

**East Midlands Gateway
Phase 2 (EMG2)**

Document DCO 6.6A/MCO 6.6A (Part 9)

ENVIRONMENTAL STATEMENT

Technical Appendices

Appendix 6A

Transport Assessment

~~October 2025~~ April 2026

06

The East Midlands Gateway Phase 2
and Highway Order 202X and The East Midlands Gateway
Rail Freight and Highway (Amendment) Order 202X

[SEGRO.COM/SLPEMG2](https://segro.com/slpeimg2)

SEGRO

**The East Midlands Gateway Phase 2 and
Highway Order 202X and The East Midlands
Gateway Rail Freight and Highway (Amendment)
Order 202X**

**APPENDIX 6.6A TRANSPORT ASSESSMENT
(PART 9)
(DOCUMENT DCO 6.6A/MCO 6.6A)**

<u>Version</u>	<u>Date</u>	<u>Status of Version</u>
<u>0</u>	<u>October 2025</u>	<u>Submission</u>
<u>1</u>	<u>April 2026</u>	<u>Deadline 1</u>

APPENDIX 65: Junction 10: A453/Walton Hill Signal Junction Stage 1B/2B Modelling Results

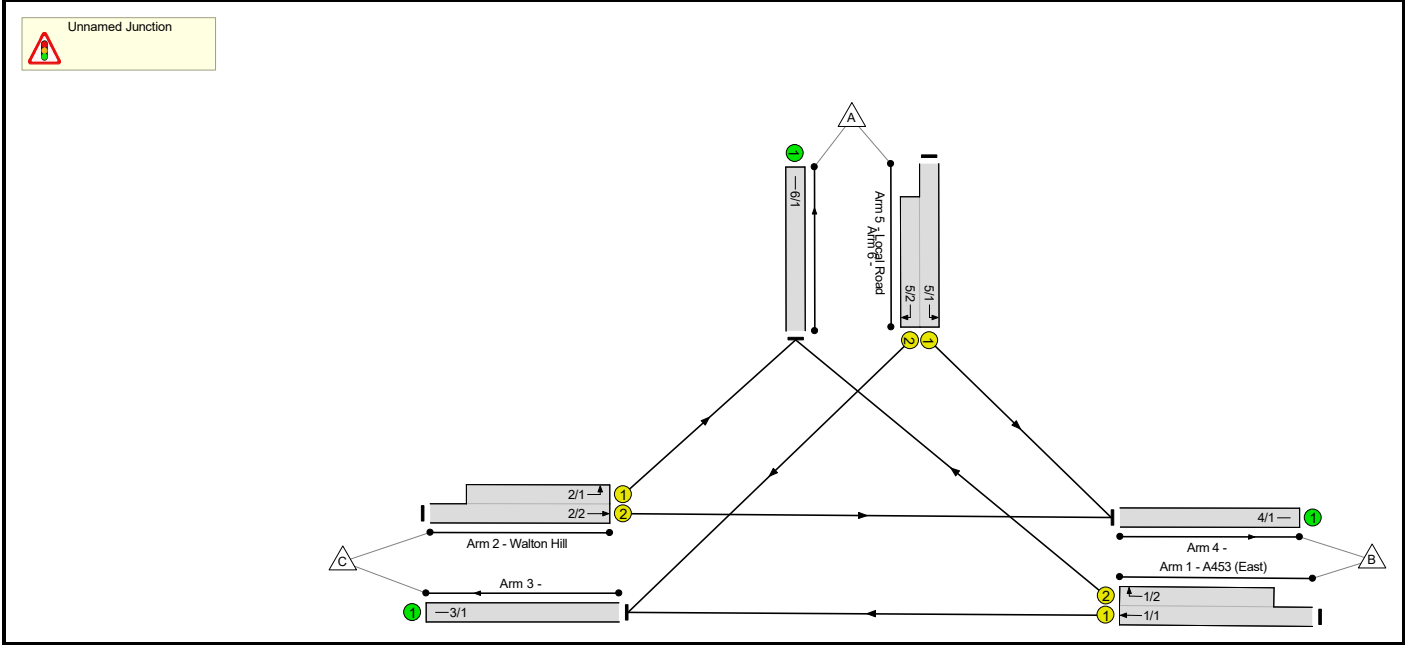
Full Input Data And Results

Full Input Data And Results

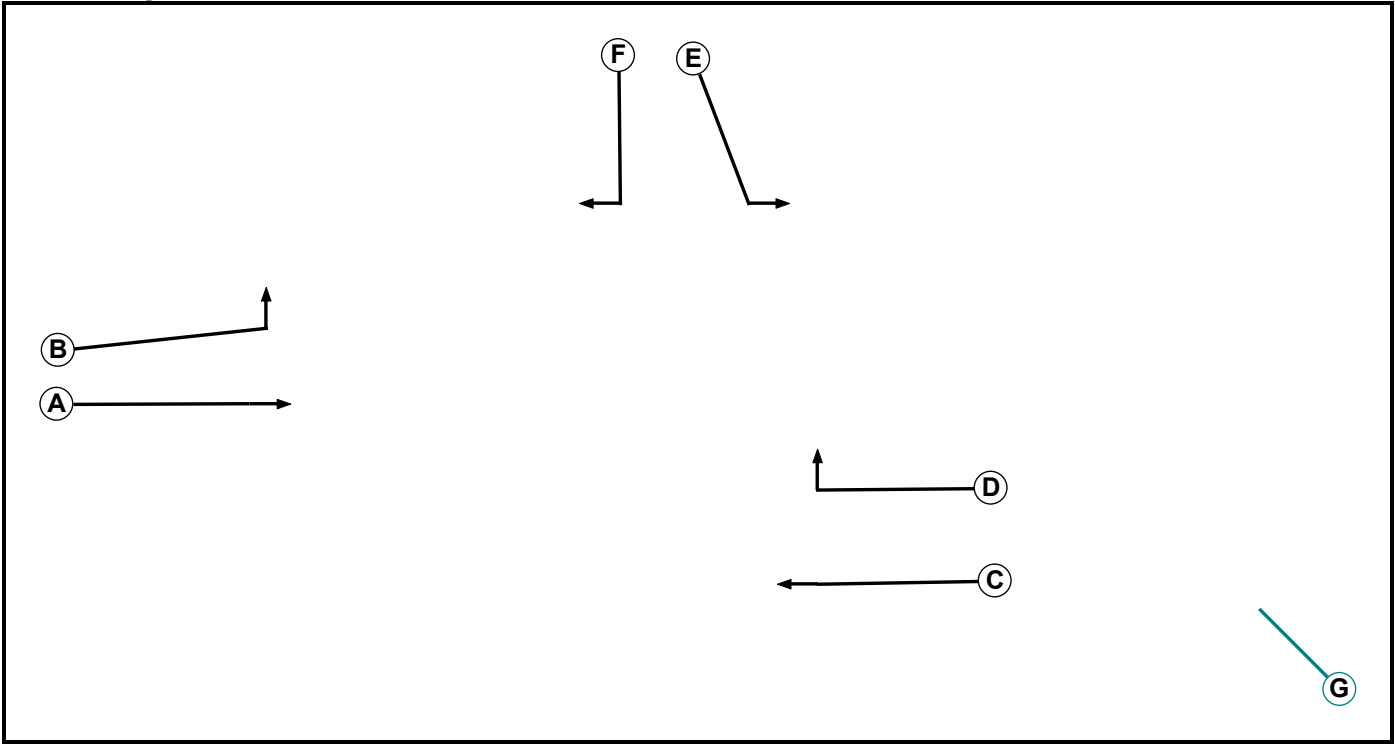
User and Project Details

Project:	East Midlands Gateway Phase 2
Title:	A453 Walton Hill Junction
Location:	
Client:	SEGRO
Site Ref(s):	Junction 10
Date Completed:	27/03/24
Checked By:	
Additional detail:	Phase B added to run in stage 3 as per on site observations
File name:	250624 A453_Local Road Signal Junction_Stage 1b+2b.lsg3x
Author:	
Company:	BWB
Address:	

Network Layout Diagram



Phase Diagram



Phase Input Data

Phase Name	Phase Type	Assoc. Phase	Street Min (s)	Cont Min (s)
A	Traffic		7	7
B	Traffic		7	7
C	Traffic		7	7
D	Traffic		7	7
E	Traffic		7	7
F	Traffic		7	7
G	Dummy		4	4

Full Input Data And Results

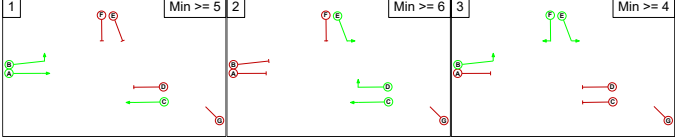
Phase Intergreens Matrix

Terminating Phase	Starting Phase							
		A	B	C	D	E	F	G
	A		-	-	6	7	6	3
	B	-		-	5	-	-	3
	C	-	-		-	-	5	3
	D	6	8	-		-	5	3
	E	3	-	-	-		-	3
	F	6	-	6	6	-		3
	G	2	2	2	2	2	2	

Phases in Stage

Stage No.	Phases in Stage
1	A B C
2	C D E
3	B E F

Stage Diagram



Phase Delays

Term. Stage	Start Stage	Phase	Type	Value	Cont value
2	1	E	Losing	2	2

Prohibited Stage Change

From Stage	To Stage			
		1	2	3
	1		7	7
	2	8		8
	3	6	6	

Full Input Data And Results

Give-Way Lane Input Data

Junction: Unnamed Junction
There are no Opposed Lanes in this Junction

Full Input Data And Results

Lane Input Data

Junction: Unnamed Junction												
Lane	Lane Type	Phases	Start Disp. (s)	End Disp. (s)	Physical Length (PCU)	Sat Flow Type	Def User Saturation Flow (PCU/Hr)	Lane Width (m)	Gradient (%)	Nearside Lane	Turns	Turning Radius (m)
1/1 (A453 (East))	U	C	2	3	60.0	Geom	-	3.50	0.00	Y	Arm 3 Ahead	Inf
1/2 (A453 (East))	U	D	2	3	19.1	Geom	-	3.50	0.00	Y	Arm 6 Right	20.00
2/1 (Walton Hill)	U	B	2	3	13.9	Geom	-	3.50	0.00	Y	Arm 6 Left	20.00
2/2 (Walton Hill)	U	A	2	3	60.0	Geom	-	3.50	0.00	N	Arm 4 Ahead	Inf
3/1	U		2	3	60.0	Inf	-	-	-	-	-	-
4/1	U		2	3	60.0	Inf	-	-	-	-	-	-
5/1 (Local Road)	U	E	2	3	60.0	Geom	-	3.50	0.00	Y	Arm 4 Left	15.00
5/2 (Local Road)	U	F	2	3	13.0	Geom	-	3.50	0.00	Y	Arm 3 Right	20.00
6/1	U		2	3	60.0	Inf	-	-	-	-	-	-

Traffic Flow Groups

Flow Group	Start Time	End Time	Duration	Formula
1: '2022 Observed (AM) (Current Scenario)'	07:45	08:45	01:00	
2: '2022 Observed (PM)'	17:00	18:00	01:00	
3: '2028 Forecast Year Without Development (AM)'	07:45	08:45	01:00	
4: '2028 Forecast Year Without Development (PM)'	17:00	18:00	01:00	
5: '2028 Forecast Year With Development (AM)'	07:45	08:45	01:00	
6: '2028 Forecast Year With Development (PM)'	17:00	18:00	01:00	
7: '2038 Forecast Year Without Development (AM)'	07:45	08:45	01:00	
8: '2038 Forecast Year Without Development (PM)'	17:00	18:00	01:00	
9: '2038 Forecast Year With Development (AM)'	07:45	08:45	01:00	
10: '2038 Forecast Year With Development (PM)'	17:00	18:00	01:00	
11: '2b 2028 Forecast Year With Development (AM)'	07:45	08:45	01:00	
12: '2b 2028 Forecast Year With Development (PM)'	17:00	18:00	01:00	
13: '2b 2038 Forecast Year With Development (AM)'	07:45	08:45	01:00	
14: '2b 2038 Forecast Year With Development (PM)'	17:00	18:00	01:00	

Scenario 1: '2022 Observed (AM)' (FG1: '2022 Observed (AM) (Current Scenario)', Plan 1: 'Network Control Plan 1')
Traffic Flows, Desired
Desired Flow :

Origin	Destination				
		A	B	C	Tot.
	A	0	520	287	807
	B	215	0	189	404
	C	314	406	0	720
	Tot.	529	926	476	1931

Traffic Lane Flows

Lane	Scenario 1: 2022 Observed (AM)
Junction: Unnamed Junction	
1/1 (with short)	404(In) 189(Out)
1/2 (short)	215
2/1 (short)	314
2/2 (with short)	720(In) 406(Out)
3/1	476
4/1	926
5/1 (with short)	807(In) 520(Out)
5/2 (short)	287
6/1	529

Lane Saturation Flows

Junction: Unnamed Junction								
Lane	Lane Width (m)	Gradient (%)	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
1/1 (A453 (East))	3.50	0.00	Y	Arm 3 Ahead	Inf	100.0 %	1965	1965
1/2 (A453 (East))	3.50	0.00	Y	Arm 6 Right	20.00	100.0 %	1828	1828
2/1 (Walton Hill)	3.50	0.00	Y	Arm 6 Left	20.00	100.0 %	1828	1828
2/2 (Walton Hill)	3.50	0.00	N	Arm 4 Ahead	Inf	100.0 %	2105	2105
3/1	Infinite Saturation Flow						Inf	Inf
4/1	Infinite Saturation Flow						Inf	Inf
5/1 (Local Road)	3.50	0.00	Y	Arm 4 Left	15.00	100.0 %	1786	1786
5/2 (Local Road)	3.50	0.00	Y	Arm 3 Right	20.00	100.0 %	1828	1828
6/1	Infinite Saturation Flow						Inf	Inf

Scenario 2: '2022 Observed (PM)' (FG2: '2022 Observed (PM)', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

	Destination				
Origin		A	B	C	Tot.
	A	0	228	289	517
	B	343	0	288	631
	C	227	187	0	414
	Tot.	570	415	577	1562

Traffic Lane Flows

Lane	Scenario 2: 2022 Observed (PM)
Junction: Unnamed Junction	
1/1 (with short)	631(In) 288(Out)
1/2 (short)	343
2/1 (short)	227
2/2 (with short)	414(In) 187(Out)
3/1	577
4/1	415
5/1 (with short)	517(In) 228(Out)
5/2 (short)	289
6/1	570

Lane Saturation Flows

Junction: Unnamed Junction								
Lane	Lane Width (m)	Gradient (%)	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
1/1 (A453 (East))	3.50	0.00	Y	Arm 3 Ahead	Inf	100.0 %	1965	1965
1/2 (A453 (East))	3.50	0.00	Y	Arm 6 Right	20.00	100.0 %	1828	1828
2/1 (Walton Hill)	3.50	0.00	Y	Arm 6 Left	20.00	100.0 %	1828	1828
2/2 (Walton Hill)	3.50	0.00	N	Arm 4 Ahead	Inf	100.0 %	2105	2105
3/1	Infinite Saturation Flow						Inf	Inf
4/1	Infinite Saturation Flow						Inf	Inf
5/1 (Local Road)	3.50	0.00	Y	Arm 4 Left	15.00	100.0 %	1786	1786
5/2 (Local Road)	3.50	0.00	Y	Arm 3 Right	20.00	100.0 %	1828	1828
6/1	Infinite Saturation Flow						Inf	Inf

Full Input Data And Results

Scenario 3: '2028 Forecast Year Without Development (AM)' (FG3: '2028 Forecast Year Without Development (AM)', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

Origin	Destination				
		A	B	C	Tot.
	A	0	599	386	985
	B	347	0	252	599
	C	314	294	0	608
	Tot.	661	893	638	2192

Traffic Lane Flows

Lane	Scenario 3: 2028 Forecast Year Without Development (AM)
Junction: Unnamed Junction	
1/1 (with short)	599(In) 252(Out)
1/2 (short)	347
2/1 (short)	314
2/2 (with short)	608(In) 294(Out)
3/1	638
4/1	893
5/1 (with short)	985(In) 599(Out)
5/2 (short)	386
6/1	661

Lane Saturation Flows

Junction: Unnamed Junction								
Lane	Lane Width (m)	Gradient (%)	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
1/1 (A453 (East))	3.50	0.00	Y	Arm 3 Ahead	Inf	100.0 %	1965	1965
1/2 (A453 (East))	3.50	0.00	Y	Arm 6 Right	20.00	100.0 %	1828	1828
2/1 (Walton Hill)	3.50	0.00	Y	Arm 6 Left	20.00	100.0 %	1828	1828
2/2 (Walton Hill)	3.50	0.00	N	Arm 4 Ahead	Inf	100.0 %	2105	2105
3/1	Infinite Saturation Flow						Inf	Inf
4/1	Infinite Saturation Flow						Inf	Inf
5/1 (Local Road)	3.50	0.00	Y	Arm 4 Left	15.00	100.0 %	1786	1786
5/2 (Local Road)	3.50	0.00	Y	Arm 3 Right	20.00	100.0 %	1828	1828
6/1	Infinite Saturation Flow						Inf	Inf

Scenario 4: '2028 Forecast Year Without Development (PM)' (FG4: '2028 Forecast Year Without Development (PM)', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

Origin	Destination				
		A	B	C	Tot.
	A	0	365	426	791
	B	413	0	305	718
	C	187	146	0	333
	Tot.	600	511	731	1842

Traffic Lane Flows

Lane	Scenario 4: 2028 Forecast Year Without Development (PM)
Junction: Unnamed Junction	
1/1 (with short)	718(In) 305(Out)
1/2 (short)	413
2/1 (short)	187
2/2 (with short)	333(In) 146(Out)
3/1	731
4/1	511
5/1 (with short)	791(In) 365(Out)
5/2 (short)	426
6/1	600

Lane Saturation Flows

Junction: Unnamed Junction								
Lane	Lane Width (m)	Gradient (%)	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
1/1 (A453 (East))	3.50	0.00	Y	Arm 3 Ahead	Inf	100.0 %	1965	1965
1/2 (A453 (East))	3.50	0.00	Y	Arm 6 Right	20.00	100.0 %	1828	1828
2/1 (Walton Hill)	3.50	0.00	Y	Arm 6 Left	20.00	100.0 %	1828	1828
2/2 (Walton Hill)	3.50	0.00	N	Arm 4 Ahead	Inf	100.0 %	2105	2105
3/1	Infinite Saturation Flow						Inf	Inf
4/1	Infinite Saturation Flow						Inf	Inf
5/1 (Local Road)	3.50	0.00	Y	Arm 4 Left	15.00	100.0 %	1786	1786
5/2 (Local Road)	3.50	0.00	Y	Arm 3 Right	20.00	100.0 %	1828	1828
6/1	Infinite Saturation Flow						Inf	Inf

Full Input Data And Results

Scenario 5: '2028 Forecast Year With Development (AM)' (FG5: '2028 Forecast Year With Development (AM)', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

Origin	Destination				
		A	B	C	Tot.
	A	0	691	378	1069
	B	318	0	212	530
	C	316	318	0	634
	Tot.	634	1009	590	2233

Traffic Lane Flows

Lane	Scenario 5: 2028 Forecast Year With Development (AM)
Junction: Unnamed Junction	
1/1 (with short)	530(In) 212(Out)
1/2 (short)	318
2/1 (short)	316
2/2 (with short)	634(In) 318(Out)
3/1	590
4/1	1009
5/1 (with short)	1069(In) 691(Out)
5/2 (short)	378
6/1	634

Lane Saturation Flows

Junction: Unnamed Junction								
Lane	Lane Width (m)	Gradient (%)	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
1/1 (A453 (East))	3.50	0.00	Y	Arm 3 Ahead	Inf	100.0 %	1965	1965
1/2 (A453 (East))	3.50	0.00	Y	Arm 6 Right	20.00	100.0 %	1828	1828
2/1 (Walton Hill)	3.50	0.00	Y	Arm 6 Left	20.00	100.0 %	1828	1828
2/2 (Walton Hill)	3.50	0.00	N	Arm 4 Ahead	Inf	100.0 %	2105	2105
3/1	Infinite Saturation Flow						Inf	Inf
4/1	Infinite Saturation Flow						Inf	Inf
5/1 (Local Road)	3.50	0.00	Y	Arm 4 Left	15.00	100.0 %	1786	1786
5/2 (Local Road)	3.50	0.00	Y	Arm 3 Right	20.00	100.0 %	1828	1828
6/1	Infinite Saturation Flow						Inf	Inf

Scenario 6: '2028 Forecast Year With Development (PM)' (FG6: '2028 Forecast Year With Development (PM)', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

Origin	Destination				
		A	B	C	Tot.
	A	0	348	434	782
	B	432	0	337	769
	C	180	142	0	322
	Tot.	612	490	771	1873

Traffic Lane Flows

Lane	Scenario 6: 2028 Forecast Year With Development (PM)
Junction: Unnamed Junction	
1/1 (with short)	769(In) 337(Out)
1/2 (short)	432
2/1 (short)	180
2/2 (with short)	322(In) 142(Out)
3/1	771
4/1	490
5/1 (with short)	782(In) 348(Out)
5/2 (short)	434
6/1	612

Lane Saturation Flows

Junction: Unnamed Junction								
Lane	Lane Width (m)	Gradient (%)	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
1/1 (A453 (East))	3.50	0.00	Y	Arm 3 Ahead	Inf	100.0 %	1965	1965
1/2 (A453 (East))	3.50	0.00	Y	Arm 6 Right	20.00	100.0 %	1828	1828
2/1 (Walton Hill)	3.50	0.00	Y	Arm 6 Left	20.00	100.0 %	1828	1828
2/2 (Walton Hill)	3.50	0.00	N	Arm 4 Ahead	Inf	100.0 %	2105	2105
3/1	Infinite Saturation Flow						Inf	Inf
4/1	Infinite Saturation Flow						Inf	Inf
5/1 (Local Road)	3.50	0.00	Y	Arm 4 Left	15.00	100.0 %	1786	1786
5/2 (Local Road)	3.50	0.00	Y	Arm 3 Right	20.00	100.0 %	1828	1828
6/1	Infinite Saturation Flow						Inf	Inf

Full Input Data And Results

Scenario 7: '2038 Forecast Year Without Development (AM)' (FG7: '2038 Forecast Year Without Development (AM)', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

Origin	Destination				
		A	B	C	Tot.
	A	0	510	417	927
	B	408	0	350	758
	C	304	271	0	575
	Tot.	712	781	767	2260

Traffic Lane Flows

Lane	Scenario 7: 2038 Forecast Year Without Development (AM)
Junction: Unnamed Junction	
1/1 (with short)	758(In) 350(Out)
1/2 (short)	408
2/1 (short)	304
2/2 (with short)	575(In) 271(Out)
3/1	767
4/1	781
5/1 (with short)	927(In) 510(Out)
5/2 (short)	417
6/1	712

Lane Saturation Flows

Junction: Unnamed Junction								
Lane	Lane Width (m)	Gradient (%)	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
1/1 (A453 (East))	3.50	0.00	Y	Arm 3 Ahead	Inf	100.0 %	1965	1965
1/2 (A453 (East))	3.50	0.00	Y	Arm 6 Right	20.00	100.0 %	1828	1828
2/1 (Walton Hill)	3.50	0.00	Y	Arm 6 Left	20.00	100.0 %	1828	1828
2/2 (Walton Hill)	3.50	0.00	N	Arm 4 Ahead	Inf	100.0 %	2105	2105
3/1	Infinite Saturation Flow						Inf	Inf
4/1	Infinite Saturation Flow						Inf	Inf
5/1 (Local Road)	3.50	0.00	Y	Arm 4 Left	15.00	100.0 %	1786	1786
5/2 (Local Road)	3.50	0.00	Y	Arm 3 Right	20.00	100.0 %	1828	1828
6/1	Infinite Saturation Flow						Inf	Inf

Scenario 8: '2038 Forecast Year Without Development (PM)' (FG8: '2038 Forecast Year Without Development (PM)', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

Origin	Destination				
		A	B	C	Tot.
	A	0	319	475	794
	B	461	0	470	931
	C	164	139	0	303
	Tot.	625	458	945	2028

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 8: 2038 Forecast Year Without Development (PM)
Junction: Unnamed Junction	
1/1 (with short)	931(In) 470(Out)
1/2 (short)	461
2/1 (short)	164
2/2 (with short)	303(In) 139(Out)
3/1	945
4/1	458
5/1 (with short)	794(In) 319(Out)
5/2 (short)	475
6/1	625

Lane Saturation Flows

Junction: Unnamed Junction								
Lane	Lane Width (m)	Gradient (%)	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
1/1 (A453 (East))	3.50	0.00	Y	Arm 3 Ahead	Inf	100.0 %	1965	1965
1/2 (A453 (East))	3.50	0.00	Y	Arm 6 Right	20.00	100.0 %	1828	1828
2/1 (Walton Hill)	3.50	0.00	Y	Arm 6 Left	20.00	100.0 %	1828	1828
2/2 (Walton Hill)	3.50	0.00	N	Arm 4 Ahead	Inf	100.0 %	2105	2105
3/1	Infinite Saturation Flow						Inf	Inf
4/1	Infinite Saturation Flow						Inf	Inf
5/1 (Local Road)	3.50	0.00	Y	Arm 4 Left	15.00	100.0 %	1786	1786
5/2 (Local Road)	3.50	0.00	Y	Arm 3 Right	20.00	100.0 %	1828	1828
6/1	Infinite Saturation Flow						Inf	Inf

Full Input Data And Results

Scenario 9: '2038 Forecast Year With Development (AM)' (FG9: '2038 Forecast Year With Development (AM)', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

Origin	Destination				
		A	B	C	Tot.
	A	0	539	403	942
	B	387	0	293	680
	C	326	284	0	610
	Tot.	713	823	696	2232

Traffic Lane Flows

Lane	Scenario 9: 2038 Forecast Year With Development (AM)
Junction: Unnamed Junction	
1/1 (with short)	680(In) 293(Out)
1/2 (short)	387
2/1 (short)	326
2/2 (with short)	610(In) 284(Out)
3/1	696
4/1	823
5/1 (with short)	942(In) 539(Out)
5/2 (short)	403
6/1	713

Lane Saturation Flows

Junction: Unnamed Junction								
Lane	Lane Width (m)	Gradient (%)	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
1/1 (A453 (East))	3.50	0.00	Y	Arm 3 Ahead	Inf	100.0 %	1965	1965
1/2 (A453 (East))	3.50	0.00	Y	Arm 6 Right	20.00	100.0 %	1828	1828
2/1 (Walton Hill)	3.50	0.00	Y	Arm 6 Left	20.00	100.0 %	1828	1828
2/2 (Walton Hill)	3.50	0.00	N	Arm 4 Ahead	Inf	100.0 %	2105	2105
3/1	Infinite Saturation Flow						Inf	Inf
4/1	Infinite Saturation Flow						Inf	Inf
5/1 (Local Road)	3.50	0.00	Y	Arm 4 Left	15.00	100.0 %	1786	1786
5/2 (Local Road)	3.50	0.00	Y	Arm 3 Right	20.00	100.0 %	1828	1828
6/1	Infinite Saturation Flow						Inf	Inf

Scenario 10: '2038 Forecast Year With Development (PM)' (FG10: '2038 Forecast Year With Development (PM)', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

Origin	Destination				
		A	B	C	Tot.
	A	0	275	488	763
	B	470	0	553	1023
	C	166	138	0	304
	Tot.	636	413	1041	2090

Traffic Lane Flows

Lane	Scenario 10: 2038 Forecast Year With Development (PM)
Junction: Unnamed Junction	
1/1 (with short)	1023(In) 553(Out)
1/2 (short)	470
2/1 (short)	166
2/2 (with short)	304(In) 138(Out)
3/1	1041
4/1	413
5/1 (with short)	763(In) 275(Out)
5/2 (short)	488
6/1	636

Lane Saturation Flows

Junction: Unnamed Junction								
Lane	Lane Width (m)	Gradient (%)	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
1/1 (A453 (East))	3.50	0.00	Y	Arm 3 Ahead	Inf	100.0 %	1965	1965
1/2 (A453 (East))	3.50	0.00	Y	Arm 6 Right	20.00	100.0 %	1828	1828
2/1 (Walton Hill)	3.50	0.00	Y	Arm 6 Left	20.00	100.0 %	1828	1828
2/2 (Walton Hill)	3.50	0.00	N	Arm 4 Ahead	Inf	100.0 %	2105	2105
3/1	Infinite Saturation Flow						Inf	Inf
4/1	Infinite Saturation Flow						Inf	Inf
5/1 (Local Road)	3.50	0.00	Y	Arm 4 Left	15.00	100.0 %	1786	1786
5/2 (Local Road)	3.50	0.00	Y	Arm 3 Right	20.00	100.0 %	1828	1828
6/1	Infinite Saturation Flow						Inf	Inf

Full Input Data And Results

Scenario 11: '2b 2028 Forecast Year With Development (AM)' (FG11: '2b 2028 Forecast Year With Development (AM)', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

Origin	Destination				
		A	B	C	Tot.
	A	0	630	379	1009
	B	312	0	234	546
	C	321	331	0	652
	Tot.	633	961	613	2207

Traffic Lane Flows

Lane	Scenario 11: 2b 2028 Forecast Year With Development (AM)
Junction: Unnamed Junction	
1/1 (with short)	546(In) 234(Out)
1/2 (short)	312
2/1 (short)	321
2/2 (with short)	652(In) 331(Out)
3/1	613
4/1	961
5/1 (with short)	1009(In) 630(Out)
5/2 (short)	379
6/1	633

Lane Saturation Flows

Junction: Unnamed Junction								
Lane	Lane Width (m)	Gradient (%)	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
1/1 (A453 (East))	3.50	0.00	Y	Arm 3 Ahead	Inf	100.0 %	1965	1965
1/2 (A453 (East))	3.50	0.00	Y	Arm 6 Right	20.00	100.0 %	1828	1828
2/1 (Walton Hill)	3.50	0.00	Y	Arm 6 Left	20.00	100.0 %	1828	1828
2/2 (Walton Hill)	3.50	0.00	N	Arm 4 Ahead	Inf	100.0 %	2105	2105
3/1	Infinite Saturation Flow						Inf	Inf
4/1	Infinite Saturation Flow						Inf	Inf
5/1 (Local Road)	3.50	0.00	Y	Arm 4 Left	15.00	100.0 %	1786	1786
5/2 (Local Road)	3.50	0.00	Y	Arm 3 Right	20.00	100.0 %	1828	1828
6/1	Infinite Saturation Flow						Inf	Inf

Scenario 12: '2b 2028 Forecast Year With Development (PM)' (FG12: '2b 2028 Forecast Year With Development (PM)', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

Origin	Destination				
		A	B	C	Tot.
	A	0	333	438	771
	B	432	0	370	802
	C	174	141	0	315
	Tot.	606	474	808	1888

Traffic Lane Flows

Lane	Scenario 12: 2b 2028 Forecast Year With Development (PM)
Junction: Unnamed Junction	
1/1 (with short)	802(In) 370(Out)
1/2 (short)	432
2/1 (short)	174
2/2 (with short)	315(In) 141(Out)
3/1	808
4/1	474
5/1 (with short)	771(In) 333(Out)
5/2 (short)	438
6/1	606

Lane Saturation Flows

Junction: Unnamed Junction								
Lane	Lane Width (m)	Gradient (%)	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
1/1 (A453 (East))	3.50	0.00	Y	Arm 3 Ahead	Inf	100.0 %	1965	1965
1/2 (A453 (East))	3.50	0.00	Y	Arm 6 Right	20.00	100.0 %	1828	1828
2/1 (Walton Hill)	3.50	0.00	Y	Arm 6 Left	20.00	100.0 %	1828	1828
2/2 (Walton Hill)	3.50	0.00	N	Arm 4 Ahead	Inf	100.0 %	2105	2105
3/1	Infinite Saturation Flow						Inf	Inf
4/1	Infinite Saturation Flow						Inf	Inf
5/1 (Local Road)	3.50	0.00	Y	Arm 4 Left	15.00	100.0 %	1786	1786
5/2 (Local Road)	3.50	0.00	Y	Arm 3 Right	20.00	100.0 %	1828	1828
6/1	Infinite Saturation Flow						Inf	Inf

Full Input Data And Results

Scenario 13: '2b 2038 Forecast Year With Development (AM)' (FG13: '2b 2038 Forecast Year With Development (AM)', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

Origin	Destination				
		A	B	C	Tot.
	A	0	511	402	913
	B	384	0	332	716
	C	324	294	0	618
	Tot.	708	805	734	2247

Traffic Lane Flows

Lane	Scenario 13: 2b 2038 Forecast Year With Development (AM)
Junction: Unnamed Junction	
1/1 (with short)	716(In) 332(Out)
1/2 (short)	384
2/1 (short)	324
2/2 (with short)	618(In) 294(Out)
3/1	734
4/1	805
5/1 (with short)	913(In) 511(Out)
5/2 (short)	402
6/1	708

Lane Saturation Flows

Junction: Unnamed Junction								
Lane	Lane Width (m)	Gradient (%)	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
1/1 (A453 (East))	3.50	0.00	Y	Arm 3 Ahead	Inf	100.0 %	1965	1965
1/2 (A453 (East))	3.50	0.00	Y	Arm 6 Right	20.00	100.0 %	1828	1828
2/1 (Walton Hill)	3.50	0.00	Y	Arm 6 Left	20.00	100.0 %	1828	1828
2/2 (Walton Hill)	3.50	0.00	N	Arm 4 Ahead	Inf	100.0 %	2105	2105
3/1	Infinite Saturation Flow						Inf	Inf
4/1	Infinite Saturation Flow						Inf	Inf
5/1 (Local Road)	3.50	0.00	Y	Arm 4 Left	15.00	100.0 %	1786	1786
5/2 (Local Road)	3.50	0.00	Y	Arm 3 Right	20.00	100.0 %	1828	1828
6/1	Infinite Saturation Flow						Inf	Inf

Scenario 14: '2b 2038 Forecast Year With Development (PM)' (FG14: '2b 2038 Forecast Year With Development (PM)', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

Origin	Destination				
		A	B	C	Tot.
	A	0	311	482	793
	B	471	0	540	1011
	C	154	141	0	295
	Tot.	625	452	1022	2099

Traffic Lane Flows

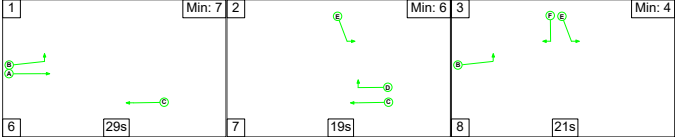
Lane	Scenario 14: 2b 2038 Forecast Year With Development (PM)
Junction: Unnamed Junction	
1/1 (with short)	1011(In) 540(Out)
1/2 (short)	471
2/1 (short)	154
2/2 (with short)	295(In) 141(Out)
3/1	1022
4/1	452
5/1 (with short)	793(In) 311(Out)
5/2 (short)	482
6/1	625

Lane Saturation Flows

Junction: Unnamed Junction								
Lane	Lane Width (m)	Gradient (%)	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
1/1 (A453 (East))	3.50	0.00	Y	Arm 3 Ahead	Inf	100.0 %	1965	1965
1/2 (A453 (East))	3.50	0.00	Y	Arm 6 Right	20.00	100.0 %	1828	1828
2/1 (Walton Hill)	3.50	0.00	Y	Arm 6 Left	20.00	100.0 %	1828	1828
2/2 (Walton Hill)	3.50	0.00	N	Arm 4 Ahead	Inf	100.0 %	2105	2105
3/1	Infinite Saturation Flow						Inf	Inf
4/1	Infinite Saturation Flow						Inf	Inf
5/1 (Local Road)	3.50	0.00	Y	Arm 4 Left	15.00	100.0 %	1786	1786
5/2 (Local Road)	3.50	0.00	Y	Arm 3 Right	20.00	100.0 %	1828	1828
6/1	Infinite Saturation Flow						Inf	Inf

Scenario 1: '2022 Observed (AM)' (FG1: '2022 Observed (AM) (Current Scenario)', Plan 1: 'Network Control Plan 1')

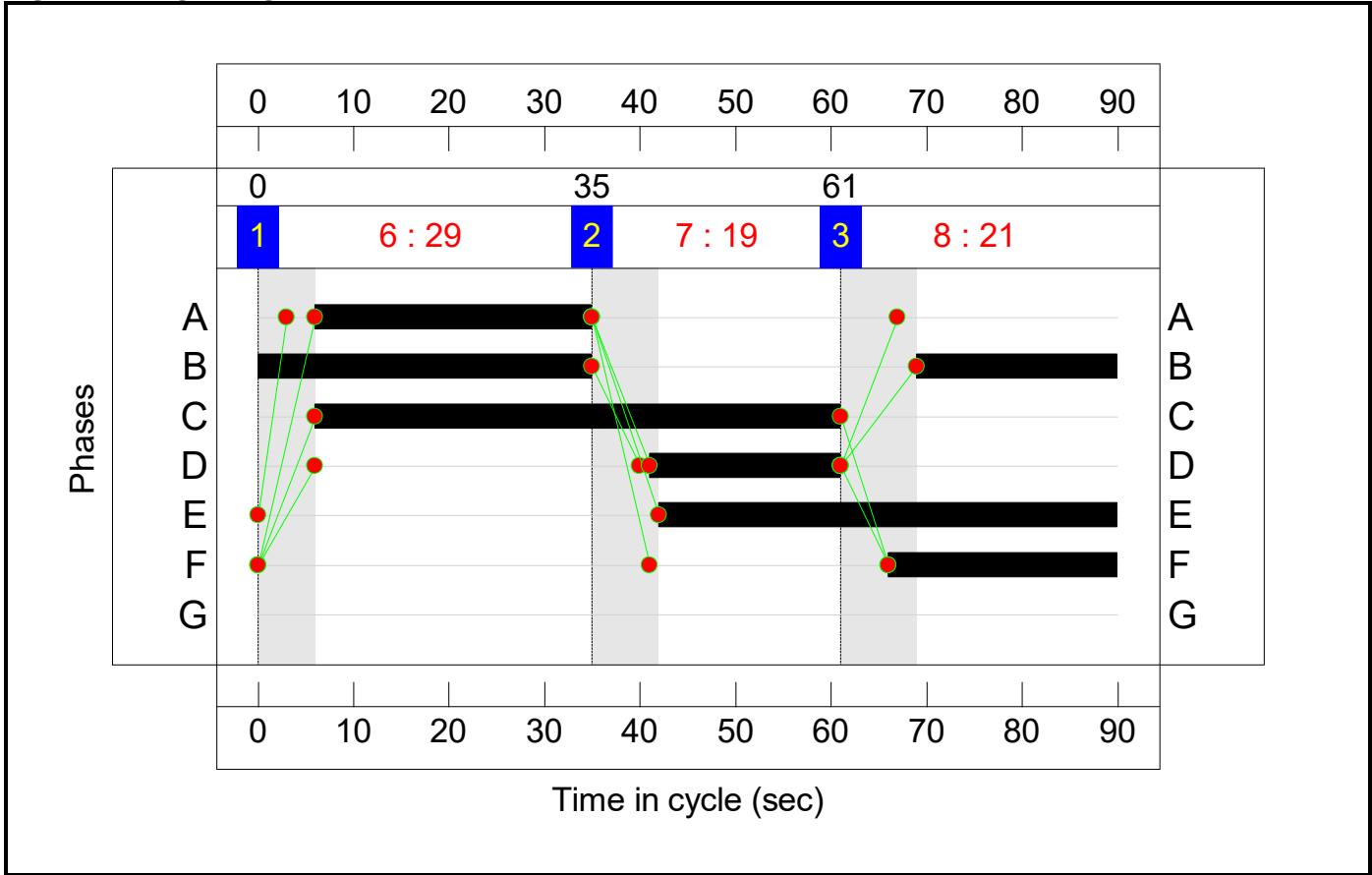
Stage Sequence Diagram



Stage Timings

Stage	1	2	3
Duration	29	19	21
Change Point	0	35	61

Signal Timings Diagram

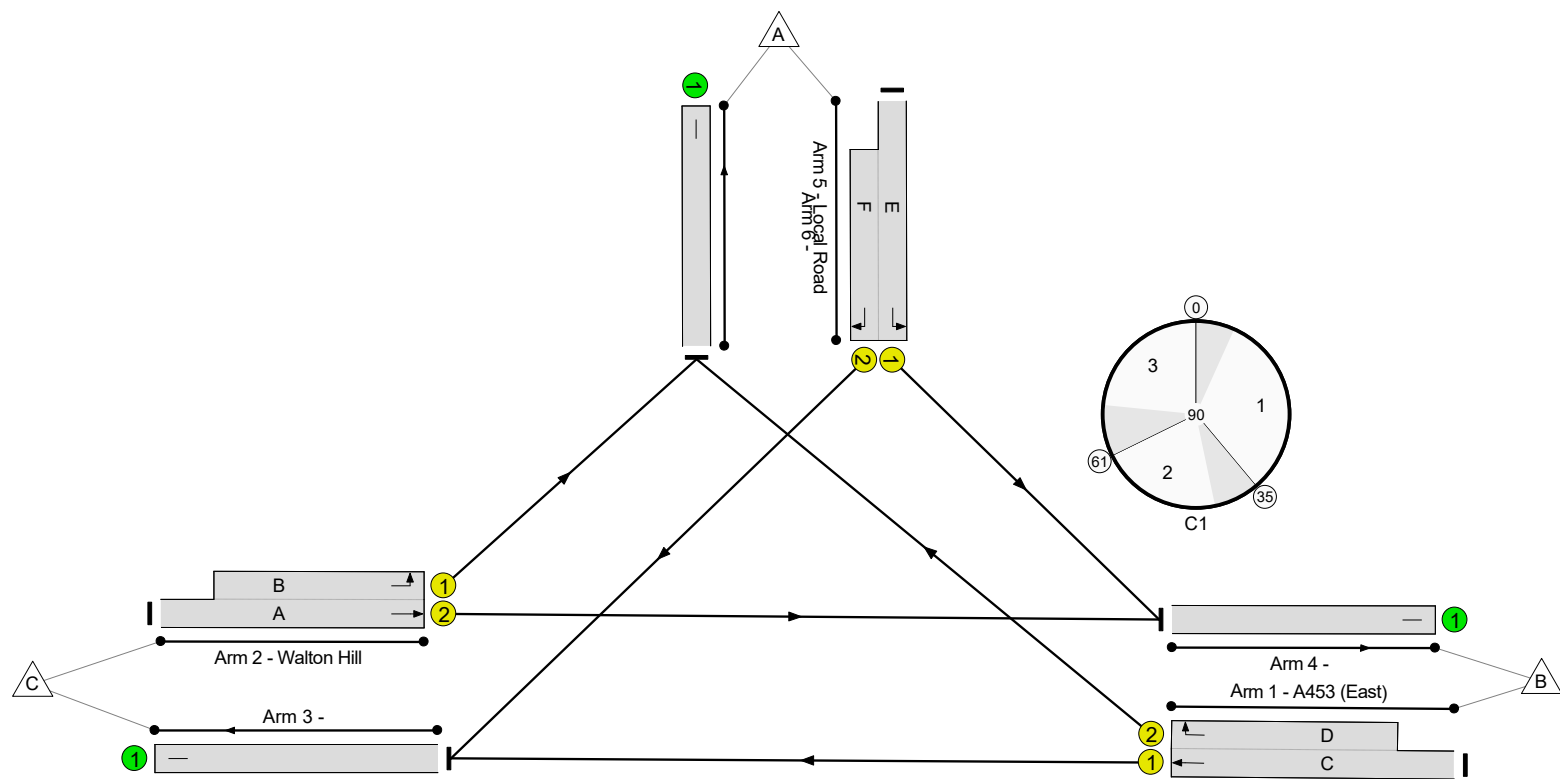


Full Input Data And Results

Network Layout Diagram



Unnamed Junction
PRC: 41.3 %
Total Traffic Delay: 11.9 pcuHr



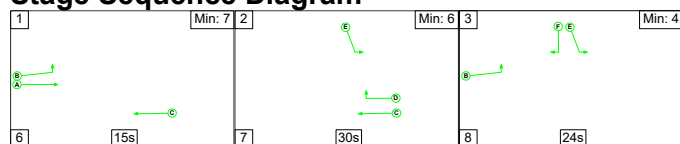
Network Results

Network Results

Full Input Data And Results

Scenario 2: '2022 Observed (PM)' (FG2: '2022 Observed (PM)', Plan 1: 'Network Control Plan 1')

