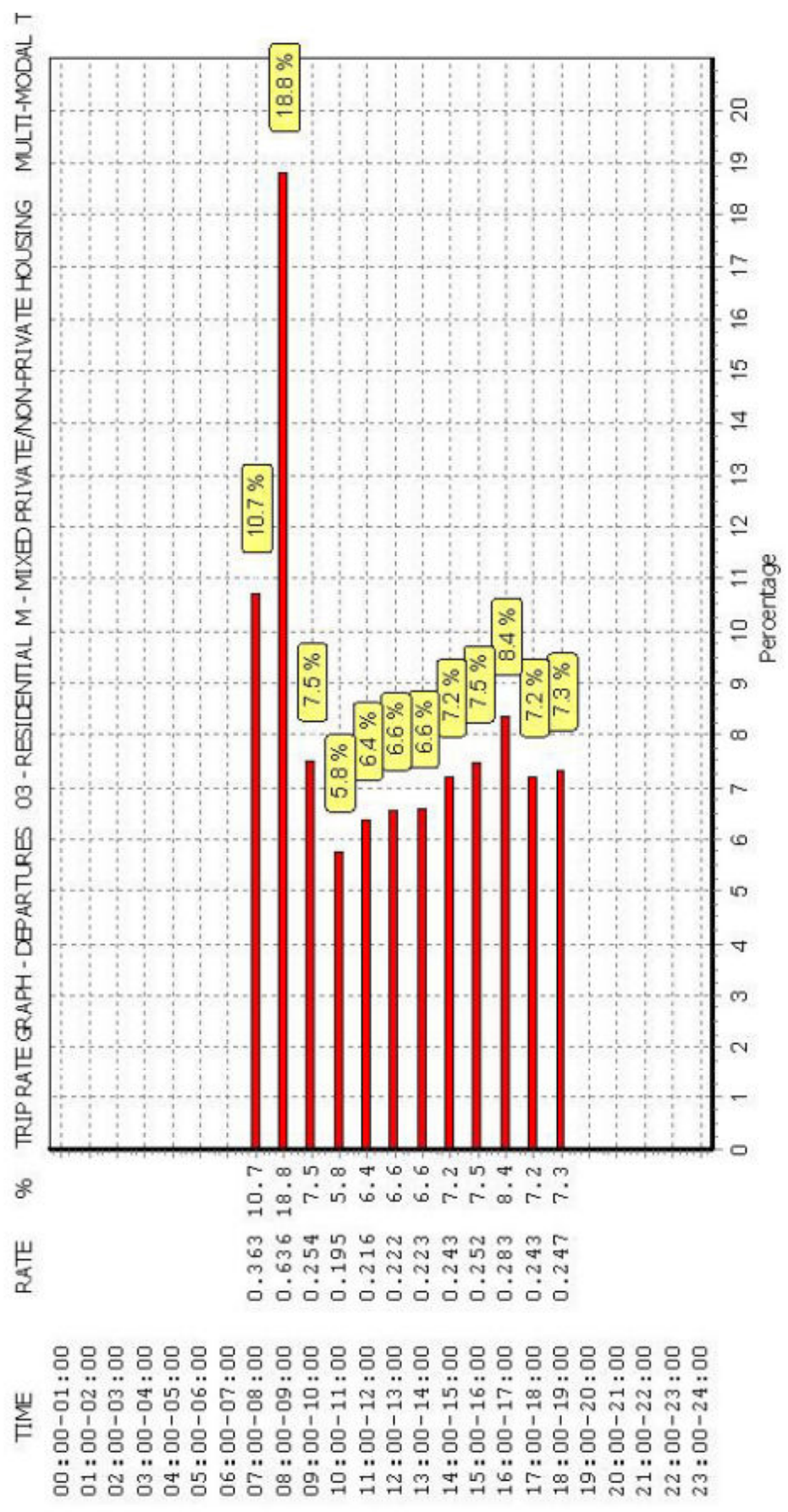
Parameter summary

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 Number of Sundays: 0
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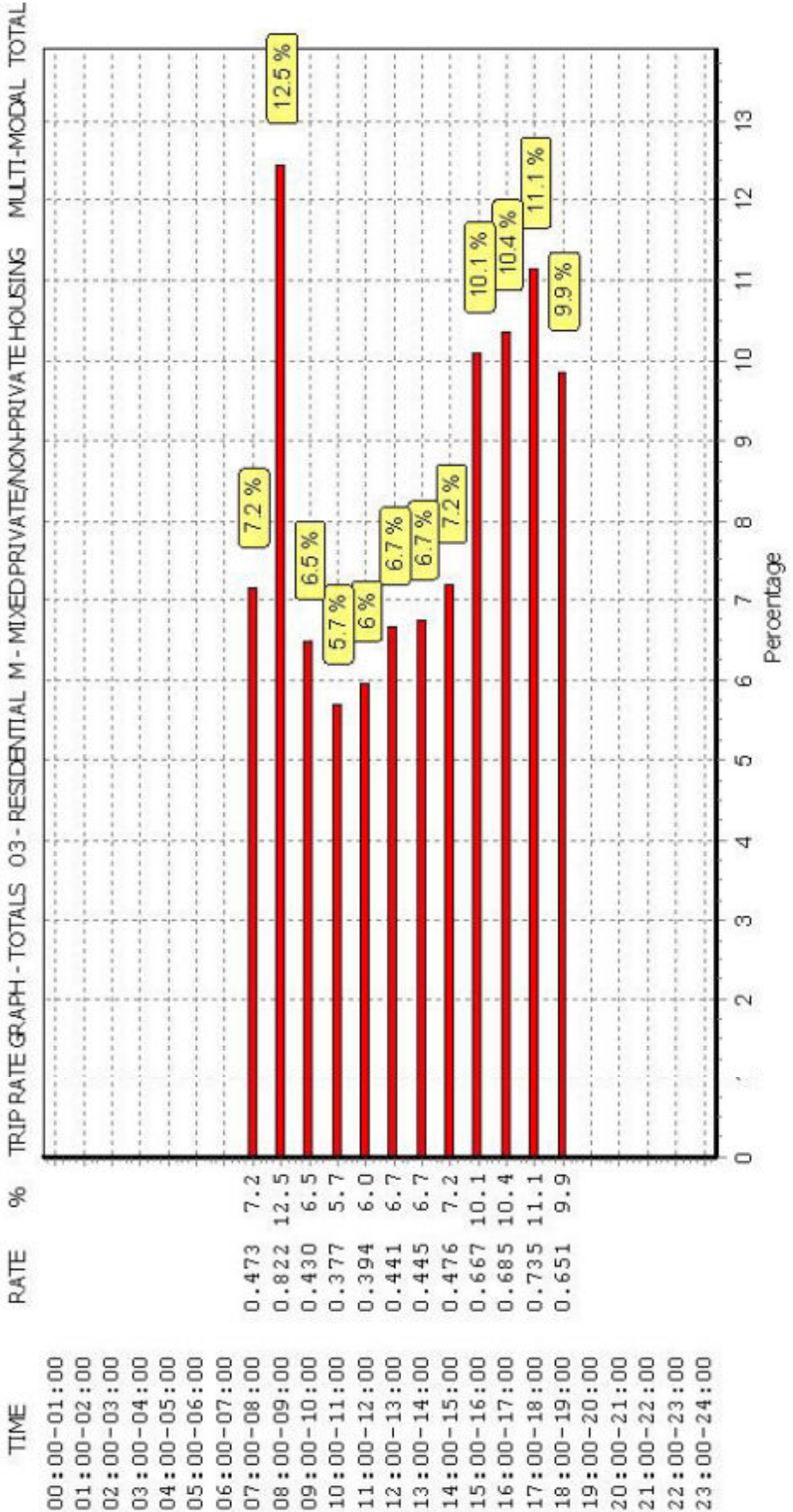
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APPENDIX 12

PICADY		
GUI Version: 5.00 AC Analysis Program Release: 3.0 INTERIM (MAR 2006)		
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TRL Limited Crowthorne House Nine Mile Ride Wokingham, Berks. RG40 3GA, UK		Tel: +44 (0)1344 770758 Fax: +44 (0)1344 770864 E-mail: softwarebureau@trl.co.uk Web: www.trlsoftware.co.uk
The user of this computer program for the solution of an engineering problem is in no way relieved of their responsibility for the correctness of the solution		

Run Analysis

Parameter	Values
File Run	S:\Admin-Projects\4351-4400\4391\PICADY\Coldharbour Farm.vpi
Date Run	16 December 2013
Time Run	16:56:09
Driving Side	Drive On The Left

Arm Names and Flow Scaling Factors

Arm	Arm Name	Flow Scaling Factor (%)
Arm A	Horndean Road South	100
Arm B	Coldharbour Road	100
Arm C	Horndean Road North	100

Stream Labelling Convention

Stream A-B contains traffic going from A to B etc.

