

Table 7.11: Observed Queues at Level Crossing – AM Peak Hour

Barrier Downtime	Northbound (south of crossing)		Southbound (north of crossing)	
	Max Queue	Last vehicle in queue cleared	Max Queue	Last vehicle in queue cleared
07:16:58 - 07:18:20	14	Yes	7	Yes
07:23:56 - 07:24:30	13	Yes	4	Yes
07:25:34 - 07:26:21	9	Yes	2	Yes
07:36:12 - 07:36:53	11	Yes	2	Yes
07:41:12 - 07:42:27	13	Yes	2	Yes
07:46:08 - 07:47:58	23	Yes	8	Yes
07:49:33 - 07:50:08	19	Yes	8	Yes
07:56:04 - 07:56:42	15	No	2	Yes
07:57:26 - 07:58:11	8	Yes	2	Yes
08:01:57 - 08:02:34	8	Yes	3	Yes
08:03:22 - 08:04:04	17	Yes	3	Yes
08:12:52 - 08:13:31	7	Yes	9	Yes

Source: 2017 Survey Data

7.3.39 The largest observed queues in the morning peak hour were when the barrier was down between 07:46:08 and 07:47:58 with 23 and 8 vehicles in the northbound and southbound directions respectively. The longest barrier downtime occurs during this same time period and lasts for one minute and 50 seconds.

7.3.40 In total, the barrier is called into operation some 12 times within the morning peak period for a total duration of 10 minutes. During this peak hour period, the average duration the barrier spends closed down is 52 seconds and on only one occasion (northbound) did all queued traffic not clear.

Table 7.12: Observed Queues at Level Crossing – PM Peak Hour

Barrier Downtime	Northbound (south of crossing)		Southbound (north of crossing)	
	Max Queue	Last vehicle in queue cleared	Max Queue	Last vehicle in queue cleared
16:45:48 - 16:47:15	6	Yes	31	Yes
16:50:34 - 16:51:33	4	Yes	27	Yes
16:55:52 - 16:56:45	5	Yes	6	Yes
17:02:41 - 17:03:24	3	Yes	11	Yes
17:05:10 - 17:06:25	4	Yes	14	Yes
17:13:16 - 17:14:27	3	Yes	9	Yes
17:17:05 - 17:18:05	3	Yes	8	Yes
17:20:31 - 17:21:18	5	Yes	13	Yes
17:26:41 - 17:27:21	5	Yes	20	No
17:28:27 - 17:29:03	1	Yes	15	Yes
17:30:34 - 17:31:22	5	Yes	9	Yes
17:34:31 - 17:35:14	4	Yes	15	No
17:36:02 - 17:36:51	0	N/A	9	Yes
17:39:20 - 17:40:16	5	Yes	14	No
17:40:58 - 17:41:42	6	Yes	15	Yes

Source: 2017 Survey Data.