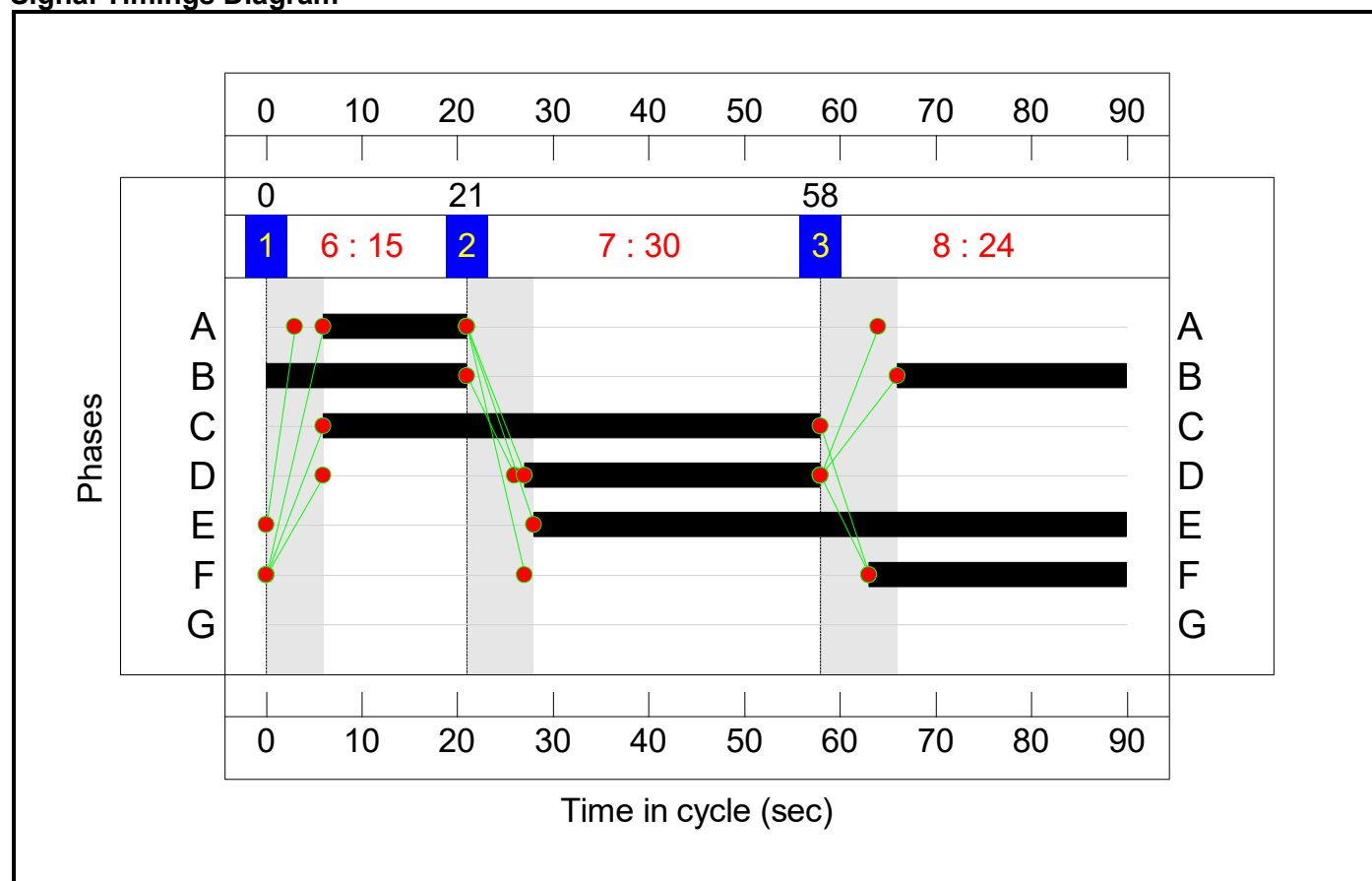
Stage Sequence Diagram



Stage Timings

Stage	1	2	3
Duration	15	30	24
Change Point	0	21	58

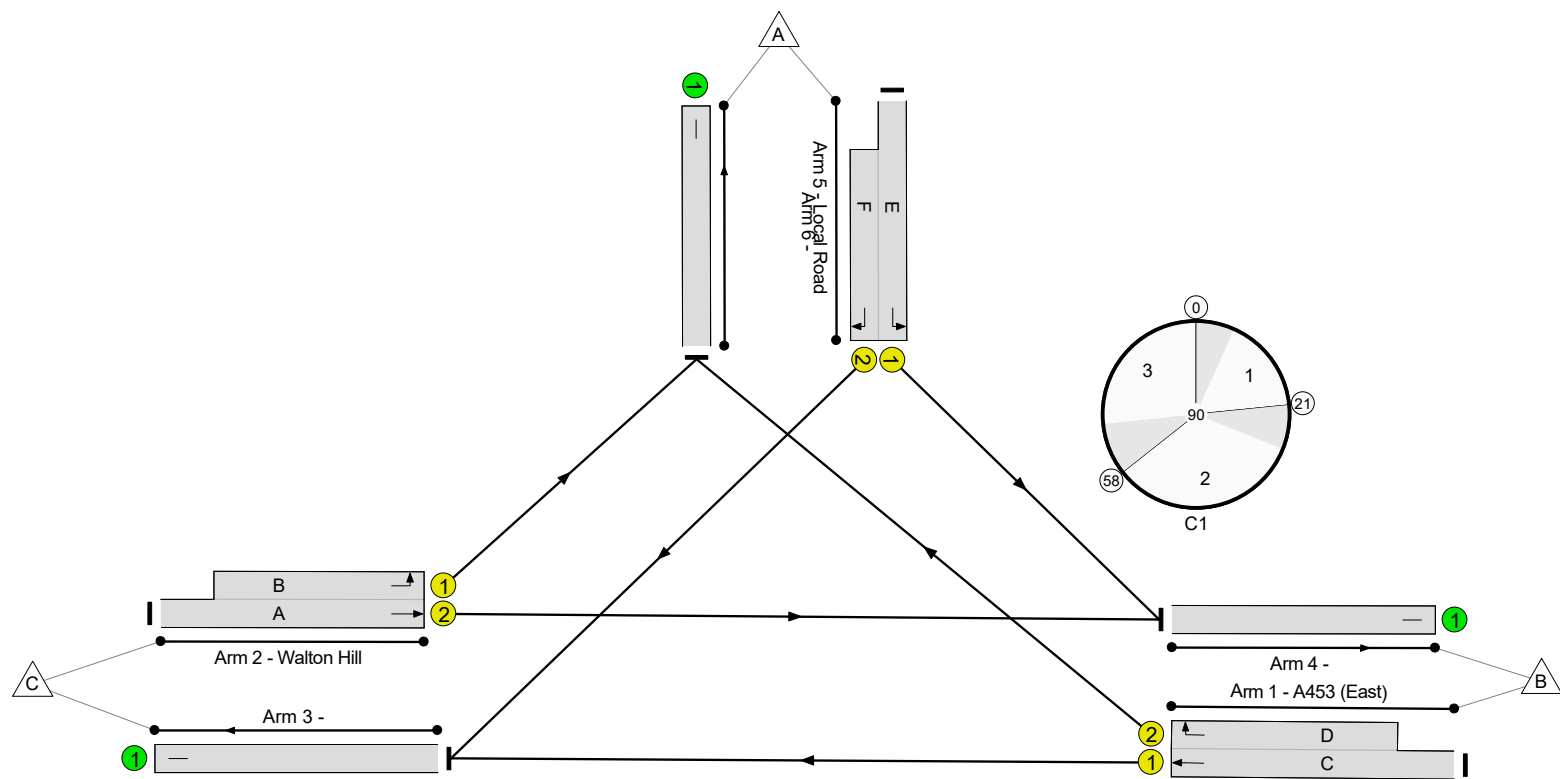
Signal Timings Diagram



Full Input Data And Results
Network Layout Diagram



Unnamed Junction
PRC: 68.9 %
Total Traffic Delay: 9.4 pcuHr



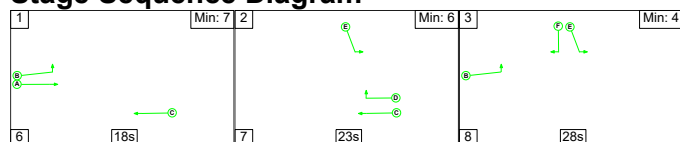
Network Results

Network Results

Full Input Data And Results

Scenario 3: '2028 Forecast Year Without Development (AM)' (FG3: '2028 Forecast Year Without Development (AM)', Plan 1: 'Network Control Plan 1')

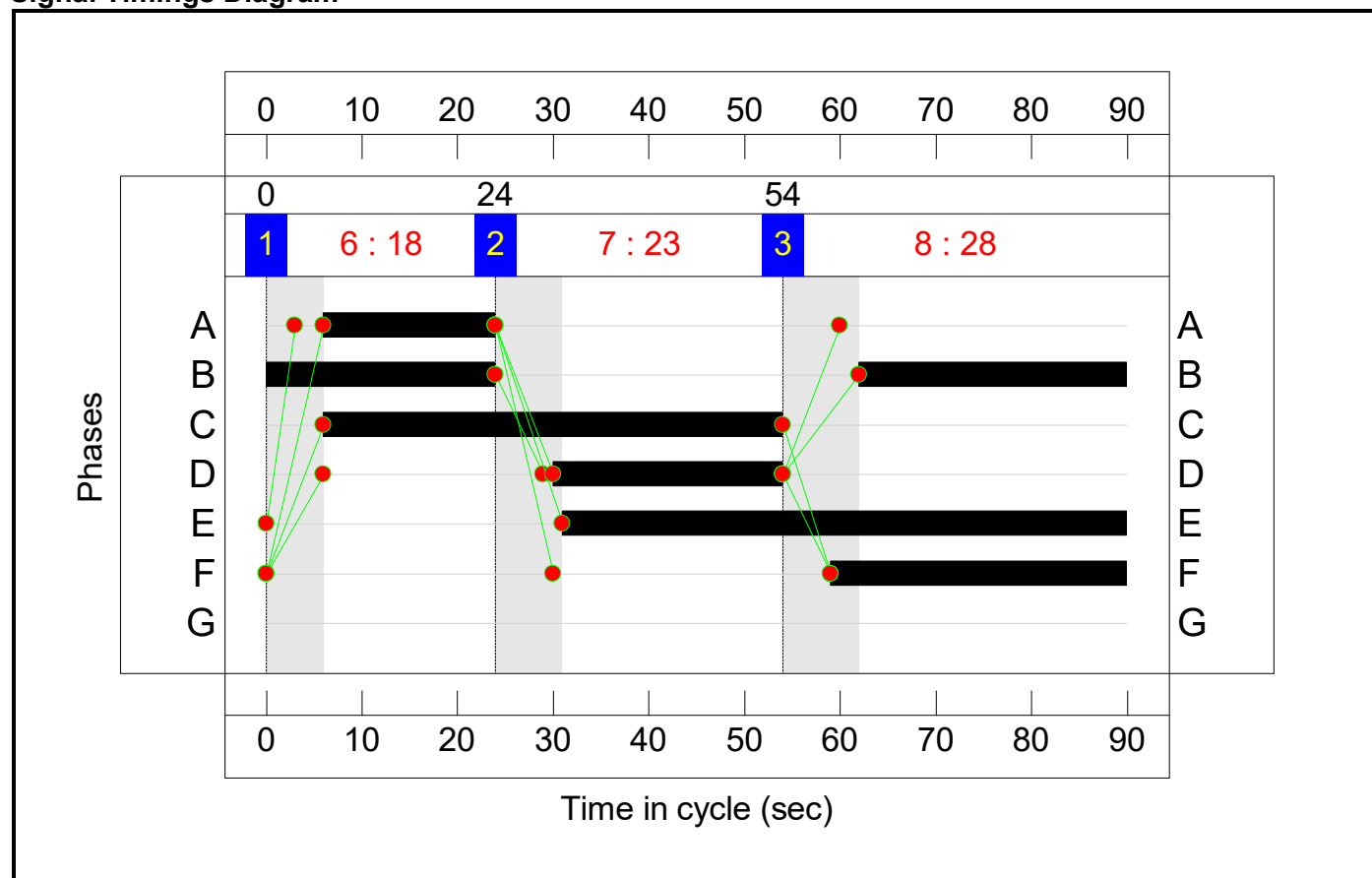
Stage Sequence Diagram



Stage Timings

Stage	1	2	3
Duration	18	23	28
Change Point	0	24	54

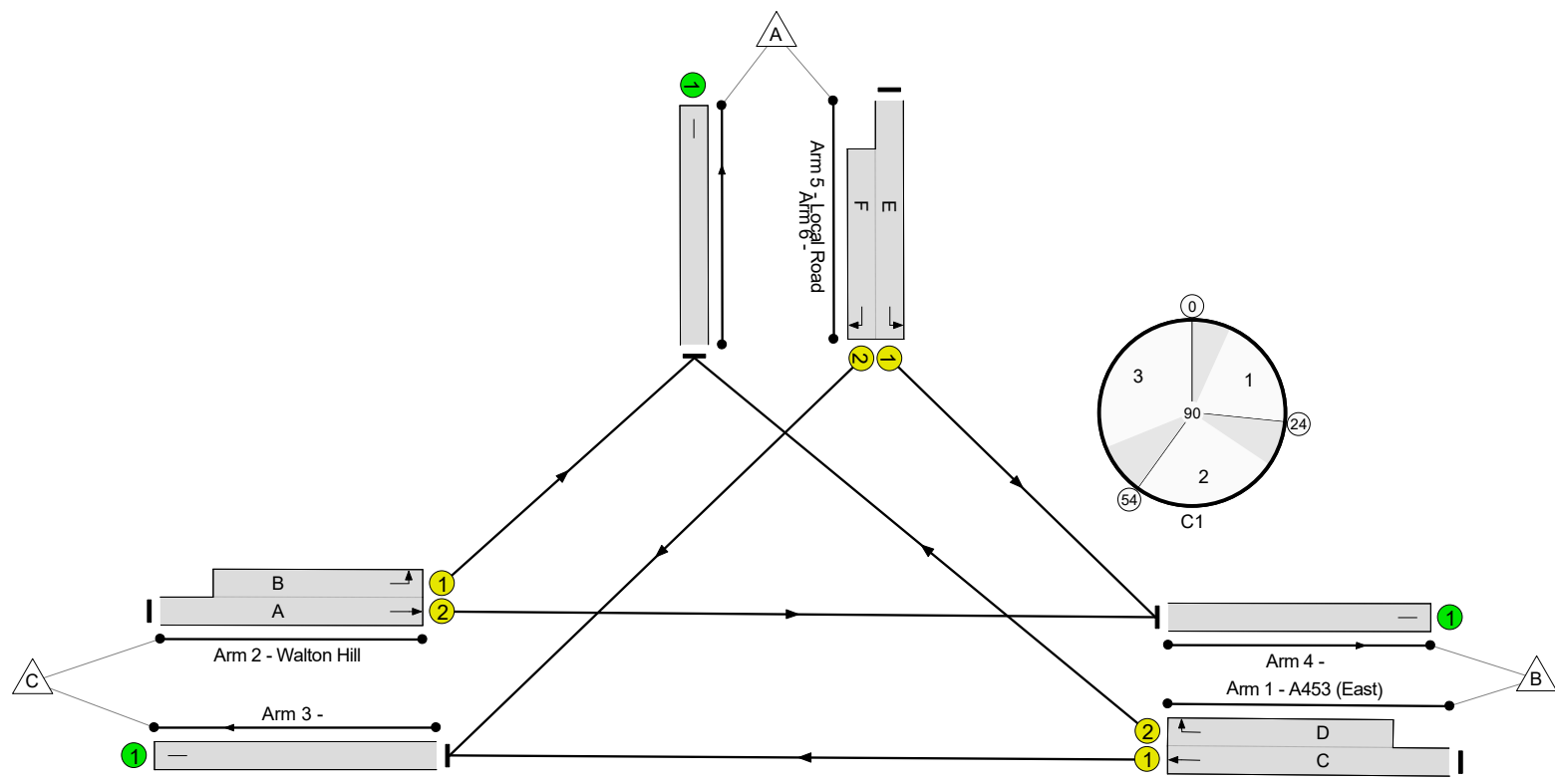
Signal Timings Diagram



Full Input Data And Results
Network Layout Diagram



Unnamed Junction
PRC: 31.7 %
Total Traffic Delay: 13.9 pcuHr



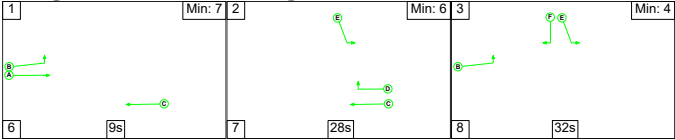
Network Results

Network Results

Full Input Data And Results

Scenario 4: '2028 Forecast Year Without Development (PM)' (FG4: '2028 Forecast Year Without Development (PM)', Plan 1: 'Network Control Plan 1')

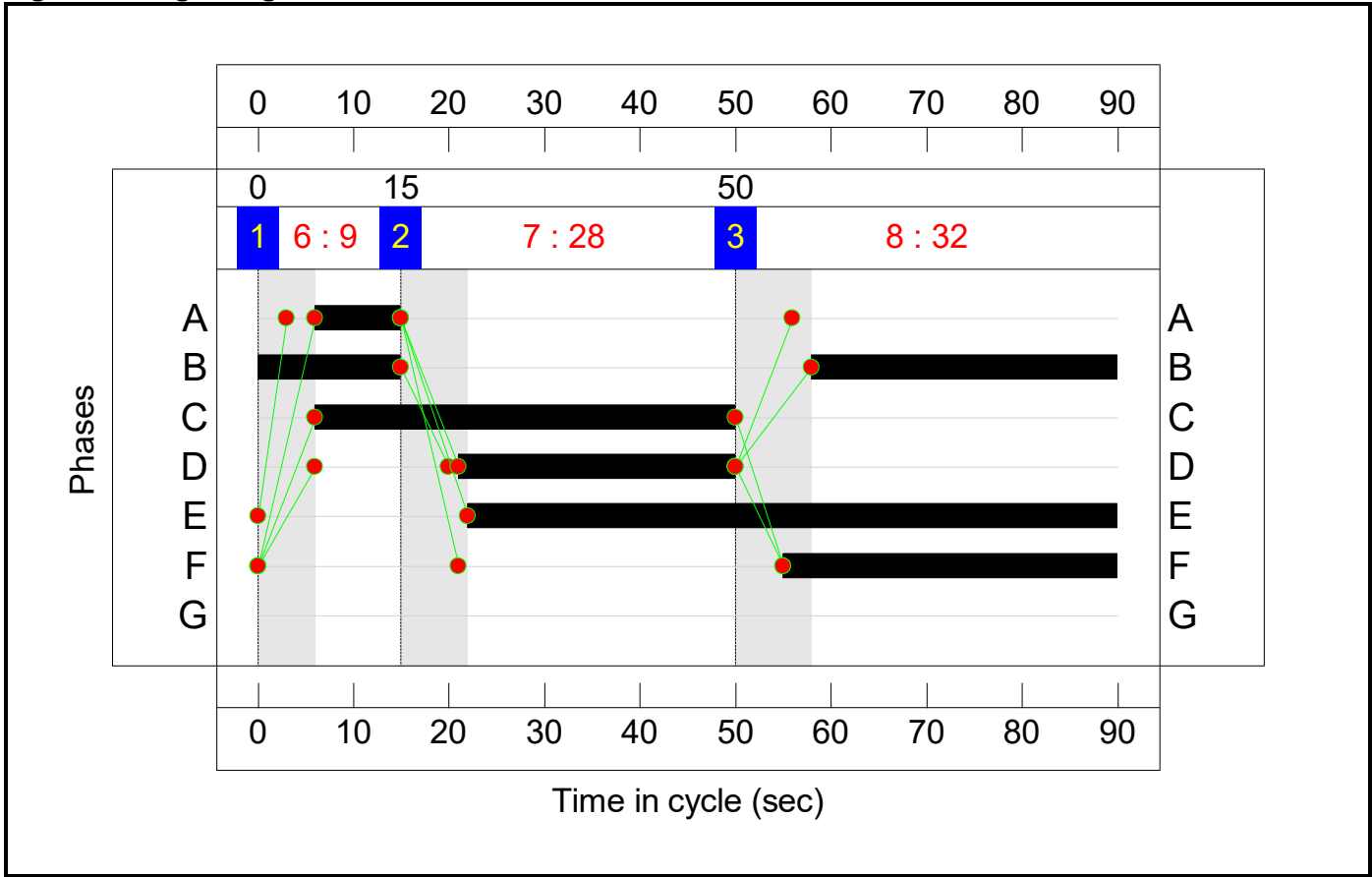
Stage Sequence Diagram



Stage Timings

Stage	1	2	3
Duration	9	28	32
Change Point	0	15	50

Signal Timings Diagram

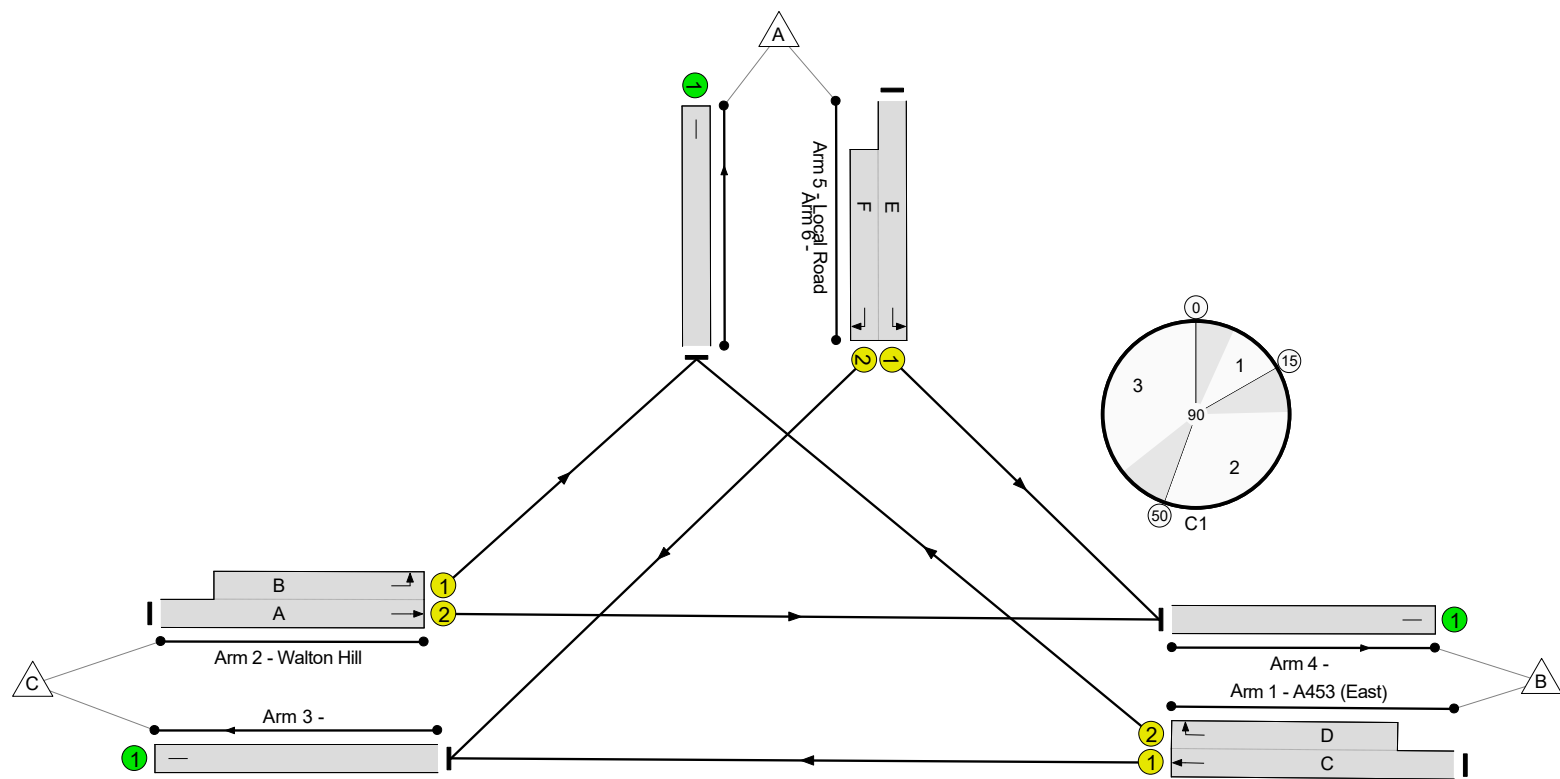


Full Input Data And Results

Network Layout Diagram



Unnamed Junction
PRC: 32.7 %
Total Traffic Delay: 11.9 pcuHr



Full Input Data And Results

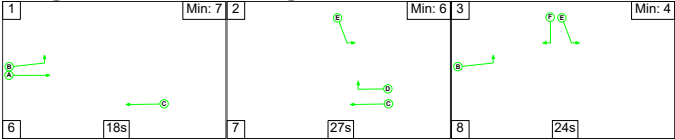
Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network: A453 Walton Hill Junction	-	-	N/A	-	-		-	-	-	-	-	-	67.8%
Unnamed Junction	-	-	N/A	-	-		-	-	-	-	-	-	67.8%
1/1+1/2	A453 (East) Ahead Right	U	N/A	N/A	C D		1	44:29	-	718	1965:1828	450+609	67.8 : 67.8%
2/2+2/1	Walton Hill Ahead Left	U	N/A	N/A	A B		1	9:47	-	333	2105:1828	234+300	62.4 : 62.4%
3/1		U	N/A	N/A	-		-	-	-	731	Inf	Inf	0.0%
4/1		U	N/A	N/A	-		-	-	-	511	Inf	Inf	0.0%
5/1+5/2	Local Road Right Left	U	N/A	N/A	E F		1	68:35	-	791	1786:1828	538+628	67.8 : 67.8%
6/1		U	N/A	N/A	-		-	-	-	600	Inf	Inf	0.0%
Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network: A453 Walton Hill Junction	-	-	0	0	0	9.0	2.9	0.0	11.9	-	-	-	-
Unnamed Junction	-	-	0	0	0	9.0	2.9	0.0	11.9	-	-	-	-
1/1+1/2	718	718	-	-	-	4.1	1.0	-	5.1	25.8	8.8	1.0	9.9
2/2+2/1	333	333	-	-	-	2.1	0.8	-	2.9	31.8	3.4	0.8	4.3
3/1	731	731	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
4/1	511	511	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1+5/2	791	791	-	-	-	2.8	1.0	-	3.9	17.6	8.3	1.0	9.3
6/1	600	600	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
C1 PRC for Signalled Lanes (%): 32.7 Total Delay for Signalled Lanes (pcuHr): 11.94 Cycle Time (s): 90 PRC Over All Lanes (%): 32.7 Total Delay Over All Lanes(pcuHr): 11.94													

Full Input Data And Results

Scenario 5: '2028 Forecast Year With Development (AM)' (FG5: '2028 Forecast Year With Development (AM)', Plan 1: 'Network Control Plan 1')

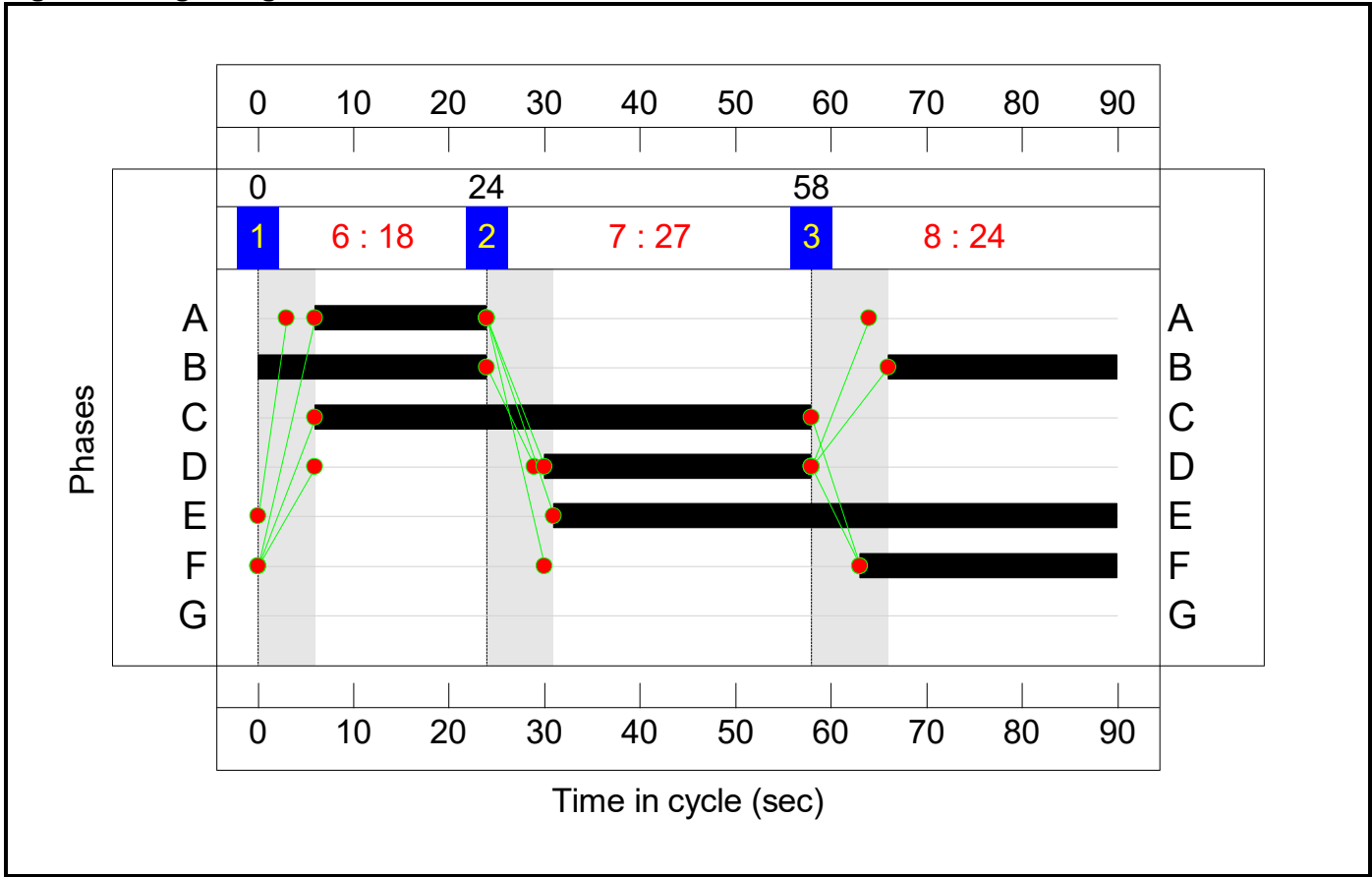
Stage Sequence Diagram



Stage Timings

Stage	1	2	3
Duration	18	27	24
Change Point	0	24	58

Signal Timings Diagram

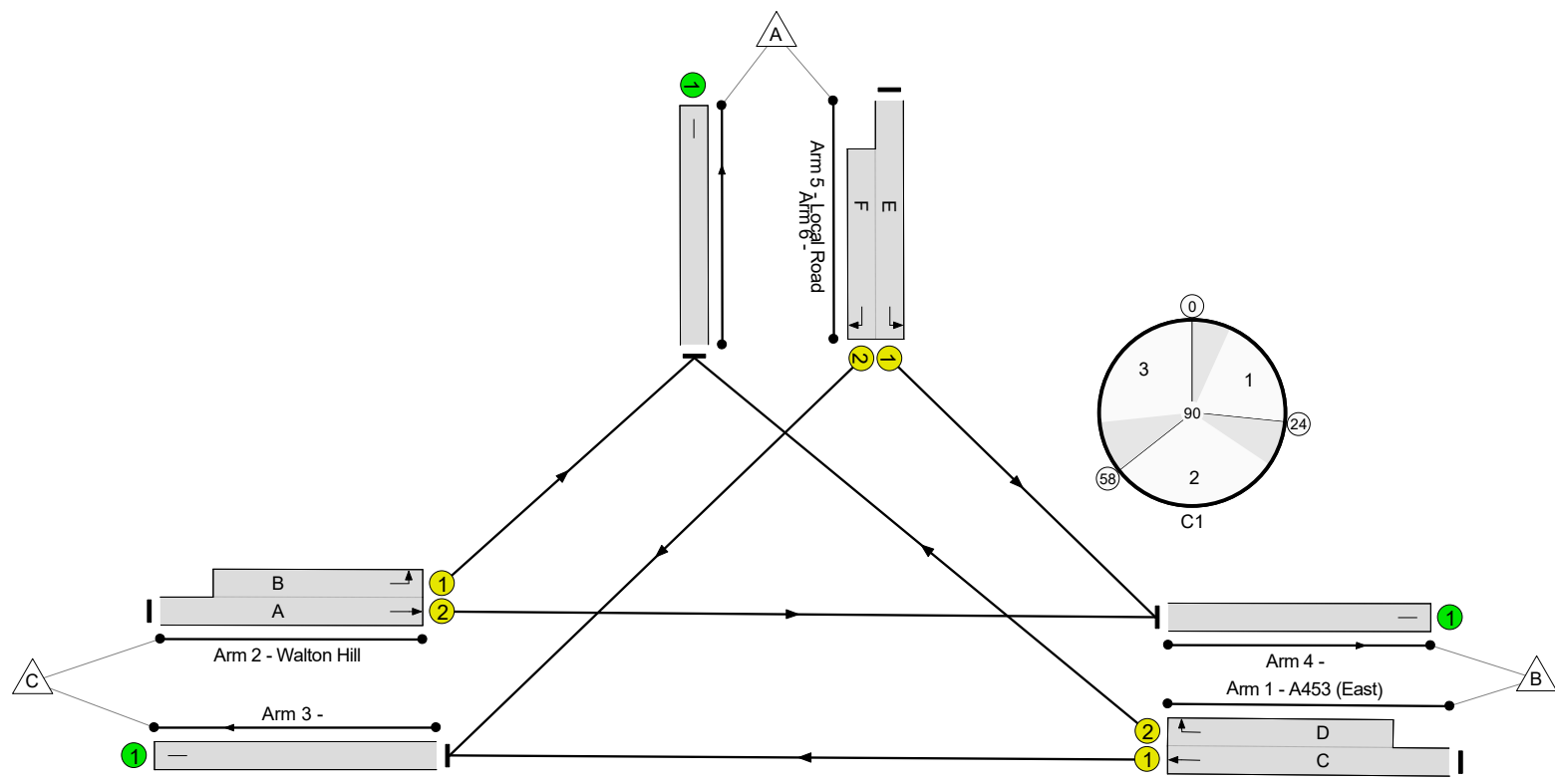


Full Input Data And Results

Network Layout Diagram



Unnamed Junction
PRC: 25.0 %
Total Traffic Delay: 14.1 pcuHr



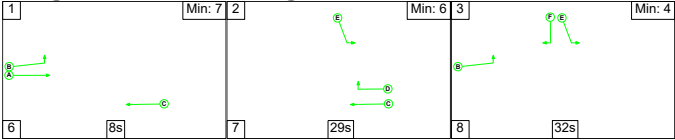
Network Results

Network Results

Full Input Data And Results

Scenario 6: '2028 Forecast Year With Development (PM)' (FG6: '2028 Forecast Year With Development (PM)', Plan 1: 'Network Control Plan 1')

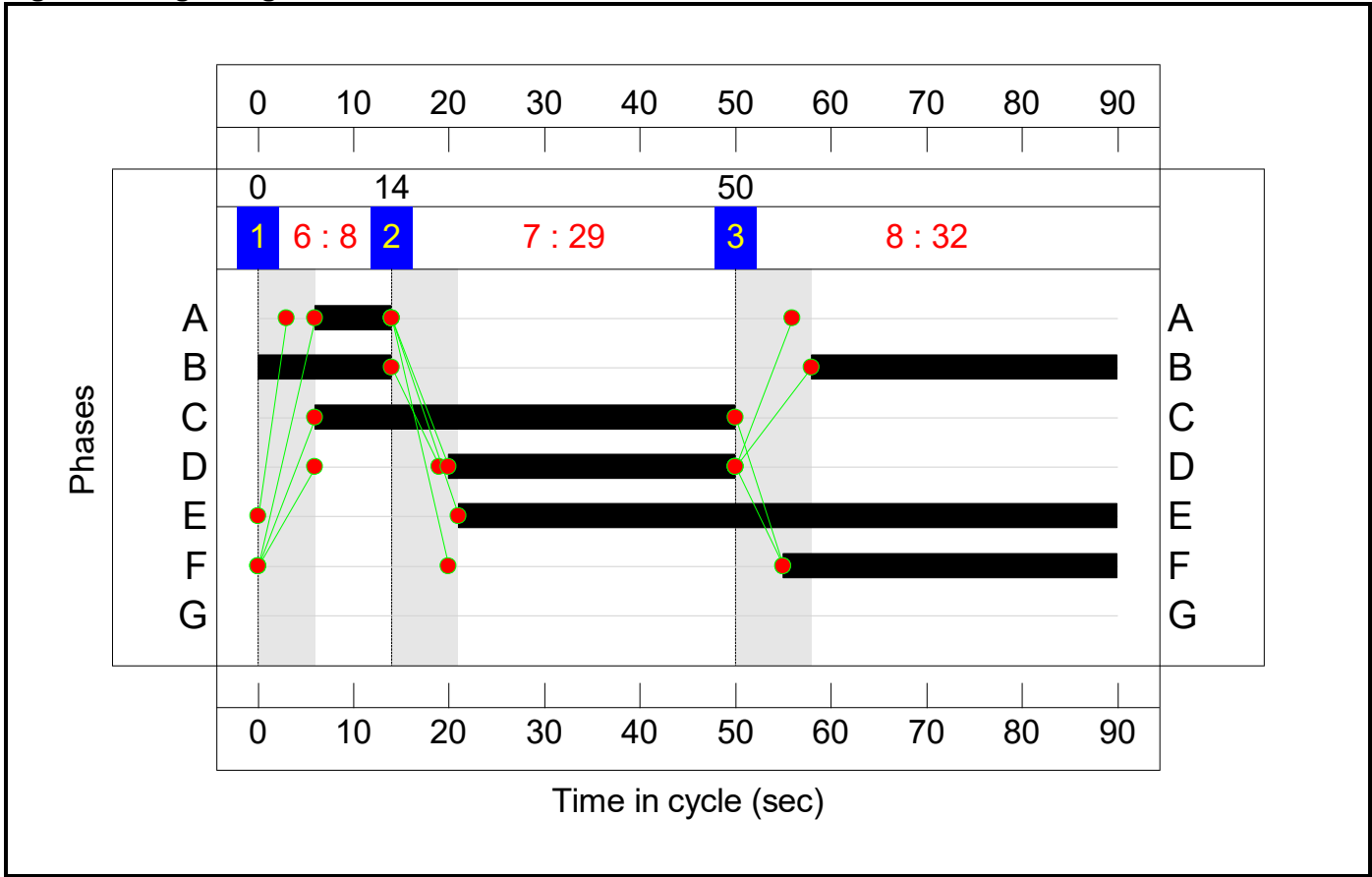
Stage Sequence Diagram



Stage Timings

Stage	1	2	3
Duration	8	29	32
Change Point	0	14	50

Signal Timings Diagram

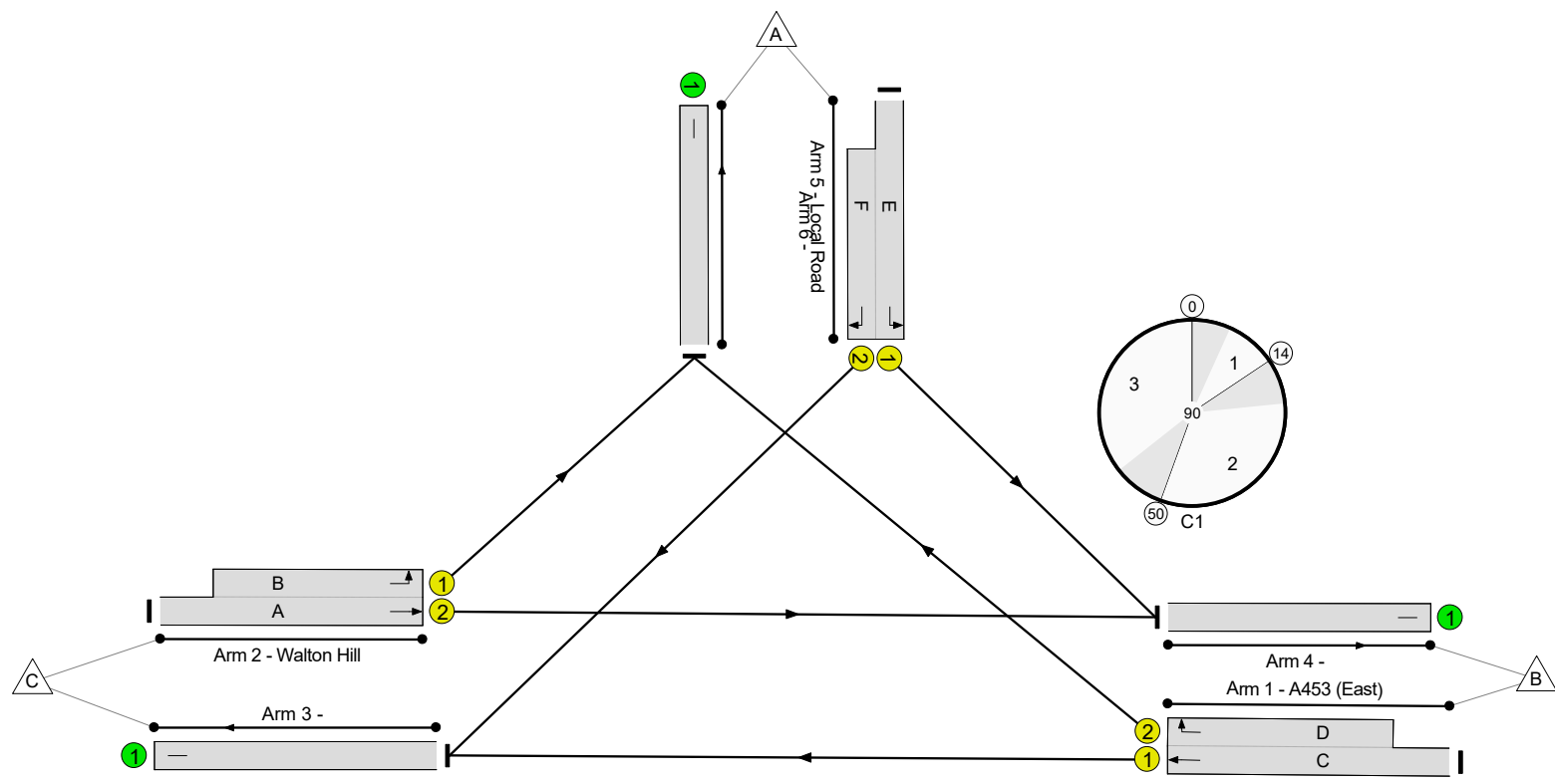


Full Input Data And Results

Network Layout Diagram



Unnamed Junction
PRC: 31.0 %
Total Traffic Delay: 12.5 pcuHr



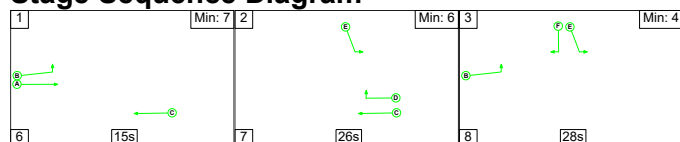
Network Results

Network Results

Full Input Data And Results

Scenario 7: '2038 Forecast Year Without Development (AM)' (FG7: '2038 Forecast Year Without Development (AM)', Plan 1: 'Network Control Plan 1')