Run Information

Parameter	Values
Run Title	Junction of Coldharbour Farm Road and Horndean Road
Location	Emswort
Date	16 December 2013
Enumerator	timbright [BR-ENG05]
Job Number	4391
Status	-
Client	-
Description	-

Errors and Warnings

Parameter	Values
Warning	No Errors Or Warnings

Geometric Data

Geometric Parameters

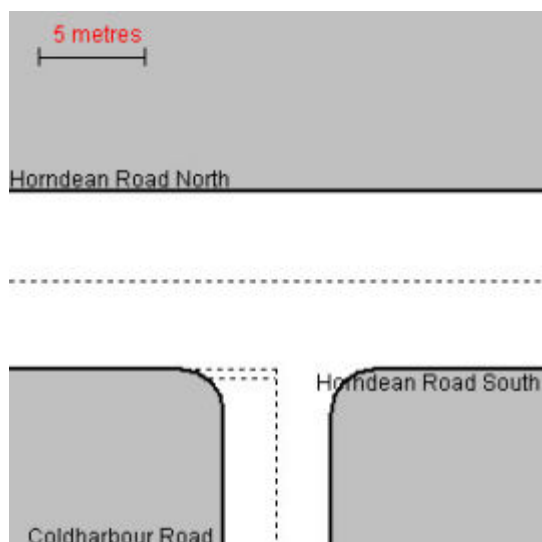
Parameter	Minor Arm B
Major Road Carriageway Width (m)	6.00
Major Road Kerbed Central Reserve Width (m)	0.00
Major Road Right Turning Lane Width (m)	2.20
Minor Road First Lane Width (m)	2.40
Minor Road Visibility To Right (m)	14
Minor Road Visibility To Left (m)	12
Major Road Right Turn Visibility (m)	100
Major Road Right Turn Blocks Traffic	Yes

Slope and Intercept Values

Stream	Intercept for Stream B-A	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
B-A	459.095	0.084	0.211	0.133	0.302
B-C	594.741	0.091	0.230	-	-
C-B	631.874	0.245	0.245	-	-

Note: Streams may be combined in which case capacity will be adjusted
These values do not allow for any site-specific corrections

Junction Diagram



Demand Data

Modelling Periods

Parameter	Period	Duration (min)	Segment Length (min)
First Modelling Period	07:45-09:15	90	15
Second Modelling Period	16:45-18:15	90	15

ODTAB Turning Counts

Demand Set: Junction of Coldharbour Farm Road and Horndean Road
Modelling Period: 07:45-09:15

From/To	Arm A	Arm B	Arm C
Arm A	0.0	9.0	332.0
Arm B	22.0	0.0	10.0
Arm C	390.0	5.0	0.0

Demand Set: Junction of Coldharbour Farm Road and Horndean Road Demand Set
Modelling Period: 16:45-18:15

From/To	Arm A	Arm B	Arm C
Arm A	0.0	20.0	350.0
Arm B	10.0	0.0	3.0
Arm C	316.0	3.0	0.0

ODTAB Synthesised Flows

Demand Set: Junction of Coldharbour Farm Road and Horndean Road
Modelling Period: 07:45-09:15

Arm	Rising Time	Rising Flow (veh/min)	Peak Time	Peak Flow (veh/min)	Falling Time	Falling Flow (veh/min)
Arm A	08:00	4.262	08:00	6.394	08:30	4.262
Arm B	08:00	0.400	08:00	0.600	08:30	0.400
Arm C	08:00	4.938	08:00	7.406	08:30	4.938

Heavy Vehicles Percentages

Demand Set: Junction of Coldharbour Farm Road and Horndean Road
Modelling Period: 07:45-09:15

From/To	Arm A	Arm B	Arm C
Arm A	-	10.0	10.0
Arm B	10.0	-	10.0
Arm C	10.0	10.0	-

Demand Set: Junction of Coldharbour Farm Road and Horndean Road Demand Set
Modelling Period: 16:45-18:15

From/To	Arm A	Arm B	Arm C
Arm A	-	10.0	10.0
Arm B	10.0	-	10.0
Arm C	10.0	10.0	-

Default proportions of heavy vehicles are used

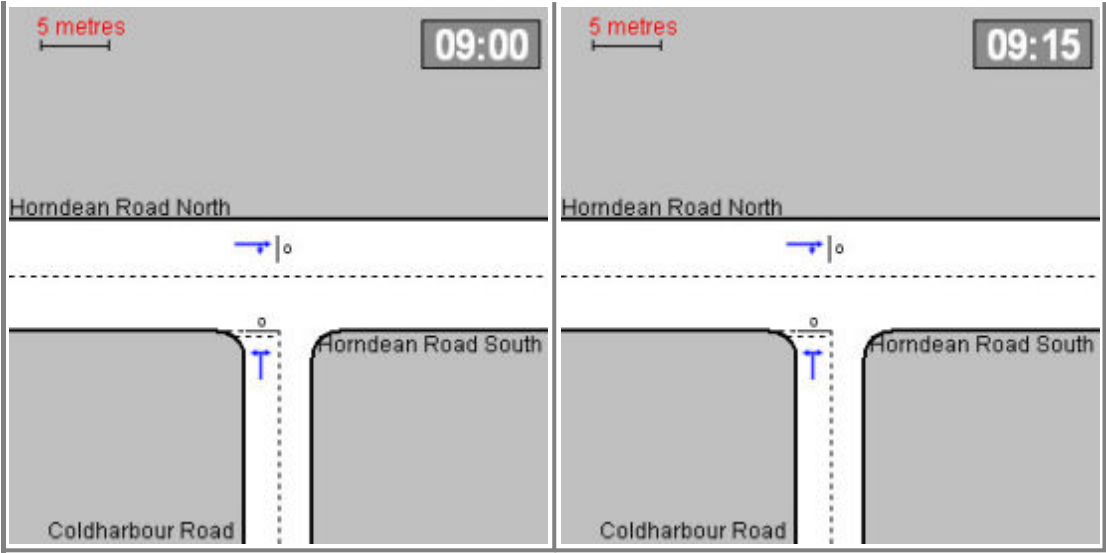
Queue Diagrams

Demand Set: Sum of Demand Sets for Modelling Period: 07:45 - 09:15

Modelling Period: 07:45-09:15

View Extent: 40m

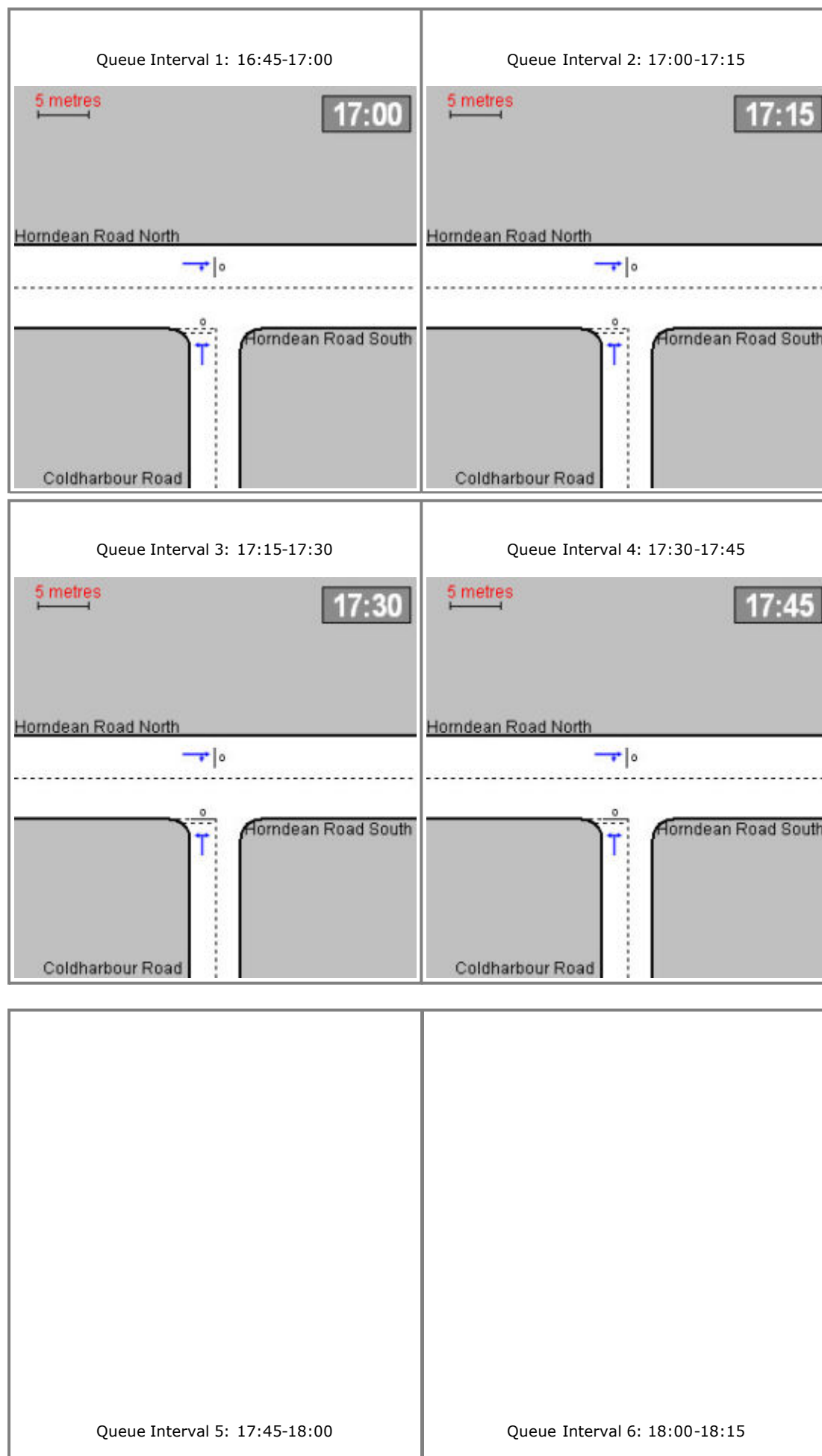


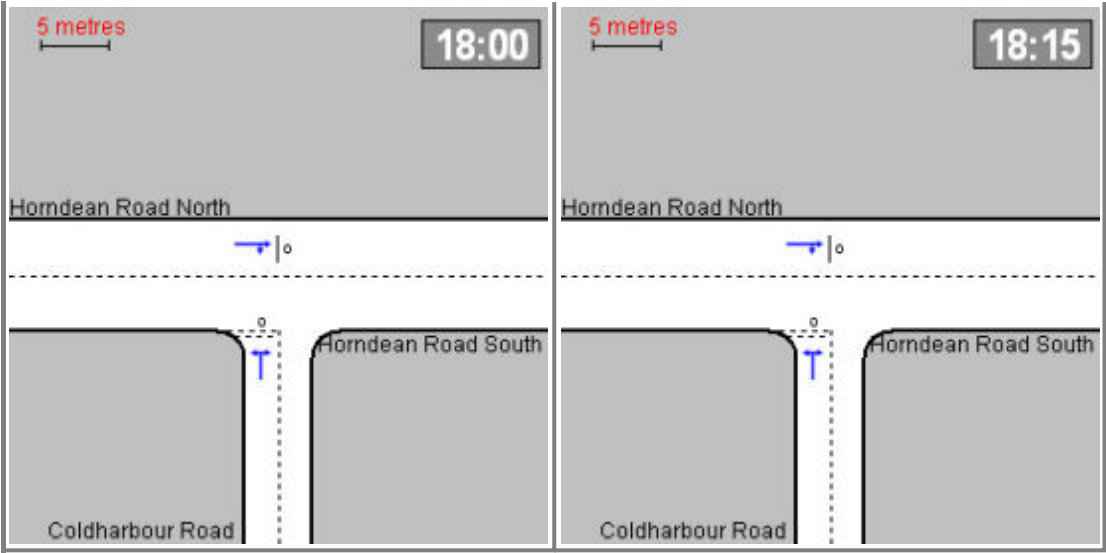


Demand Set: Sum of Demand Sets for Modelling Period: 16:45 - 18:15