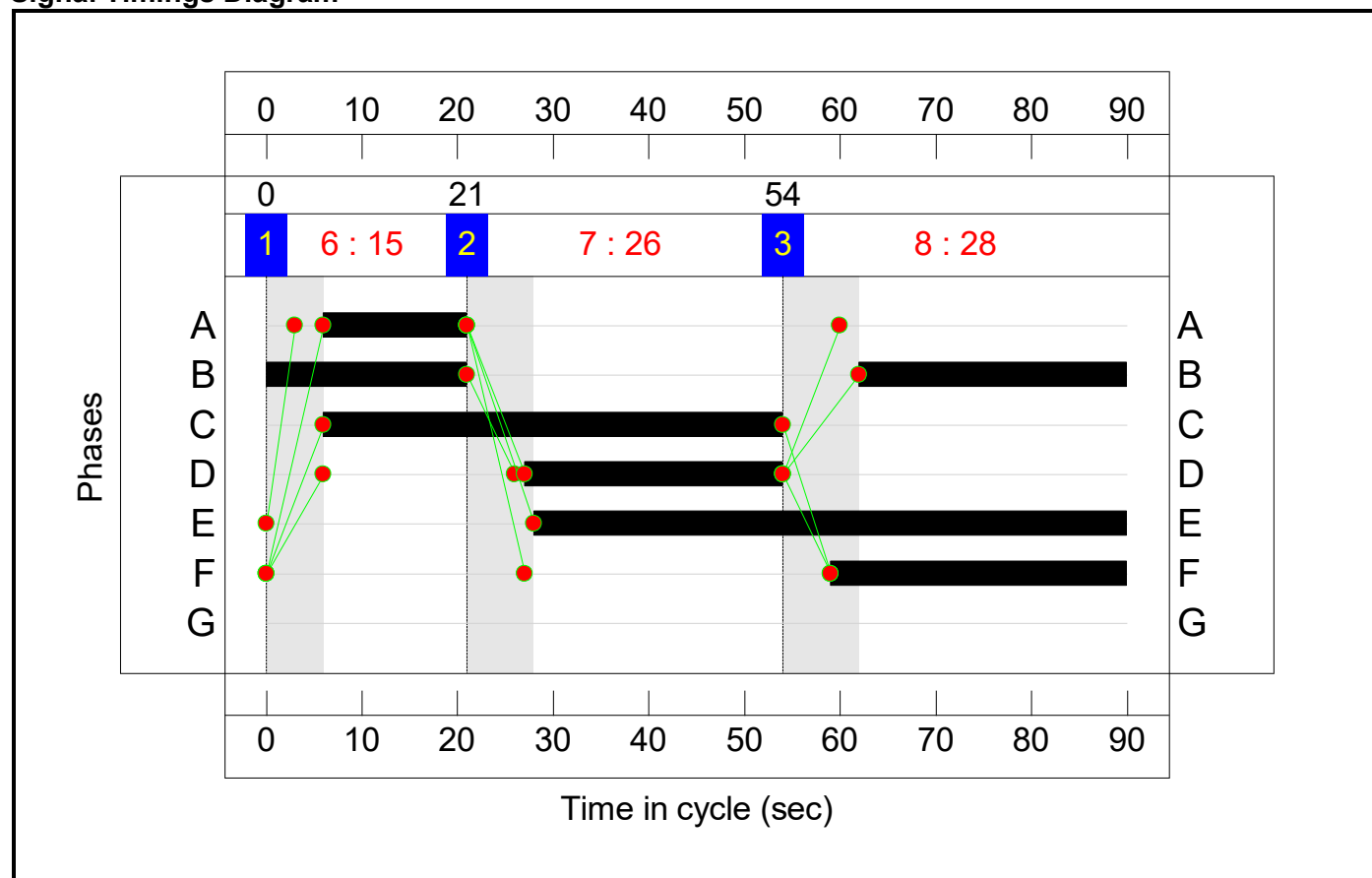
Stage Sequence Diagram



Stage Timings

Stage	1	2	3
Duration	15	26	28
Change Point	0	21	54

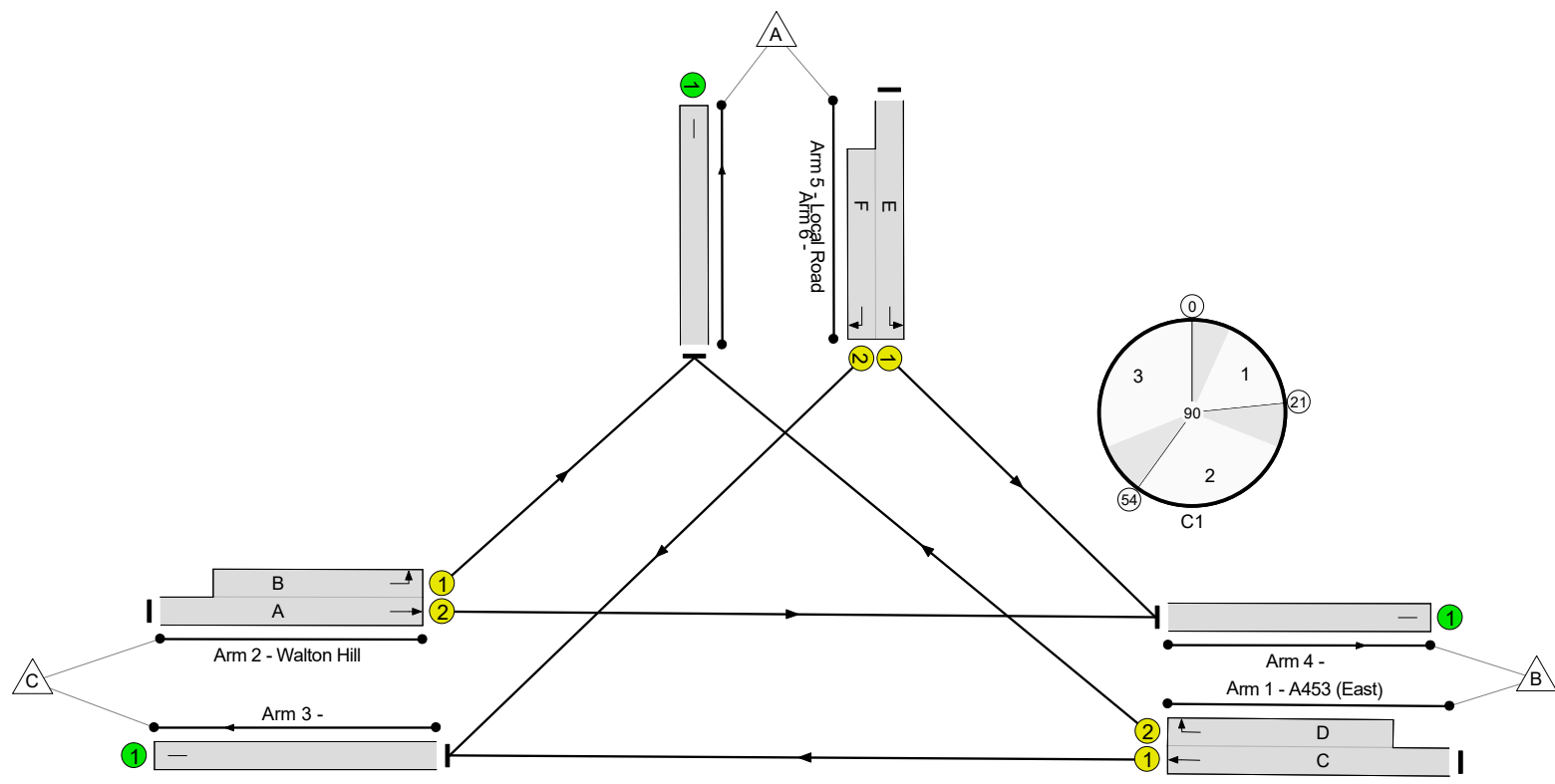
Signal Timings Diagram



Full Input Data And Results
Network Layout Diagram



Unnamed Junction
PRC: 23.9 %
Total Traffic Delay: 15.2 pcuHr



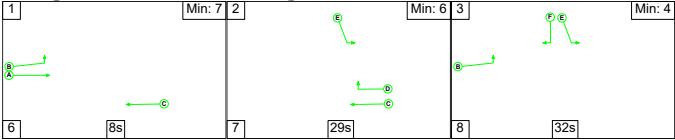
Network Results

Network Results

Full Input Data And Results

Scenario 8: '2038 Forecast Year Without Development (PM)' (FG8: '2038 Forecast Year Without Development (PM)', Plan 1: 'Network Control Plan 1')

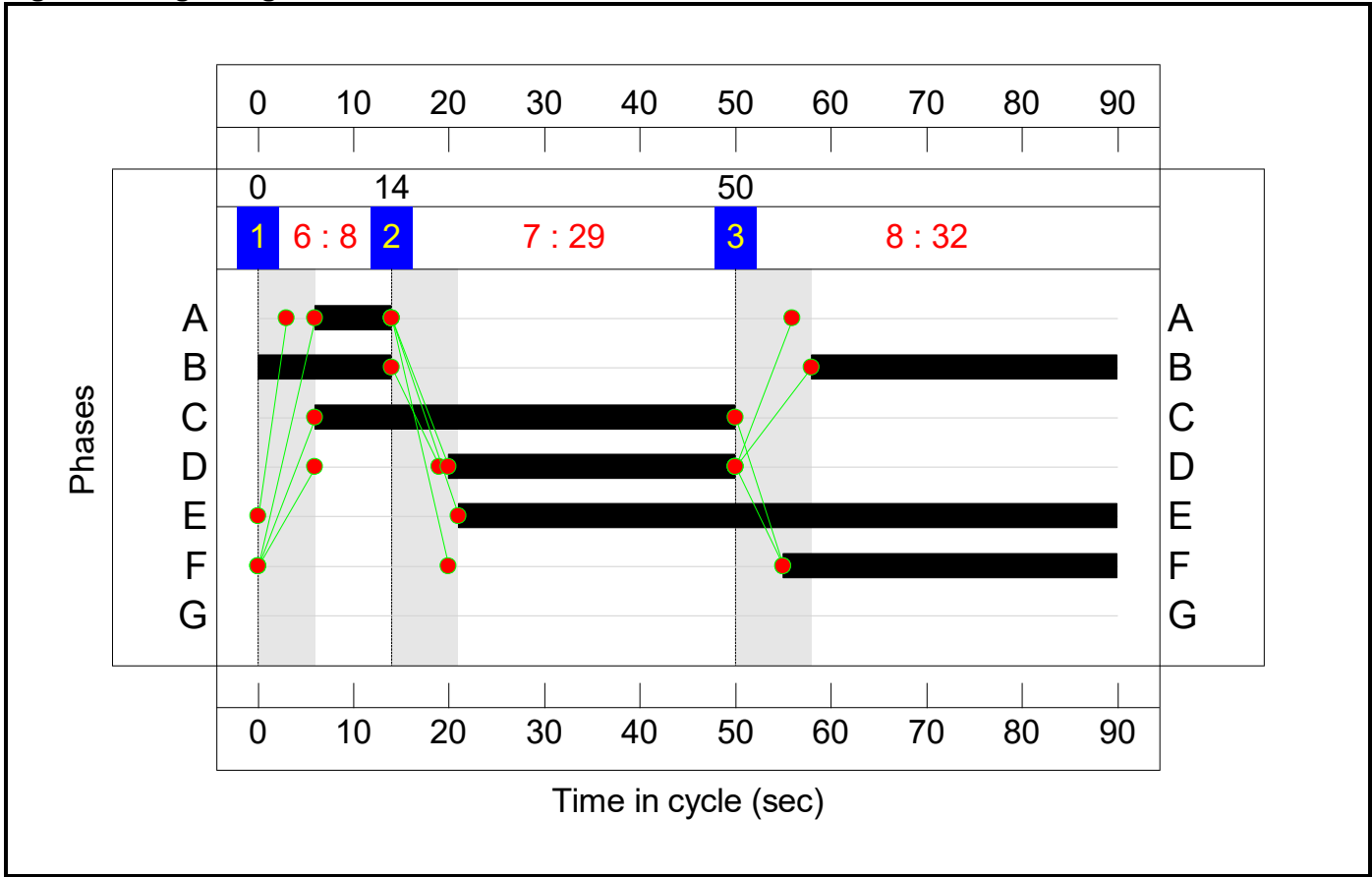
Stage Sequence Diagram



Stage Timings

Stage	1	2	3
Duration	8	29	32
Change Point	0	14	50

Signal Timings Diagram

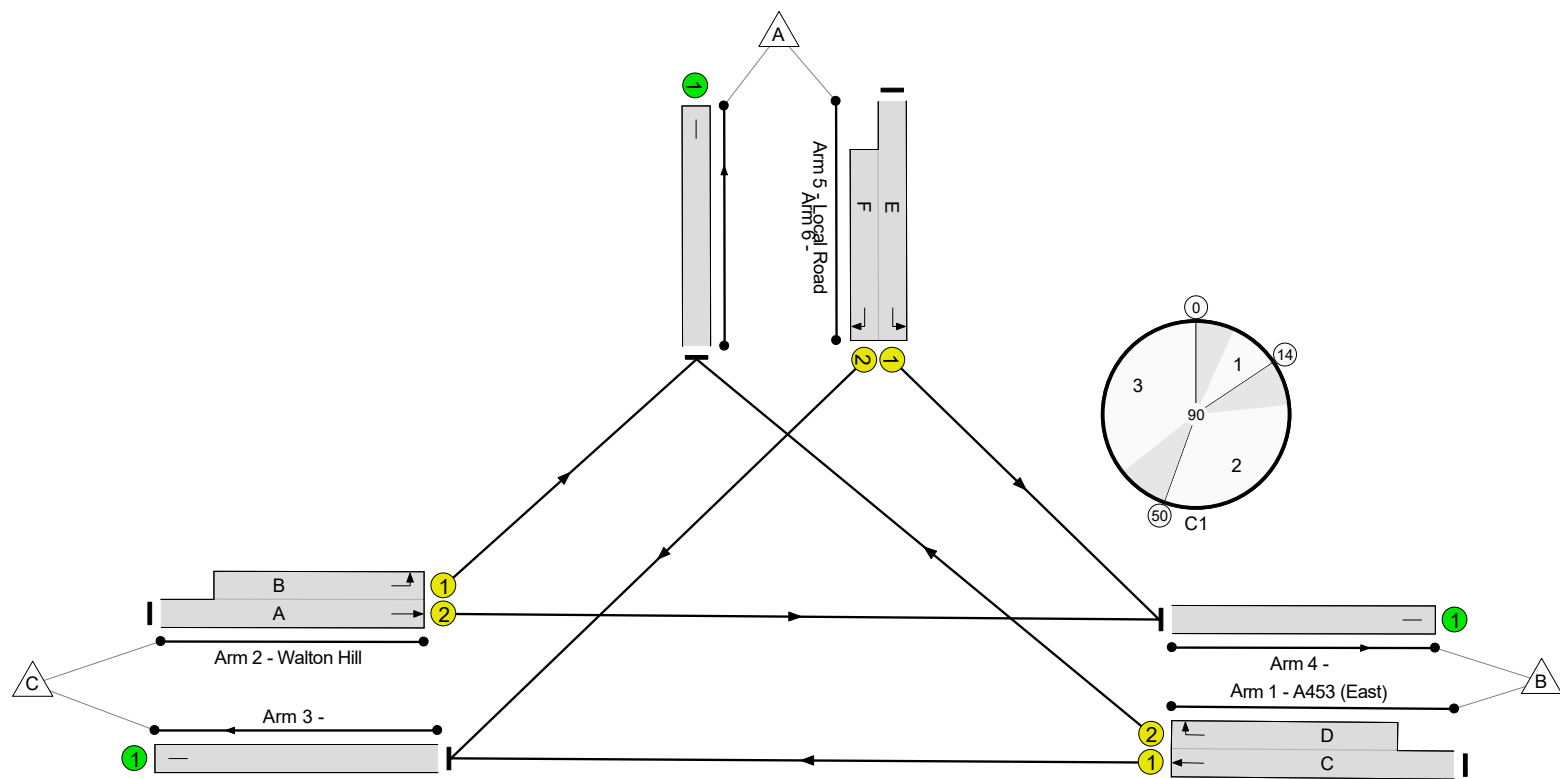


Full Input Data And Results

Network Layout Diagram



Unnamed Junction
PRC: 21.3 %
Total Traffic Delay: 14.1 pcuHr



Full Input Data And Results

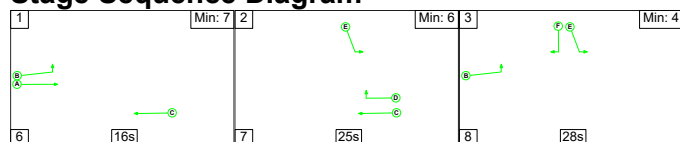
Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network: A453 Walton Hill Junction	-	-	N/A	-	-		-	-	-	-	-	-	74.2%
Unnamed Junction	-	-	N/A	-	-		-	-	-	-	-	-	74.2%
1/1+1/2	A453 (East) Ahead Right	U	N/A	N/A	C D		1	44:30	-	931	1965:1828	642+630	73.2 : 73.2%
2/2+2/1	Walton Hill Ahead Left	U	N/A	N/A	A B		1	8:46	-	303	2105:1828	210+248	66.0 : 66.0%
3/1		U	N/A	N/A	-		-	-	-	945	Inf	Inf	0.0%
4/1		U	N/A	N/A	-		-	-	-	458	Inf	Inf	0.0%
5/1+5/2	Local Road Right Left	U	N/A	N/A	E F		1	69:35	-	794	1786:1828	430+640	74.2 : 74.2%
6/1		U	N/A	N/A	-		-	-	-	625	Inf	Inf	0.0%
Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network: A453 Walton Hill Junction	-	-	0	0	0	10.4	3.7	0.0	14.1	-	-	-	-
Unnamed Junction	-	-	0	0	0	10.4	3.7	0.0	14.1	-	-	-	-
1/1+1/2	931	931	-	-	-	5.2	1.4	-	6.6	25.5	10.0	1.4	11.3
2/2+2/1	303	303	-	-	-	2.0	1.0	-	3.0	35.4	3.3	1.0	4.3
3/1	945	945	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
4/1	458	458	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1+5/2	794	794	-	-	-	3.1	1.4	-	4.5	20.6	9.5	1.4	10.9
6/1	625	625	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
C1 PRC for Signalled Lanes (%): 21.3 Total Delay for Signalled Lanes (pcuHr): 14.13 Cycle Time (s): 90 PRC Over All Lanes (%): 21.3 Total Delay Over All Lanes(pcuHr): 14.13													

Full Input Data And Results

Scenario 9: '2038 Forecast Year With Development (AM)' (FG9: '2038 Forecast Year With Development (AM)', Plan 1: 'Network Control Plan 1')

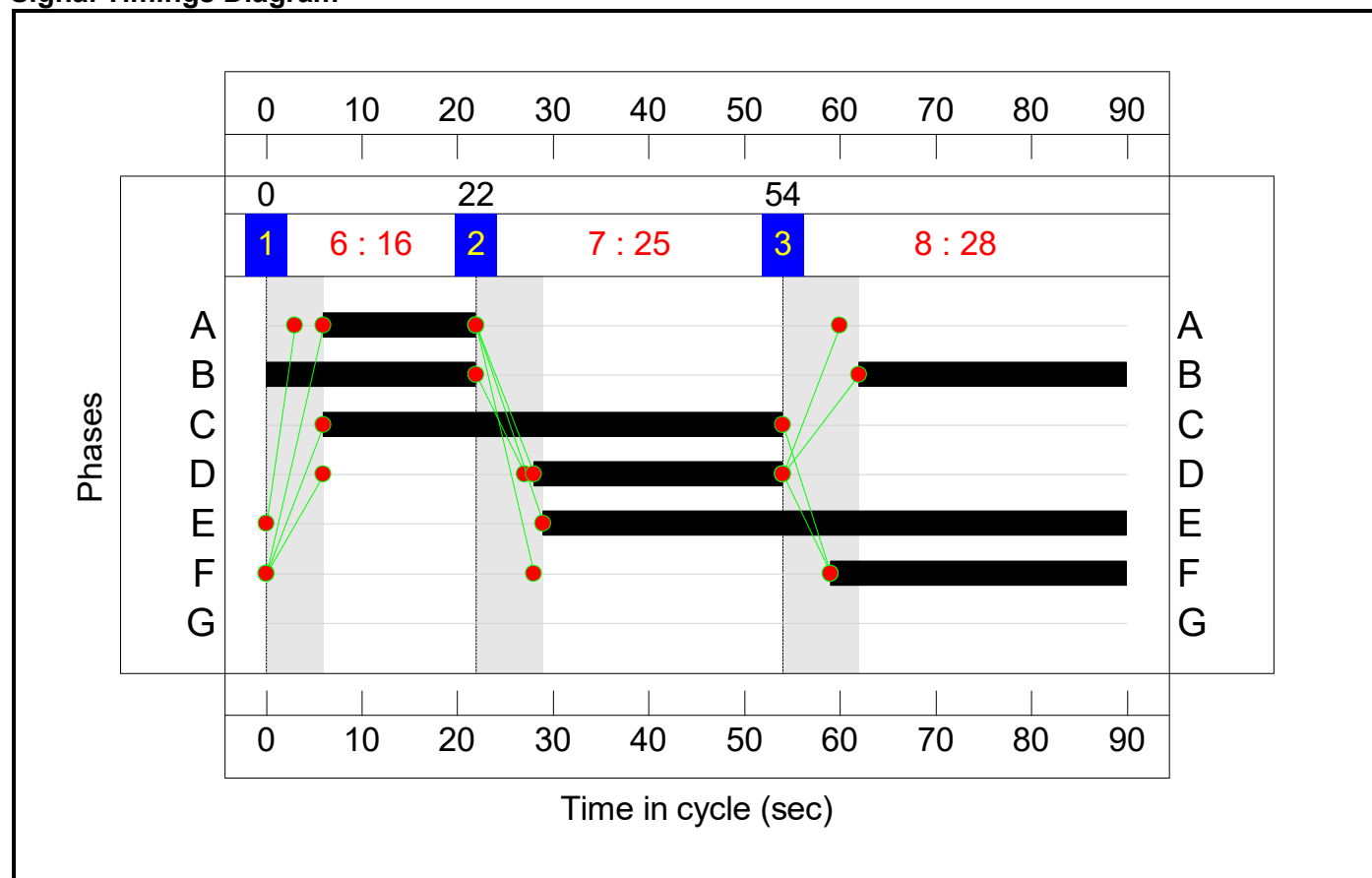
Stage Sequence Diagram



Stage Timings

Stage	1	2	3
Duration	16	25	28
Change Point	0	22	54

Signal Timings Diagram

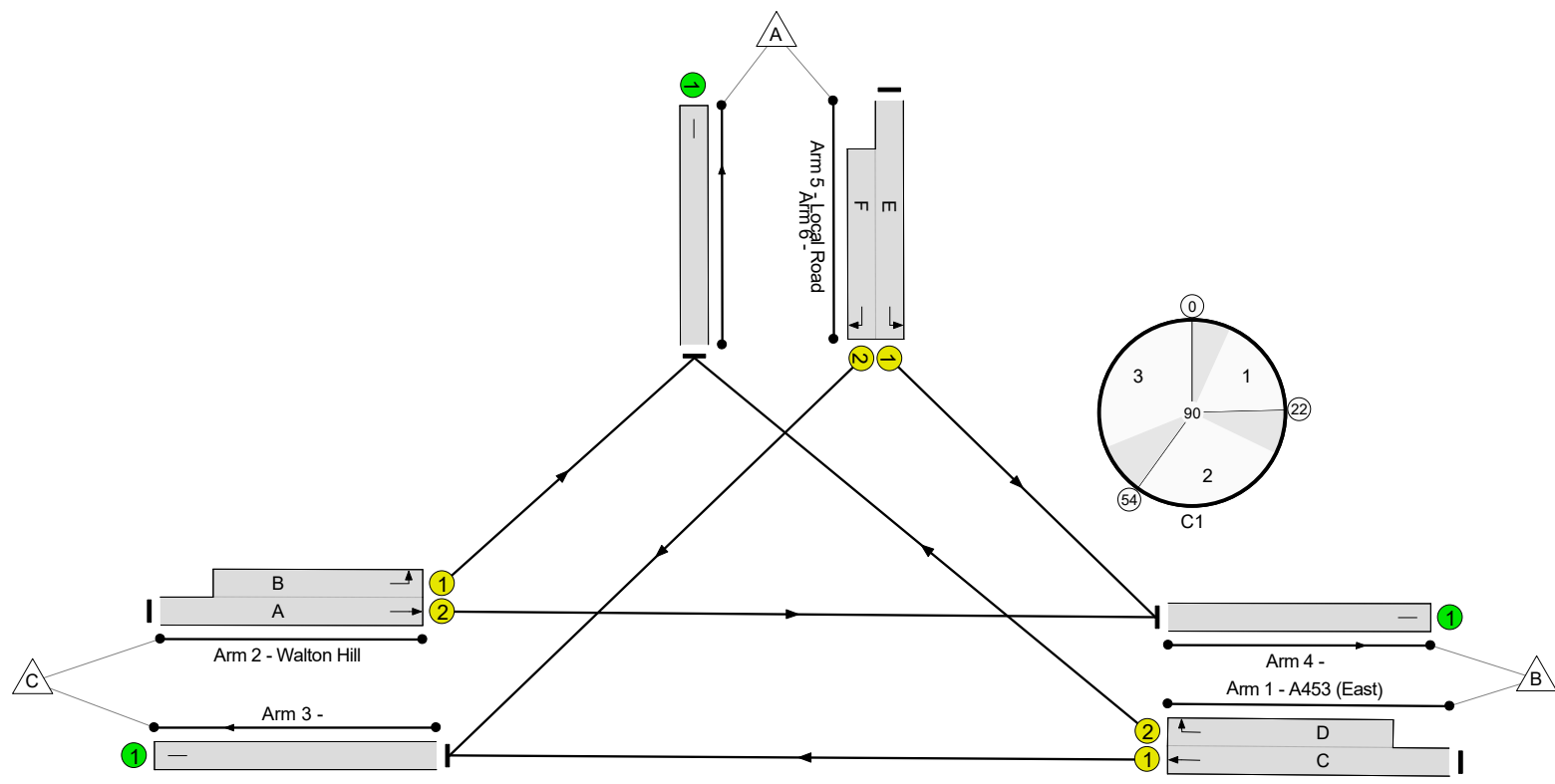


Full Input Data And Results

Network Layout Diagram



Unnamed Junction
PRC: 26.0 %
Total Traffic Delay: 14.8 pcuHr

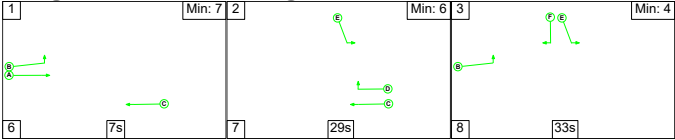


Network Results

Network Results

Full Input Data And Results
Scenario 10: '2038 Forecast Year With Development (PM)' (FG10: '2038 Forecast Year With Development (PM)',
Plan 1: 'Network Control Plan 1')

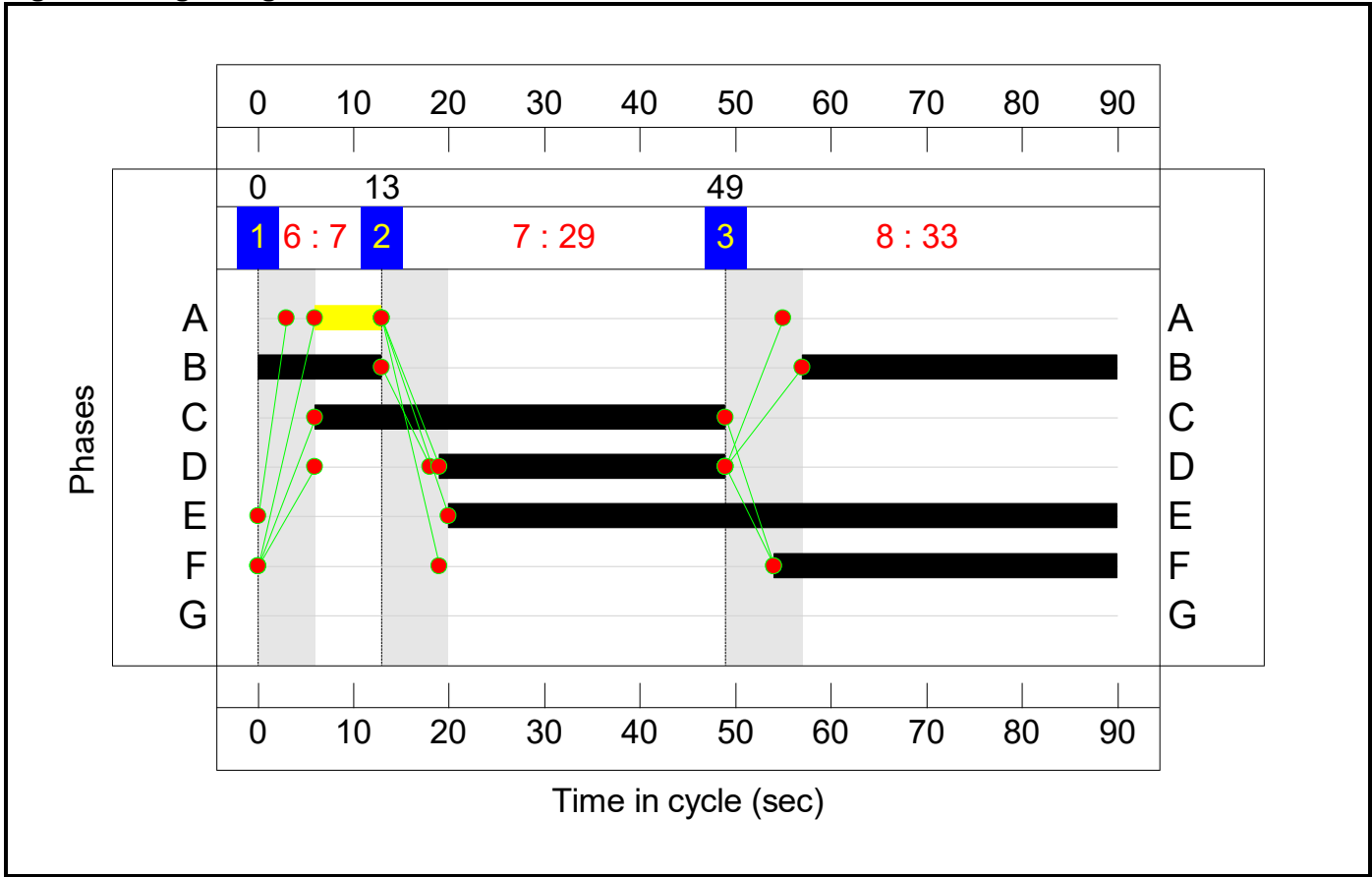
Stage Sequence Diagram



Stage Timings

Stage	1	2	3
Duration	7	29	33
Change Point	0	13	49

Signal Timings Diagram

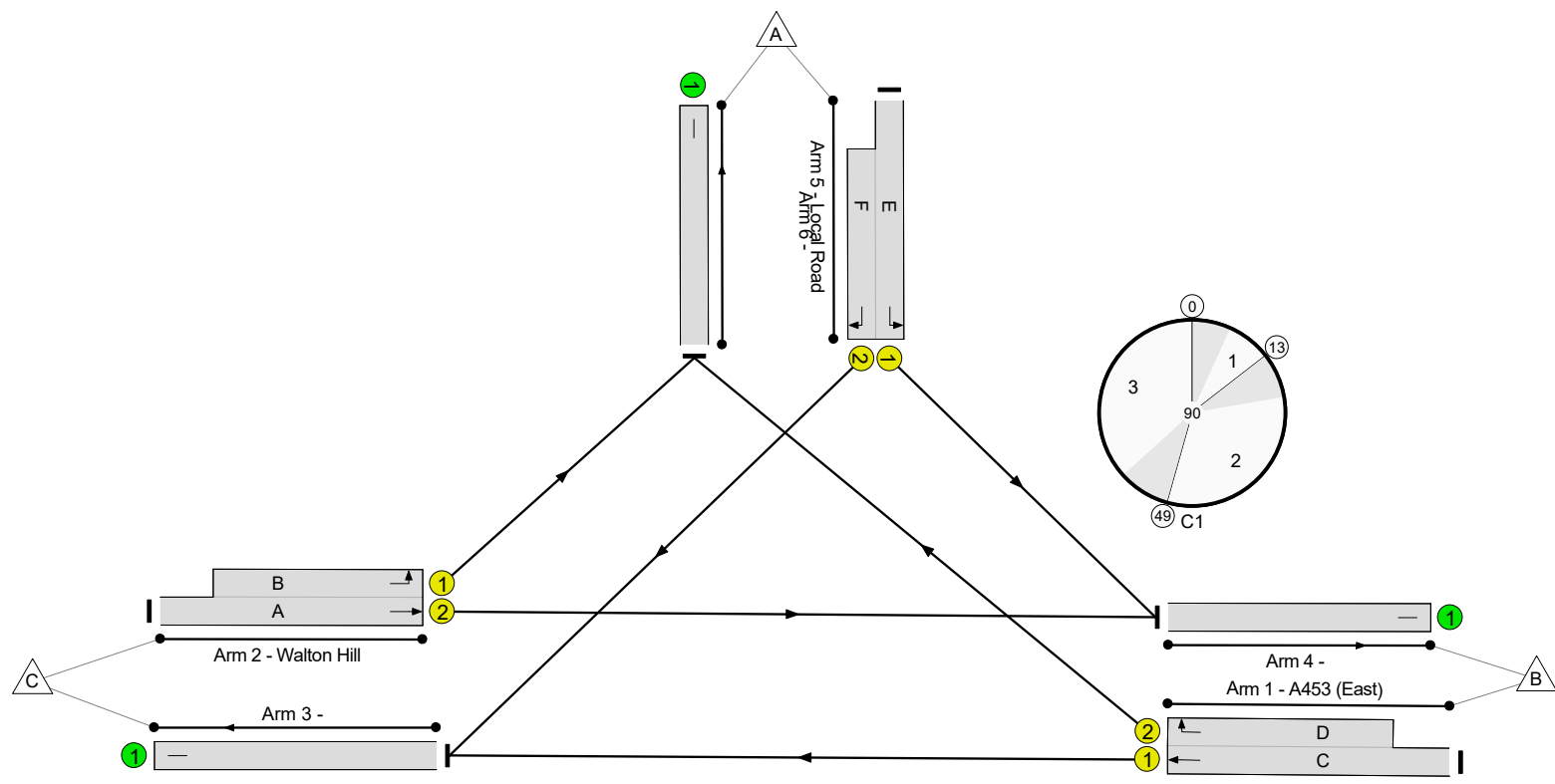


Full Input Data And Results

Network Layout Diagram



Unnamed Junction
PRC: 20.6 %
Total Traffic Delay: 15.2 pcuHr



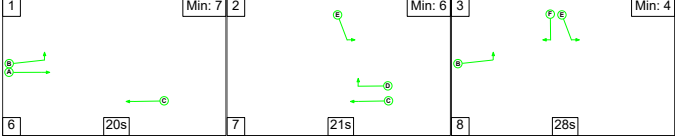
Network Results

Network Results

Full Input Data And Results

Scenario 11: '2b 2028 Forecast Year With Development (AM)' (FG11: '2b 2028 Forecast Year With Development (AM)', Plan 1: 'Network Control Plan 1')

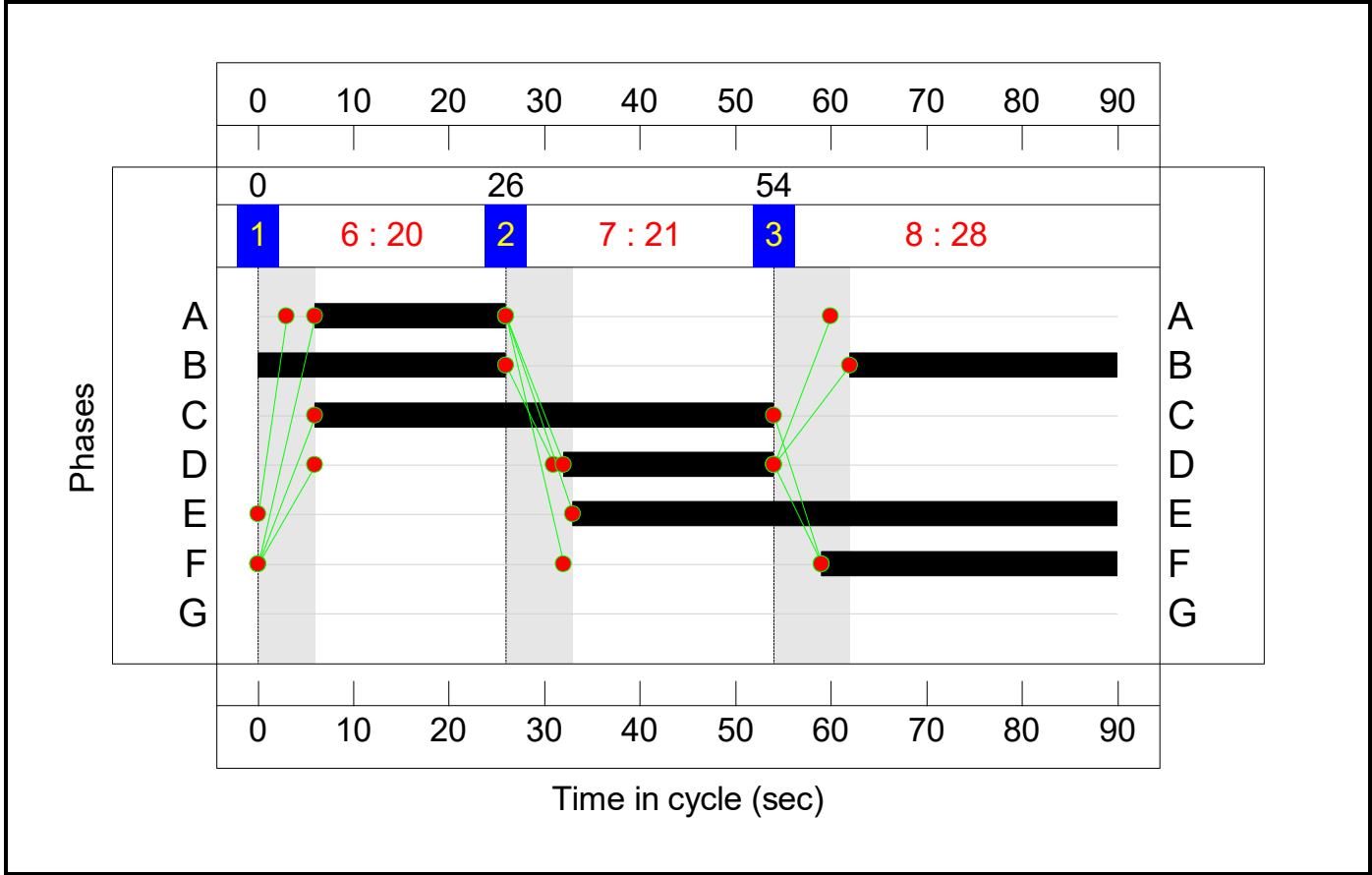
Stage Sequence Diagram



Stage Timings

Stage	1	2	3
Duration	20	21	28
Change Point	0	26	54

Signal Timings Diagram

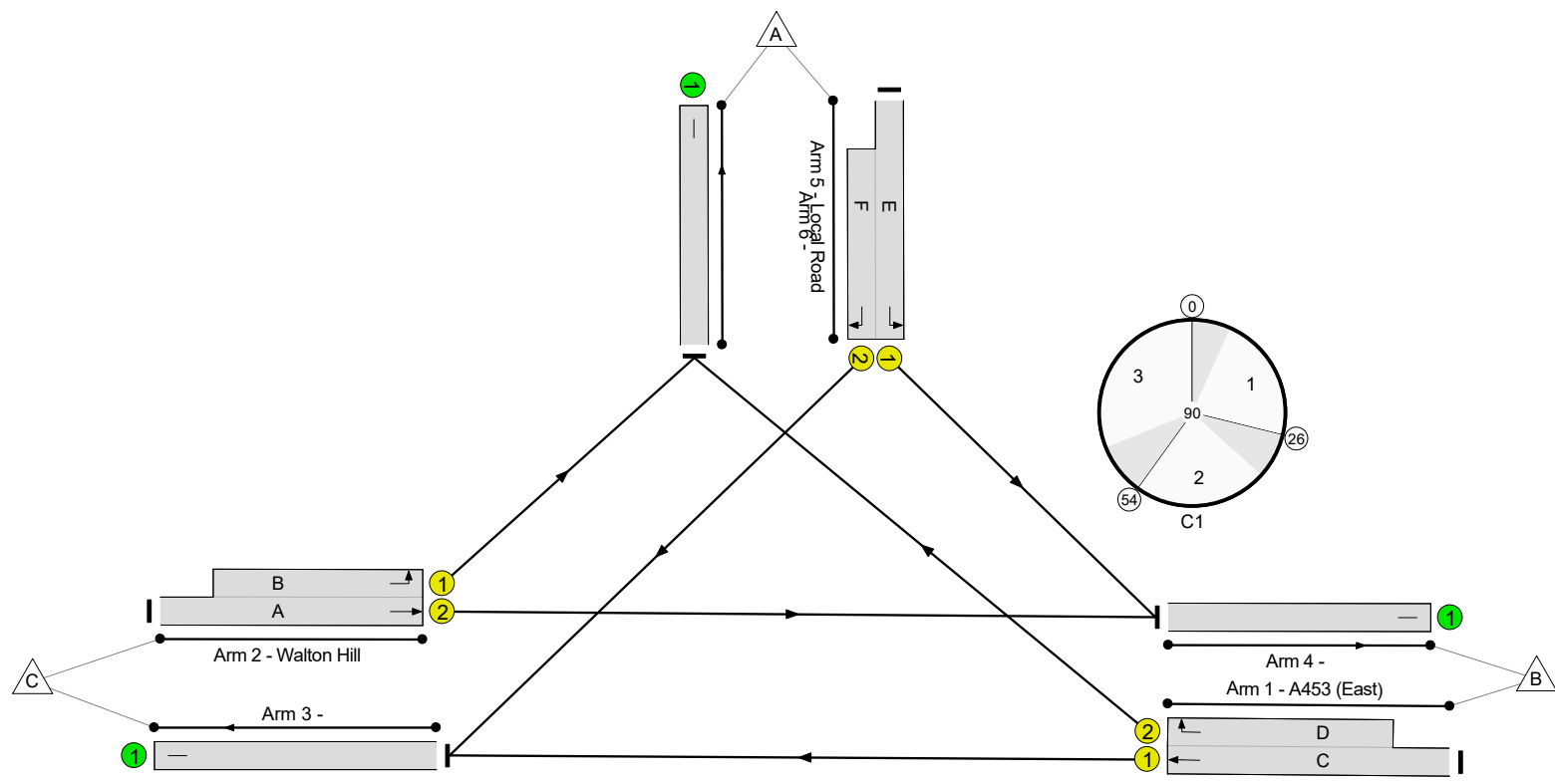


Full Input Data And Results

Network Layout Diagram



Unnamed Junction
PRC: 31.4 %
Total Traffic Delay: 14.0 pcuHr



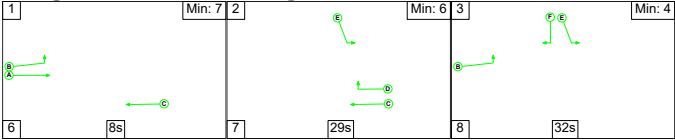
Network Results

Network Results

Full Input Data And Results

Scenario 12: '2b 2028 Forecast Year With Development (PM)' (FG12: '2b 2028 Forecast Year With Development (PM)', Plan 1: 'Network Control Plan 1')