Modelling Period: 16:45-18:15

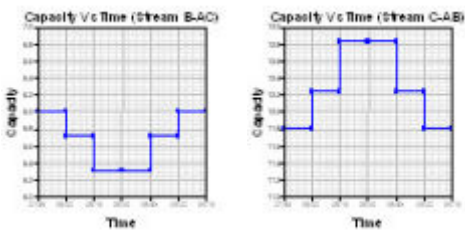
View Extent: 40m



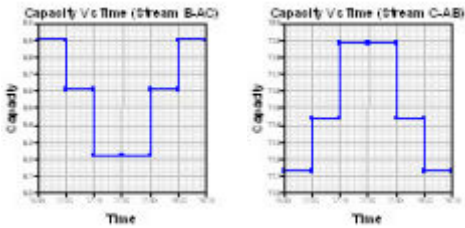


Capacity Graph

Demand Set: Sum of Demand Sets for Modelling Period: 07:45 - 09:15
Modelling Period: 07:45-09:15

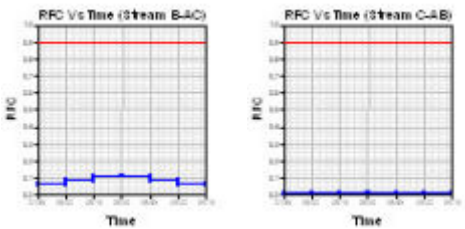


Demand Set: Sum of Demand Sets for Modelling Period: 16:45 - 18:15
Modelling Period: 16:45-18:15

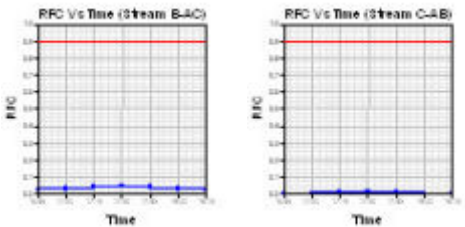


RFC Graph

Demand Set: Sum of Demand Sets for Modelling Period: 07:45 - 09:15
Modelling Period: 07:45-09:15



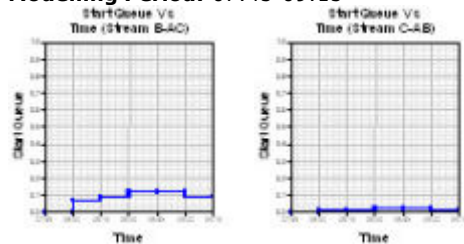
Demand Set: Sum of Demand Sets for Modelling Period: 16:45 - 18:15
Modelling Period: 16:45-18:15



Start Queue Graph

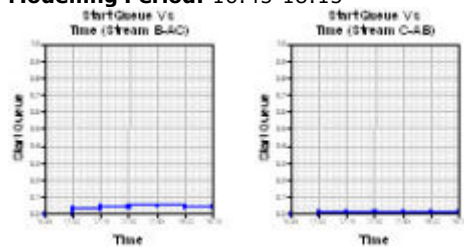
Demand Set: Sum of Demand Sets for Modelling Period: 07:45 - 09:15

Modelling Period: 07:45-09:15



Demand Set: Sum of Demand Sets for Modelling Period: 16:45 - 18:15

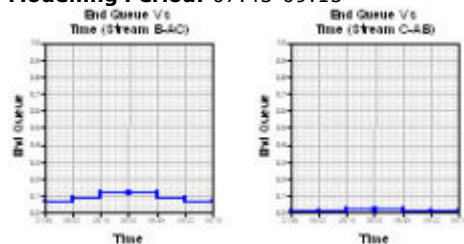
Modelling Period: 16:45-18:15



End Queue Graph

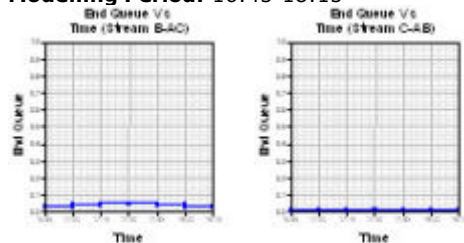
Demand Set: Sum of Demand Sets for Modelling Period: 07:45 - 09:15

Modelling Period: 07:45-09:15



Demand Set: Sum of Demand Sets for Modelling Period: 16:45 - 18:15

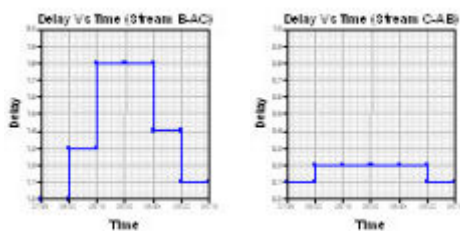
Modelling Period: 16:45-18:15



Delay Graph

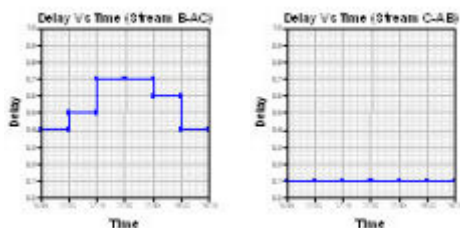
Demand Set: Sum of Demand Sets for Modelling Period: 07:45 - 09:15

Modelling Period: 07:45-09:15



Demand Set: Sum of Demand Sets for Modelling Period: 16:45 - 18:15

Modelling Period: 16:45-18:15



Queues & Delays

Demand Set: Sum of Demand Sets for Modelling Period: 07:45 - 09:15

Modelling Period: 07:45-09:15

Segment	Stream	Demand (veh/min)	Capacity (veh/min)	RFC	Ped. Flow (ped/min)	Start Queue (veh)	End Queue (veh)	Geometric Delay (veh.min/segment)	Delay (veh.min/segment)	Mean Arriving Vehicle Delay (min)
07:45-08:00	B-AC	0.40	6.01	0.067	-	0.00	0.07	-	1.0	0.18
	C-AB	0.10	11.80	0.009	-	0.00	0.01	-	0.1	0.09
	C-A	4.85	-	-	-	-	-	-	-	-
	A-B	0.11	-	-	-	-	-	-	-	-
	A-C	4.17	-	-	-	-	-	-	-	-
08:00-08:15	B-AC	0.48	5.72	0.084	-	0.07	0.09	-	1.3	0.19
	C-AB	0.13	12.24	0.011	-	0.01	0.01	-	0.2	0.08
	C-A	5.78	-	-	-	-	-	-	-	-
	A-B	0.13	-	-	-	-	-	-	-	-
	A-C	4.97	-	-	-	-	-	-	-	-