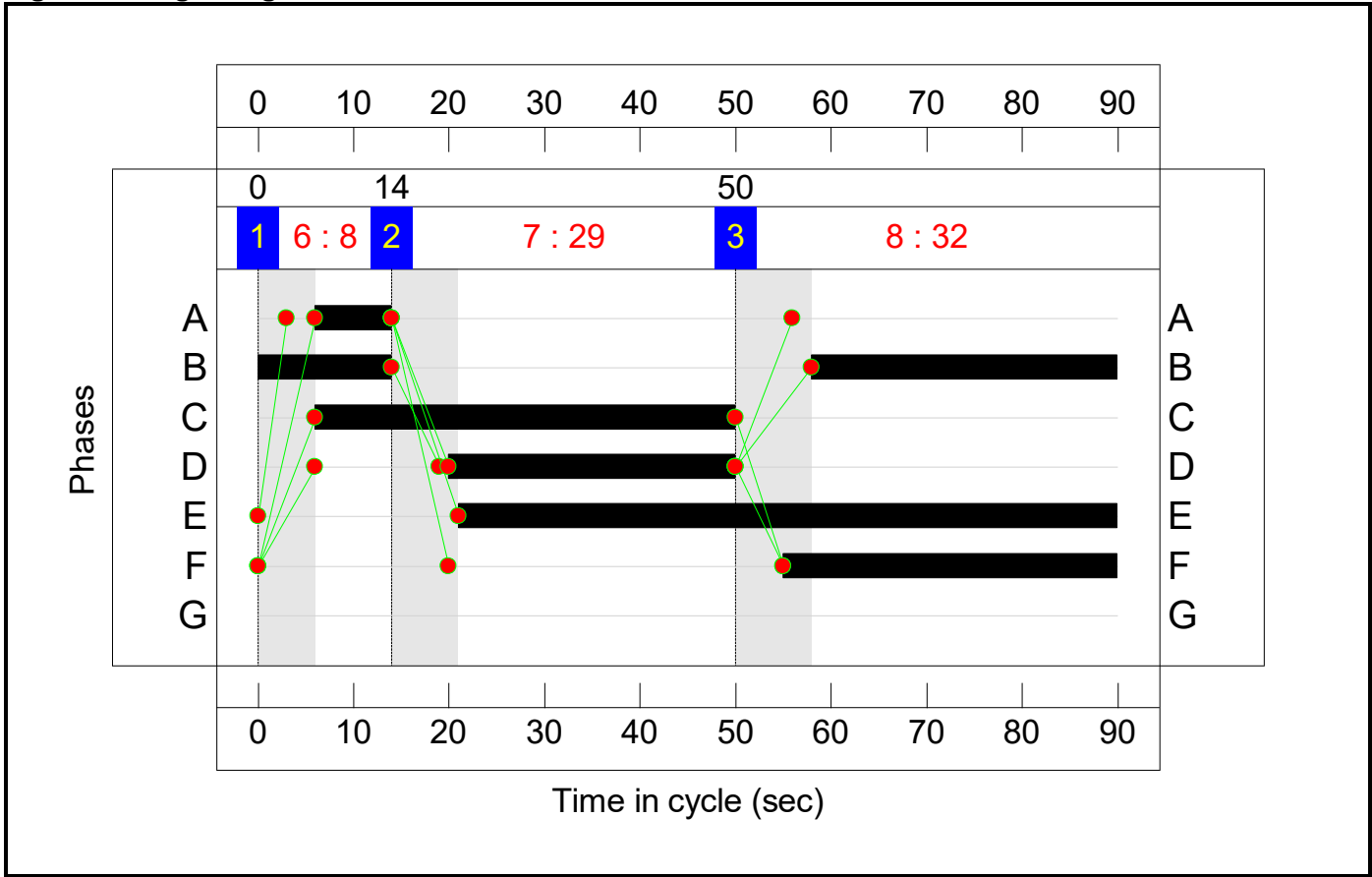
Stage Sequence Diagram



Stage Timings

Stage	1	2	3
Duration	8	29	32
Change Point	0	14	50

Signal Timings Diagram

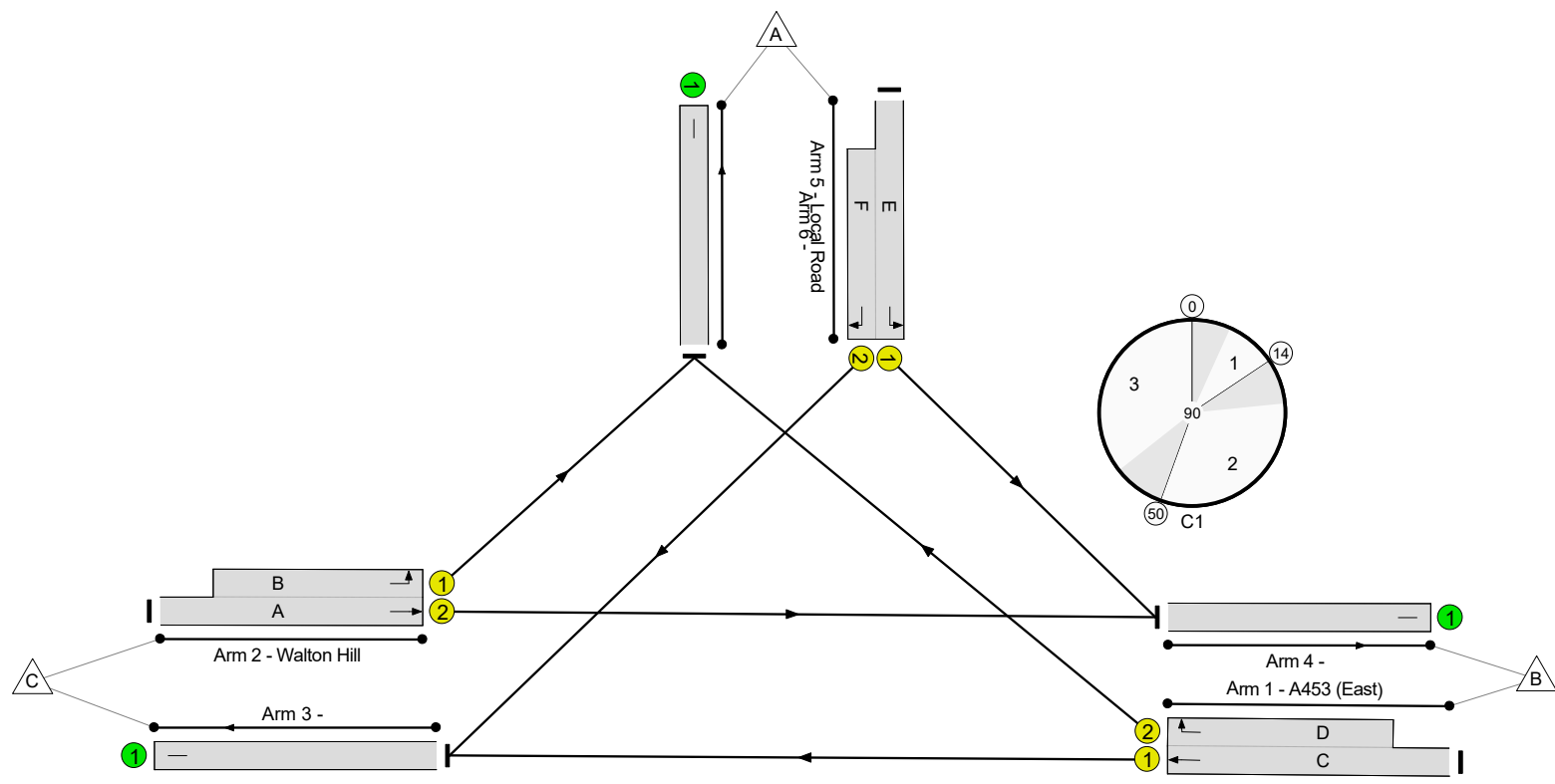


Full Input Data And Results

Network Layout Diagram



Unnamed Junction
PRC: 30.3 %
Total Traffic Delay: 12.6 pcuHr



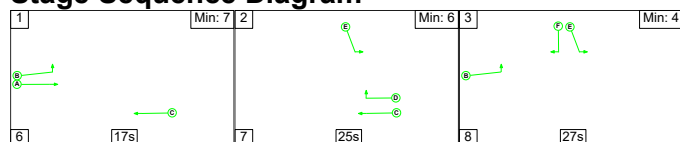
Network Results

Network Results

Full Input Data And Results

Scenario 13: '2b 2038 Forecast Year With Development (AM)' (FG13: '2b 2038 Forecast Year With Development (AM)', Plan 1: 'Network Control Plan 1')

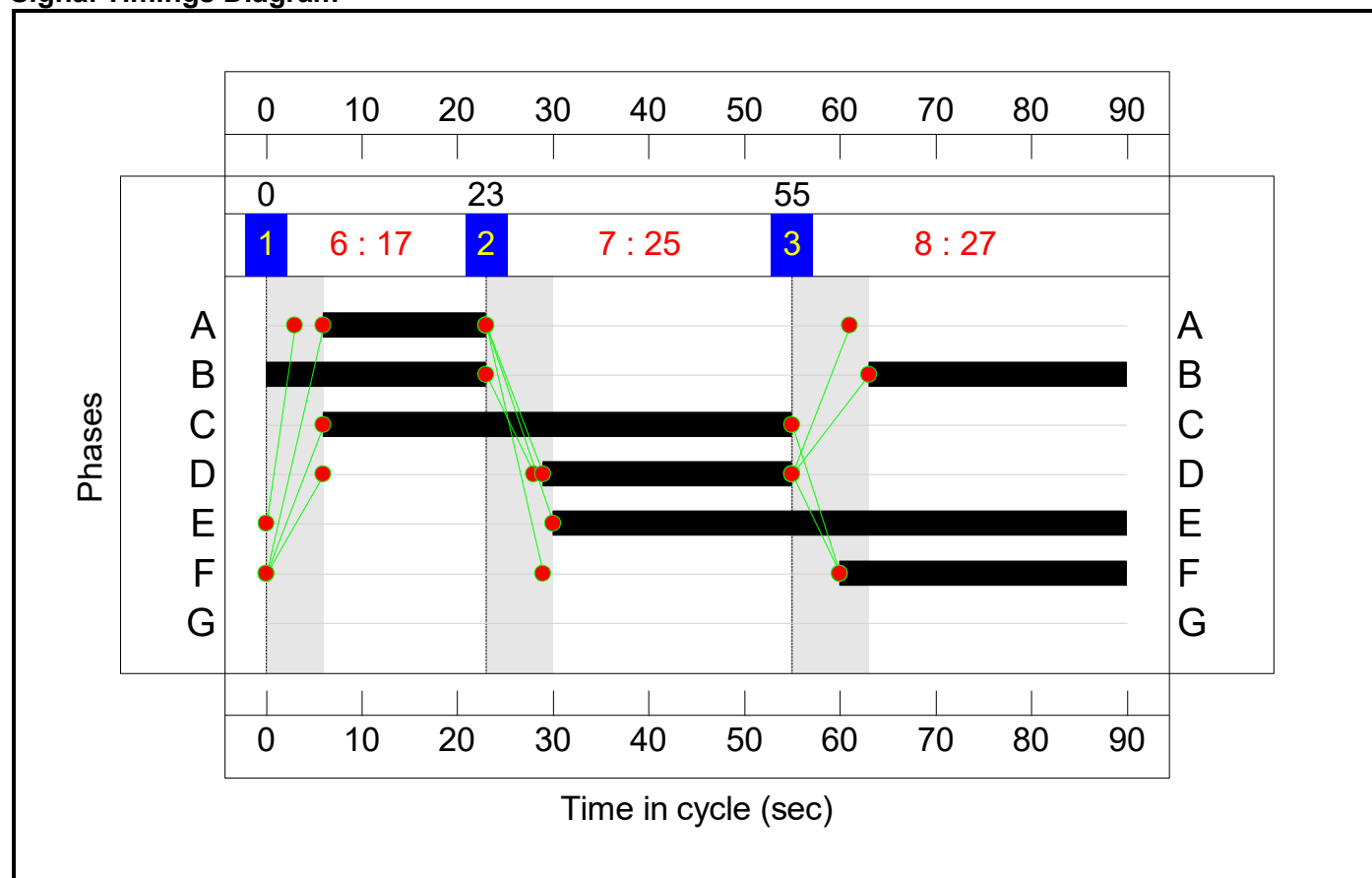
Stage Sequence Diagram



Stage Timings

Stage	1	2	3
Duration	17	25	27
Change Point	0	23	55

Signal Timings Diagram

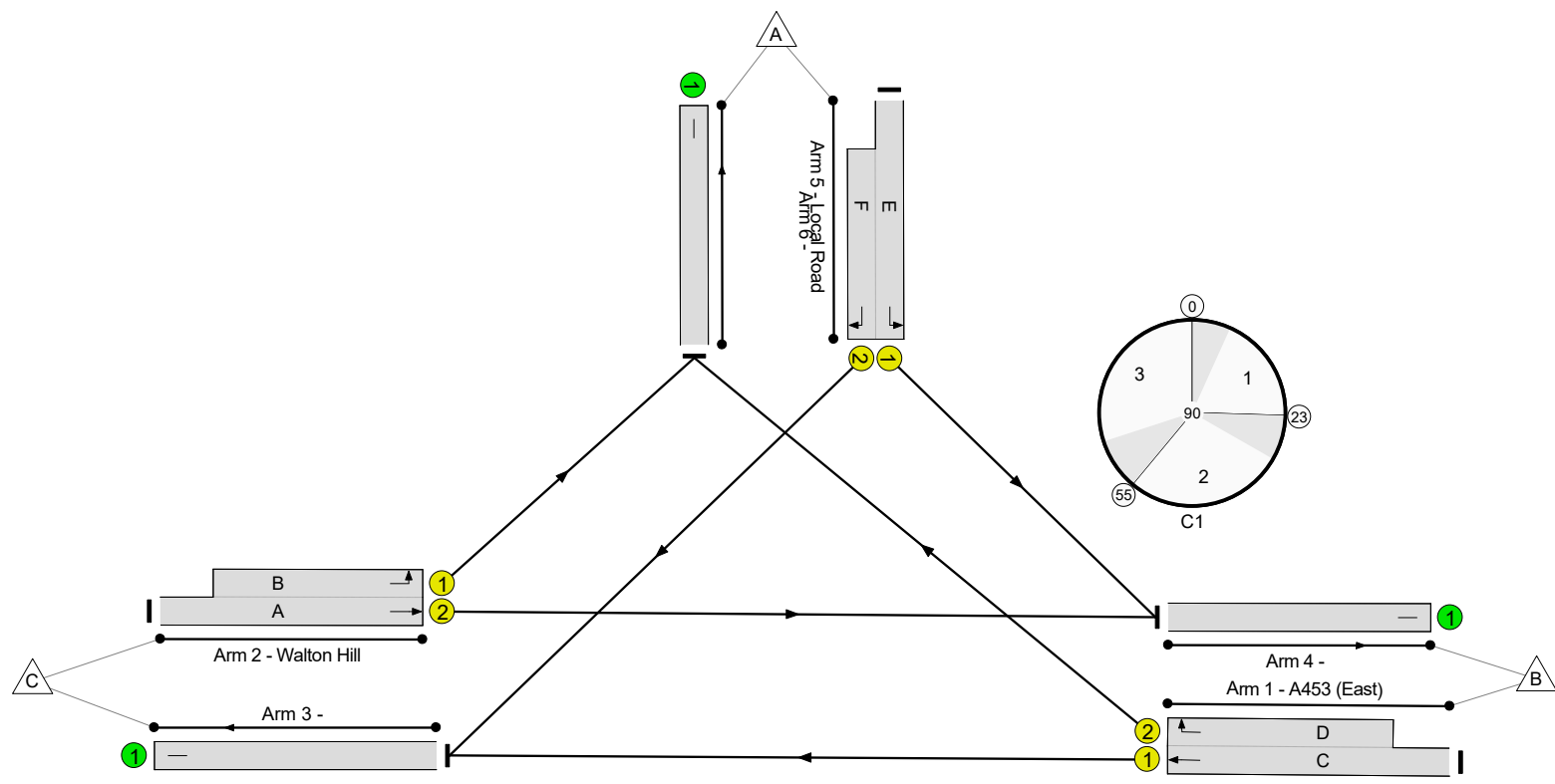


Full Input Data And Results

Network Layout Diagram



Unnamed Junction
PRC: 26.3 %
Total Traffic Delay: 14.9 pcuHr



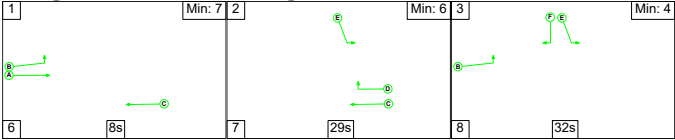
Network Results

Network Results

Full Input Data And Results

Scenario 14: '2b 2038 Forecast Year With Development (PM)' (FG14: '2b 2038 Forecast Year With Development (PM)', Plan 1: 'Network Control Plan 1')

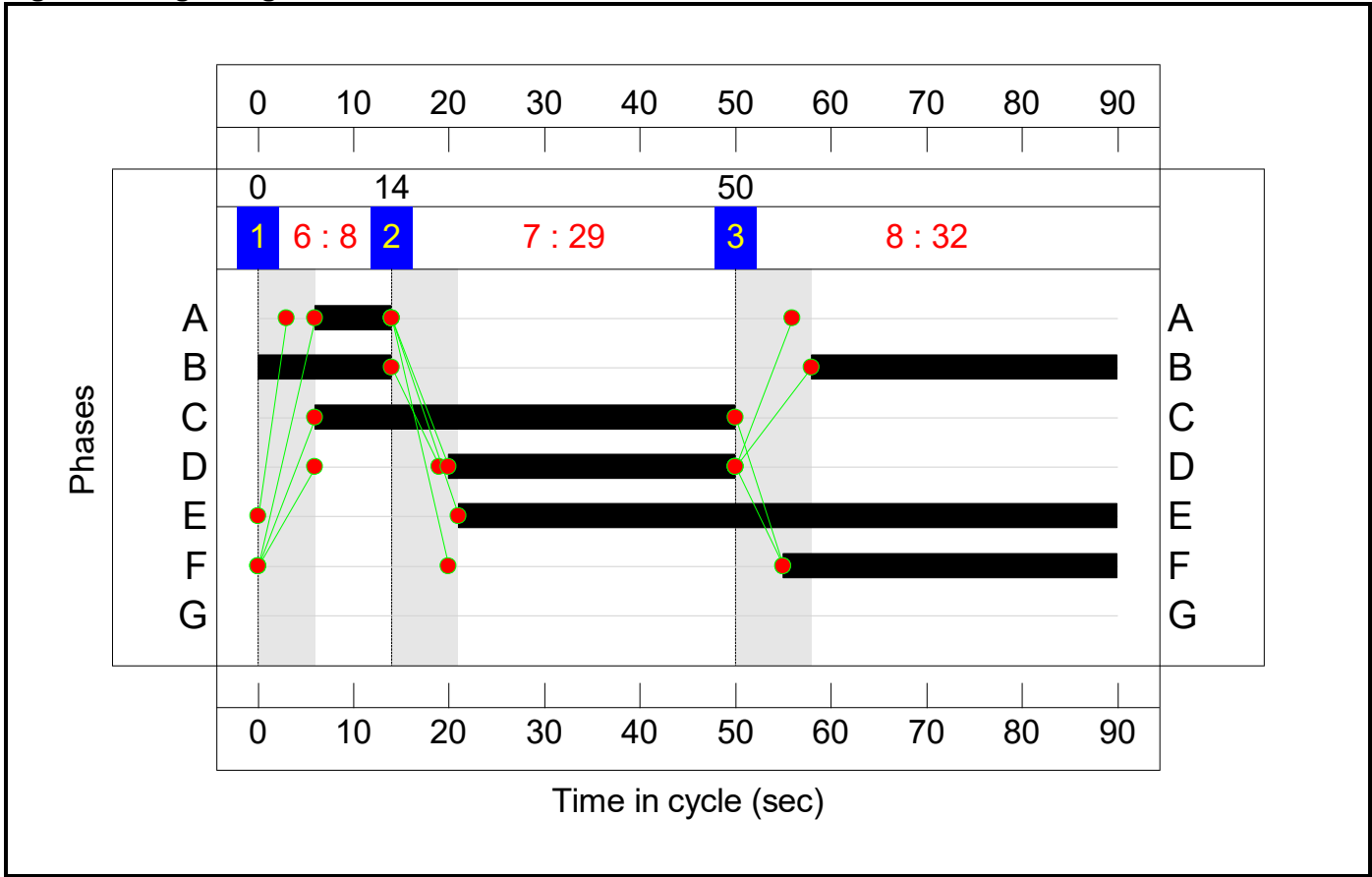
Stage Sequence Diagram



Stage Timings

Stage	1	2	3
Duration	8	29	32
Change Point	0	14	50

Signal Timings Diagram

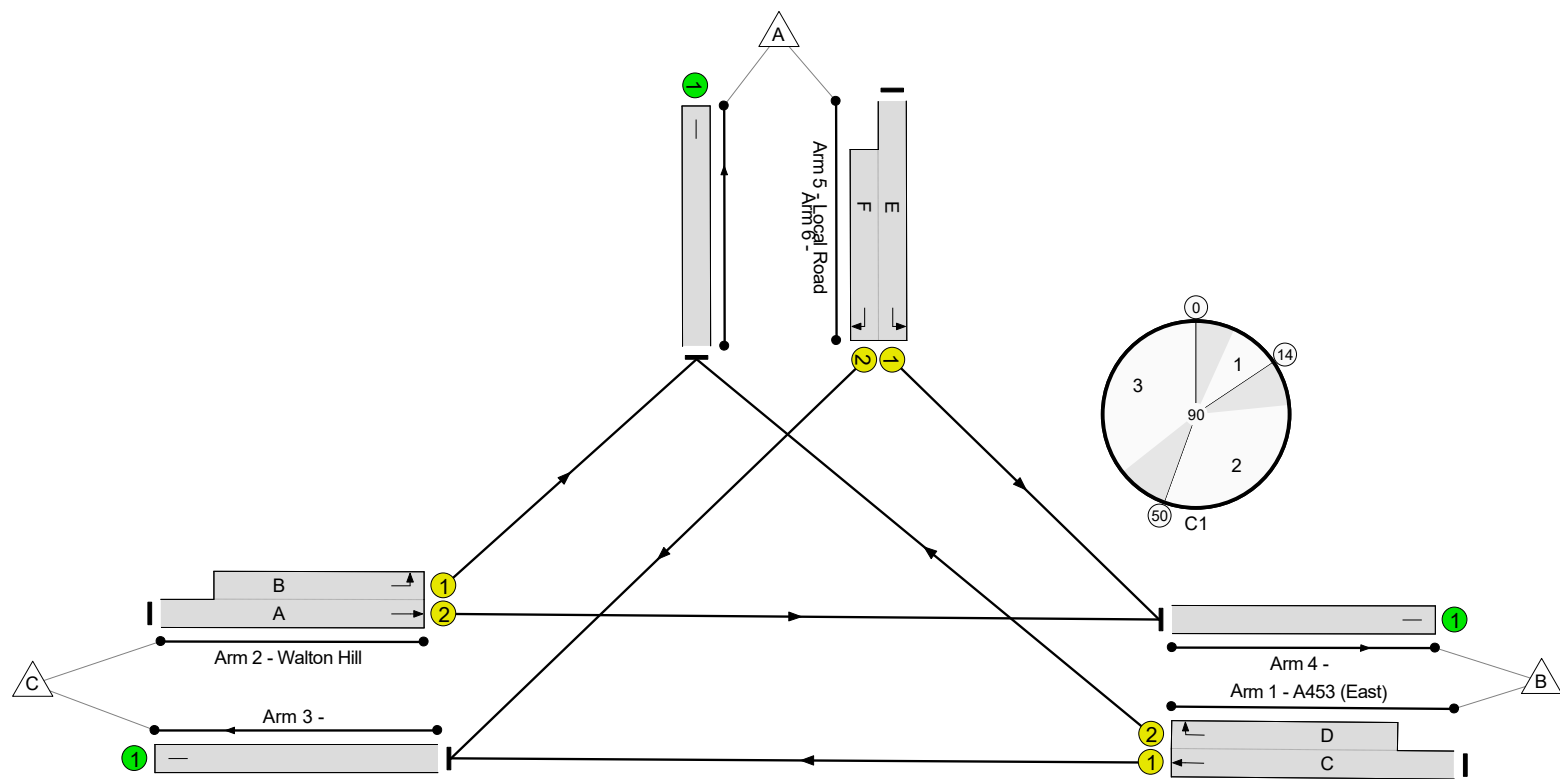


Full Input Data And Results

Network Layout Diagram



Unnamed Junction
PRC: 19.9 %
Total Traffic Delay: 14.9 pcuHr



Full Input Data And Results

Network Results

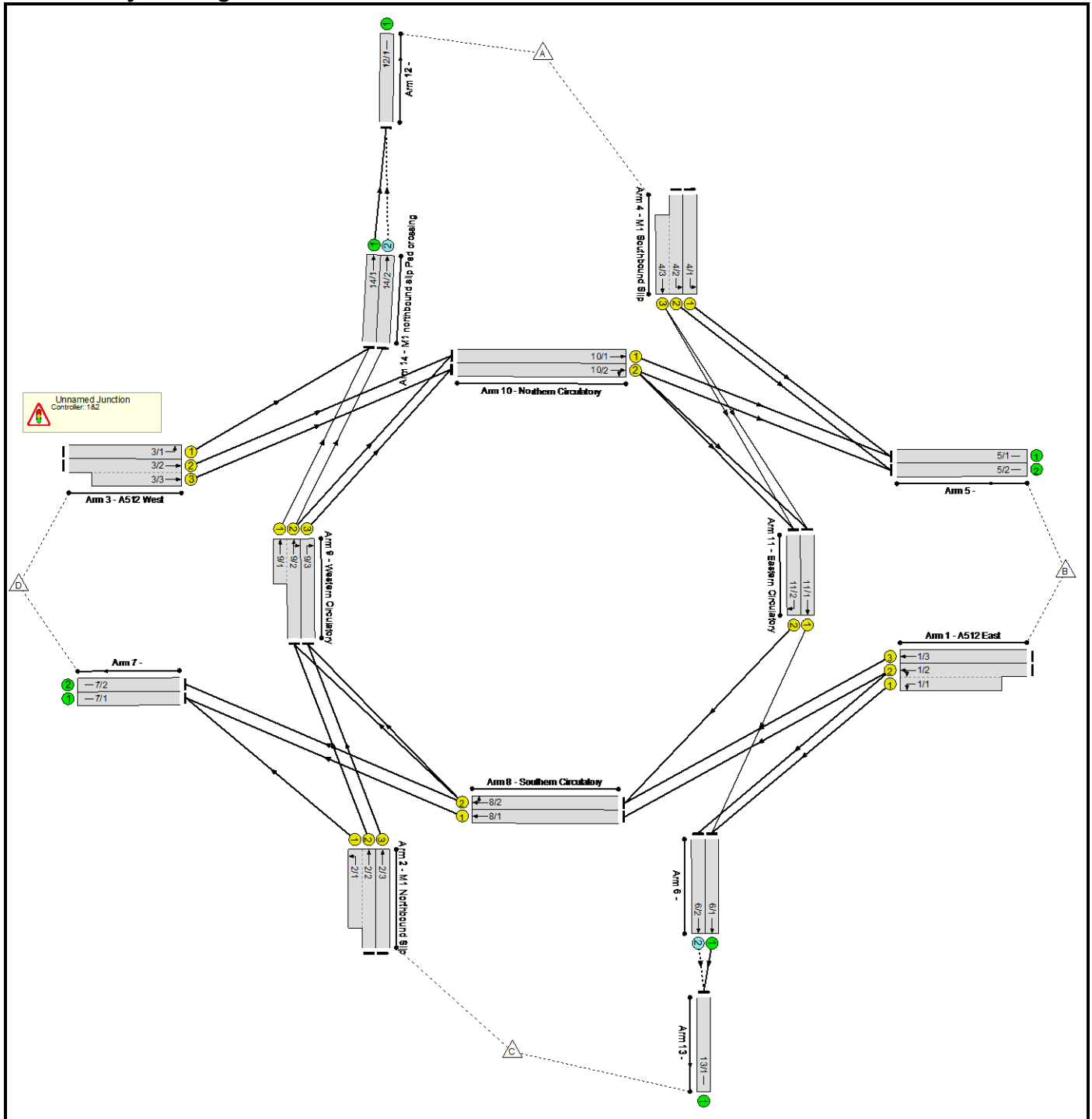
Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network: A453 Walton Hill Junction	-	-	N/A	-	-		-	-	-	-	-	-	75.0%
Unnamed Junction	-	-	N/A	-	-		-	-	-	-	-	-	75.0%
1/1+1/2	A453 (East) Ahead Right	U	N/A	N/A	C D		1	44:30	-	1011	1965:1828	722+630	74.8 : 74.8%
2/2+2/1	Walton Hill Ahead Left	U	N/A	N/A	A B		1	8:46	-	295	2105:1828	210+230	67.0 : 67.0%
3/1		U	N/A	N/A	-		-	-	-	1022	Inf	Inf	0.0%
4/1		U	N/A	N/A	-		-	-	-	452	Inf	Inf	0.0%
5/1+5/2	Local Road Right Left	U	N/A	N/A	E F		1	69:35	-	793	1786:1828	414+642	75.0 : 75.0%
6/1		U	N/A	N/A	-		-	-	-	625	Inf	Inf	0.0%
Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network: A453 Walton Hill Junction	-	-	0	0	0	10.9	4.0	0.0	14.9	-	-	-	-
Unnamed Junction	-	-	0	0	0	10.9	4.0	0.0	14.9	-	-	-	-
1/1+1/2	1011	1011	-	-	-	5.7	1.5	-	7.2	25.7	10.3	1.5	11.8
2/2+2/1	295	295	-	-	-	2.0	1.0	-	3.0	36.7	3.4	1.0	4.4
3/1	1022	1022	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
4/1	452	452	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1+5/2	793	793	-	-	-	3.2	1.5	-	4.7	21.2	9.8	1.5	11.3
6/1	625	625	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
C1 PRC for Signalled Lanes (%): 19.9 Total Delay for Signalled Lanes (pcuHr): 14.88 Cycle Time (s): 90 PRC Over All Lanes (%): 19.9 Total Delay Over All Lanes(pcuHr): 14.88													

APPENDIX 66: Junction 12: M1 Junction 23 Stage 1B/2B Modelling Results

Full Input Data And Results**User and Project Details**

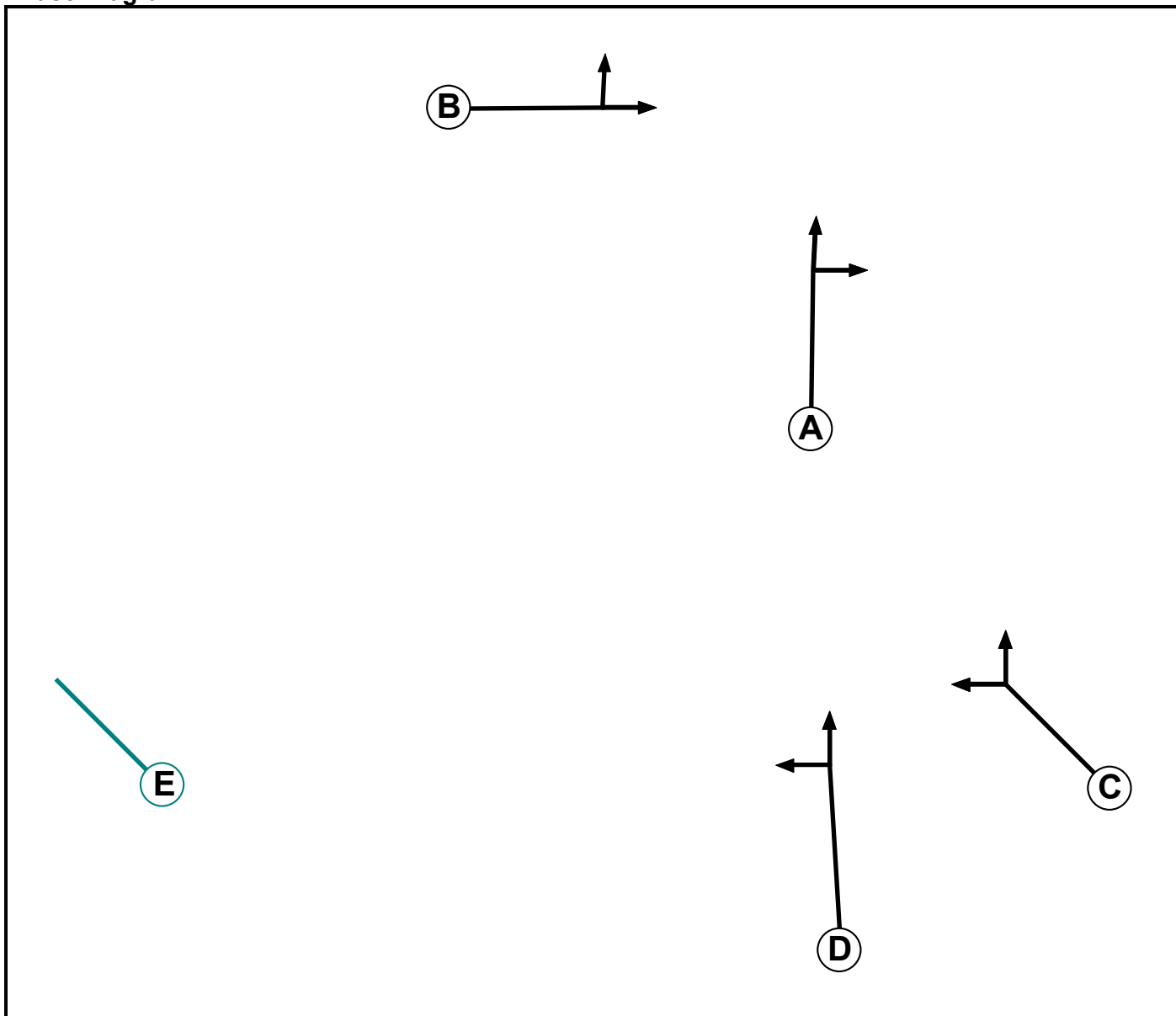
Project:	East Midlands Gateway 2
Title:	M1 Junction 23
Location:	
Client:	SEGRO
Site Ref(s):	Junction 12
Date Started:	26/10/23
Checked By:	██████████
Additional detail:	
File name:	250624 M1 Junction 23_Stage 1b+2b.lsg3x
Author:	██████████
Company:	BWB
Address:	

Network Layout Diagram



Controller :C1 - Westside 25911

Phase Diagram



Phase Input Data

Phase Name	Phase Type	Assoc. Phase	Street Min (s)	Cont Min (s)
A	Traffic		7	7
B	Traffic		7	7
C	Traffic		7	7
D	Traffic		7	7
E	Dummy		4	4

Full Input Data And Results

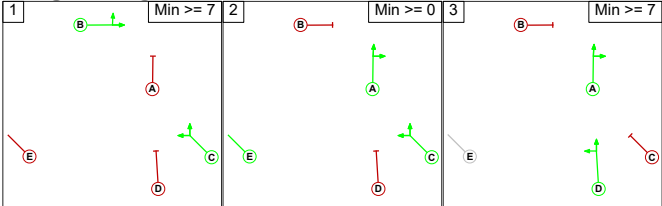
Phase Intergreens Matrix

Terminating Phase	Starting Phase					
		A	B	C	D	E
	A		6	-	-	-
	B	6		-	-	6
	C	-	-		6	-
	D	-	-	7		-
	E	-	1	-	-	

Phases in Stage

Stage No.	Phases in Stage
1	B C
2	A C E
3	A D

Stage Diagram



Phase Delays

Term. Stage	Start Stage	Phase	Type	Value	Cont value
3	1	A	Losing	7	7

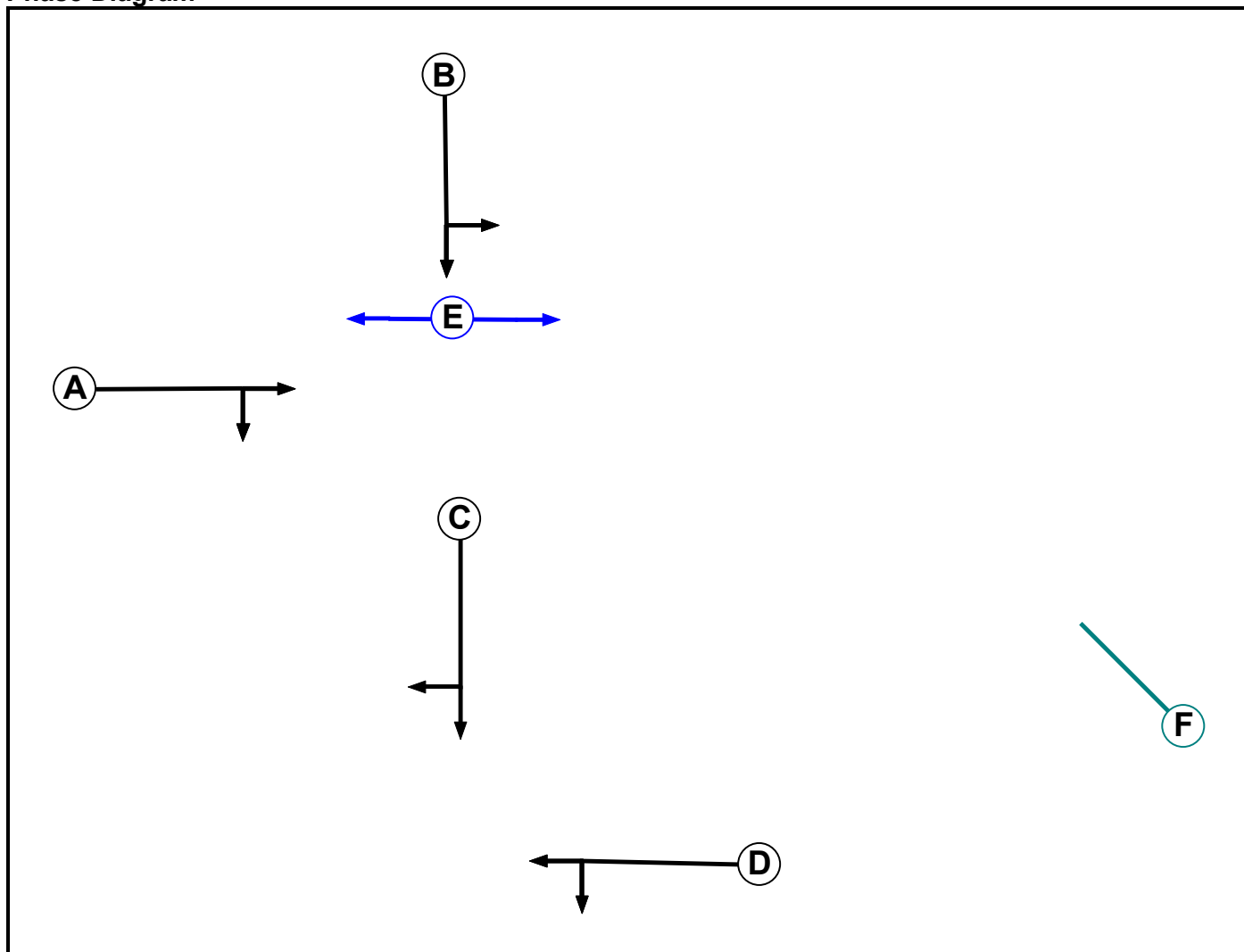
Prohibited Stage Change

From Stage	To Stage			
		1	2	3
	1		6	6
	2	6		6
	3	13	7	

Full Input Data And Results

Controller :C2 - Eastside 25921

Phase Diagram



Phase Input Data

Phase Name	Phase Type	Assoc. Phase	Street Min (s)	Cont Min (s)
A	Traffic		7	7
B	Traffic		7	7
C	Traffic		7	7
D	Traffic		7	7
E	Pedestrian		9	9
F	Dummy		4	4

Full Input Data And Results

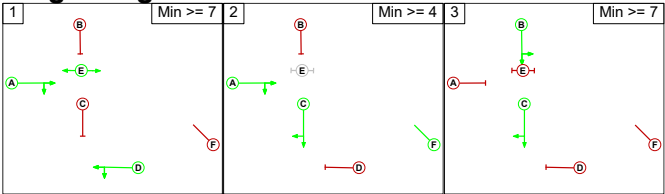
Phase Intergreens Matrix

Terminating Phase	Starting Phase						
		A	B	C	D	E	F
	A		6	-	-	-	-
	B	7		-	-	5	7
	C	-	-		6	-	-
	D	-	-	6		-	6
	E	-	10	-	-		-
	F	-	1	-	1	-	

Phases in Stage

Stage No.	Phases in Stage
1	A D E
2	A C F
3	B C

Stage Diagram



Phase Delays

Term. Stage	Start Stage	Phase	Type	Value	Cont value
3	1	C	Losing	7	7

Prohibited Stage Change

From Stage	To Stage			
		1	2	3
	1		6	10
	2	6		6
	3	13	7	

Full Input Data And Results

Give-Way Lane Input Data

Junction: Unnamed Junction											
Lane	Movement	Max Flow when Giving Way (PCU/Hr)	Min Flow when Giving Way (PCU/Hr)	Opposing Lane	Opp. Lane Coeff.	Opp. Mvmnts.	Right Turn Storage (PCU)	Non-Blocking Storage (PCU)	RTF	Right Turn Move up (s)	Max Turns in Intergreen (PCU)
6/2	13/1 (Ahead)	715	0	6/1	0.22	All	-	-	-	-	-
14/2 (M1 northbound slip Ped crossing)	12/1 (Ahead)	715	0	14/1	0.22	All	-	-	-	-	-

Full Input Data And Results

Lane Input Data

Junction: Unnamed Junction												
Lane	Lane Type	Phases	Start Disp. (s)	End Disp. (s)	Physical Length (PCU)	Sat Flow Type	Def User Saturation Flow (PCU/Hr)	Lane Width (m)	Gradient (%)	Nearside Lane	Turns	Turning Radius (m)
1/1 (A512 East)	U	D	2	3	16.0	Geom	-	3.75	0.00	Y	Arm 6 Left	110.00
1/2 (A512 East)	U	D	2	3	60.0	Geom	-	3.75	0.00	Y	Arm 6 Left	Inf
1/3 (A512 East)	U	D	2	3	60.0	Geom	-	3.75	0.00	Y	Arm 8 Ahead	71.00
2/1 (M1 Northbound Slip)	U	D	2	3	13.9	Geom	-	3.75	0.00	Y	Arm 8 Ahead	85.00
2/2 (M1 Northbound Slip)	U	D	2	3	60.0	Geom	-	3.75	0.00	Y	Arm 7 Left	110.00
2/3 (M1 Northbound Slip)	U	D	2	3	60.0	Geom	-	3.75	0.00	Y	Arm 9 Ahead	170.00
3/1 (A512 West)	U	B	2	3	18.3	Geom	-	3.75	0.00	Y	Arm 9 Ahead	276.00
3/2 (A512 West)	U	B	2	3	60.0	Geom	-	3.75	0.00	Y	Arm 14 Left	45.00
3/3 (A512 West)	U	B	2	3	10.4	Geom	-	3.75	0.00	Y	Arm 10 Ahead	55.00
4/1 (M1 Southbound Slip)	U	B	2	3	60.0	Geom	-	3.75	0.00	Y	Arm 10 Ahead	60.00
4/2 (M1 Southbound Slip)	U	B	2	3	60.0	Geom	-	3.75	0.00	Y	Arm 5 Left	55.00
4/3 (M1 Southbound Slip)	U	B	2	3	14.8	Geom	-	3.75	0.00	Y	Arm 5 Left	65.00
5/1	U		2	3	60.0	Inf	-	-	-	-	Arm 11 Ahead	70.00
5/2	U		2	3	60.0	Inf	-	-	-	-	-	-
6/1	U		2	3	17.4	Geom	-	3.65	0.00	Y	-	-
6/2	O		2	3	17.4	Geom	-	3.65	0.00	Y	Arm 13 Ahead	Inf
7/1	U		2	3	60.0	Inf	-	-	-	-	-	-
7/2	U		2	3	60.0	Inf	-	-	-	-	-	-
8/1 (Southern Circulatory)	U	C	2	3	28.3	Geom	-	3.75	0.00	Y	Arm 7 Ahead	100.00