Segment	Stream	Demand (veh/min)	Capacity (veh/min)	RFC	Ped. Flow (ped/min)	Start Queue (veh)	End Queue (veh)	Geometric Delay (veh.min/ segment)	Delay (veh.min/ segment)	Mean Arriving Vehicle Delay (min)
08:15- 08:30	B-AC	0.59	5.31	0.111	-	0.09	0.12	-	1.8	0.21
	C-AB	0.19	12.83	0.014	-	0.01	0.02	-	0.2	0.08
	C-A	7.06	-	-	-	-	-	-	-	-
	A-B	0.17	-	-	-	-	-	-	-	-
	A-C	6.09	-	-	-	-	-	-	-	-

Segment	Stream	Demand (veh/min)	Capacity (veh/min)	RFC	Ped. Flow (ped/min)	Start Queue (veh)	End Queue (veh)	Geometric Delay (veh.min/ segment)	Delay (veh.min/ segment)	Mean Arriving Vehicle Delay (min)
08:30- 08:45	B-AC	0.59	5.31	0.111	-	0.12	0.12	-	1.8	0.21
	C-AB	0.19	12.83	0.014	-	0.02	0.02	-	0.2	0.08
	C-A	7.06	-	-	-	-	-	-	-	-
	A-B	0.17	-	-	-	-	-	-	-	-
	A-C	6.09	-	-	-	-	-	-	-	-

Segment	Stream	Demand (veh/min)	Capacity (veh/min)	RFC	Ped. Flow (ped/min)	Start Queue (veh)	End Queue (veh)	Geometric Delay (veh.min/ segment)	Delay (veh.min/ segment)	Mean Arriving Vehicle Delay (min)
08:45- 09:00	B-AC	0.48	5.72	0.084	-	0.12	0.09	-	1.4	0.19
	C-AB	0.13	12.24	0.011	-	0.02	0.01	-	0.2	0.08
	C-A	5.78	-	-	-	-	-	-	-	-
	A-B	0.13	-	-	-	-	-	-	-	-
	A-C	4.97	-	-	-	-	-	-	-	-

Segment	Stream	Demand (veh/min)	Capacity (veh/min)	RFC	Ped. Flow (ped/min)	Start Queue (veh)	End Queue (veh)	Geometric Delay (veh.min/ segment)	Delay (veh.min/ segment)	Mean Arriving Vehicle Delay (min)
09:00- 09:15	B-AC	0.40	6.01	0.067	-	0.09	0.07	-	1.1	0.18
	C-AB	0.10	11.80	0.009	-	0.01	0.01	-	0.1	0.09
	C-A	4.85	-	-	-	-	-	-	-	-
	A-B	0.11	-	-	-	-	-	-	-	-
	A-C	4.17	-	-	-	-	-	-	-	-

Demand Set: Sum of Demand Sets for Modelling Period: 16:45 - 18:15

Modelling Period: 16:45-18:15

Segment	Stream	Demand (veh/min)	Capacity (veh/min)	RFC	Ped. Flow (ped/min)	Start Queue (veh)	End Queue (veh)	Geometric Delay (veh.min/ segment)	Delay (veh.min/ segment)	Mean Arriving Vehicle Delay (min)
16:45- 17:00	B-AC	0.16	5.90	0.028	-	0.00	0.03	-	0.4	0.17
	C-AB	0.06	11.13	0.005	-	0.00	0.01	-	0.1	0.09
	C-A	3.95	-	-	-	-	-	-	-	-
	A-B	0.25	-	-	-	-	-	-	-	-
	A-C	4.39	-	-	-	-	-	-	-	-