Full Input Data And Results

8/2 (Southern Circulatory)	U	C	2	3	28.0	Geom	-	3.75	0.00	Y	Arm 7 Ahead	100.00
											Arm 9 Right	45.00
9/1 (Western Circulatory)	U	A	2	3	4.9	Geom	-	3.75	0.00	Y	Arm 14 Ahead	60.00
9/2 (Western Circulatory)	U	A	2	3	12.8	Geom	-	3.75	0.00	Y	Arm 10 Right	45.00
											Arm 14 Ahead	45.00
9/3 (Western Circulatory)	U	A	2	3	11.6	Geom	-	3.75	0.00	Y	Arm 10 Right	50.00
10/1 (Northern Circulatory)	U	A	2	3	30.5	Geom	-	3.75	0.00	Y	Arm 5 Ahead	80.00
10/2 (Northern Circulatory)	U	A	2	3	29.1	Geom	-	3.75	0.00	Y	Arm 5 Ahead	55.00
											Arm 11 Right	55.00
11/1 (Eastern Circulatory)	U	C	2	3	14.9	Geom	-	4.25	0.00	Y	Arm 6 Ahead	70.00
11/2 (Eastern Circulatory)	U	C	2	3	13.3	Geom	-	4.25	0.00	Y	Arm 8 Right	65.00
12/1	U		2	3	60.0	Inf	-	-	-	-	-	-
13/1	U		2	3	60.0	Inf	-	-	-	-	-	-
14/1 (M1 northbound slip Ped crossing)	U		2	3	11.3	Geom	-	3.25	0.00	Y	Arm 12 Ahead	Inf
14/2 (M1 northbound slip Ped crossing)	O		2	3	11.1	Geom	-	3.25	0.00	Y	Arm 12 Ahead	Inf

Full Input Data And Results

Traffic Flow Groups

Flow Group	Start Time	End Time	Duration	Formula
1: '2022 Am'	07:45	08:45	01:00	
2: '2022 Pm'	17:00	18:00	01:00	
3: '2028 Without Development Flows (AM)'	07:45	08:45	01:00	
4: '2028 Without Development Flows (PM)'	17:00	18:00	01:00	
5: '2028 With Development Flows (AM)'	07:45	08:45	01:00	
6: '2028 With Development Flows (PM)'	17:00	18:00	01:00	
7: '2038 Without Development Flows (AM)'	07:45	08:45	01:00	
8: '2038 Without Development Flows (PM)'	17:00	18:00	01:00	
9: '2038 With Development Flows (AM)'	07:45	08:45	01:00	
10: '2038 With Development Flows (PM)'	17:00	18:00	01:00	
11: '2b 2028 With Development Flows (AM)'	07:45	08:45	01:00	
12: '2b 2028 With Development Flows (PM)'	17:00	18:00	01:00	
13: '2b 2038 With Development Flows (AM)'	07:45	08:45	01:00	
14: '2b 2038 With Development Flows (PM)'	17:00	18:00	01:00	

Scenario 1: 'AM Base' (FG1: '2022 Am', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

	Destination					
		A	B	C	D	Tot.
Origin	A	0	795	0	377	1172
	B	494	0	161	378	1033
	C	0	423	0	44	467
	D	290	735	132	0	1157
	Tot.	784	1953	293	799	3829

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 1: AM Base
Junction: Unnamed Junction	
1/1 (short)	161
1/2 (with short)	539(In) 378(Out)
1/3	494
2/1 (short)	44
2/2 (with short)	237(In) 193(Out)
2/3	230
3/1	290
3/2 (with short)	867(In) 504(Out)
3/3 (short)	363
4/1	343
4/2 (with short)	829(In) 452(Out)
4/3 (short)	377
5/1	1040
5/2	913
6/1	293
6/2	0
7/1	422
7/2	377
8/1	378
8/2	871
9/1 (short)	423
9/2 (with short)	687(In) 264(Out)
9/3	230
10/1	697
10/2	593
11/1	132
11/2	377
12/1	784
13/1	293
14/1	713
14/2	71

Lane Saturation Flows

Junction: Unnamed Junction								
Lane	Lane Width (m)	Gradient (%)	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
1/1 (A512 East)	3.75	0.00	Y	Arm 6 Left	110.00	100.0 %	1963	1963
1/2 (A512 East)	3.75	0.00	Y	Arm 6 Left	Inf	0.0 %	1949	1949
				Arm 8 Ahead	71.00	100.0 %		
1/3 (A512 East)	3.75	0.00	Y	Arm 8 Ahead	85.00	100.0 %	1955	1955
2/1 (M1 Northbound Slip)	3.75	0.00	Y	Arm 7 Left	110.00	100.0 %	1963	1963
2/2 (M1 Northbound Slip)	3.75	0.00	Y	Arm 9 Ahead	170.00	100.0 %	1973	1973
2/3 (M1 Northbound Slip)	3.75	0.00	Y	Arm 9 Ahead	276.00	100.0 %	1979	1979
3/1 (A512 West)	3.75	0.00	Y	Arm 14 Left	45.00	100.0 %	1926	1926
3/2 (A512 West)	3.75	0.00	Y	Arm 10 Ahead	55.00	100.0 %	1937	1937
3/3 (A512 West)	3.75	0.00	Y	Arm 10 Ahead	60.00	100.0 %	1941	1941
4/1 (M1 Southbound Slip)	3.75	0.00	Y	Arm 5 Left	55.00	100.0 %	1937	1937
4/2 (M1 Southbound Slip)	3.75	0.00	Y	Arm 5 Left	65.00	100.0 %	1945	1945
4/3 (M1 Southbound Slip)	3.75	0.00	Y	Arm 11 Ahead	70.00	100.0 %	1948	1948
5/1	Infinite Saturation Flow						Inf	Inf
5/2	Infinite Saturation Flow						Inf	Inf
6/1	3.65	0.00	Y	Arm 13 Ahead	Inf	100.0 %	1980	1980
6/2	3.65	0.00	Y	Arm 13 Ahead	Inf	0.0 %	1980	1980
7/1	Infinite Saturation Flow						Inf	Inf
7/2	Infinite Saturation Flow						Inf	Inf
8/1 (Southern Circulatory)	3.75	0.00	Y	Arm 7 Ahead	100.00	100.0 %	1961	1961
8/2 (Southern Circulatory)	3.75	0.00	Y	Arm 7 Ahead	100.00	43.3 %	1941	1941
				Arm 9 Right	45.00	56.7 %		
9/1 (Western Circulatory)	3.75	0.00	Y	Arm 14 Ahead	60.00	100.0 %	1941	1941
9/2 (Western Circulatory)	3.75	0.00	Y	Arm 10 Right	45.00	73.1 %	1926	1926
				Arm 14 Ahead	45.00	26.9 %		
9/3 (Western Circulatory)	3.75	0.00	Y	Arm 10 Right	50.00	100.0 %	1932	1932
10/1 (Northern Circulatory)	3.75	0.00	Y	Arm 5 Ahead	80.00	100.0 %	1953	1953

Full Input Data And Results

10/2 (Northern Circulatory)	3.75	0.00	Y	Arm 5 Ahead	55.00	77.7 %	1937	1937
				Arm 11 Right	55.00	22.3 %		
11/1 (Eastern Circulatory)	4.25	0.00	Y	Arm 6 Ahead	70.00	100.0 %	1997	1997
11/2 (Eastern Circulatory)	4.25	0.00	Y	Arm 8 Right	65.00	100.0 %	1994	1994
12/1	Infinite Saturation Flow						Inf	Inf
13/1	Infinite Saturation Flow						Inf	Inf
14/1 (M1 northbound slip Ped crossing)	3.25	0.00	Y	Arm 12 Ahead	Inf	100.0 %	1940	1940
14/2 (M1 northbound slip Ped crossing)	3.25	0.00	Y	Arm 12 Ahead	Inf	100.0 %	1940	1940

Scenario 2: 'PM Base' (FG2: '2022 Pm', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

	Destination					
		A	B	C	D	Tot.
Origin	A	0	408	0	187	595
	B	491	0	351	520	1362
	C	0	203	0	168	371
	D	218	389	118	0	725
	Tot.	709	1000	469	875	3053

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Traffic Lane Flows

Lane	Scenario 2: PM Base
Junction: Unnamed Junction	
1/1 (short)	351
1/2 (with short)	871(In) 520(Out)
1/3	491
2/1 (short)	168
2/2 (with short)	237(In) 69(Out)
2/3	134
3/1	218
3/2 (with short)	507(In) 233(Out)
3/3 (short)	274
4/1	167
4/2 (with short)	428(In) 241(Out)
4/3 (short)	187
5/1	469
5/2	531
6/1	469
6/2	0
7/1	688
7/2	187
8/1	520
8/2	678
9/1 (short)	491
9/2 (with short)	560(In) 69(Out)
9/3	134
10/1	302
10/2	408
11/1	118
11/2	187
12/1	709
13/1	469
14/1	709
14/2	0

Lane Saturation Flows

Junction: Unnamed Junction								
Lane	Lane Width (m)	Gradient (%)	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
1/1 (A512 East)	3.75	0.00	Y	Arm 6 Left	110.00	100.0 %	1963	1963
1/2 (A512 East)	3.75	0.00	Y	Arm 6 Left	Inf	0.0 %	1949	1949
				Arm 8 Ahead	71.00	100.0 %		
1/3 (A512 East)	3.75	0.00	Y	Arm 8 Ahead	85.00	100.0 %	1955	1955
2/1 (M1 Northbound Slip)	3.75	0.00	Y	Arm 7 Left	110.00	100.0 %	1963	1963
2/2 (M1 Northbound Slip)	3.75	0.00	Y	Arm 9 Ahead	170.00	100.0 %	1973	1973
2/3 (M1 Northbound Slip)	3.75	0.00	Y	Arm 9 Ahead	276.00	100.0 %	1979	1979
3/1 (A512 West)	3.75	0.00	Y	Arm 14 Left	45.00	100.0 %	1926	1926
3/2 (A512 West)	3.75	0.00	Y	Arm 10 Ahead	55.00	100.0 %	1937	1937
3/3 (A512 West)	3.75	0.00	Y	Arm 10 Ahead	60.00	100.0 %	1941	1941
4/1 (M1 Southbound Slip)	3.75	0.00	Y	Arm 5 Left	55.00	100.0 %	1937	1937
4/2 (M1 Southbound Slip)	3.75	0.00	Y	Arm 5 Left	65.00	100.0 %	1945	1945
4/3 (M1 Southbound Slip)	3.75	0.00	Y	Arm 11 Ahead	70.00	100.0 %	1948	1948
5/1	Infinite Saturation Flow						Inf	Inf
5/2	Infinite Saturation Flow						Inf	Inf
6/1	3.65	0.00	Y	Arm 13 Ahead	Inf	100.0 %	1980	1980
6/2	3.65	0.00	Y	Arm 13 Ahead	Inf	0.0 %	1980	1980
7/1	Infinite Saturation Flow						Inf	Inf
7/2	Infinite Saturation Flow						Inf	Inf
8/1 (Southern Circulatory)	3.75	0.00	Y	Arm 7 Ahead	100.00	100.0 %	1961	1961
8/2 (Southern Circulatory)	3.75	0.00	Y	Arm 7 Ahead	100.00	27.6 %	1935	1935
				Arm 9 Right	45.00	72.4 %		
9/1 (Western Circulatory)	3.75	0.00	Y	Arm 14 Ahead	60.00	100.0 %	1941	1941
9/2 (Western Circulatory)	3.75	0.00	Y	Arm 10 Right	45.00	100.0 %	1926	1926
				Arm 14 Ahead	45.00	0.0 %		
9/3 (Western Circulatory)	3.75	0.00	Y	Arm 10 Right	50.00	100.0 %	1932	1932
10/1 (Northern Circulatory)	3.75	0.00	Y	Arm 5 Ahead	80.00	100.0 %	1953	1953

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10/2 (Northern Circulatory)	3.75	0.00	Y	Arm 5 Ahead	55.00	71.1 %	1937	1937
				Arm 11 Right	55.00	28.9 %		
11/1 (Eastern Circulatory)	4.25	0.00	Y	Arm 6 Ahead	70.00	100.0 %	1997	1997
11/2 (Eastern Circulatory)	4.25	0.00	Y	Arm 8 Right	65.00	100.0 %	1994	1994
12/1	Infinite Saturation Flow						Inf	Inf
13/1	Infinite Saturation Flow						Inf	Inf
14/1 (M1 northbound slip Ped crossing)	3.25	0.00	Y	Arm 12 Ahead	Inf	100.0 %	1940	1940
14/2 (M1 northbound slip Ped crossing)	3.25	0.00	Y	Arm 12 Ahead	Inf	0.0 %	1940	1940

Scenario 3: '2028 Without Development Flows (AM)' (FG3: '2028 Without Development Flows (AM)', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

	Destination					
		A	B	C	D	Tot.
Origin	A	0	810	0	440	1250
	B	553	0	193	540	1286
	C	0	509	0	44	553
	D	337	908	161	0	1406
	Tot.	890	2227	354	1024	4495

Traffic Lane Flows

Lane	Scenario 3: 2028 Without Development Flows (AM)
Junction: Unnamed Junction	
1/1 (short)	193
1/2 (with short)	733(In) 540(Out)
1/3	553
2/1 (short)	44
2/2 (with short)	293(In) 249(Out)
2/3	260
3/1	337
3/2 (with short)	1069(In) 535(Out)
3/3 (short)	534
4/1	358
4/2 (with short)	892(In) 452(Out)
4/3 (short)	440
5/1	1142
5/2	1085
6/1	354
6/2	0
7/1	584
7/2	440
8/1	540
8/2	993
9/1 (short)	492
9/2 (with short)	802(In) 310(Out)
9/3	260
10/1	784
10/2	794
11/1	161
11/2	440
12/1	890
13/1	354
14/1	829
14/2	61

Lane Saturation Flows

Junction: Unnamed Junction								
Lane	Lane Width (m)	Gradient (%)	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
1/1 (A512 East)	3.75	0.00	Y	Arm 6 Left	110.00	100.0 %	1963	1963
1/2 (A512 East)	3.75	0.00	Y	Arm 6 Left	Inf	0.0 %	1949	1949
				Arm 8 Ahead	71.00	100.0 %		
1/3 (A512 East)	3.75	0.00	Y	Arm 8 Ahead	85.00	100.0 %	1955	1955
2/1 (M1 Northbound Slip)	3.75	0.00	Y	Arm 7 Left	110.00	100.0 %	1963	1963
2/2 (M1 Northbound Slip)	3.75	0.00	Y	Arm 9 Ahead	170.00	100.0 %	1973	1973
2/3 (M1 Northbound Slip)	3.75	0.00	Y	Arm 9 Ahead	276.00	100.0 %	1979	1979
3/1 (A512 West)	3.75	0.00	Y	Arm 14 Left	45.00	100.0 %	1926	1926
3/2 (A512 West)	3.75	0.00	Y	Arm 10 Ahead	55.00	100.0 %	1937	1937
3/3 (A512 West)	3.75	0.00	Y	Arm 10 Ahead	60.00	100.0 %	1941	1941
4/1 (M1 Southbound Slip)	3.75	0.00	Y	Arm 5 Left	55.00	100.0 %	1937	1937
4/2 (M1 Southbound Slip)	3.75	0.00	Y	Arm 5 Left	65.00	100.0 %	1945	1945
4/3 (M1 Southbound Slip)	3.75	0.00	Y	Arm 11 Ahead	70.00	100.0 %	1948	1948
5/1	Infinite Saturation Flow						Inf	Inf
5/2	Infinite Saturation Flow						Inf	Inf
6/1	3.65	0.00	Y	Arm 13 Ahead	Inf	100.0 %	1980	1980
6/2	3.65	0.00	Y	Arm 13 Ahead	Inf	0.0 %	1980	1980
7/1	Infinite Saturation Flow						Inf	Inf
7/2	Infinite Saturation Flow						Inf	Inf
8/1 (Southern Circulatory)	3.75	0.00	Y	Arm 7 Ahead	100.00	100.0 %	1961	1961
8/2 (Southern Circulatory)	3.75	0.00	Y	Arm 7 Ahead	100.00	44.3 %	1941	1941
				Arm 9 Right	45.00	55.7 %		
9/1 (Western Circulatory)	3.75	0.00	Y	Arm 14 Ahead	60.00	100.0 %	1941	1941
9/2 (Western Circulatory)	3.75	0.00	Y	Arm 10 Right	45.00	80.3 %	1926	1926
				Arm 14 Ahead	45.00	19.7 %		
9/3 (Western Circulatory)	3.75	0.00	Y	Arm 10 Right	50.00	100.0 %	1932	1932
10/1 (Northern Circulatory)	3.75	0.00	Y	Arm 5 Ahead	80.00	100.0 %	1953	1953

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10/2 (Northern Circulatory)	3.75	0.00	Y	Arm 5 Ahead	55.00	79.7 %	1937	1937
				Arm 11 Right	55.00	20.3 %		
11/1 (Eastern Circulatory)	4.25	0.00	Y	Arm 6 Ahead	70.00	100.0 %	1997	1997
11/2 (Eastern Circulatory)	4.25	0.00	Y	Arm 8 Right	65.00	100.0 %	1994	1994
12/1	Infinite Saturation Flow						Inf	Inf
13/1	Infinite Saturation Flow						Inf	Inf
14/1 (M1 northbound slip Ped crossing)	3.25	0.00	Y	Arm 12 Ahead	Inf	100.0 %	1940	1940
14/2 (M1 northbound slip Ped crossing)	3.25	0.00	Y	Arm 12 Ahead	Inf	100.0 %	1940	1940

Scenario 4: '2028 Without Development Flows (PM)' (FG4: '2028 Without Development Flows (PM)', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

	Destination					
		A	B	C	D	Tot.
Origin	A	0	515	0	271	786
	B	494	0	381	661	1536
	C	0	224	0	205	429
	D	315	606	187	0	1108
	Tot.	809	1345	568	1137	3859

Traffic Lane Flows

Lane	Scenario 4: 2028 Without Development Flows (PM)
Junction: Unnamed Junction	
1/1 (short)	381
1/2 (with short)	1004(In) 623(Out)
1/3	532
2/1 (short)	205
2/2 (with short)	244(In) 39(Out)
2/3	185
3/1	315
3/2 (with short)	793(In) 394(Out)
3/3 (short)	399
4/1	201
4/2 (with short)	585(In) 314(Out)
4/3 (short)	271
5/1	634
5/2	711
6/1	568
6/2	0
7/1	828
7/2	309
8/1	623
8/2	803
9/1 (short)	412
9/2 (with short)	533(In) 121(Out)
9/3	185
10/1	433
10/2	584
11/1	187
11/2	271
12/1	809
13/1	568
14/1	727
14/2	82

Lane Saturation Flows

Junction: Unnamed Junction								
Lane	Lane Width (m)	Gradient (%)	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
1/1 (A512 East)	3.75	0.00	Y	Arm 6 Left	110.00	100.0 %	1963	1963
1/2 (A512 East)	3.75	0.00	Y	Arm 6 Left	Inf	0.0 %	1949	1949
				Arm 8 Ahead	71.00	100.0 %		
1/3 (A512 East)	3.75	0.00	Y	Arm 8 Ahead	85.00	100.0 %	1955	1955
2/1 (M1 Northbound Slip)	3.75	0.00	Y	Arm 7 Left	110.00	100.0 %	1963	1963
2/2 (M1 Northbound Slip)	3.75	0.00	Y	Arm 9 Ahead	170.00	100.0 %	1973	1973
2/3 (M1 Northbound Slip)	3.75	0.00	Y	Arm 9 Ahead	276.00	100.0 %	1979	1979
3/1 (A512 West)	3.75	0.00	Y	Arm 14 Left	45.00	100.0 %	1926	1926
3/2 (A512 West)	3.75	0.00	Y	Arm 10 Ahead	55.00	100.0 %	1937	1937
3/3 (A512 West)	3.75	0.00	Y	Arm 10 Ahead	60.00	100.0 %	1941	1941
4/1 (M1 Southbound Slip)	3.75	0.00	Y	Arm 5 Left	55.00	100.0 %	1937	1937
4/2 (M1 Southbound Slip)	3.75	0.00	Y	Arm 5 Left	65.00	100.0 %	1945	1945
4/3 (M1 Southbound Slip)	3.75	0.00	Y	Arm 11 Ahead	70.00	100.0 %	1948	1948
5/1	Infinite Saturation Flow						Inf	Inf
5/2	Infinite Saturation Flow						Inf	Inf
6/1	3.65	0.00	Y	Arm 13 Ahead	Inf	100.0 %	1980	1980
6/2	3.65	0.00	Y	Arm 13 Ahead	Inf	0.0 %	1980	1980
7/1	Infinite Saturation Flow						Inf	Inf
7/2	Infinite Saturation Flow						Inf	Inf
8/1 (Southern Circulatory)	3.75	0.00	Y	Arm 7 Ahead	100.00	100.0 %	1961	1961
8/2 (Southern Circulatory)	3.75	0.00	Y	Arm 7 Ahead	100.00	38.5 %	1939	1939
				Arm 9 Right	45.00	61.5 %		
9/1 (Western Circulatory)	3.75	0.00	Y	Arm 14 Ahead	60.00	100.0 %	1941	1941
9/2 (Western Circulatory)	3.75	0.00	Y	Arm 10 Right	45.00	32.2 %	1926	1926
				Arm 14 Ahead	45.00	67.8 %		
9/3 (Western Circulatory)	3.75	0.00	Y	Arm 10 Right	50.00	100.0 %	1932	1932
10/1 (Northern Circulatory)	3.75	0.00	Y	Arm 5 Ahead	80.00	100.0 %	1953	1953

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10/2 (Northern Circulatory)	3.75	0.00	Y	Arm 5 Ahead	55.00	68.0 %	1937	1937
				Arm 11 Right	55.00	32.0 %		
11/1 (Eastern Circulatory)	4.25	0.00	Y	Arm 6 Ahead	70.00	100.0 %	1997	1997
11/2 (Eastern Circulatory)	4.25	0.00	Y	Arm 8 Right	65.00	100.0 %	1994	1994
12/1	Infinite Saturation Flow						Inf	Inf
13/1	Infinite Saturation Flow						Inf	Inf
14/1 (M1 northbound slip Ped crossing)	3.25	0.00	Y	Arm 12 Ahead	Inf	100.0 %	1940	1940
14/2 (M1 northbound slip Ped crossing)	3.25	0.00	Y	Arm 12 Ahead	Inf	100.0 %	1940	1940

Scenario 5: '2028 With Development Flows (AM)' (FG5: '2028 With Development Flows (AM)', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

	Destination					
		A	B	C	D	Tot.
Origin	A	0	832	0	461	1293
	B	592	0	196	550	1338
	C	0	494	0	48	542
	D	357	937	164	0	1458
	Tot.	949	2263	360	1059	4631

Traffic Lane Flows

Lane	Scenario 5: 2028 With Development Flows (AM)
Junction: Unnamed Junction	
1/1 (short)	196
1/2 (with short)	746(In) 550(Out)
1/3	592
2/1 (short)	48
2/2 (with short)	287(In) 239(Out)
2/3	255
3/1	357
3/2 (with short)	1101(In) 553(Out)
3/3 (short)	548
4/1	375
4/2 (with short)	918(In) 457(Out)
4/3 (short)	461
5/1	1167
5/2	1096
6/1	360
6/2	0
7/1	598
7/2	461
8/1	550
8/2	1053
9/1 (short)	538
9/2 (with short)	831(In) 293(Out)
9/3	255
10/1	792
10/2	803
11/1	164
11/2	461
12/1	949
13/1	360
14/1	895
14/2	54

Lane Saturation Flows

Junction: Unnamed Junction								
Lane	Lane Width (m)	Gradient (%)	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
1/1 (A512 East)	3.75	0.00	Y	Arm 6 Left	110.00	100.0 %	1963	1963
1/2 (A512 East)	3.75	0.00	Y	Arm 6 Left	Inf	0.0 %	1949	1949
				Arm 8 Ahead	71.00	100.0 %		
1/3 (A512 East)	3.75	0.00	Y	Arm 8 Ahead	85.00	100.0 %	1955	1955
2/1 (M1 Northbound Slip)	3.75	0.00	Y	Arm 7 Left	110.00	100.0 %	1963	1963
2/2 (M1 Northbound Slip)	3.75	0.00	Y	Arm 9 Ahead	170.00	100.0 %	1973	1973
2/3 (M1 Northbound Slip)	3.75	0.00	Y	Arm 9 Ahead	276.00	100.0 %	1979	1979
3/1 (A512 West)	3.75	0.00	Y	Arm 14 Left	45.00	100.0 %	1926	1926
3/2 (A512 West)	3.75	0.00	Y	Arm 10 Ahead	55.00	100.0 %	1937	1937
3/3 (A512 West)	3.75	0.00	Y	Arm 10 Ahead	60.00	100.0 %	1941	1941
4/1 (M1 Southbound Slip)	3.75	0.00	Y	Arm 5 Left	55.00	100.0 %	1937	1937
4/2 (M1 Southbound Slip)	3.75	0.00	Y	Arm 5 Left	65.00	100.0 %	1945	1945
4/3 (M1 Southbound Slip)	3.75	0.00	Y	Arm 11 Ahead	70.00	100.0 %	1948	1948
5/1	Infinite Saturation Flow						Inf	Inf
5/2	Infinite Saturation Flow						Inf	Inf
6/1	3.65	0.00	Y	Arm 13 Ahead	Inf	100.0 %	1980	1980
6/2	3.65	0.00	Y	Arm 13 Ahead	Inf	0.0 %	1980	1980
7/1	Infinite Saturation Flow						Inf	Inf
7/2	Infinite Saturation Flow						Inf	Inf
8/1 (Southern Circulatory)	3.75	0.00	Y	Arm 7 Ahead	100.00	100.0 %	1961	1961
8/2 (Southern Circulatory)	3.75	0.00	Y	Arm 7 Ahead	100.00	43.8 %	1941	1941
				Arm 9 Right	45.00	56.2 %		
9/1 (Western Circulatory)	3.75	0.00	Y	Arm 14 Ahead	60.00	100.0 %	1941	1941
9/2 (Western Circulatory)	3.75	0.00	Y	Arm 10 Right	45.00	81.6 %	1926	1926
				Arm 14 Ahead	45.00	18.4 %		
9/3 (Western Circulatory)	3.75	0.00	Y	Arm 10 Right	50.00	100.0 %	1932	1932
10/1 (Northern Circulatory)	3.75	0.00	Y	Arm 5 Ahead	80.00	100.0 %	1953	1953

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10/2 (Northern Circulatory)	3.75	0.00	Y	Arm 5 Ahead	55.00	79.6 %	1937	1937
				Arm 11 Right	55.00	20.4 %		
11/1 (Eastern Circulatory)	4.25	0.00	Y	Arm 6 Ahead	70.00	100.0 %	1997	1997
11/2 (Eastern Circulatory)	4.25	0.00	Y	Arm 8 Right	65.00	100.0 %	1994	1994
12/1	Infinite Saturation Flow						Inf	Inf
13/1	Infinite Saturation Flow						Inf	Inf
14/1 (M1 northbound slip Ped crossing)	3.25	0.00	Y	Arm 12 Ahead	Inf	100.0 %	1940	1940
14/2 (M1 northbound slip Ped crossing)	3.25	0.00	Y	Arm 12 Ahead	Inf	100.0 %	1940	1940

Scenario 6: '2028 With Development Flows (PM)' (FG6: '2028 With Development Flows (PM)', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

	Destination					
Origin		A	B	C	D	Tot.
	A	0	581	0	349	930
	B	486	0	365	712	1563
	C	0	206	0	213	419
	D	359	649	206	0	1214
	Tot.	845	1436	571	1274	4126

Traffic Lane Flows

Lane	Scenario 6: 2028 With Development Flows (PM)
Junction: Unnamed Junction	
1/1 (short)	365
1/2 (with short)	1011(In) 646(Out)
1/3	552
2/1 (short)	213
2/2 (with short)	215(In) 2(Out)
2/3	204
3/1	359
3/2 (with short)	855(In) 439(Out)
3/3 (short)	416
4/1	245
4/2 (with short)	685(In) 336(Out)
4/3 (short)	349
5/1	686
5/2	750
6/1	571
6/2	0
7/1	859
7/2	415
8/1	646
8/2	901
9/1 (short)	404
9/2 (with short)	488(In) 84(Out)
9/3	204
10/1	441
10/2	620
11/1	206
11/2	349
12/1	845
13/1	571
14/1	763
14/2	82

Lane Saturation Flows

Junction: Unnamed Junction								
Lane	Lane Width (m)	Gradient (%)	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
1/1 (A512 East)	3.75	0.00	Y	Arm 6 Left	110.00	100.0 %	1963	1963
1/2 (A512 East)	3.75	0.00	Y	Arm 6 Left	Inf	0.0 %	1949	1949
				Arm 8 Ahead	71.00	100.0 %		
1/3 (A512 East)	3.75	0.00	Y	Arm 8 Ahead	85.00	100.0 %	1955	1955
2/1 (M1 Northbound Slip)	3.75	0.00	Y	Arm 7 Left	110.00	100.0 %	1963	1963
2/2 (M1 Northbound Slip)	3.75	0.00	Y	Arm 9 Ahead	170.00	100.0 %	1973	1973
2/3 (M1 Northbound Slip)	3.75	0.00	Y	Arm 9 Ahead	276.00	100.0 %	1979	1979
3/1 (A512 West)	3.75	0.00	Y	Arm 14 Left	45.00	100.0 %	1926	1926
3/2 (A512 West)	3.75	0.00	Y	Arm 10 Ahead	55.00	100.0 %	1937	1937
3/3 (A512 West)	3.75	0.00	Y	Arm 10 Ahead	60.00	100.0 %	1941	1941
4/1 (M1 Southbound Slip)	3.75	0.00	Y	Arm 5 Left	55.00	100.0 %	1937	1937
4/2 (M1 Southbound Slip)	3.75	0.00	Y	Arm 5 Left	65.00	100.0 %	1945	1945
4/3 (M1 Southbound Slip)	3.75	0.00	Y	Arm 11 Ahead	70.00	100.0 %	1948	1948
5/1	Infinite Saturation Flow						Inf	Inf
5/2	Infinite Saturation Flow						Inf	Inf
6/1	3.65	0.00	Y	Arm 13 Ahead	Inf	100.0 %	1980	1980
6/2	3.65	0.00	Y	Arm 13 Ahead	Inf	0.0 %	1980	1980
7/1	Infinite Saturation Flow						Inf	Inf
7/2	Infinite Saturation Flow						Inf	Inf
8/1 (Southern Circulatory)	3.75	0.00	Y	Arm 7 Ahead	100.00	100.0 %	1961	1961
8/2 (Southern Circulatory)	3.75	0.00	Y	Arm 7 Ahead	100.00	46.1 %	1942	1942
				Arm 9 Right	45.00	53.9 %		
9/1 (Western Circulatory)	3.75	0.00	Y	Arm 14 Ahead	60.00	100.0 %	1941	1941
9/2 (Western Circulatory)	3.75	0.00	Y	Arm 10 Right	45.00	2.4 %	1926	1926
				Arm 14 Ahead	45.00	97.6 %		
9/3 (Western Circulatory)	3.75	0.00	Y	Arm 10 Right	50.00	100.0 %	1932	1932
10/1 (Northern Circulatory)	3.75	0.00	Y	Arm 5 Ahead	80.00	100.0 %	1953	1953

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10/2 (Northern Circulatory)	3.75	0.00	Y	Arm 5 Ahead	55.00	66.8 %	1937	1937
				Arm 11 Right	55.00	33.2 %		
11/1 (Eastern Circulatory)	4.25	0.00	Y	Arm 6 Ahead	70.00	100.0 %	1997	1997
11/2 (Eastern Circulatory)	4.25	0.00	Y	Arm 8 Right	65.00	100.0 %	1994	1994
12/1	Infinite Saturation Flow						Inf	Inf
13/1	Infinite Saturation Flow						Inf	Inf
14/1 (M1 northbound slip Ped crossing)	3.25	0.00	Y	Arm 12 Ahead	Inf	100.0 %	1940	1940
14/2 (M1 northbound slip Ped crossing)	3.25	0.00	Y	Arm 12 Ahead	Inf	100.0 %	1940	1940

Scenario 7: '2038 Without Development Flows (AM)' (FG7: '2038 Without Development Flows (AM)', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

	Destination					
		A	B	C	D	Tot.
Origin	A	0	879	0	655	1534
	B	614	0	287	774	1675
	C	0	651	0	58	709
	D	451	1186	292	0	1929
	Tot.	1065	2716	579	1487	5847

Traffic Lane Flows

Lane	Scenario 7: 2038 Without Development Flows (AM)
Junction: Unnamed Junction	
1/1 (short)	287
1/2 (with short)	1033(In) 746(Out)
1/3	642
2/1 (short)	58
2/2 (with short)	384(In) 326(Out)
2/3	325
3/1	451
3/2 (with short)	1478(In) 742(Out)
3/3 (short)	736
4/1	641
4/2 (with short)	893(In) 238(Out)
4/3 (short)	655
5/1	1709
5/2	1007
6/1	579
6/2	0
7/1	804
7/2	683
8/1	746
8/2	1297
9/1 (short)	531
9/2 (with short)	940(In) 409(Out)
9/3	325
10/1	1068
10/2	1061
11/1	292
11/2	655
12/1	1065
13/1	579
14/1	982
14/2	83

Lane Saturation Flows

Junction: Unnamed Junction								
Lane	Lane Width (m)	Gradient (%)	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
1/1 (A512 East)	3.75	0.00	Y	Arm 6 Left	110.00	100.0 %	1963	1963
1/2 (A512 East)	3.75	0.00	Y	Arm 6 Left	Inf	0.0 %	1949	1949
				Arm 8 Ahead	71.00	100.0 %		
1/3 (A512 East)	3.75	0.00	Y	Arm 8 Ahead	85.00	100.0 %	1955	1955
2/1 (M1 Northbound Slip)	3.75	0.00	Y	Arm 7 Left	110.00	100.0 %	1963	1963
2/2 (M1 Northbound Slip)	3.75	0.00	Y	Arm 9 Ahead	170.00	100.0 %	1973	1973
2/3 (M1 Northbound Slip)	3.75	0.00	Y	Arm 9 Ahead	276.00	100.0 %	1979	1979
3/1 (A512 West)	3.75	0.00	Y	Arm 14 Left	45.00	100.0 %	1926	1926
3/2 (A512 West)	3.75	0.00	Y	Arm 10 Ahead	55.00	100.0 %	1937	1937
3/3 (A512 West)	3.75	0.00	Y	Arm 10 Ahead	60.00	100.0 %	1941	1941
4/1 (M1 Southbound Slip)	3.75	0.00	Y	Arm 5 Left	55.00	100.0 %	1937	1937
4/2 (M1 Southbound Slip)	3.75	0.00	Y	Arm 5 Left	65.00	100.0 %	1945	1945
4/3 (M1 Southbound Slip)	3.75	0.00	Y	Arm 11 Ahead	70.00	100.0 %	1948	1948
5/1	Infinite Saturation Flow						Inf	Inf
5/2	Infinite Saturation Flow						Inf	Inf
6/1	3.65	0.00	Y	Arm 13 Ahead	Inf	100.0 %	1980	1980
6/2	3.65	0.00	Y	Arm 13 Ahead	Inf	0.0 %	1980	1980
7/1	Infinite Saturation Flow						Inf	Inf
7/2	Infinite Saturation Flow						Inf	Inf
8/1 (Southern Circulatory)	3.75	0.00	Y	Arm 7 Ahead	100.00	100.0 %	1961	1961
8/2 (Southern Circulatory)	3.75	0.00	Y	Arm 7 Ahead	100.00	52.7 %	1944	1944
				Arm 9 Right	45.00	47.3 %		
9/1 (Western Circulatory)	3.75	0.00	Y	Arm 14 Ahead	60.00	100.0 %	1941	1941
9/2 (Western Circulatory)	3.75	0.00	Y	Arm 10 Right	45.00	79.7 %	1926	1926
				Arm 14 Ahead	45.00	20.3 %		
9/3 (Western Circulatory)	3.75	0.00	Y	Arm 10 Right	50.00	100.0 %	1932	1932
10/1 (Northern Circulatory)	3.75	0.00	Y	Arm 5 Ahead	80.00	100.0 %	1953	1953

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10/2 (Northern Circulatory)	3.75	0.00	Y	Arm 5 Ahead	55.00	72.5 %	1937	1937
				Arm 11 Right	55.00	27.5 %		
11/1 (Eastern Circulatory)	4.25	0.00	Y	Arm 6 Ahead	70.00	100.0 %	1997	1997
11/2 (Eastern Circulatory)	4.25	0.00	Y	Arm 8 Right	65.00	100.0 %	1994	1994
12/1	Infinite Saturation Flow						Inf	Inf
13/1	Infinite Saturation Flow						Inf	Inf
14/1 (M1 northbound slip Ped crossing)	3.25	0.00	Y	Arm 12 Ahead	Inf	100.0 %	1940	1940
14/2 (M1 northbound slip Ped crossing)	3.25	0.00	Y	Arm 12 Ahead	Inf	100.0 %	1940	1940

Scenario 8: '2038 Without Development Flows (PM)' (FG8: '2038 Without Development Flows (PM)', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

	Destination					
		A	B	C	D	Tot.
Origin	A	0	600	0	320	920
	B	558	0	504	915	1977
	C	0	344	0	302	646
	D	427	999	296	0	1722
	Tot.	985	1943	800	1537	5265

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 8: 2038 Without Development Flows (PM)
Junction: Unnamed Junction	
1/1 (short)	504
1/2 (with short)	1275(In) 771(Out)
1/3	702
2/1 (short)	302
2/2 (with short)	349(In) 47(Out)
2/3	297
3/1	427
3/2 (with short)	1295(In) 695(Out)
3/3 (short)	600
4/1	266
4/2 (with short)	654(In) 334(Out)
4/3 (short)	320
5/1	1008
5/2	935
6/1	800
6/2	0
7/1	1073
7/2	464
8/1	771
8/2	1022
9/1 (short)	490
9/2 (with short)	605(In) 115(Out)
9/3	297
10/1	742
10/2	897
11/1	296
11/2	320
12/1	985
13/1	800
14/1	917
14/2	68

Lane Saturation Flows

Junction: Unnamed Junction								
Lane	Lane Width (m)	Gradient (%)	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
1/1 (A512 East)	3.75	0.00	Y	Arm 6 Left	110.00	100.0 %	1963	1963
1/2 (A512 East)	3.75	0.00	Y	Arm 6 Left	Inf	0.0 %	1949	1949
				Arm 8 Ahead	71.00	100.0 %		
1/3 (A512 East)	3.75	0.00	Y	Arm 8 Ahead	85.00	100.0 %	1955	1955
2/1 (M1 Northbound Slip)	3.75	0.00	Y	Arm 7 Left	110.00	100.0 %	1963	1963
2/2 (M1 Northbound Slip)	3.75	0.00	Y	Arm 9 Ahead	170.00	100.0 %	1973	1973
2/3 (M1 Northbound Slip)	3.75	0.00	Y	Arm 9 Ahead	276.00	100.0 %	1979	1979
3/1 (A512 West)	3.75	0.00	Y	Arm 14 Left	45.00	100.0 %	1926	1926
3/2 (A512 West)	3.75	0.00	Y	Arm 10 Ahead	55.00	100.0 %	1937	1937
3/3 (A512 West)	3.75	0.00	Y	Arm 10 Ahead	60.00	100.0 %	1941	1941
4/1 (M1 Southbound Slip)	3.75	0.00	Y	Arm 5 Left	55.00	100.0 %	1937	1937
4/2 (M1 Southbound Slip)	3.75	0.00	Y	Arm 5 Left	65.00	100.0 %	1945	1945
4/3 (M1 Southbound Slip)	3.75	0.00	Y	Arm 11 Ahead	70.00	100.0 %	1948	1948
5/1	Infinite Saturation Flow						Inf	Inf
5/2	Infinite Saturation Flow						Inf	Inf
6/1	3.65	0.00	Y	Arm 13 Ahead	Inf	100.0 %	1980	1980
6/2	3.65	0.00	Y	Arm 13 Ahead	Inf	0.0 %	1980	1980
7/1	Infinite Saturation Flow						Inf	Inf
7/2	Infinite Saturation Flow						Inf	Inf
8/1 (Southern Circulatory)	3.75	0.00	Y	Arm 7 Ahead	100.00	100.0 %	1961	1961
8/2 (Southern Circulatory)	3.75	0.00	Y	Arm 7 Ahead	100.00	45.4 %	1941	1941
				Arm 9 Right	45.00	54.6 %		
9/1 (Western Circulatory)	3.75	0.00	Y	Arm 14 Ahead	60.00	100.0 %	1941	1941
9/2 (Western Circulatory)	3.75	0.00	Y	Arm 10 Right	45.00	40.9 %	1926	1926
				Arm 14 Ahead	45.00	59.1 %		
9/3 (Western Circulatory)	3.75	0.00	Y	Arm 10 Right	50.00	100.0 %	1932	1932
10/1 (Northern Circulatory)	3.75	0.00	Y	Arm 5 Ahead	80.00	100.0 %	1953	1953

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10/2 (Northern Circulatory)	3.75	0.00	Y	Arm 5 Ahead	55.00	67.0 %	1937	1937
				Arm 11 Right	55.00	33.0 %		
11/1 (Eastern Circulatory)	4.25	0.00	Y	Arm 6 Ahead	70.00	100.0 %	1997	1997
11/2 (Eastern Circulatory)	4.25	0.00	Y	Arm 8 Right	65.00	100.0 %	1994	1994
12/1	Infinite Saturation Flow						Inf	Inf
13/1	Infinite Saturation Flow						Inf	Inf
14/1 (M1 northbound slip Ped crossing)	3.25	0.00	Y	Arm 12 Ahead	Inf	100.0 %	1940	1940
14/2 (M1 northbound slip Ped crossing)	3.25	0.00	Y	Arm 12 Ahead	Inf	100.0 %	1940	1940

Scenario 9: '2038 With Development Flows (AM)' (FG9: '2038 With Development Flows (AM)', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

	Destination					
		A	B	C	D	Tot.
Origin	A	0	895	0	667	1562
	B	650	0	288	785	1723
	C	0	626	0	58	684
	D	469	1219	289	0	1977
	Tot.	1119	2740	577	1510	5946

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 9: 2038 With Development Flows (AM)
Junction: Unnamed Junction	
1/1 (short)	288
1/2 (with short)	1031(In) 743(Out)
1/3	692
2/1 (short)	58
2/2 (with short)	368(In) 310(Out)
2/3	316
3/1	469
3/2 (with short)	1508(In) 761(Out)
3/3 (short)	747
4/1	653
4/2 (with short)	909(In) 242(Out)
4/3 (short)	667
5/1	1724
5/2	1016
6/1	577
6/2	0
7/1	801
7/2	709
8/1	743
8/2	1359
9/1 (short)	570
9/2 (with short)	960(In) 390(Out)
9/3	316
10/1	1071
10/2	1063
11/1	289
11/2	667
12/1	1119
13/1	577
14/1	1039
14/2	80

Lane Saturation Flows

Junction: Unnamed Junction								
Lane	Lane Width (m)	Gradient (%)	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
1/1 (A512 East)	3.75	0.00	Y	Arm 6 Left	110.00	100.0 %	1963	1963
1/2 (A512 East)	3.75	0.00	Y	Arm 6 Left	Inf	0.0 %	1949	1949
				Arm 8 Ahead	71.00	100.0 %		
1/3 (A512 East)	3.75	0.00	Y	Arm 8 Ahead	85.00	100.0 %	1955	1955
2/1 (M1 Northbound Slip)	3.75	0.00	Y	Arm 7 Left	110.00	100.0 %	1963	1963
2/2 (M1 Northbound Slip)	3.75	0.00	Y	Arm 9 Ahead	170.00	100.0 %	1973	1973
2/3 (M1 Northbound Slip)	3.75	0.00	Y	Arm 9 Ahead	276.00	100.0 %	1979	1979
3/1 (A512 West)	3.75	0.00	Y	Arm 14 Left	45.00	100.0 %	1926	1926
3/2 (A512 West)	3.75	0.00	Y	Arm 10 Ahead	55.00	100.0 %	1937	1937
3/3 (A512 West)	3.75	0.00	Y	Arm 10 Ahead	60.00	100.0 %	1941	1941
4/1 (M1 Southbound Slip)	3.75	0.00	Y	Arm 5 Left	55.00	100.0 %	1937	1937
4/2 (M1 Southbound Slip)	3.75	0.00	Y	Arm 5 Left	65.00	100.0 %	1945	1945
4/3 (M1 Southbound Slip)	3.75	0.00	Y	Arm 11 Ahead	70.00	100.0 %	1948	1948
5/1	Infinite Saturation Flow						Inf	Inf
5/2	Infinite Saturation Flow						Inf	Inf
6/1	3.65	0.00	Y	Arm 13 Ahead	Inf	100.0 %	1980	1980
6/2	3.65	0.00	Y	Arm 13 Ahead	Inf	0.0 %	1980	1980
7/1	Infinite Saturation Flow						Inf	Inf
7/2	Infinite Saturation Flow						Inf	Inf
8/1 (Southern Circulatory)	3.75	0.00	Y	Arm 7 Ahead	100.00	100.0 %	1961	1961
8/2 (Southern Circulatory)	3.75	0.00	Y	Arm 7 Ahead	100.00	52.2 %	1944	1944
				Arm 9 Right	45.00	47.8 %		
9/1 (Western Circulatory)	3.75	0.00	Y	Arm 14 Ahead	60.00	100.0 %	1941	1941
9/2 (Western Circulatory)	3.75	0.00	Y	Arm 10 Right	45.00	79.5 %	1926	1926
				Arm 14 Ahead	45.00	20.5 %		
9/3 (Western Circulatory)	3.75	0.00	Y	Arm 10 Right	50.00	100.0 %	1932	1932
10/1 (Northern Circulatory)	3.75	0.00	Y	Arm 5 Ahead	80.00	100.0 %	1953	1953

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10/2 (Northern Circulatory)	3.75	0.00	Y	Arm 5 Ahead	55.00	72.8 %	1937	1937
				Arm 11 Right	55.00	27.2 %		
11/1 (Eastern Circulatory)	4.25	0.00	Y	Arm 6 Ahead	70.00	100.0 %	1997	1997
11/2 (Eastern Circulatory)	4.25	0.00	Y	Arm 8 Right	65.00	100.0 %	1994	1994
12/1	Infinite Saturation Flow						Inf	Inf
13/1	Infinite Saturation Flow						Inf	Inf
14/1 (M1 northbound slip Ped crossing)	3.25	0.00	Y	Arm 12 Ahead	Inf	100.0 %	1940	1940
14/2 (M1 northbound slip Ped crossing)	3.25	0.00	Y	Arm 12 Ahead	Inf	100.0 %	1940	1940

Scenario 10: '2038 With Development Flows (PM)' (FG10: '2038 With Development Flows (PM)', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

	Destination					
		A	B	C	D	Tot.
Origin	A	0	687	0	410	1097
	B	633	0	496	1047	2176
	C	0	346	0	326	672
	D	483	1127	298	0	1908
	Tot.	1116	2160	794	1783	5853

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 10: 2038 With Development Flows (PM)
Junction: Unnamed Junction	
1/1 (short)	496
1/2 (with short)	1355(In) 859(Out)
1/3	821
2/1 (short)	326
2/2 (with short)	347(In) 21(Out)
2/3	325
3/1	483
3/2 (with short)	1425(In) 774(Out)
3/3 (short)	651
4/1	334
4/2 (with short)	763(In) 353(Out)
4/3 (short)	410
5/1	1129
5/2	1031
6/1	794
6/2	0
7/1	1185
7/2	598
8/1	859
8/2	1231
9/1 (short)	580
9/2 (with short)	654(In) 74(Out)
9/3	325
10/1	795
10/2	976
11/1	298
11/2	410
12/1	1116
13/1	794
14/1	1063
14/2	53

Lane Saturation Flows

Junction: Unnamed Junction								
Lane	Lane Width (m)	Gradient (%)	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
1/1 (A512 East)	3.75	0.00	Y	Arm 6 Left	110.00	100.0 %	1963	1963
1/2 (A512 East)	3.75	0.00	Y	Arm 6 Left	Inf	0.0 %	1949	1949
				Arm 8 Ahead	71.00	100.0 %		
1/3 (A512 East)	3.75	0.00	Y	Arm 8 Ahead	85.00	100.0 %	1955	1955
2/1 (M1 Northbound Slip)	3.75	0.00	Y	Arm 7 Left	110.00	100.0 %	1963	1963
2/2 (M1 Northbound Slip)	3.75	0.00	Y	Arm 9 Ahead	170.00	100.0 %	1973	1973
2/3 (M1 Northbound Slip)	3.75	0.00	Y	Arm 9 Ahead	276.00	100.0 %	1979	1979
3/1 (A512 West)	3.75	0.00	Y	Arm 14 Left	45.00	100.0 %	1926	1926
3/2 (A512 West)	3.75	0.00	Y	Arm 10 Ahead	55.00	100.0 %	1937	1937
3/3 (A512 West)	3.75	0.00	Y	Arm 10 Ahead	60.00	100.0 %	1941	1941
4/1 (M1 Southbound Slip)	3.75	0.00	Y	Arm 5 Left	55.00	100.0 %	1937	1937
4/2 (M1 Southbound Slip)	3.75	0.00	Y	Arm 5 Left	65.00	100.0 %	1945	1945
4/3 (M1 Southbound Slip)	3.75	0.00	Y	Arm 11 Ahead	70.00	100.0 %	1948	1948
5/1	Infinite Saturation Flow						Inf	Inf
5/2	Infinite Saturation Flow						Inf	Inf
6/1	3.65	0.00	Y	Arm 13 Ahead	Inf	100.0 %	1980	1980
6/2	3.65	0.00	Y	Arm 13 Ahead	Inf	0.0 %	1980	1980
7/1	Infinite Saturation Flow						Inf	Inf
7/2	Infinite Saturation Flow						Inf	Inf
8/1 (Southern Circulatory)	3.75	0.00	Y	Arm 7 Ahead	100.00	100.0 %	1961	1961
8/2 (Southern Circulatory)	3.75	0.00	Y	Arm 7 Ahead	100.00	48.6 %	1943	1943
				Arm 9 Right	45.00	51.4 %		
9/1 (Western Circulatory)	3.75	0.00	Y	Arm 14 Ahead	60.00	100.0 %	1941	1941
9/2 (Western Circulatory)	3.75	0.00	Y	Arm 10 Right	45.00	28.4 %	1926	1926
				Arm 14 Ahead	45.00	71.6 %		
9/3 (Western Circulatory)	3.75	0.00	Y	Arm 10 Right	50.00	100.0 %	1932	1932
10/1 (Northern Circulatory)	3.75	0.00	Y	Arm 5 Ahead	80.00	100.0 %	1953	1953

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10/2 (Northern Circulatory)	3.75	0.00	Y	Arm 5 Ahead	55.00	69.5 %	1937	1937
				Arm 11 Right	55.00	30.5 %		
11/1 (Eastern Circulatory)	4.25	0.00	Y	Arm 6 Ahead	70.00	100.0 %	1997	1997
11/2 (Eastern Circulatory)	4.25	0.00	Y	Arm 8 Right	65.00	100.0 %	1994	1994
12/1	Infinite Saturation Flow						Inf	Inf
13/1	Infinite Saturation Flow						Inf	Inf
14/1 (M1 northbound slip Ped crossing)	3.25	0.00	Y	Arm 12 Ahead	Inf	100.0 %	1940	1940
14/2 (M1 northbound slip Ped crossing)	3.25	0.00	Y	Arm 12 Ahead	Inf	100.0 %	1940	1940

Scenario 11: '2b 2028 With Development Flows (AM)' (FG11: '2b 2028 With Development Flows (AM)', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

	Destination					
		A	B	C	D	Tot.
Origin	A	0	812	0	421	1233
	B	593	0	202	552	1347
	C	0	496	0	44	540
	D	350	963	161	0	1474
	Tot.	943	2271	363	1017	4594

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 11: 2b 2028 With Development Flows (AM)
Junction: Unnamed Junction	
1/1 (short)	202
1/2 (with short)	754(In) 552(Out)
1/3	593
2/1 (short)	44
2/2 (with short)	285(In) 241(Out)
2/3	255
3/1	350
3/2 (with short)	1124(In) 561(Out)
3/3 (short)	563
4/1	367
4/2 (with short)	866(In) 445(Out)
4/3 (short)	421
5/1	1169
5/2	1102
6/1	363
6/2	0
7/1	596
7/2	421
8/1	552
8/2	1014
9/1 (short)	539
9/2 (with short)	834(In) 295(Out)
9/3	255
10/1	802
10/2	818
11/1	161
11/2	421
12/1	943
13/1	363
14/1	889
14/2	54

Lane Saturation Flows

Junction: Unnamed Junction								
Lane	Lane Width (m)	Gradient (%)	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
1/1 (A512 East)	3.75	0.00	Y	Arm 6 Left	110.00	100.0 %	1963	1963
1/2 (A512 East)	3.75	0.00	Y	Arm 6 Left	Inf	0.0 %	1949	1949
				Arm 8 Ahead	71.00	100.0 %		
1/3 (A512 East)	3.75	0.00	Y	Arm 8 Ahead	85.00	100.0 %	1955	1955
2/1 (M1 Northbound Slip)	3.75	0.00	Y	Arm 7 Left	110.00	100.0 %	1963	1963
2/2 (M1 Northbound Slip)	3.75	0.00	Y	Arm 9 Ahead	170.00	100.0 %	1973	1973
2/3 (M1 Northbound Slip)	3.75	0.00	Y	Arm 9 Ahead	276.00	100.0 %	1979	1979
3/1 (A512 West)	3.75	0.00	Y	Arm 14 Left	45.00	100.0 %	1926	1926
3/2 (A512 West)	3.75	0.00	Y	Arm 10 Ahead	55.00	100.0 %	1937	1937
3/3 (A512 West)	3.75	0.00	Y	Arm 10 Ahead	60.00	100.0 %	1941	1941
4/1 (M1 Southbound Slip)	3.75	0.00	Y	Arm 5 Left	55.00	100.0 %	1937	1937
4/2 (M1 Southbound Slip)	3.75	0.00	Y	Arm 5 Left	65.00	100.0 %	1945	1945
4/3 (M1 Southbound Slip)	3.75	0.00	Y	Arm 11 Ahead	70.00	100.0 %	1948	1948
5/1	Infinite Saturation Flow						Inf	Inf
5/2	Infinite Saturation Flow						Inf	Inf
6/1	3.65	0.00	Y	Arm 13 Ahead	Inf	100.0 %	1980	1980
6/2	3.65	0.00	Y	Arm 13 Ahead	Inf	0.0 %	1980	1980
7/1	Infinite Saturation Flow						Inf	Inf
7/2	Infinite Saturation Flow						Inf	Inf
8/1 (Southern Circulatory)	3.75	0.00	Y	Arm 7 Ahead	100.00	100.0 %	1961	1961
8/2 (Southern Circulatory)	3.75	0.00	Y	Arm 7 Ahead	100.00	41.5 %	1940	1940
				Arm 9 Right	45.00	58.5 %		
9/1 (Western Circulatory)	3.75	0.00	Y	Arm 14 Ahead	60.00	100.0 %	1941	1941
9/2 (Western Circulatory)	3.75	0.00	Y	Arm 10 Right	45.00	81.7 %	1926	1926
				Arm 14 Ahead	45.00	18.3 %		
9/3 (Western Circulatory)	3.75	0.00	Y	Arm 10 Right	50.00	100.0 %	1932	1932
10/1 (Northern Circulatory)	3.75	0.00	Y	Arm 5 Ahead	80.00	100.0 %	1953	1953

Full Input Data And Results

10/2 (Northern Circulatory)	3.75	0.00	Y	Arm 5 Ahead	55.00	80.3 %	1937	1937
				Arm 11 Right	55.00	19.7 %		
11/1 (Eastern Circulatory)	4.25	0.00	Y	Arm 6 Ahead	70.00	100.0 %	1997	1997
11/2 (Eastern Circulatory)	4.25	0.00	Y	Arm 8 Right	65.00	100.0 %	1994	1994
12/1	Infinite Saturation Flow						Inf	Inf
13/1	Infinite Saturation Flow						Inf	Inf
14/1 (M1 northbound slip Ped crossing)	3.25	0.00	Y	Arm 12 Ahead	Inf	100.0 %	1940	1940
14/2 (M1 northbound slip Ped crossing)	3.25	0.00	Y	Arm 12 Ahead	Inf	100.0 %	1940	1940

Scenario 12: '2b 2028 With Development Flows (PM)' (FG12: '2b 2028 With Development Flows (PM)', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

	Destination					
		A	B	C	D	Tot.
Origin	A	0	539	0	293	832
	B	483	0	371	692	1546
	C	0	218	0	207	425
	D	330	639	192	0	1161
	Tot.	813	1396	563	1192	3964

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 12: 2b 2028 With Development Flows (PM)
Junction: Unnamed Junction	
1/1 (short)	371
1/2 (with short)	1005(In) 634(Out)
1/3	541
2/1 (short)	207
2/2 (with short)	237(In) 30(Out)
2/3	188
3/1	330
3/2 (with short)	831(In) 413(Out)
3/3 (short)	418
4/1	221
4/2 (with short)	611(In) 318(Out)
4/3 (short)	293
5/1	664
5/2	732
6/1	563
6/2	0
7/1	841
7/2	351
8/1	634
8/2	834
9/1 (short)	401
9/2 (with short)	513(In) 112(Out)
9/3	188
10/1	443
10/2	606
11/1	192
11/2	293
12/1	813
13/1	563
14/1	731
14/2	82

Lane Saturation Flows

Junction: Unnamed Junction								
Lane	Lane Width (m)	Gradient (%)	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
1/1 (A512 East)	3.75	0.00	Y	Arm 6 Left	110.00	100.0 %	1963	1963
1/2 (A512 East)	3.75	0.00	Y	Arm 6 Left	Inf	0.0 %	1949	1949
				Arm 8 Ahead	71.00	100.0 %		
1/3 (A512 East)	3.75	0.00	Y	Arm 8 Ahead	85.00	100.0 %	1955	1955
2/1 (M1 Northbound Slip)	3.75	0.00	Y	Arm 7 Left	110.00	100.0 %	1963	1963
2/2 (M1 Northbound Slip)	3.75	0.00	Y	Arm 9 Ahead	170.00	100.0 %	1973	1973
2/3 (M1 Northbound Slip)	3.75	0.00	Y	Arm 9 Ahead	276.00	100.0 %	1979	1979
3/1 (A512 West)	3.75	0.00	Y	Arm 14 Left	45.00	100.0 %	1926	1926
3/2 (A512 West)	3.75	0.00	Y	Arm 10 Ahead	55.00	100.0 %	1937	1937
3/3 (A512 West)	3.75	0.00	Y	Arm 10 Ahead	60.00	100.0 %	1941	1941
4/1 (M1 Southbound Slip)	3.75	0.00	Y	Arm 5 Left	55.00	100.0 %	1937	1937
4/2 (M1 Southbound Slip)	3.75	0.00	Y	Arm 5 Left	65.00	100.0 %	1945	1945
4/3 (M1 Southbound Slip)	3.75	0.00	Y	Arm 11 Ahead	70.00	100.0 %	1948	1948
5/1	Infinite Saturation Flow						Inf	Inf
5/2	Infinite Saturation Flow						Inf	Inf
6/1	3.65	0.00	Y	Arm 13 Ahead	Inf	100.0 %	1980	1980
6/2	3.65	0.00	Y	Arm 13 Ahead	Inf	0.0 %	1980	1980
7/1	Infinite Saturation Flow						Inf	Inf
7/2	Infinite Saturation Flow						Inf	Inf
8/1 (Southern Circulatory)	3.75	0.00	Y	Arm 7 Ahead	100.00	100.0 %	1961	1961
8/2 (Southern Circulatory)	3.75	0.00	Y	Arm 7 Ahead	100.00	42.1 %	1940	1940
				Arm 9 Right	45.00	57.9 %		
9/1 (Western Circulatory)	3.75	0.00	Y	Arm 14 Ahead	60.00	100.0 %	1941	1941
9/2 (Western Circulatory)	3.75	0.00	Y	Arm 10 Right	45.00	26.8 %	1926	1926
				Arm 14 Ahead	45.00	73.2 %		
9/3 (Western Circulatory)	3.75	0.00	Y	Arm 10 Right	50.00	100.0 %	1932	1932
10/1 (Northern Circulatory)	3.75	0.00	Y	Arm 5 Ahead	80.00	100.0 %	1953	1953

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10/2 (Northern Circulatory)	3.75	0.00	Y	Arm 5 Ahead	55.00	68.3 %	1937	1937
				Arm 11 Right	55.00	31.7 %		
11/1 (Eastern Circulatory)	4.25	0.00	Y	Arm 6 Ahead	70.00	100.0 %	1997	1997
11/2 (Eastern Circulatory)	4.25	0.00	Y	Arm 8 Right	65.00	100.0 %	1994	1994
12/1	Infinite Saturation Flow						Inf	Inf
13/1	Infinite Saturation Flow						Inf	Inf
14/1 (M1 northbound slip Ped crossing)	3.25	0.00	Y	Arm 12 Ahead	Inf	100.0 %	1940	1940
14/2 (M1 northbound slip Ped crossing)	3.25	0.00	Y	Arm 12 Ahead	Inf	100.0 %	1940	1940

Scenario 13: '2b 2038 With Development Flows (AM)' (FG13: '2b 2038 With Development Flows (AM)', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

	Destination					
		A	B	C	D	Tot.
Origin	A	0	879	0	618	1497
	B	645	0	290	770	1705
	C	0	623	0	58	681
	D	453	1236	284	0	1973
	Tot.	1098	2738	574	1446	5856

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 13: 2b 2038 With Development Flows (AM)
Junction: Unnamed Junction	
1/1 (short)	290
1/2 (with short)	1033(In) 743(Out)
1/3	672
2/1 (short)	58
2/2 (with short)	363(In) 305(Out)
2/3	318
3/1	453
3/2 (with short)	1520(In) 770(Out)
3/3 (short)	750
4/1	605
4/2 (with short)	892(In) 274(Out)
4/3 (short)	618
5/1	1680
5/2	1058
6/1	574
6/2	0
7/1	801
7/2	645
8/1	743
8/2	1290
9/1 (short)	584
9/2 (with short)	950(In) 366(Out)
9/3	318
10/1	1075
10/2	1068
11/1	284
11/2	618
12/1	1098
13/1	574
14/1	1037
14/2	61

Lane Saturation Flows

Junction: Unnamed Junction								
Lane	Lane Width (m)	Gradient (%)	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
1/1 (A512 East)	3.75	0.00	Y	Arm 6 Left	110.00	100.0 %	1963	1963
1/2 (A512 East)	3.75	0.00	Y	Arm 6 Left	Inf	0.0 %	1949	1949
				Arm 8 Ahead	71.00	100.0 %		
1/3 (A512 East)	3.75	0.00	Y	Arm 8 Ahead	85.00	100.0 %	1955	1955
2/1 (M1 Northbound Slip)	3.75	0.00	Y	Arm 7 Left	110.00	100.0 %	1963	1963
2/2 (M1 Northbound Slip)	3.75	0.00	Y	Arm 9 Ahead	170.00	100.0 %	1973	1973
2/3 (M1 Northbound Slip)	3.75	0.00	Y	Arm 9 Ahead	276.00	100.0 %	1979	1979
3/1 (A512 West)	3.75	0.00	Y	Arm 14 Left	45.00	100.0 %	1926	1926
3/2 (A512 West)	3.75	0.00	Y	Arm 10 Ahead	55.00	100.0 %	1937	1937
3/3 (A512 West)	3.75	0.00	Y	Arm 10 Ahead	60.00	100.0 %	1941	1941
4/1 (M1 Southbound Slip)	3.75	0.00	Y	Arm 5 Left	55.00	100.0 %	1937	1937
4/2 (M1 Southbound Slip)	3.75	0.00	Y	Arm 5 Left	65.00	100.0 %	1945	1945
4/3 (M1 Southbound Slip)	3.75	0.00	Y	Arm 11 Ahead	70.00	100.0 %	1948	1948
5/1	Infinite Saturation Flow						Inf	Inf
5/2	Infinite Saturation Flow						Inf	Inf
6/1	3.65	0.00	Y	Arm 13 Ahead	Inf	100.0 %	1980	1980
6/2	3.65	0.00	Y	Arm 13 Ahead	Inf	0.0 %	1980	1980
7/1	Infinite Saturation Flow						Inf	Inf
7/2	Infinite Saturation Flow						Inf	Inf
8/1 (Southern Circulatory)	3.75	0.00	Y	Arm 7 Ahead	100.00	100.0 %	1961	1961
8/2 (Southern Circulatory)	3.75	0.00	Y	Arm 7 Ahead	100.00	50.0 %	1943	1943
				Arm 9 Right	45.00	50.0 %		
9/1 (Western Circulatory)	3.75	0.00	Y	Arm 14 Ahead	60.00	100.0 %	1941	1941
9/2 (Western Circulatory)	3.75	0.00	Y	Arm 10 Right	45.00	83.3 %	1926	1926
				Arm 14 Ahead	45.00	16.7 %		
9/3 (Western Circulatory)	3.75	0.00	Y	Arm 10 Right	50.00	100.0 %	1932	1932
10/1 (Northern Circulatory)	3.75	0.00	Y	Arm 5 Ahead	80.00	100.0 %	1953	1953

Full Input Data And Results

10/2 (Northern Circulatory)	3.75	0.00	Y	Arm 5 Ahead	55.00	73.4 %	1937	1937
				Arm 11 Right	55.00	26.6 %		
11/1 (Eastern Circulatory)	4.25	0.00	Y	Arm 6 Ahead	70.00	100.0 %	1997	1997
11/2 (Eastern Circulatory)	4.25	0.00	Y	Arm 8 Right	65.00	100.0 %	1994	1994
12/1	Infinite Saturation Flow						Inf	Inf
13/1	Infinite Saturation Flow						Inf	Inf
14/1 (M1 northbound slip Ped crossing)	3.25	0.00	Y	Arm 12 Ahead	Inf	100.0 %	1940	1940
14/2 (M1 northbound slip Ped crossing)	3.25	0.00	Y	Arm 12 Ahead	Inf	100.0 %	1940	1940

Scenario 14: '2b 2038 With Development Flows (PM)' (FG14: '2b 2038 With Development Flows (PM)', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

	Destination					
		A	B	C	D	Tot.
Origin	A	0	609	0	327	936
	B	567	0	494	928	1989
	C	0	346	0	304	650
	D	427	995	283	0	1705
	Tot.	994	1950	777	1559	5280

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 14: 2b 2038 With Development Flows (PM)
Junction: Unnamed Junction	
1/1 (short)	494
1/2 (with short)	1276(In) 782(Out)
1/3	713
2/1 (short)	304
2/2 (with short)	358(In) 54(Out)
2/3	292
3/1	427
3/2 (with short)	1278(In) 681(Out)
3/3 (short)	597
4/1	273
4/2 (with short)	663(In) 336(Out)
4/3 (short)	327
5/1	1008
5/2	942
6/1	777
6/2	0
7/1	1086
7/2	473
8/1	782
8/2	1040
9/1 (short)	501
9/2 (with short)	621(In) 120(Out)
9/3	292
10/1	735
10/2	889
11/1	283
11/2	327
12/1	994
13/1	777
14/1	928
14/2	66

Lane Saturation Flows

Junction: Unnamed Junction								
Lane	Lane Width (m)	Gradient (%)	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
1/1 (A512 East)	3.75	0.00	Y	Arm 6 Left	110.00	100.0 %	1963	1963
1/2 (A512 East)	3.75	0.00	Y	Arm 6 Left	Inf	0.0 %	1949	1949
				Arm 8 Ahead	71.00	100.0 %		
1/3 (A512 East)	3.75	0.00	Y	Arm 8 Ahead	85.00	100.0 %	1955	1955
2/1 (M1 Northbound Slip)	3.75	0.00	Y	Arm 7 Left	110.00	100.0 %	1963	1963
2/2 (M1 Northbound Slip)	3.75	0.00	Y	Arm 9 Ahead	170.00	100.0 %	1973	1973
2/3 (M1 Northbound Slip)	3.75	0.00	Y	Arm 9 Ahead	276.00	100.0 %	1979	1979
3/1 (A512 West)	3.75	0.00	Y	Arm 14 Left	45.00	100.0 %	1926	1926
3/2 (A512 West)	3.75	0.00	Y	Arm 10 Ahead	55.00	100.0 %	1937	1937
3/3 (A512 West)	3.75	0.00	Y	Arm 10 Ahead	60.00	100.0 %	1941	1941
4/1 (M1 Southbound Slip)	3.75	0.00	Y	Arm 5 Left	55.00	100.0 %	1937	1937
4/2 (M1 Southbound Slip)	3.75	0.00	Y	Arm 5 Left	65.00	100.0 %	1945	1945
4/3 (M1 Southbound Slip)	3.75	0.00	Y	Arm 11 Ahead	70.00	100.0 %	1948	1948
5/1	Infinite Saturation Flow						Inf	Inf
5/2	Infinite Saturation Flow						Inf	Inf
6/1	3.65	0.00	Y	Arm 13 Ahead	Inf	100.0 %	1980	1980
6/2	3.65	0.00	Y	Arm 13 Ahead	Inf	0.0 %	1980	1980
7/1	Infinite Saturation Flow						Inf	Inf
7/2	Infinite Saturation Flow						Inf	Inf
8/1 (Southern Circulatory)	3.75	0.00	Y	Arm 7 Ahead	100.00	100.0 %	1961	1961
8/2 (Southern Circulatory)	3.75	0.00	Y	Arm 7 Ahead	100.00	45.5 %	1941	1941
				Arm 9 Right	45.00	54.5 %		
9/1 (Western Circulatory)	3.75	0.00	Y	Arm 14 Ahead	60.00	100.0 %	1941	1941
9/2 (Western Circulatory)	3.75	0.00	Y	Arm 10 Right	45.00	45.0 %	1926	1926
				Arm 14 Ahead	45.00	55.0 %		
9/3 (Western Circulatory)	3.75	0.00	Y	Arm 10 Right	50.00	100.0 %	1932	1932
10/1 (Northern Circulatory)	3.75	0.00	Y	Arm 5 Ahead	80.00	100.0 %	1953	1953

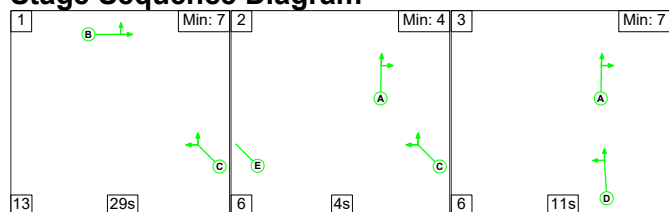
Full Input Data And Results

10/2 (Northern Circulatory)	3.75	0.00	Y	Arm 5 Ahead	55.00	68.2 %	1937	1937
				Arm 11 Right	55.00	31.8 %		
11/1 (Eastern Circulatory)	4.25	0.00	Y	Arm 6 Ahead	70.00	100.0 %	1997	1997
11/2 (Eastern Circulatory)	4.25	0.00	Y	Arm 8 Right	65.00	100.0 %	1994	1994
12/1	Infinite Saturation Flow						Inf	Inf
13/1	Infinite Saturation Flow						Inf	Inf
14/1 (M1 northbound slip Ped crossing)	3.25	0.00	Y	Arm 12 Ahead	Inf	100.0 %	1940	1940
14/2 (M1 northbound slip Ped crossing)	3.25	0.00	Y	Arm 12 Ahead	Inf	100.0 %	1940	1940

Scenario 1: 'AM Base' (FG1: '2022 Am', Plan 1: 'Network Control Plan 1')

Controller :C1 - Westside 25911

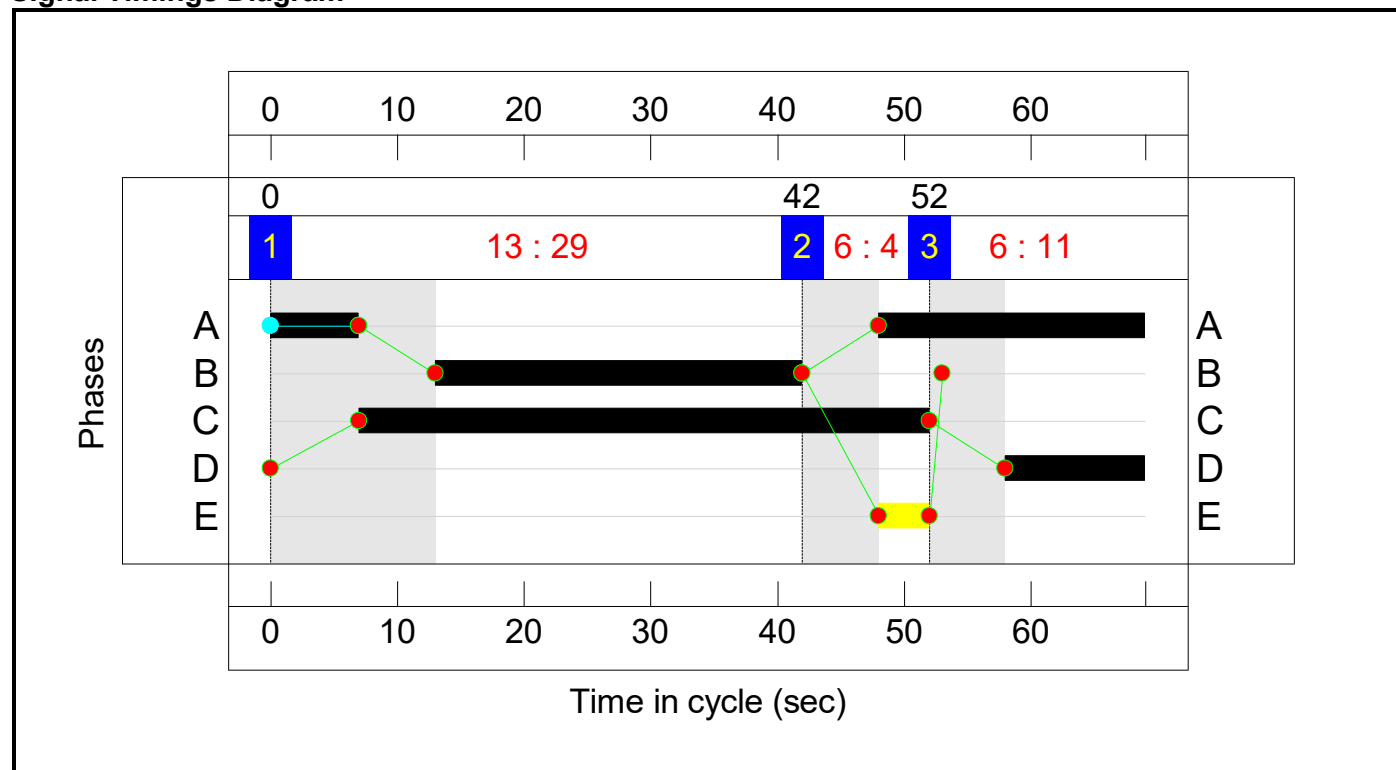
Stage Sequence Diagram



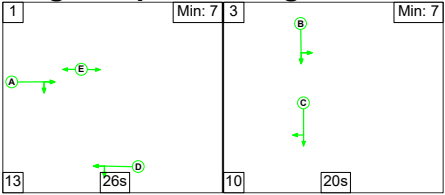
Stage Timings

Stage	1	2	3
Duration	29	4	11
Change Point	0	42	52

Signal Timings Diagram



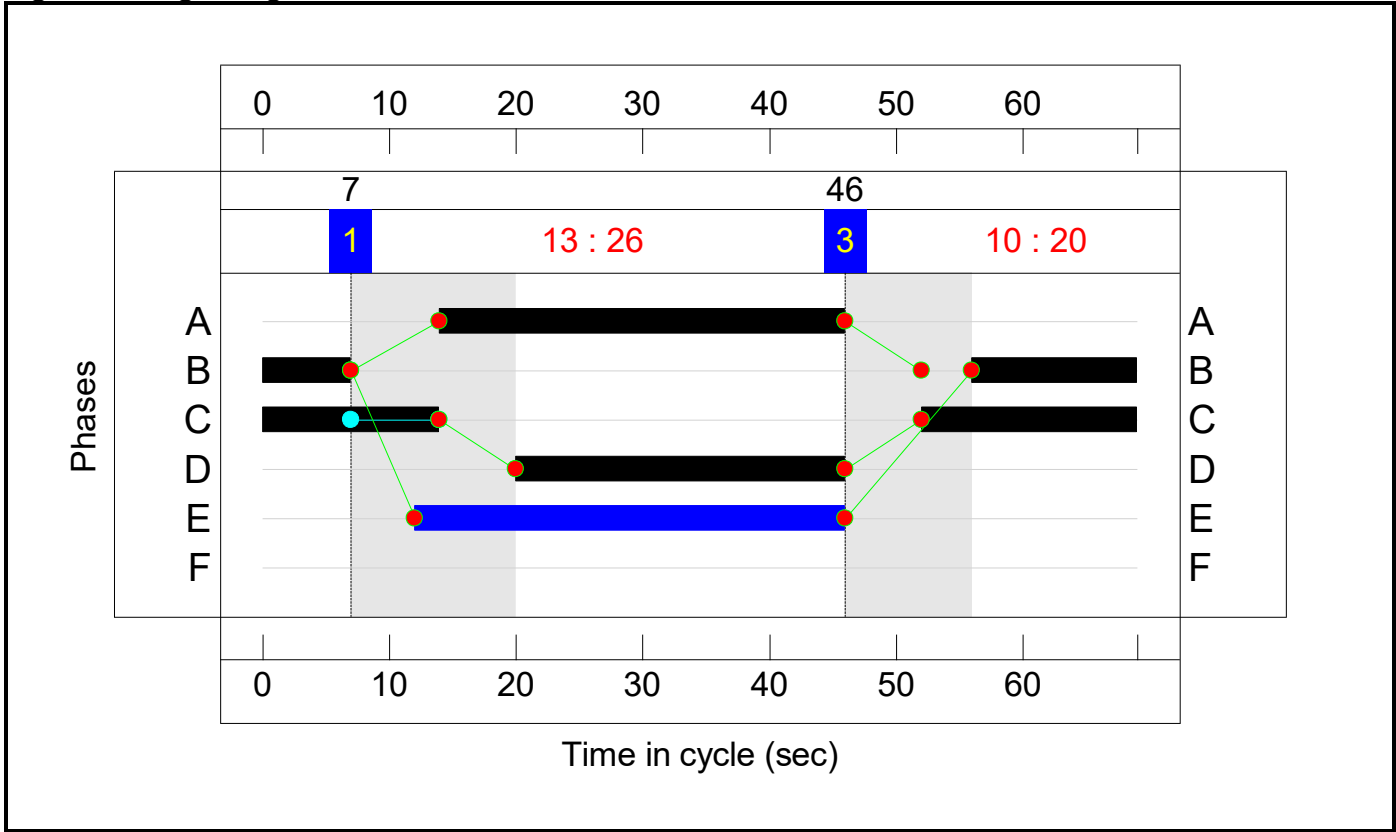
Controller :C2 - Eastside 25921
Stage Sequence Diagram



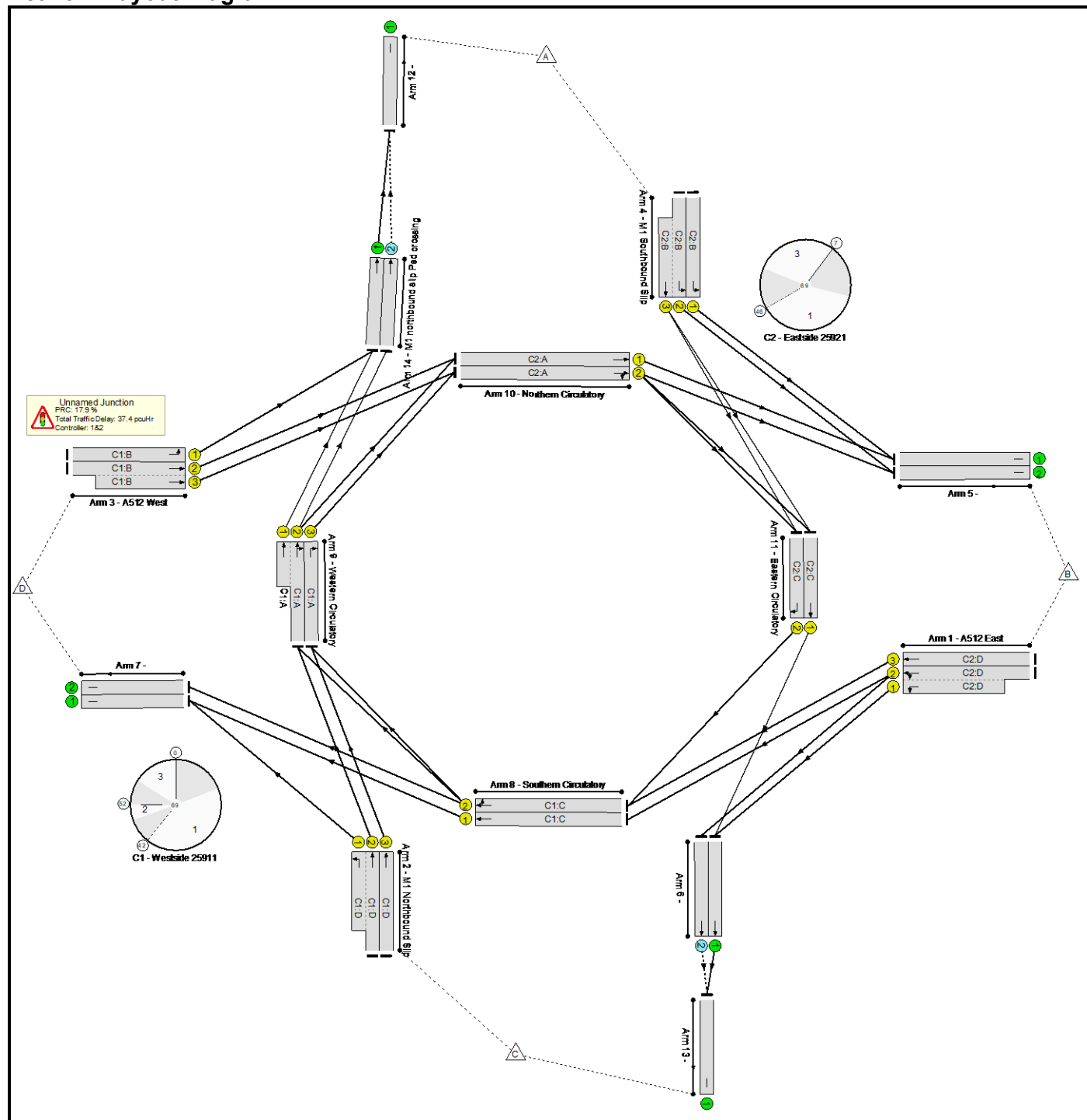
Stage Timings

Stage	1	3
Duration	26	20
Change Point	7	46

Signal Timings Diagram



Network Layout Diagram



Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network: M1 Junction 23	-	-	N/A	-	-		-	-	-	-	-	-	76.4%
Unnamed Junction	-	-	N/A	-	-		-	-	-	-	-	-	76.4%
1/2+1/1	A512 East Left Ahead	U	N/A	N/A	C2:D		1	26	-	539	1949:1963	763+325	49.6 : 49.6%
1/3	A512 East Ahead	U	N/A	N/A	C2:D		1	26	-	494	1955	765	64.6%
2/2+2/1	M1 Northbound Slip Left Ahead	U	N/A	N/A	C1:D		1	11	-	237	1973:1963	343+78	56.2 : 56.2%
2/3	M1 Northbound Slip Ahead	U	N/A	N/A	C1:D		1	11	-	230	1979	344	66.8%
3/1	A512 West Left	U	N/A	N/A	C1:B		1	29	-	290	1926	837	34.6%
3/2+3/3	A512 West Ahead	U	N/A	N/A	C1:B		1	29	-	867	1937:1941	718+517	70.2 : 70.2%
4/1	M1 Southbound Slip Left	U	N/A	N/A	C2:B		1	20	-	343	1937	590	58.2%
4/2+4/3	M1 Southbound Slip Left Ahead	U	N/A	N/A	C2:B		1	20	-	829	1945:1948	592+545	76.4 : 69.2%
5/1		U	N/A	N/A	-		-	-	-	1040	Inf	Inf	0.0%
5/2		U	N/A	N/A	-		-	-	-	913	Inf	Inf	0.0%
6/1	Ahead	U	N/A	N/A	-		-	-	-	293	1980	1980	14.8%
6/2	Ahead	O	N/A	N/A	-		-	-	-	0	1980	976	0.0%
7/1		U	N/A	N/A	-		-	-	-	422	Inf	Inf	0.0%
7/2		U	N/A	N/A	-		-	-	-	377	Inf	Inf	0.0%
8/1	Southern Circulatory Ahead	U	N/A	N/A	C1:C		1	45	-	378	1961	1307	28.9%
8/2	Southern Circulatory Ahead Right	U	N/A	N/A	C1:C		1	45	-	871	1941	1294	67.3%
9/2+9/1	Western Circulatory Right Ahead	U	N/A	N/A	C1:A		1	28	-	687	1926:1941	388+621	68.1 : 68.1%

Full Input Data And Results

9/3	Western Circulatory Right	U	N/A	N/A	C1:A		1	28	-	230	1932	812	28.3%
10/1	Northern Circulatory Ahead	U	N/A	N/A	C2:A		1	32	-	697	1953	934	74.6%
10/2	Northern Circulatory Ahead Right	U	N/A	N/A	C2:A		1	32	-	593	1937	926	64.0%
11/1	Eastern Circulatory Ahead	U	N/A	N/A	C2:C		1	31	-	132	1997	926	14.3%
11/2	Eastern Circulatory Right	U	N/A	N/A	C2:C		1	31	-	377	1994	925	40.8%
12/1		U	N/A	N/A	-		-	-	-	784	Inf	Inf	0.0%
13/1		U	N/A	N/A	-		-	-	-	293	Inf	Inf	0.0%
14/1	M1 northbound slip Ped crossing Ahead	U	N/A	N/A	-		-	-	-	713	1940	1940	36.8%
14/2	M1 northbound slip Ped crossing Ahead	O	N/A	N/A	-		-	-	-	71	1940	558	12.7%

Full Input Data And Results

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network: M1 Junction 23	-	-	71	0	0	25.2	12.2	0.0	37.4	-	-	-	-
Unnamed Junction	-	-	71	0	0	25.2	12.2	0.0	37.4	-	-	-	-
1/2+1/1	539	539	-	-	-	2.3	0.5	-	2.8	18.6	5.5	0.5	6.0
1/3	494	494	-	-	-	2.3	0.9	-	3.3	23.7	7.7	0.9	8.6
2/2+2/1	237	237	-	-	-	1.7	0.6	-	2.3	35.4	3.4	0.6	4.0
2/3	230	230	-	-	-	1.7	1.0	-	2.7	42.1	4.1	1.0	5.1
3/1	290	290	-	-	-	1.0	0.3	-	1.3	16.3	3.6	0.3	3.9
3/2+3/3	867	867	-	-	-	3.5	1.2	-	4.6	19.2	7.3	1.2	8.5
4/1	343	343	-	-	-	1.9	0.7	-	2.6	27.6	5.5	0.7	6.2
4/2+4/3	829	829	-	-	-	4.9	1.3	-	6.2	27.1	7.8	1.3	9.1
5/1	1040	1040	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/2	913	913	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	293	293	-	-	-	0.0	0.1	-	0.1	1.1	0.0	0.1	0.1
6/2	0	0	0	0	0	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	422	422	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/2	377	377	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/1	378	378	-	-	-	0.4	0.2	-	0.6	6.0	1.7	0.2	1.9
8/2	871	871	-	-	-	0.7	1.0	-	1.7	7.2	3.9	1.0	4.9
9/2+9/1	687	687	-	-	-	1.7	1.1	-	2.7	14.3	8.7	1.1	9.7
9/3	230	230	-	-	-	0.1	0.2	-	0.3	4.9	0.2	0.2	0.4
10/1	697	697	-	-	-	1.4	1.5	-	2.8	14.7	5.7	1.5	7.1
10/2	593	593	-	-	-	1.0	0.9	-	1.8	11.2	5.2	0.9	6.0
11/1	132	132	-	-	-	0.5	0.1	-	0.6	15.9	2.4	0.1	2.5
11/2	377	377	-	-	-	0.1	0.3	-	0.4	4.1	0.2	0.3	0.5
12/1	784	784	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
13/1	293	293	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