Segment	Stream	Demand (veh/min)	Capacity (veh/min)	RFC	Ped. Flow (ped/min)	Start Queue (veh)	End Queue (veh)	Geometric Delay (veh.min/ segment)	Delay (veh.min/ segment)	Mean Arriving Vehicle Delay (min)
17:00- 17:15	B-AC	0.19	5.61	0.035	-	0.03	0.04	-	0.5	0.18
	C-AB	0.07	11.44	0.006	-	0.01	0.01	-	0.1	0.09
	C-A	4.71	-	-	-	-	-	-	-	-
	A-B	0.30	-	-	-	-	-	-	-	-
	A-C	5.24	-	-	-	-	-	-	-	-
Segment	Stream	Demand (veh/min)	Capacity (veh/min)	RFC	Ped. Flow (ped/min)	Start Queue (veh)	End Queue (veh)	Geometric Delay (veh.min/ segment)	Delay (veh.min/ segment)	Mean Arriving Vehicle Delay (min)
17:15- 17:30	B-AC	0.24	5.22	0.046	-	0.04	0.05	-	0.7	0.20
	C-AB	0.10	11.88	0.008	-	0.01	0.01	-	0.1	0.08
	C-A	5.75	-	-	-	-	-	-	-	-
	A-B	0.37	-	-	-	-	-	-	-	-
	A-C	6.42	-	-	-	-	-	-	-	-
Segment	Stream	Demand (veh/min)	Capacity (veh/min)	RFC	Ped. Flow (ped/min)	Start Queue (veh)	End Queue (veh)	Geometric Delay (veh.min/ segment)	Delay (veh.min/ segment)	Mean Arriving Vehicle Delay (min)
17:30- 17:45	B-AC	0.24	5.22	0.046	-	0.05	0.05	-	0.7	0.20
	C-AB	0.10	11.88	0.008	-	0.01	0.01	-	0.1	0.08
	C-A	5.75	-	-	-	-	-	-	-	-
	A-B	0.37	-	-	-	-	-	-	-	-
	A-C	6.42	-	-	-	-	-	-	-	-
Segment	Stream	Demand (veh/min)	Capacity (veh/min)	RFC	Ped. Flow (ped/min)	Start Queue (veh)	End Queue (veh)	Geometric Delay (veh.min/ segment)	Delay (veh.min/ segment)	Mean Arriving Vehicle Delay (min)
17:45- 18:00	B-AC	0.19	5.61	0.035	-	0.05	0.04	-	0.6	0.18
	C-AB	0.07	11.44	0.006	-	0.01	0.01	-	0.1	0.09
	C-A	4.71	-	-	-	-	-	-	-	-
	A-B	0.30	-	-	-	-	-	-	-	-
	A-C	5.24	-	-	-	-	-	-	-	-
Segment	Stream	Demand (veh/min)	Capacity (veh/min)	RFC	Ped. Flow (ped/min)	Start Queue (veh)	End Queue (veh)	Geometric Delay (veh.min/ segment)	Delay (veh.min/ segment)	Mean Arriving Vehicle Delay (min)
18:00- 18:15	B-AC	0.16	5.90	0.028	-	0.04	0.03	-	0.4	0.17
	C-AB	0.06	11.13	0.005	-	0.01	0.01	-	0.1	0.09
	C-A	3.95	-	-	-	-	-	-	-	-
	A-B	0.25	-	-	-	-	-	-	-	-
	A-C	4.39	-	-	-	-	-	-	-	-

Entry capacities marked with an '(X)' are dominated by a pedestrian crossing in that time segment.

In time segments marked with a '(B)', traffic leaving the junction may block back from a crossing so impairing normal operation of the junction.

Delays marked with '###' could not be calculated.

Overall Queues & Delays

Queueing Delay Information Over Whole Period

Demand Set: Sum of Demand Sets for Modelling Period: 07:45 - 09:15

Modelling Period: 07:45-09:15

Stream	Total Demand (veh)	Total Demand (veh/h)	Queueing Delay (min)	Queueing Delay (min/veh)	Inclusive Delay (min)	Inclusive Delay (min/veh)
B-AC	44.0	29.4	8.5	0.2	8.5	0.2
C-AB	12.7	8.4	1.1	0.1	1.1	0.1
C-A	531.0	354.0	-	-	-	-
A-B	12.4	8.3	-	-	-	-
A-C	457.0	304.6	-	-	-	-
All	1057.1	704.7	9.6	0.0	9.6	0.0

Demand Set: Sum of Demand Sets for Modelling Period: 16:45 - 18:15

Modelling Period: 16:45-18:15

Stream	Total Demand (veh)	Total Demand (veh/h)	Queueing Delay (min)	Queueing Delay (min/veh)	Inclusive Delay (min)	Inclusive Delay (min/veh)
B-AC	17.9	11.9	3.3	0.2	3.3	0.2
C-AB	6.9	4.6	0.6	0.1	0.6	0.1
C-A	432.1	288.1	-	-	-	-
A-B	27.5	18.4	-	-	-	-
A-C	481.7	321.2	-	-	-	-
All	966.3	644.2	4.0	0.0	4.0	0.0

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.

PICADY 5 Run Successful