Full Input Data And Results

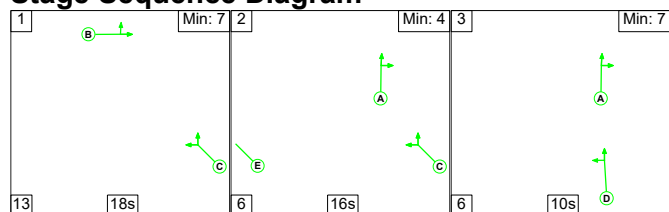
14/1	713	713	-	-	-	0.0	0.3	-	0.3	1.5	0.0	0.3	0.3											
14/2	71	71	71	0	0	0.0	0.1	-	0.1	3.7	0.0	0.1	0.1											
														C1 - Westside 25911		PRC for Signalled Lanes (%):		28.2	Total Delay for Signalled Lanes (pcuHr):		16.38	Cycle Time (s):		69
														C2 - Eastside 25921		PRC for Signalled Lanes (%):		17.9	Total Delay for Signalled Lanes (pcuHr):		20.59	Cycle Time (s):		69
		PRC Over All Lanes (%):		17.9	Total Delay Over All Lanes(pcuHr):		37.42																	

Full Input Data And Results

Scenario 2: 'PM Base' (FG2: '2022 Pm', Plan 1: 'Network Control Plan 1')

Controller :C1 - Westside 25911

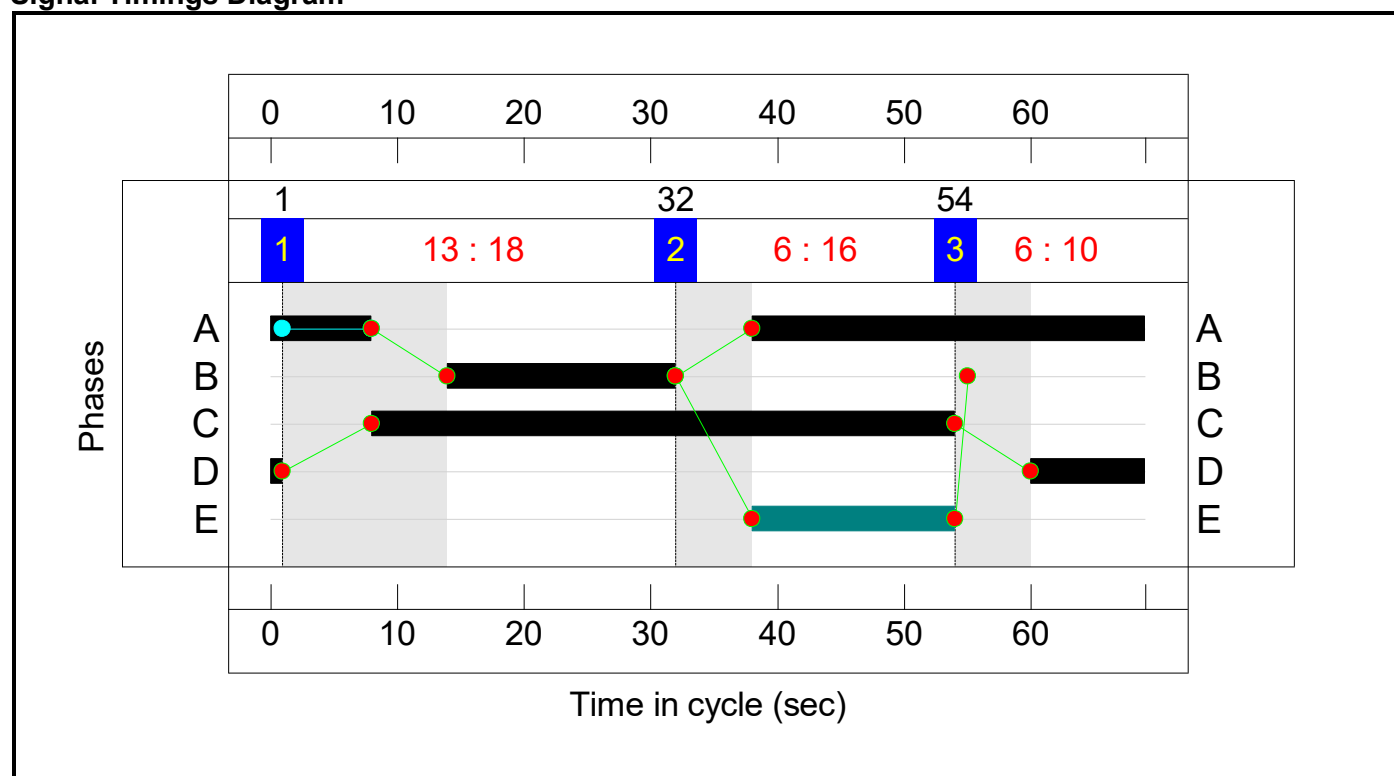
Stage Sequence Diagram



Stage Timings

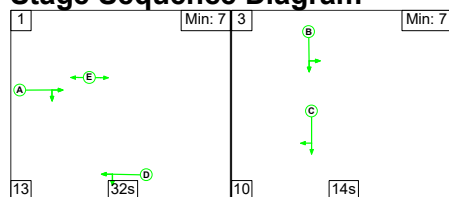
Stage	1	2	3
Duration	18	16	10
Change Point	1	32	54

Signal Timings Diagram



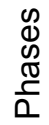
Controller :C2 - Eastside 25921

Stage Sequence Diagram

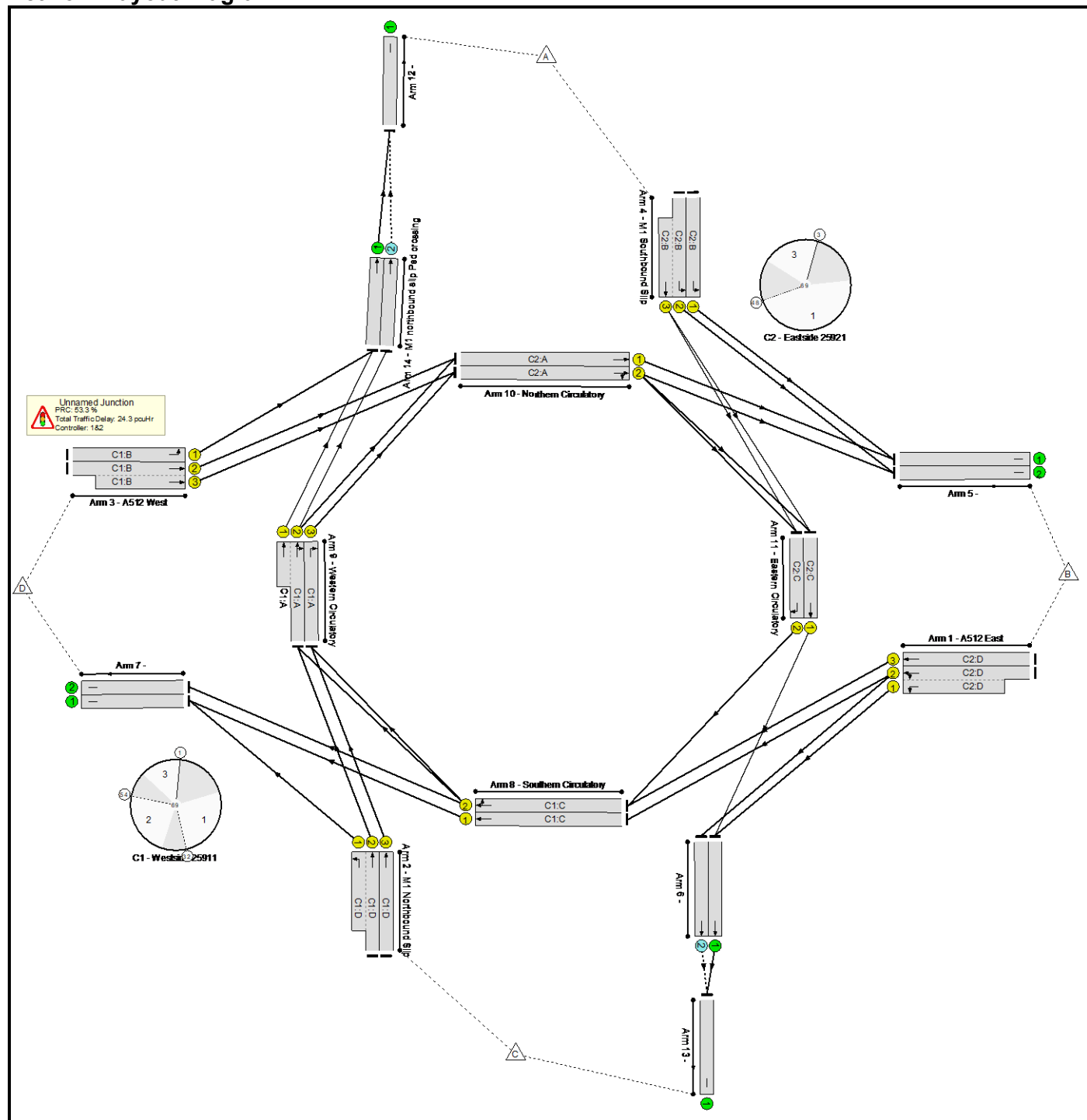


Stage Timings

Stage	1	3
Duration	32	14
Change Point	3	48



Network Layout Diagram



Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network: M1 Junction 23	-	-	N/A	-	-		-	-	-	-	-	-	58.7%
Unnamed Junction	-	-	N/A	-	-		-	-	-	-	-	-	58.7%
1/2+1/1	A512 East Left Ahead	U	N/A	N/A	C2:D		1	32	-	871	1949:1963	886+598	58.7 : 58.7%
1/3	A512 East Ahead	U	N/A	N/A	C2:D		1	32	-	491	1955	935	52.5%
2/2+2/1	M1 Northbound Slip Left Ahead	U	N/A	N/A	C1:D		1	10	-	237	1973:1963	129+313	53.7 : 53.7%
2/3	M1 Northbound Slip Ahead	U	N/A	N/A	C1:D		1	10	-	134	1979	315	42.5%
3/1	A512 West Left	U	N/A	N/A	C1:B		1	18	-	218	1926	530	41.1%
3/2+3/3	A512 West Ahead	U	N/A	N/A	C1:B		1	18	-	507	1937:1941	455+534	51.3 : 51.3%
4/1	M1 Southbound Slip Left	U	N/A	N/A	C2:B		1	14	-	167	1937	421	39.7%
4/2+4/3	M1 Southbound Slip Left Ahead	U	N/A	N/A	C2:B		1	14	-	428	1945:1948	423+423	57.0 : 44.2%
5/1		U	N/A	N/A	-		-	-	-	469	Inf	Inf	0.0%
5/2		U	N/A	N/A	-		-	-	-	531	Inf	Inf	0.0%
6/1	Ahead	U	N/A	N/A	-		-	-	-	469	1980	1980	23.7%
6/2	Ahead	O	N/A	N/A	-		-	-	-	0	1980	612	0.0%
7/1		U	N/A	N/A	-		-	-	-	688	Inf	Inf	0.0%
7/2		U	N/A	N/A	-		-	-	-	187	Inf	Inf	0.0%
8/1	Southern Circulatory Ahead	U	N/A	N/A	C1:C		1	46	-	520	1961	1336	38.9%
8/2	Southern Circulatory Ahead Right	U	N/A	N/A	C1:C		1	46	-	678	1935	1318	51.4%
9/2+9/1	Western Circulatory Right Ahead	U	N/A	N/A	C1:A		1	39	-	560	1926:1941	147+1047	46.9 : 46.9%

Full Input Data And Results

9/3	Western Circulatory Right	U	N/A	N/A	C1:A		1	39	-	134	1932	1120	12.0%
10/1	Northern Circulatory Ahead	U	N/A	N/A	C2:A		1	38	-	302	1953	1104	27.4%
10/2	Northern Circulatory Ahead Right	U	N/A	N/A	C2:A		1	38	-	408	1937	1095	37.3%
11/1	Eastern Circulatory Ahead	U	N/A	N/A	C2:C		1	25	-	118	1997	752	15.7%
11/2	Eastern Circulatory Right	U	N/A	N/A	C2:C		1	25	-	187	1994	751	24.9%
12/1		U	N/A	N/A	-		-	-	-	709	Inf	Inf	0.0%
13/1		U	N/A	N/A	-		-	-	-	469	Inf	Inf	0.0%
14/1	M1 northbound slip Ped crossing Ahead	U	N/A	N/A	-		-	-	-	709	1940	1940	36.5%
14/2	M1 northbound slip Ped crossing Ahead	O	N/A	N/A	-		-	-	-	0	1940	728	0.0%

Full Input Data And Results

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network: M1 Junction 23	-	-	0	0	0	17.8	6.5	0.0	24.3	-	-	-	-
Unnamed Junction	-	-	0	0	0	17.8	6.5	0.0	24.3	-	-	-	-
1/2+1/1	871	871	-	-	-	3.0	0.7	-	3.7	15.2	7.1	0.7	7.8
1/3	491	491	-	-	-	1.7	0.6	-	2.3	16.6	6.5	0.6	7.1
2/2+2/1	237	237	-	-	-	1.7	0.6	-	2.3	35.0	2.9	0.6	3.5
2/3	134	134	-	-	-	1.0	0.4	-	1.3	36.0	2.3	0.4	2.7
3/1	218	218	-	-	-	1.2	0.3	-	1.6	26.2	3.4	0.3	3.7
3/2+3/3	507	507	-	-	-	2.9	0.5	-	3.5	24.6	4.4	0.5	4.9
4/1	167	167	-	-	-	1.1	0.3	-	1.4	30.2	2.7	0.3	3.1
4/2+4/3	428	428	-	-	-	2.8	0.5	-	3.3	28.1	4.1	0.5	4.6
5/1	469	469	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/2	531	531	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	469	469	-	-	-	0.0	0.2	-	0.2	1.2	0.0	0.2	0.2
6/2	0	0	0	0	0	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	688	688	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/2	187	187	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/1	520	520	-	-	-	0.5	0.3	-	0.8	5.6	2.0	0.3	2.3
8/2	678	678	-	-	-	0.5	0.5	-	1.0	5.3	2.2	0.5	2.7
9/2+9/1	560	560	-	-	-	0.6	0.4	-	1.1	6.9	3.3	0.4	3.7
9/3	134	134	-	-	-	0.0	0.1	-	0.1	2.8	0.1	0.1	0.2
10/1	302	302	-	-	-	0.1	0.2	-	0.3	3.8	0.4	0.2	0.6
10/2	408	408	-	-	-	0.2	0.3	-	0.5	4.2	0.5	0.3	0.8
11/1	118	118	-	-	-	0.4	0.1	-	0.5	14.5	2.2	0.1	2.3
11/2	187	187	-	-	-	0.1	0.2	-	0.2	4.2	0.1	0.2	0.3
12/1	709	709	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
13/1	469	469	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

Full Input Data And Results

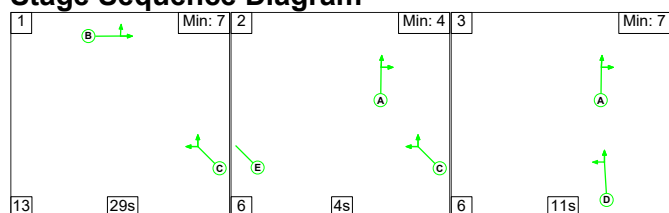
14/1	709	709	-	-	-	0.0	0.3	-	0.3	1.5	0.0	0.3	0.3
14/2	0	0	0	0	0	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
C1 - Westside 25911 C2 - Eastside 25921 PRC for Signalled Lanes (%): 67.6 PRC for Signalled Lanes (%): 53.3 PRC Over All Lanes (%): 53.3 Total Delay for Signalled Lanes (pcuHr): 11.69 Total Delay for Signalled Lanes (pcuHr): 12.17 Total Delay Over All Lanes(pcuHr): 24.31 Cycle Time (s): 69 Cycle Time (s): 69													

Full Input Data And Results

Scenario 3: '2028 Without Development Flows (AM)' (FG3: '2028 Without Development Flows (AM)', Plan 1: 'Network Control Plan 1')

Controller :C1 - Westside 25911

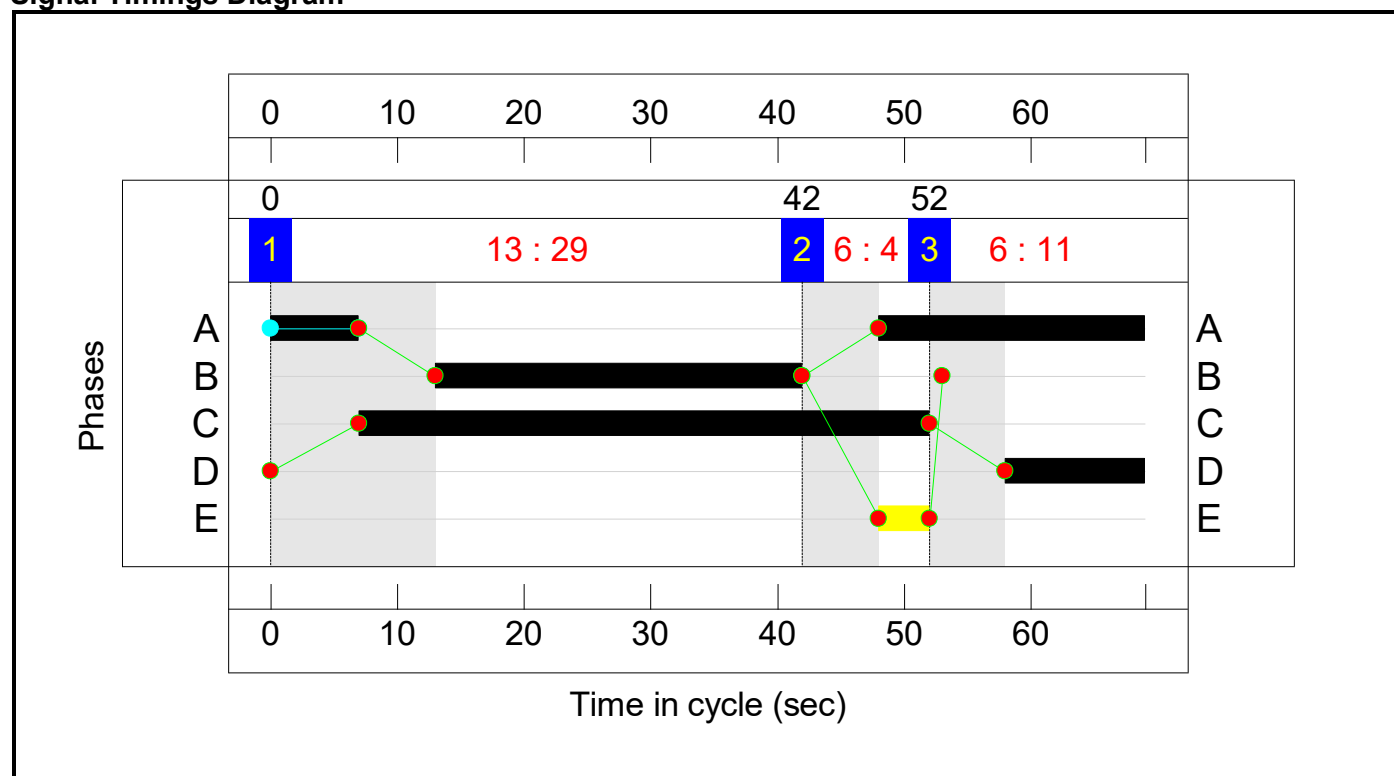
Stage Sequence Diagram



Stage Timings

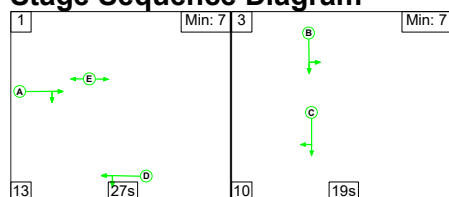
Stage	1	2	3
Duration	29	4	11
Change Point	0	42	52

Signal Timings Diagram



Controller :C2 - Eastside 25921

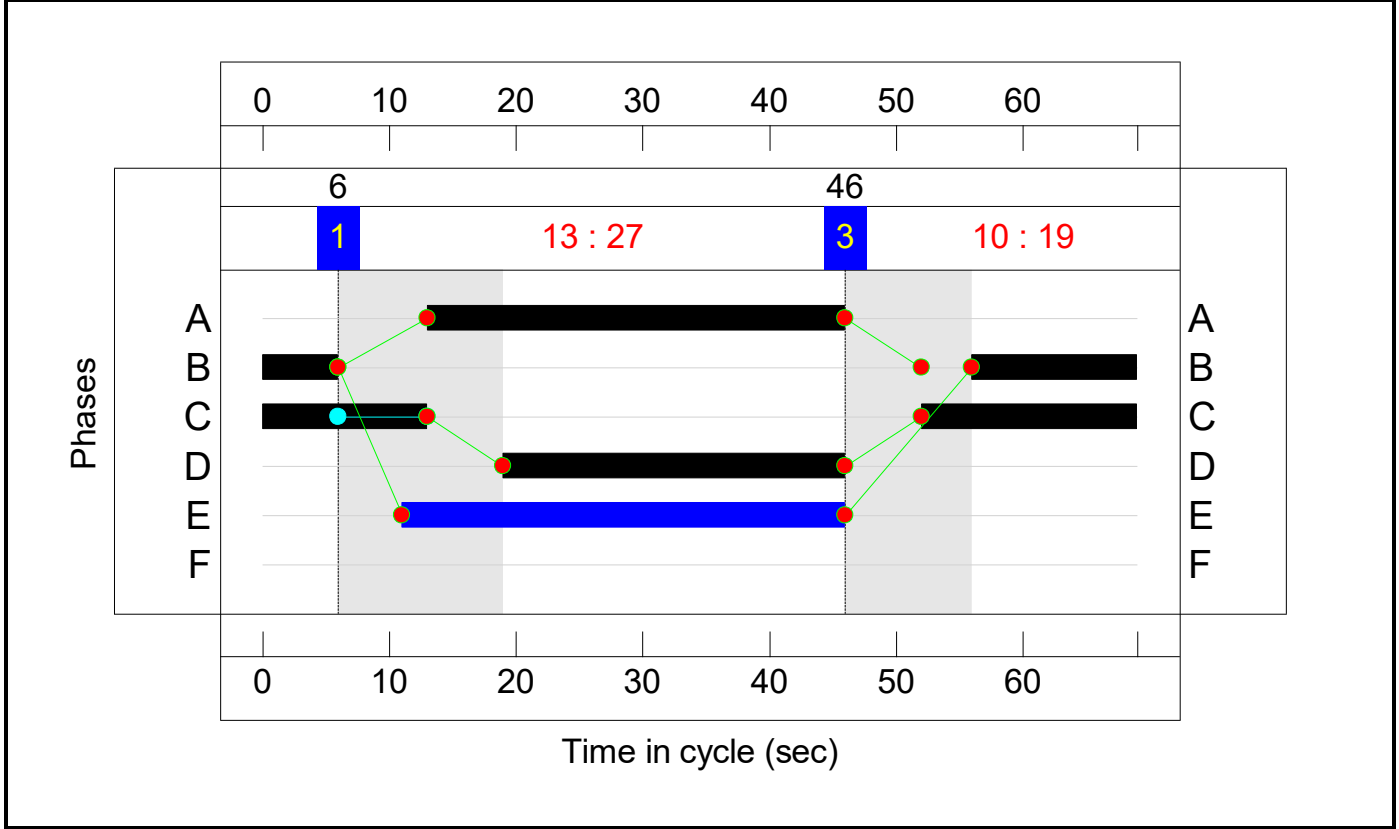
Stage Sequence Diagram



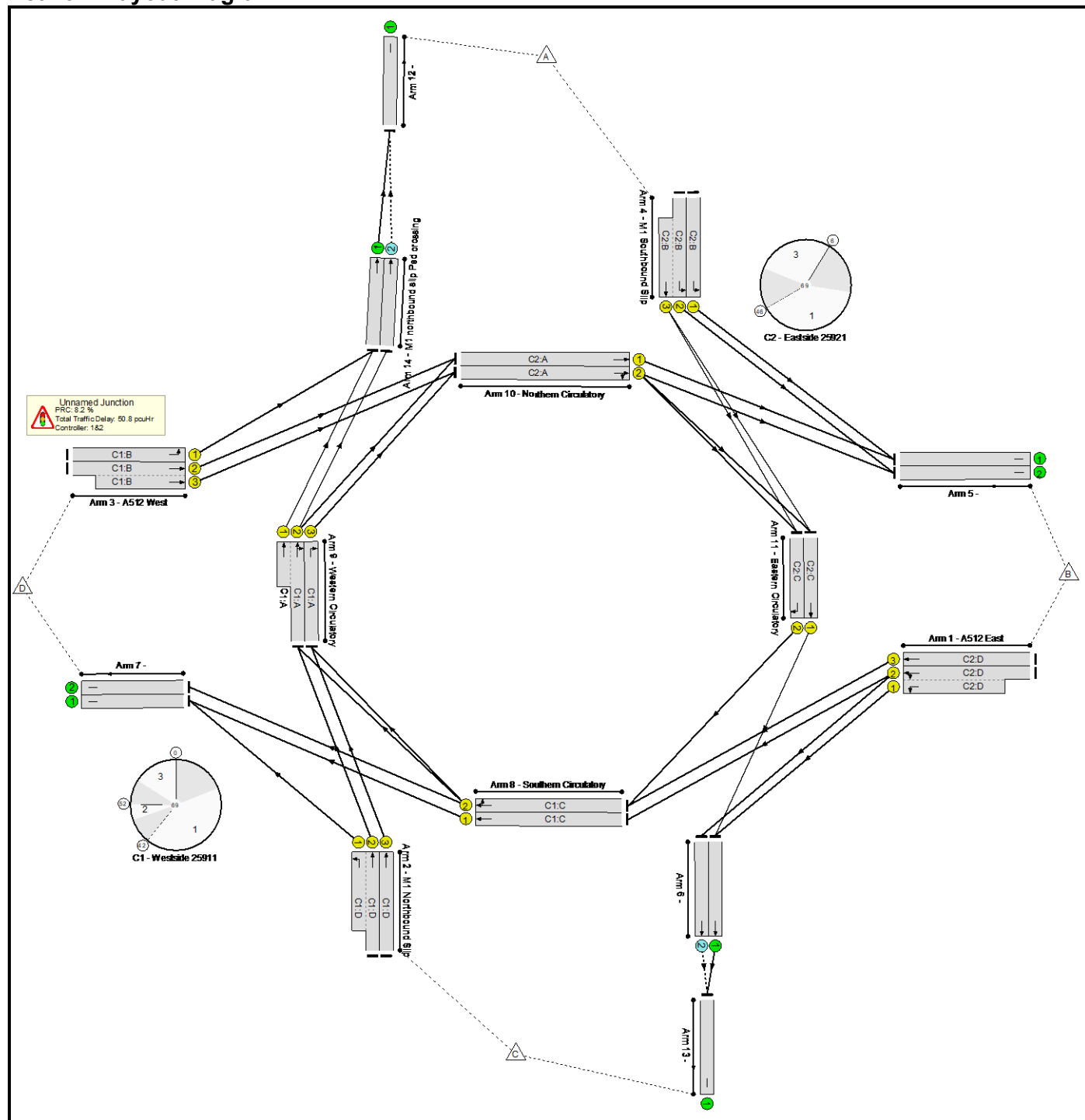
Stage Timings

Stage	1	3
Duration	27	19
Change Point	6	46

Signal Timings Diagram



Network Layout Diagram



Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network: M1 Junction 23	-	-	N/A	-	-		-	-	-	-	-	-	83.2%
Unnamed Junction	-	-	N/A	-	-		-	-	-	-	-	-	83.2%
1/2+1/1	A512 East Left Ahead	U	N/A	N/A	C2:D		1	27	-	733	1949:1963	791+283	68.3 : 68.3%
1/3	A512 East Ahead	U	N/A	N/A	C2:D		1	27	-	553	1955	793	69.7%
2/2+2/1	M1 Northbound Slip Left Ahead	U	N/A	N/A	C1:D		1	11	-	293	1973:1963	343+61	72.6 : 72.6%
2/3	M1 Northbound Slip Ahead	U	N/A	N/A	C1:D		1	11	-	260	1979	344	75.5%
3/1	A512 West Left	U	N/A	N/A	C1:B		1	29	-	337	1926	837	40.2%
3/2+3/3	A512 West Ahead	U	N/A	N/A	C1:B		1	29	-	1069	1937:1941	692+691	77.3 : 77.3%
4/1	M1 Southbound Slip Left	U	N/A	N/A	C2:B		1	19	-	358	1937	561	63.8%
4/2+4/3	M1 Southbound Slip Left Ahead	U	N/A	N/A	C2:B		1	19	-	892	1945:1948	564+565	80.2 : 77.9%
5/1		U	N/A	N/A	-		-	-	-	1142	Inf	Inf	0.0%
5/2		U	N/A	N/A	-		-	-	-	1085	Inf	Inf	0.0%
6/1	Ahead	U	N/A	N/A	-		-	-	-	354	1980	1980	17.9%
6/2	Ahead	O	N/A	N/A	-		-	-	-	0	1980	637	0.0%
7/1		U	N/A	N/A	-		-	-	-	584	Inf	Inf	0.0%
7/2		U	N/A	N/A	-		-	-	-	440	Inf	Inf	0.0%
8/1	Southern Circulatory Ahead	U	N/A	N/A	C1:C		1	45	-	540	1961	1307	41.3%
8/2	Southern Circulatory Ahead Right	U	N/A	N/A	C1:C		1	45	-	993	1941	1294	76.7%
9/2+9/1	Western Circulatory Right Ahead	U	N/A	N/A	C1:A		1	28	-	802	1926:1941	390+620	79.4 : 79.4%

Full Input Data And Results

9/3	Western Circulatory Right	U	N/A	N/A	C1:A		1	28	-	260	1932	812	32.0%
10/1	Northern Circulatory Ahead	U	N/A	N/A	C2:A		1	33	-	784	1953	962	81.5%
10/2	Northern Circulatory Ahead Right	U	N/A	N/A	C2:A		1	33	-	794	1937	954	83.2%
11/1	Eastern Circulatory Ahead	U	N/A	N/A	C2:C		1	30	-	161	1997	897	17.9%
11/2	Eastern Circulatory Right	U	N/A	N/A	C2:C		1	30	-	440	1994	896	49.1%
12/1		U	N/A	N/A	-		-	-	-	890	Inf	Inf	0.0%
13/1		U	N/A	N/A	-		-	-	-	354	Inf	Inf	0.0%
14/1	M1 northbound slip Ped crossing Ahead	U	N/A	N/A	-		-	-	-	829	1940	1940	42.7%
14/2	M1 northbound slip Ped crossing Ahead	O	N/A	N/A	-		-	-	-	61	1940	533	11.5%

Full Input Data And Results

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network: M1 Junction 23	-	-	61	0	0	31.2	19.5	0.0	50.8	-	-	-	-
Unnamed Junction	-	-	61	0	0	31.2	19.5	0.0	50.8	-	-	-	-
1/2+1/1	733	733	-	-	-	3.3	1.1	-	4.3	21.2	8.4	1.1	9.5
1/3	553	553	-	-	-	2.6	1.1	-	3.7	24.4	8.8	1.1	9.9
2/2+2/1	293	293	-	-	-	2.2	1.3	-	3.5	42.4	4.5	1.3	5.8
2/3	260	260	-	-	-	2.0	1.5	-	3.4	47.8	4.7	1.5	6.2
3/1	337	337	-	-	-	1.3	0.3	-	1.6	17.0	4.4	0.3	4.7
3/2+3/3	1069	1069	-	-	-	4.5	1.7	-	6.2	20.9	7.9	1.7	9.6
4/1	358	358	-	-	-	2.1	0.9	-	3.0	30.1	6.0	0.9	6.8
4/2+4/3	892	892	-	-	-	5.6	1.9	-	7.5	30.1	7.9	1.9	9.8
5/1	1142	1142	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/2	1085	1085	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	354	354	-	-	-	0.0	0.1	-	0.1	1.1	0.0	0.1	0.1
6/2	0	0	0	0	0	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	584	584	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/2	440	440	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/1	540	540	-	-	-	0.7	0.4	-	1.1	7.3	2.7	0.4	3.1
8/2	993	993	-	-	-	0.9	1.6	-	2.5	9.1	5.4	1.6	7.1
9/2+9/1	802	802	-	-	-	2.1	1.9	-	4.0	18.1	10.0	1.9	11.8
9/3	260	260	-	-	-	0.2	0.2	-	0.4	5.4	0.3	0.2	0.5
10/1	784	784	-	-	-	1.5	2.1	-	3.7	16.9	6.8	2.1	9.0
10/2	794	794	-	-	-	1.6	2.4	-	4.0	18.1	7.2	2.4	9.6
11/1	161	161	-	-	-	0.6	0.1	-	0.7	16.2	3.0	0.1	3.1
11/2	440	440	-	-	-	0.1	0.5	-	0.6	5.0	0.2	0.5	0.7
12/1	890	890	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
13/1	354	354	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

Full Input Data And Results

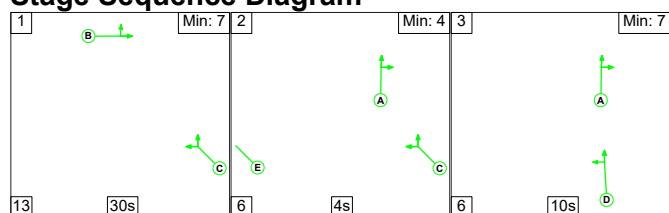
14/1	829	829	-	-	-	0.0	0.4	-	0.4	1.6	0.0	0.4	0.4
14/2	61	61	61	0	0	0.0	0.1	-	0.1	3.8	0.0	0.1	0.1
C1 - Westside 25911 C2 - Eastside 25921 PRC for Signalled Lanes (%): 13.3 PRC for Signalled Lanes (%): 8.2 PRC Over All Lanes (%): 8.2 Total Delay for Signalled Lanes (pcuHr): 22.70 Total Delay for Signalled Lanes (pcuHr): 27.53 Total Delay Over All Lanes(pcuHr): 50.78 Cycle Time (s): 69 Cycle Time (s): 69													

Full Input Data And Results

Scenario 4: '2028 Without Development Flows (PM)' (FG4: '2028 Without Development Flows (PM)', Plan 1: 'Network Control Plan 1')

Controller :C1 - Westside 25911

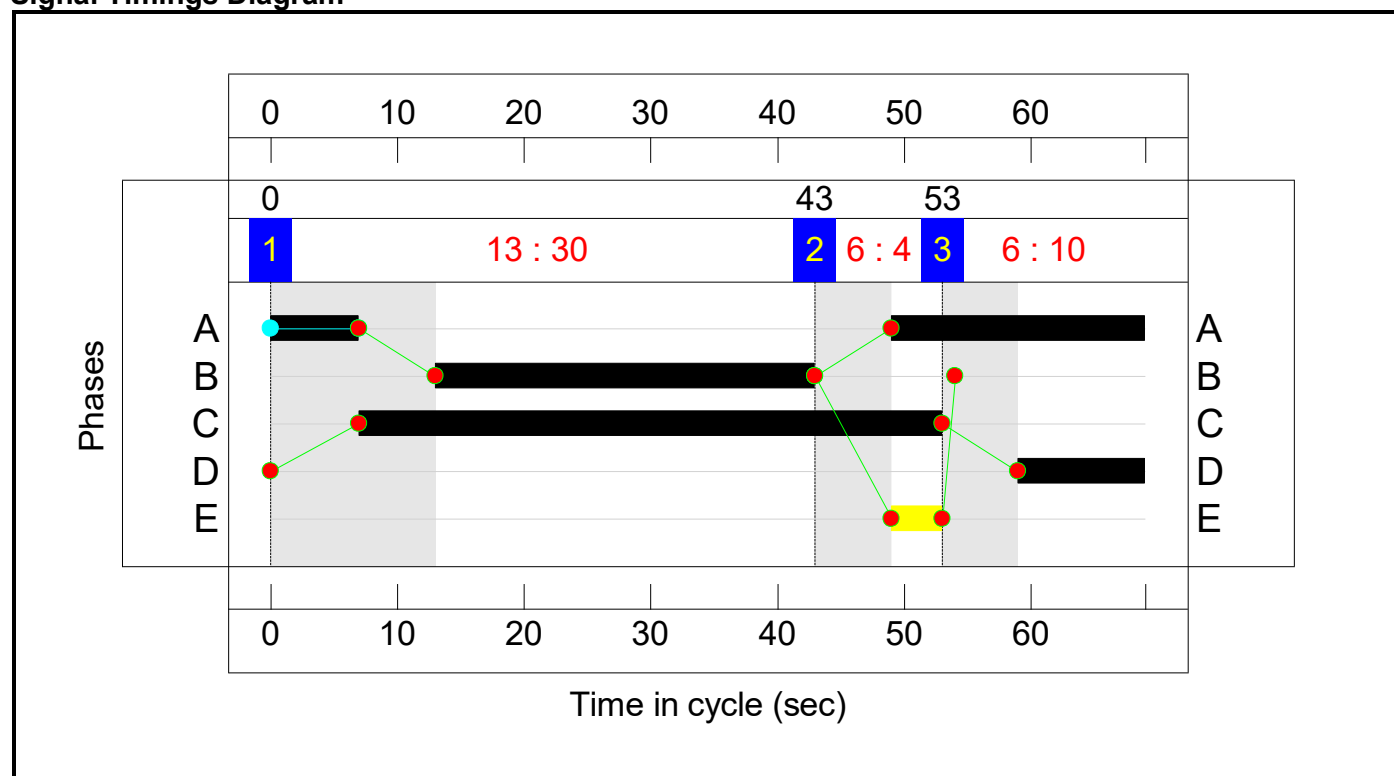
Stage Sequence Diagram



Stage Timings

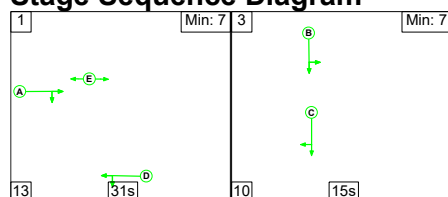
Stage	1	2	3
Duration	30	4	10
Change Point	0	43	53

Signal Timings Diagram



Controller :C2 - Eastside 25921

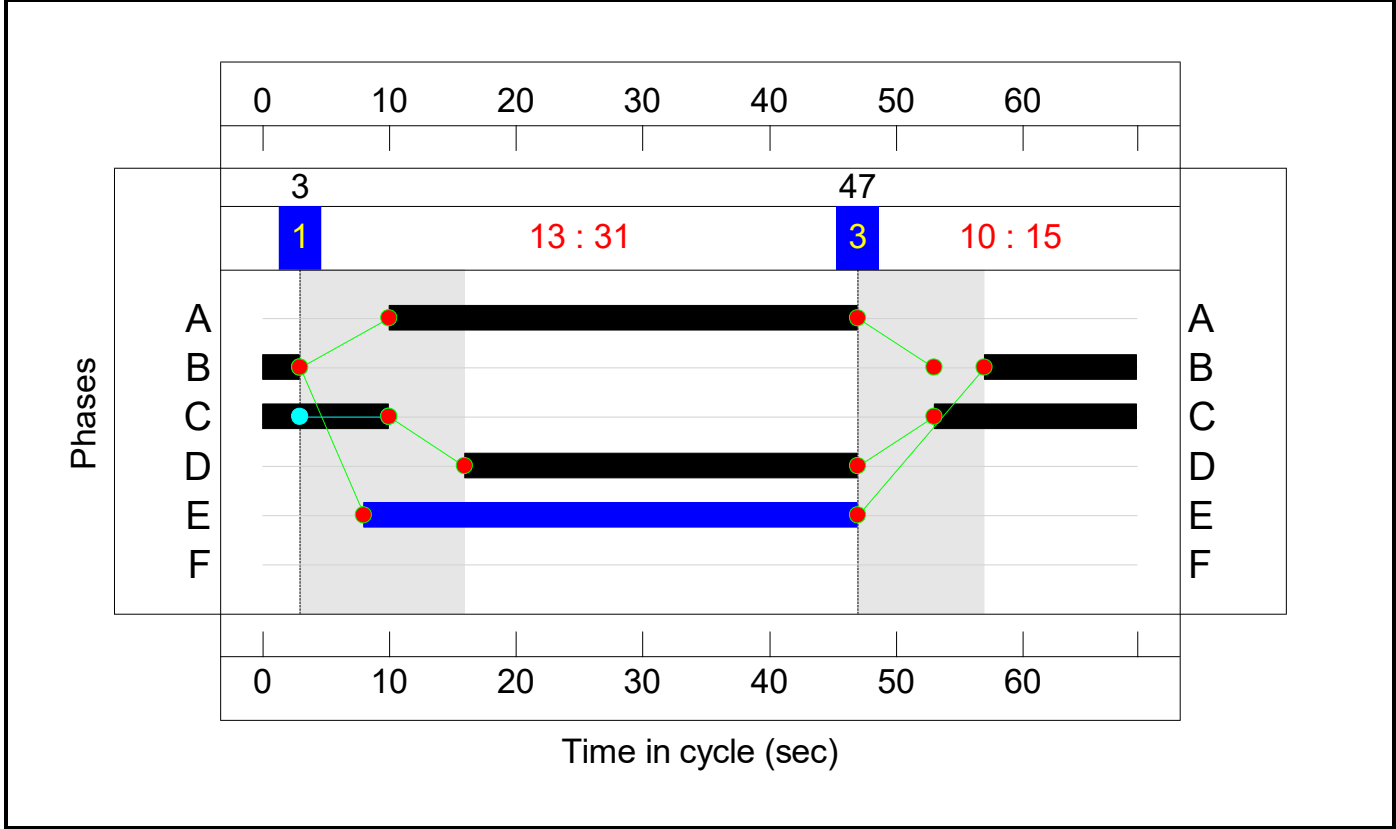
Stage Sequence Diagram



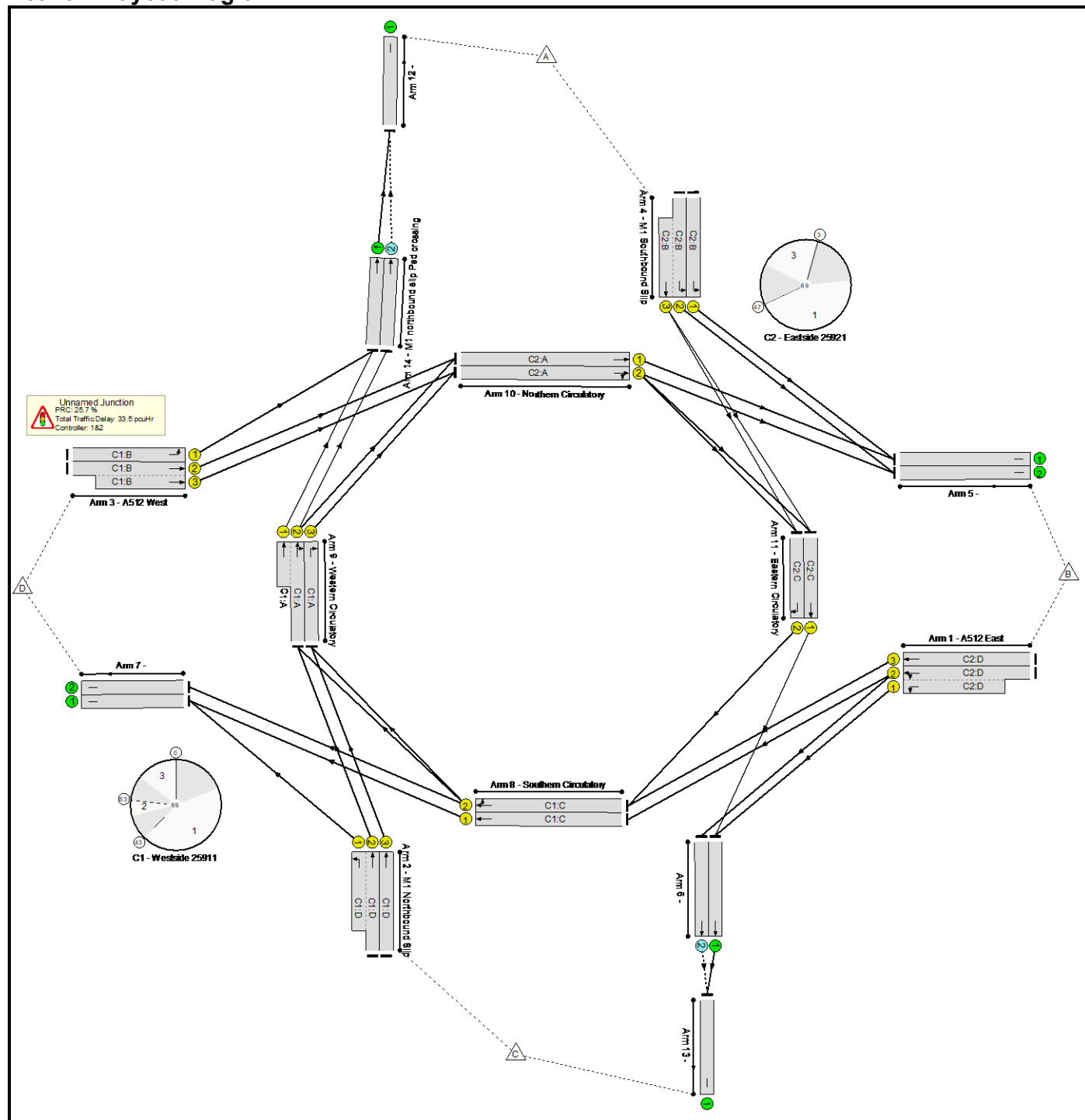
Stage Timings

Stage	1	3
Duration	31	15
Change Point	3	47

Signal Timings Diagram



Network Layout Diagram



Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network: M1 Junction 23	-	-	N/A	-	-		-	-	-	-	-	-	71.6%
Unnamed Junction	-	-	N/A	-	-		-	-	-	-	-	-	71.6%
1/2+1/1	A512 East Left Ahead	U	N/A	N/A	C2:D		1	31	-	1004	1949:1963	870+532	71.6 : 71.6%
1/3	A512 East Ahead	U	N/A	N/A	C2:D		1	31	-	532	1955	907	58.7%
2/2+2/1	M1 Northbound Slip Left Ahead	U	N/A	N/A	C1:D		1	10	-	244	1973:1963	60+313	65.5 : 65.5%
2/3	M1 Northbound Slip Ahead	U	N/A	N/A	C1:D		1	10	-	185	1979	315	58.6%
3/1	A512 West Left	U	N/A	N/A	C1:B		1	30	-	315	1926	865	36.4%
3/2+3/3	A512 West Ahead	U	N/A	N/A	C1:B		1	30	-	793	1937:1941	700+709	56.3 : 56.3%
4/1	M1 Southbound Slip Left	U	N/A	N/A	C2:B		1	15	-	201	1937	449	44.8%
4/2+4/3	M1 Southbound Slip Left Ahead	U	N/A	N/A	C2:B		1	15	-	585	1945:1948	451+452	69.6 : 60.0%
5/1		U	N/A	N/A	-		-	-	-	634	Inf	Inf	0.0%
5/2		U	N/A	N/A	-		-	-	-	711	Inf	Inf	0.0%
6/1	Ahead	U	N/A	N/A	-		-	-	-	568	1980	1980	28.7%
6/2	Ahead	O	N/A	N/A	-		-	-	-	0	1980	590	0.0%
7/1		U	N/A	N/A	-		-	-	-	828	Inf	Inf	0.0%
7/2		U	N/A	N/A	-		-	-	-	309	Inf	Inf	0.0%
8/1	Southern Circulatory Ahead	U	N/A	N/A	C1:C		1	46	-	623	1961	1336	46.6%
8/2	Southern Circulatory Ahead Right	U	N/A	N/A	C1:C		1	46	-	803	1939	1321	60.8%
9/2+9/1	Western Circulatory Right Ahead	U	N/A	N/A	C1:A		1	27	-	533	1926:1941	203+693	59.5 : 59.5%

Full Input Data And Results

9/3	Western Circulatory Right	U	N/A	N/A	C1:A		1	27	-	185	1932	784	23.6%
10/1	Northern Circulatory Ahead	U	N/A	N/A	C2:A		1	37	-	433	1953	1076	40.3%
10/2	Northern Circulatory Ahead Right	U	N/A	N/A	C2:A		1	37	-	584	1937	1067	54.7%
11/1	Eastern Circulatory Ahead	U	N/A	N/A	C2:C		1	26	-	187	1997	781	23.9%
11/2	Eastern Circulatory Right	U	N/A	N/A	C2:C		1	26	-	271	1994	780	34.7%
12/1		U	N/A	N/A	-		-	-	-	809	Inf	Inf	0.0%
13/1		U	N/A	N/A	-		-	-	-	568	Inf	Inf	0.0%
14/1	M1 northbound slip Ped crossing Ahead	U	N/A	N/A	-		-	-	-	727	1940	1940	37.5%
14/2	M1 northbound slip Ped crossing Ahead	O	N/A	N/A	-		-	-	-	82	1940	555	14.8%

Full Input Data And Results

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network: M1 Junction 23	-	-	82	0	0	23.6	9.9	0.0	33.5	-	-	-	-
Unnamed Junction	-	-	82	0	0	23.6	9.9	0.0	33.5	-	-	-	-
1/2+1/1	1004	1004	-	-	-	3.8	1.3	-	5.1	18.2	9.3	1.3	10.6
1/3	532	532	-	-	-	2.0	0.7	-	2.7	18.4	7.4	0.7	8.1
2/2+2/1	244	244	-	-	-	1.8	0.9	-	2.8	40.7	3.6	0.9	4.6
2/3	185	185	-	-	-	1.4	0.7	-	2.1	40.5	3.2	0.7	3.9
3/1	315	315	-	-	-	1.1	0.3	-	1.4	15.8	3.9	0.3	4.2
3/2+3/3	793	793	-	-	-	2.9	0.6	-	3.5	16.1	5.2	0.6	5.9
4/1	201	201	-	-	-	1.3	0.4	-	1.7	29.9	3.3	0.4	3.7
4/2+4/3	585	585	-	-	-	3.9	0.9	-	4.8	29.6	5.5	0.9	6.4
5/1	634	634	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/2	711	711	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	568	568	-	-	-	0.0	0.2	-	0.2	1.3	0.0	0.2	0.2
6/2	0	0	0	0	0	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	828	828	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/2	309	309	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/1	623	623	-	-	-	0.7	0.4	-	1.1	6.5	2.7	0.4	3.1
8/2	803	803	-	-	-	0.6	0.8	-	1.3	5.9	2.5	0.8	3.3
9/2+9/1	533	533	-	-	-	1.7	0.7	-	2.5	16.7	8.4	0.7	9.1
9/3	185	185	-	-	-	0.1	0.2	-	0.2	4.8	0.2	0.2	0.3
10/1	433	433	-	-	-	0.7	0.3	-	1.0	8.3	1.9	0.3	2.3
10/2	584	584	-	-	-	0.7	0.6	-	1.3	8.1	2.4	0.6	3.0
11/1	187	187	-	-	-	0.8	0.2	-	1.0	19.1	3.5	0.2	3.7
11/2	271	271	-	-	-	0.1	0.3	-	0.3	4.6	0.1	0.3	0.4
12/1	809	809	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
13/1	568	568	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

Full Input Data And Results

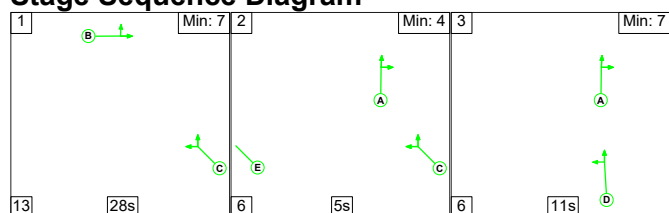
14/1	727	727	-	-	-	0.0	0.3	-	0.3	1.5	0.0	0.3	0.3
14/2	82	82	82	0	0	0.0	0.1	-	0.1	4.0	0.6	0.1	0.7
C1 - Westside 25911			PRC for Signalled Lanes (%):		37.4	Total Delay for Signalled Lanes (pcuHr):		14.93	Cycle Time (s):		69		
C2 - Eastside 25921			PRC for Signalled Lanes (%):		25.7	Total Delay for Signalled Lanes (pcuHr):		17.94	Cycle Time (s):		69		
			PRC Over All Lanes (%):		25.7	Total Delay Over All Lanes(pcuHr):		33.46					

Full Input Data And Results

Scenario 5: '2028 With Development Flows (AM)' (FG5: '2028 With Development Flows (AM)', Plan 1: 'Network Control Plan 1')

Controller :C1 - Westside 25911

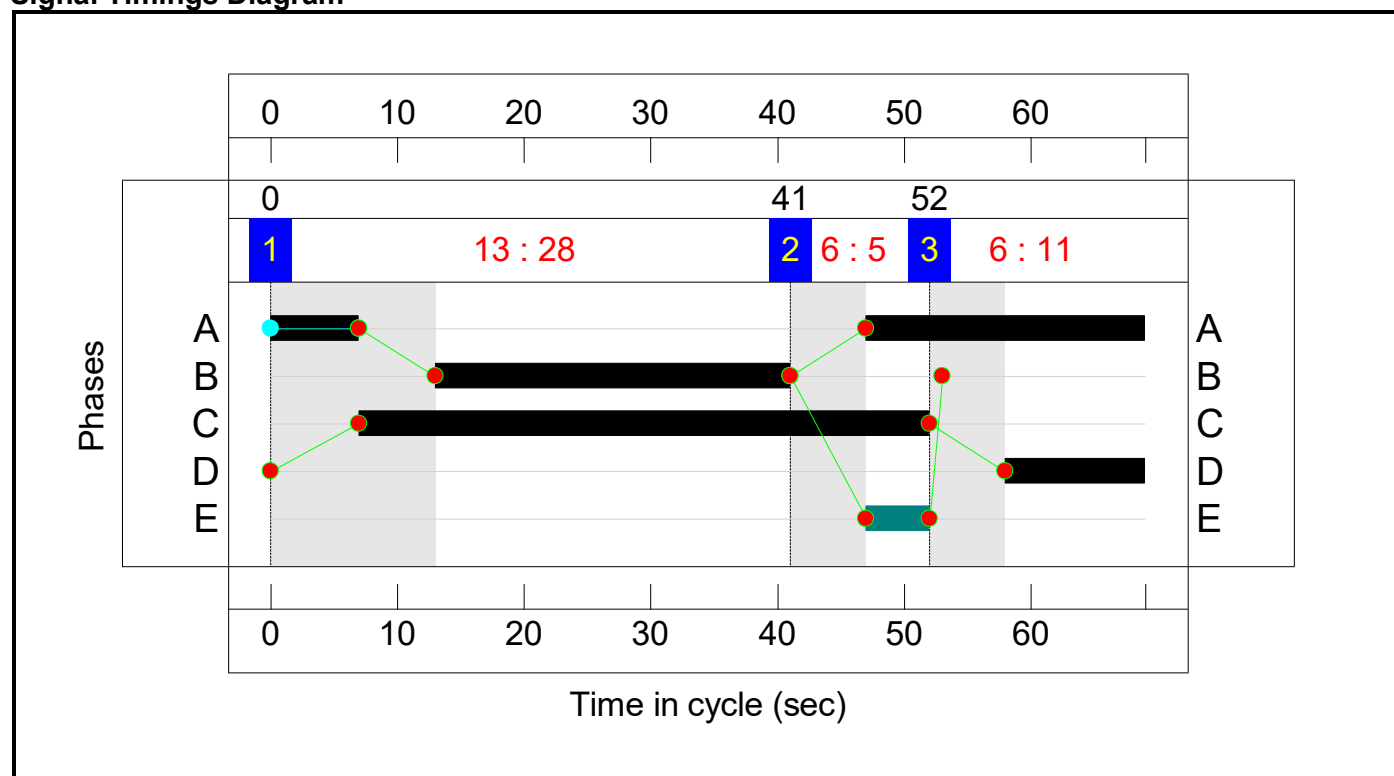
Stage Sequence Diagram



Stage Timings

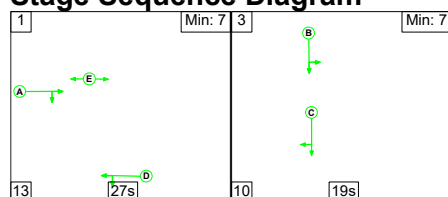
Stage	1	2	3
Duration	28	5	11
Change Point	0	41	52

Signal Timings Diagram



Controller :C2 - Eastside 25921

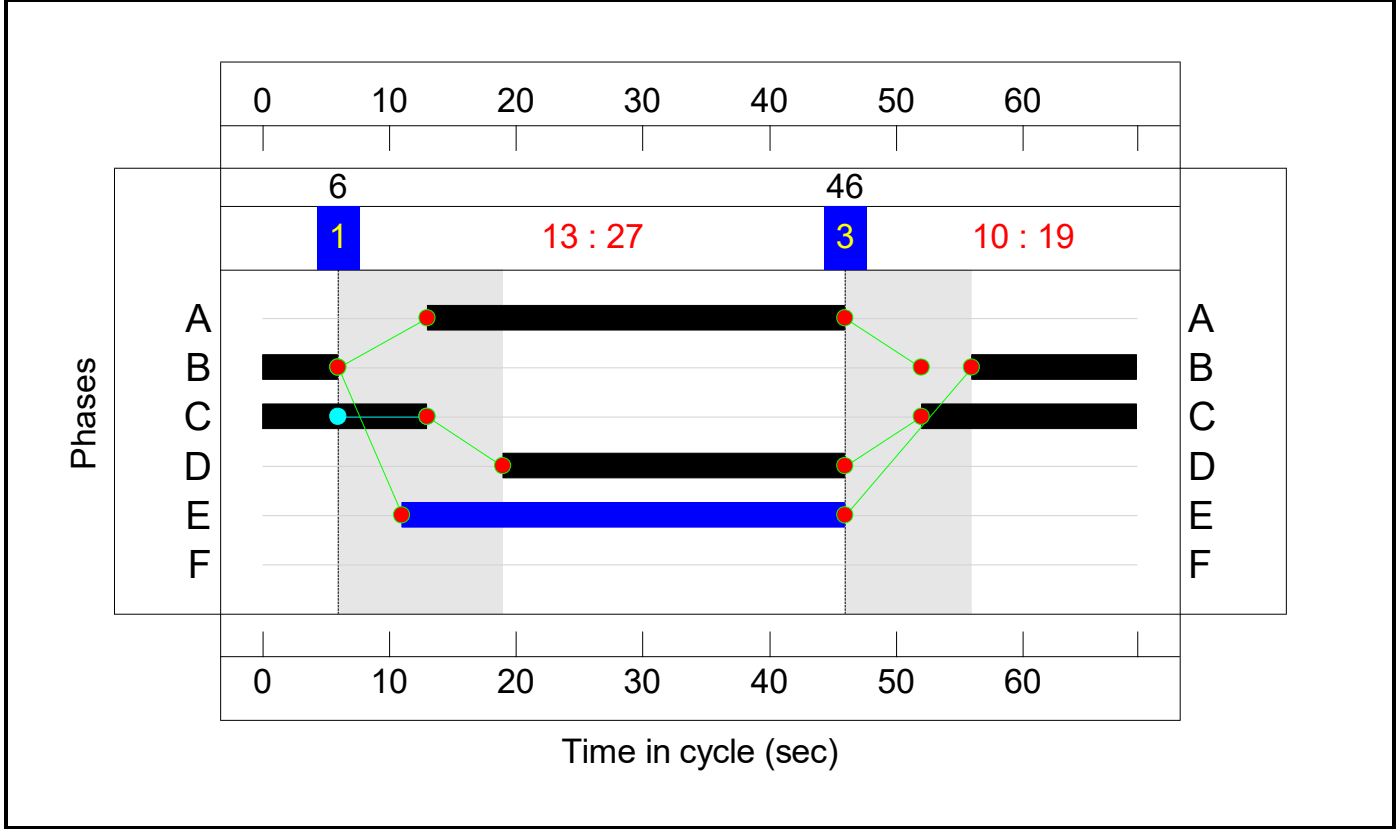
Stage Sequence Diagram



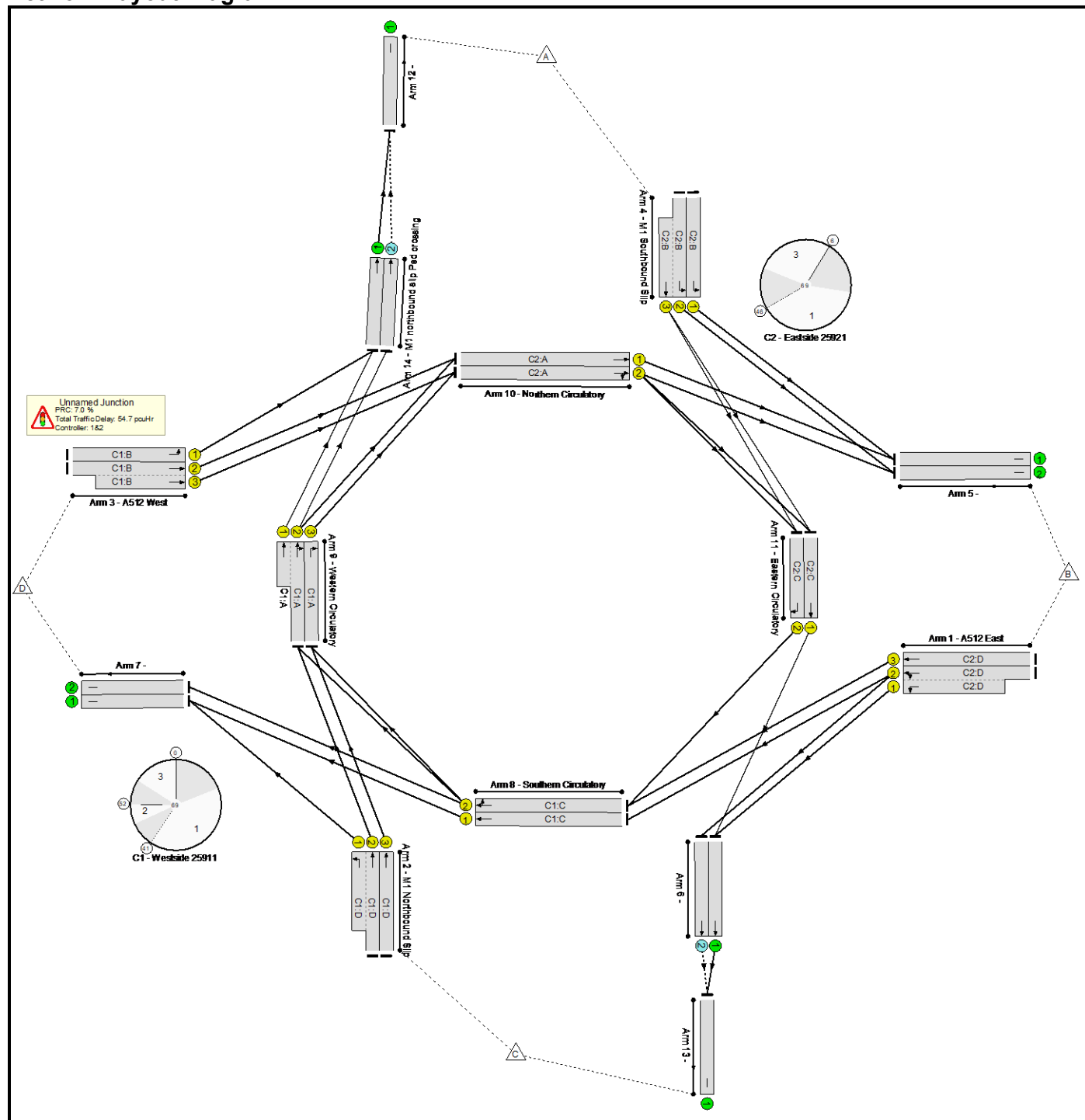
Stage Timings

Stage	1	3
Duration	27	19
Change Point	6	46

Signal Timings Diagram



Network Layout Diagram



Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network: M1 Junction 23	-	-	N/A	-	-		-	-	-	-	-	-	84.1%
Unnamed Junction	-	-	N/A	-	-		-	-	-	-	-	-	84.1%
1/2+1/1	A512 East Left Ahead	U	N/A	N/A	C2:D		1	27	-	746	1949:1963	791+282	69.5 : 69.5%
1/3	A512 East Ahead	U	N/A	N/A	C2:D		1	27	-	592	1955	793	74.6%
2/2+2/1	M1 Northbound Slip Left Ahead	U	N/A	N/A	C1:D		1	11	-	287	1973:1963	343+69	69.7 : 69.7%
2/3	M1 Northbound Slip Ahead	U	N/A	N/A	C1:D		1	11	-	255	1979	344	74.1%
3/1	A512 West Left	U	N/A	N/A	C1:B		1	28	-	357	1926	809	44.1%
3/2+3/3	A512 West Ahead	U	N/A	N/A	C1:B		1	28	-	1101	1937:1941	680+674	81.4 : 81.4%
4/1	M1 Southbound Slip Left	U	N/A	N/A	C2:B		1	19	-	375	1937	561	66.8%
4/2+4/3	M1 Southbound Slip Left Ahead	U	N/A	N/A	C2:B		1	19	-	918	1945:1948	564+565	81.1 : 81.6%
5/1		U	N/A	N/A	-		-	-	-	1167	Inf	Inf	0.0%
5/2		U	N/A	N/A	-		-	-	-	1096	Inf	Inf	0.0%
6/1	Ahead	U	N/A	N/A	-		-	-	-	360	1980	1980	18.2%
6/2	Ahead	O	N/A	N/A	-		-	-	-	0	1980	636	0.0%
7/1		U	N/A	N/A	-		-	-	-	598	Inf	Inf	0.0%
7/2		U	N/A	N/A	-		-	-	-	461	Inf	Inf	0.0%
8/1	Southern Circulatory Ahead	U	N/A	N/A	C1:C		1	45	-	550	1961	1307	42.1%
8/2	Southern Circulatory Ahead Right	U	N/A	N/A	C1:C		1	45	-	1053	1941	1294	81.4%
9/2+9/1	Western Circulatory Right Ahead	U	N/A	N/A	C1:A		1	29	-	831	1926:1941	358+658	81.8 : 81.8%

Full Input Data And Results

9/3	Western Circulatory Right	U	N/A	N/A	C1:A		1	29	-	255	1932	840	30.4%
10/1	Northern Circulatory Ahead	U	N/A	N/A	C2:A		1	33	-	792	1953	962	82.3%
10/2	Northern Circulatory Ahead Right	U	N/A	N/A	C2:A		1	33	-	803	1937	954	84.1%
11/1	Eastern Circulatory Ahead	U	N/A	N/A	C2:C		1	30	-	164	1997	897	18.3%
11/2	Eastern Circulatory Right	U	N/A	N/A	C2:C		1	30	-	461	1994	896	51.5%
12/1		U	N/A	N/A	-		-	-	-	949	Inf	Inf	0.0%
13/1		U	N/A	N/A	-		-	-	-	360	Inf	Inf	0.0%
14/1	M1 northbound slip Ped crossing Ahead	U	N/A	N/A	-		-	-	-	895	1940	1940	46.1%
14/2	M1 northbound slip Ped crossing Ahead	O	N/A	N/A	-		-	-	-	54	1940	518	10.4%

Full Input Data And Results

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network: M1 Junction 23	-	-	54	0	0	32.9	21.8	0.0	54.7	-	-	-	-
Unnamed Junction	-	-	54	0	0	32.9	21.8	0.0	54.7	-	-	-	-
1/2+1/1	746	746	-	-	-	3.3	1.1	-	4.5	21.5	8.7	1.1	9.8
1/3	592	592	-	-	-	2.9	1.4	-	4.3	26.3	9.5	1.4	11.0
2/2+2/1	287	287	-	-	-	2.1	1.1	-	3.2	40.5	4.2	1.1	5.4
2/3	255	255	-	-	-	1.9	1.4	-	3.3	46.6	4.6	1.4	6.0
3/1	357	357	-	-	-	1.4	0.4	-	1.8	18.2	4.9	0.4	5.3
3/2+3/3	1101	1101	-	-	-	5.0	2.1	-	7.1	23.2	8.4	2.1	10.6
4/1	375	375	-	-	-	2.2	1.0	-	3.2	31.1	6.3	1.0	7.2
4/2+4/3	918	918	-	-	-	5.8	2.1	-	7.9	31.2	8.2	2.1	10.3
5/1	1167	1167	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/2	1096	1096	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	360	360	-	-	-	0.0	0.1	-	0.1	1.1	0.0	0.1	0.1
6/2	0	0	0	0	0	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	598	598	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/2	461	461	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/1	550	550	-	-	-	0.8	0.4	-	1.1	7.4	2.8	0.4	3.2
8/2	1053	1053	-	-	-	1.1	2.1	-	3.2	11.0	8.7	2.1	10.8
9/2+9/1	831	831	-	-	-	2.3	2.2	-	4.5	19.5	11.4	2.2	13.6
9/3	255	255	-	-	-	0.1	0.2	-	0.4	5.1	0.3	0.2	0.5
10/1	792	792	-	-	-	1.6	2.3	-	3.8	17.5	6.8	2.3	9.0
10/2	803	803	-	-	-	1.6	2.6	-	4.2	18.8	7.2	2.6	9.7
11/1	164	164	-	-	-	0.6	0.1	-	0.7	16.1	3.0	0.1	3.2
11/2	461	461	-	-	-	0.1	0.5	-	0.7	5.2	0.3	0.5	0.8
12/1	949	949	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
13/1	360	360	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

Full Input Data And Results

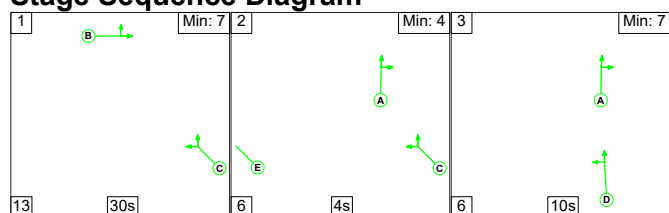
14/1	895	895	-	-	-	0.0	0.4	-	0.4	1.7	0.0	0.4	0.4
14/2	54	54	54	0	0	0.0	0.1	-	0.1	3.9	0.0	0.1	0.1
C1 - Westside 25911 C2 - Eastside 25921 PRC for Signalled Lanes (%): 10.1 PRC for Signalled Lanes (%): 7.0 PRC Over All Lanes (%): 7.0 Total Delay for Signalled Lanes (pcuHr): 24.64 Total Delay for Signalled Lanes (pcuHr): 29.41 Total Delay Over All Lanes(pcuHr): 54.66 Cycle Time (s): 69 Cycle Time (s): 69													

Full Input Data And Results

Scenario 6: '2028 With Development Flows (PM)' (FG6: '2028 With Development Flows (PM)', Plan 1: 'Network Control Plan 1')

Controller :C1 - Westside 25911

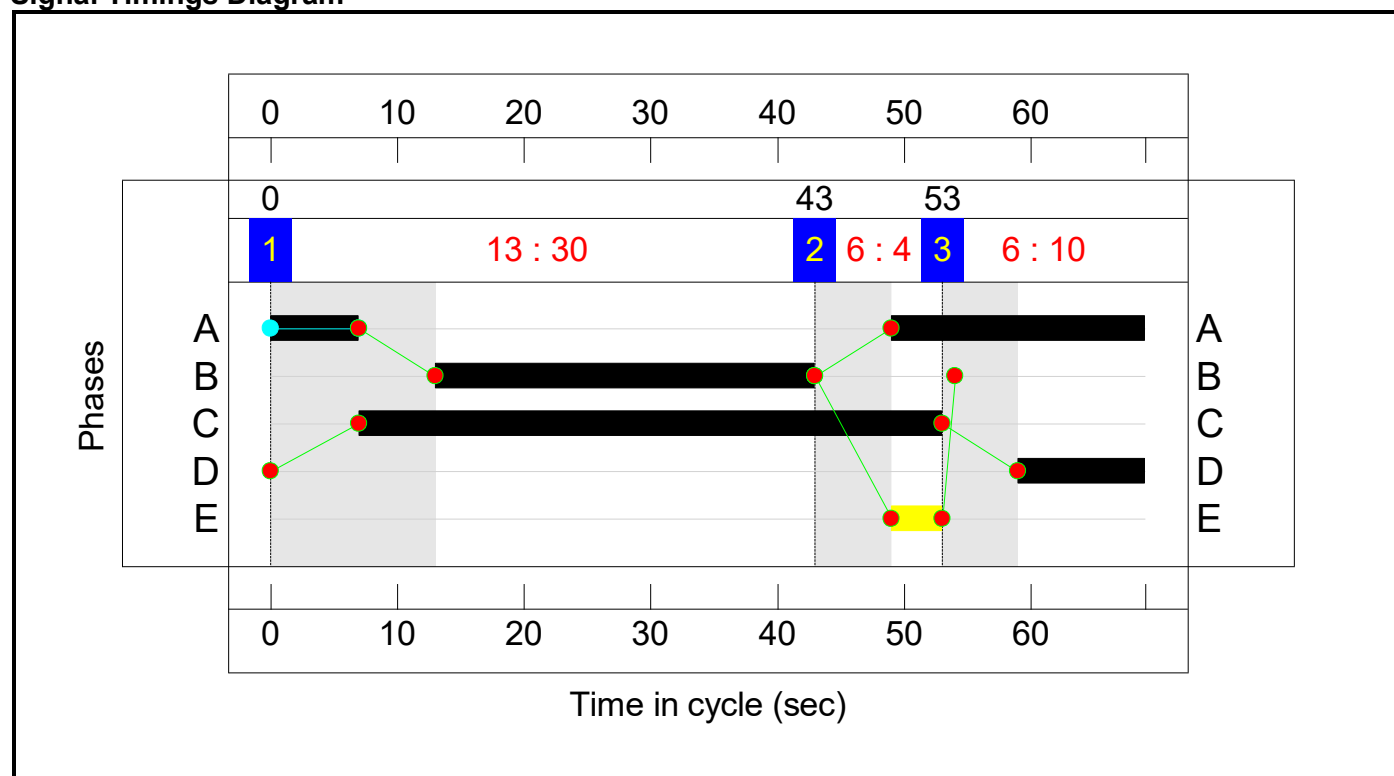
Stage Sequence Diagram



Stage Timings

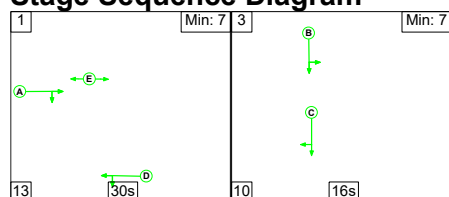
Stage	1	2	3
Duration	30	4	10
Change Point	0	43	53

Signal Timings Diagram



Controller :C2 - Eastside 25921

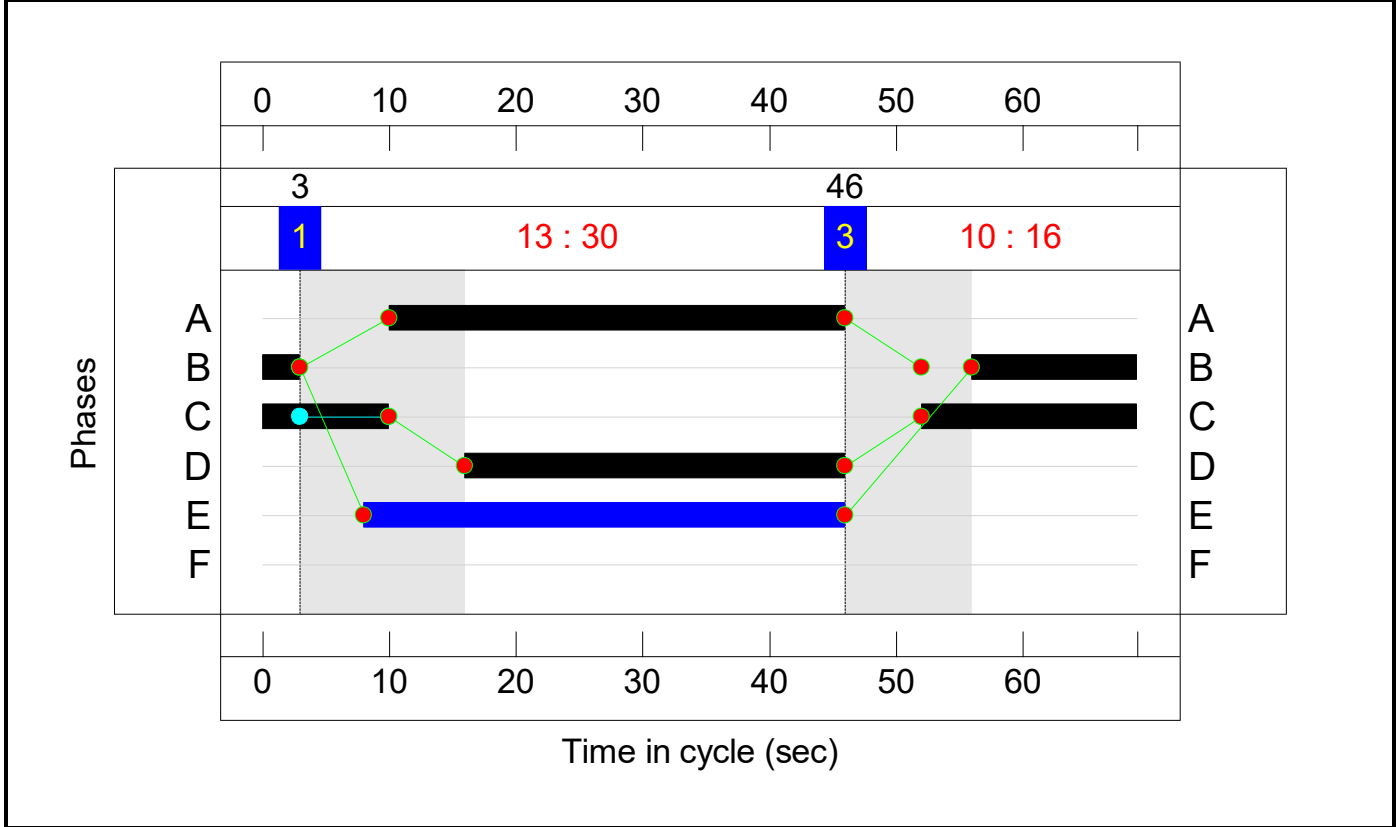
Stage Sequence Diagram



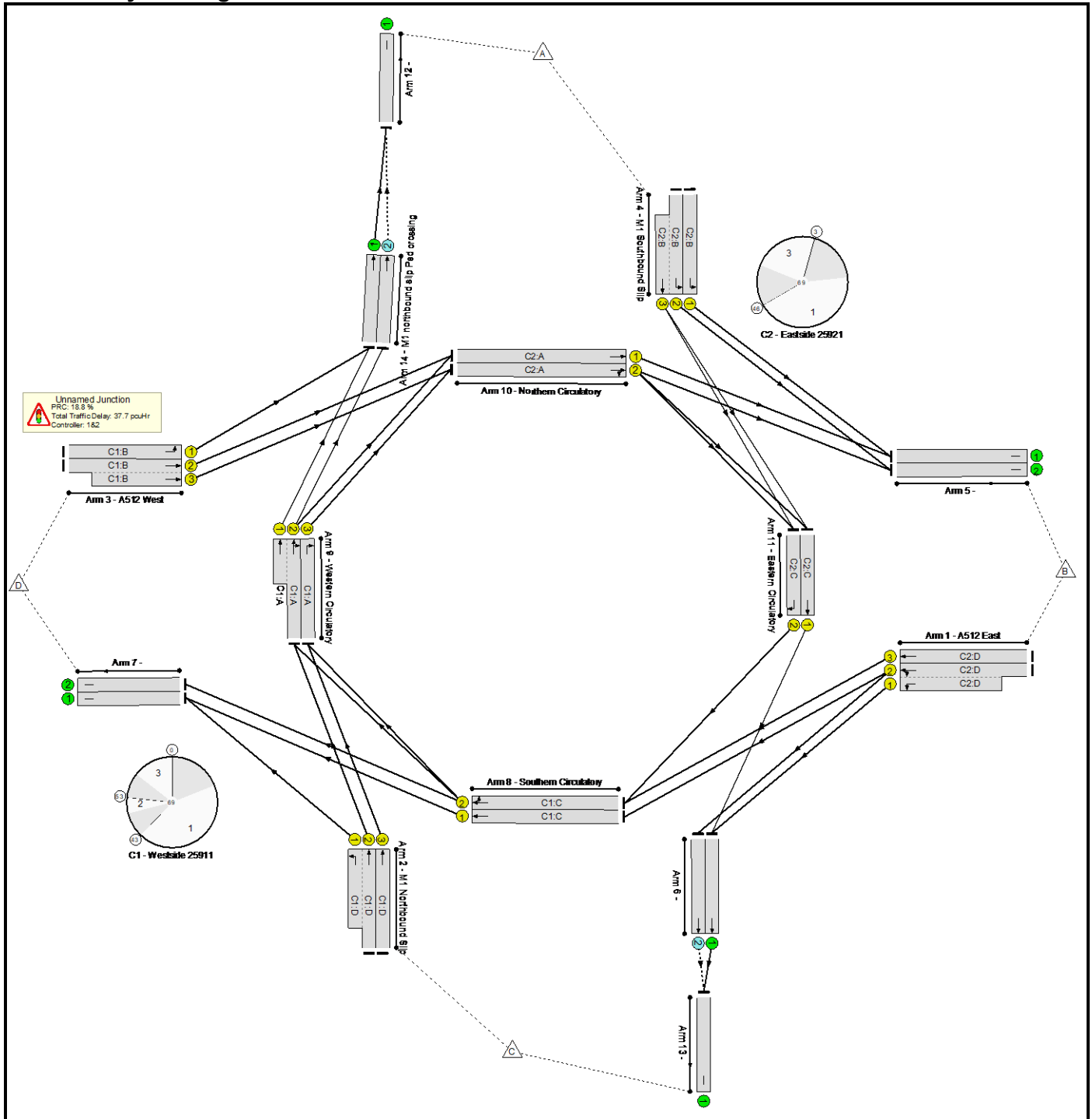
Stage Timings

Stage	1	3
Duration	30	16
Change Point	3	46

Signal Timings Diagram



Network Layout Diagram



Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network: M1 Junction 23	-	-	N/A	-	-		-	-	-	-	-	-	75.7%
Unnamed Junction	-	-	N/A	-	-		-	-	-	-	-	-	75.7%
1/2+1/1	A512 East Left Ahead	U	N/A	N/A	C2:D		1	30	-	1011	1949:1963	853+482	75.7 : 75.7%
1/3	A512 East Ahead	U	N/A	N/A	C2:D		1	30	-	552	1955	878	62.8%
2/2+2/1	M1 Northbound Slip Left Ahead	U	N/A	N/A	C1:D		1	10	-	215	1973:1963	3+313	68.1 : 68.1%
2/3	M1 Northbound Slip Ahead	U	N/A	N/A	C1:D		1	10	-	204	1979	315	64.7%
3/1	A512 West Left	U	N/A	N/A	C1:B		1	30	-	359	1926	865	41.5%
3/2+3/3	A512 West Ahead	U	N/A	N/A	C1:B		1	30	-	855	1937:1941	712+675	61.7 : 61.7%
4/1	M1 Southbound Slip Left	U	N/A	N/A	C2:B		1	16	-	245	1937	477	51.3%
4/2+4/3	M1 Southbound Slip Left Ahead	U	N/A	N/A	C2:B		1	16	-	685	1945:1948	479+480	70.1 : 72.7%
5/1		U	N/A	N/A	-		-	-	-	686	Inf	Inf	0.0%
5/2		U	N/A	N/A	-		-	-	-	750	Inf	Inf	0.0%
6/1	Ahead	U	N/A	N/A	-		-	-	-	571	1980	1980	28.8%
6/2	Ahead	O	N/A	N/A	-		-	-	-	0	1980	589	0.0%
7/1		U	N/A	N/A	-		-	-	-	859	Inf	Inf	0.0%
7/2		U	N/A	N/A	-		-	-	-	415	Inf	Inf	0.0%
8/1	Southern Circulatory Ahead	U	N/A	N/A	C1:C		1	46	-	646	1961	1336	48.4%
8/2	Southern Circulatory Ahead Right	U	N/A	N/A	C1:C		1	46	-	901	1942	1323	68.1%
9/2+9/1	Western Circulatory Right Ahead	U	N/A	N/A	C1:A		1	27	-	488	1926:1941	150+724	55.8 : 55.8%

Full Input Data And Results

9/3	Western Circulatory Right	U	N/A	N/A	C1:A		1	27	-	204	1932	784	26.0%
10/1	Northern Circulatory Ahead	U	N/A	N/A	C2:A		1	36	-	441	1953	1047	42.1%
10/2	Northern Circulatory Ahead Right	U	N/A	N/A	C2:A		1	36	-	620	1937	1039	59.7%
11/1	Eastern Circulatory Ahead	U	N/A	N/A	C2:C		1	27	-	206	1997	810	25.4%
11/2	Eastern Circulatory Right	U	N/A	N/A	C2:C		1	27	-	349	1994	809	43.1%
12/1		U	N/A	N/A	-		-	-	-	845	Inf	Inf	0.0%
13/1		U	N/A	N/A	-		-	-	-	571	Inf	Inf	0.0%
14/1	M1 northbound slip Ped crossing Ahead	U	N/A	N/A	-		-	-	-	763	1940	1940	39.3%
14/2	M1 northbound slip Ped crossing Ahead	O	N/A	N/A	-		-	-	-	82	1940	547	15.0%

Full Input Data And Results

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network: M1 Junction 23	-	-	82	0	0	25.8	11.9	0.0	37.7	-	-	-	-
Unnamed Junction	-	-	82	0	0	25.8	11.9	0.0	37.7	-	-	-	-
1/2+1/1	1011	1011	-	-	-	4.1	1.5	-	5.7	20.2	10.0	1.5	11.6
1/3	552	552	-	-	-	2.2	0.8	-	3.1	20.1	8.0	0.8	8.8
2/2+2/1	215	215	-	-	-	1.6	1.0	-	2.7	44.8	3.8	1.0	4.9
2/3	204	204	-	-	-	1.5	0.9	-	2.4	43.1	3.6	0.9	4.5
3/1	359	359	-	-	-	1.3	0.4	-	1.6	16.4	4.6	0.4	4.9
3/2+3/3	855	855	-	-	-	3.2	0.8	-	4.0	16.8	6.0	0.8	6.8
4/1	245	245	-	-	-	1.5	0.5	-	2.1	30.2	4.0	0.5	4.5
4/2+4/3	685	685	-	-	-	4.5	1.2	-	5.8	30.3	6.1	1.2	7.3
5/1	686	686	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/2	750	750	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	571	571	-	-	-	0.0	0.2	-	0.2	1.3	0.0	0.2	0.2
6/2	0	0	0	0	0	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	859	859	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/2	415	415	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/1	646	646	-	-	-	0.7	0.5	-	1.2	6.6	2.8	0.5	3.2
8/2	901	901	-	-	-	0.6	1.1	-	1.6	6.6	3.0	1.1	4.0
9/2+9/1	488	488	-	-	-	1.6	0.6	-	2.2	16.5	8.2	0.6	8.8
9/3	204	204	-	-	-	0.1	0.2	-	0.3	5.1	0.2	0.2	0.4
10/1	441	441	-	-	-	0.8	0.4	-	1.2	9.9	2.3	0.4	2.6
10/2	620	620	-	-	-	0.9	0.7	-	1.6	9.2	3.2	0.7	4.0
11/1	206	206	-	-	-	0.9	0.2	-	1.1	18.9	3.9	0.2	4.1
11/2	349	349	-	-	-	0.1	0.4	-	0.5	5.1	0.2	0.4	0.6
12/1	845	845	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
13/1	571	571	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

Full Input Data And Results

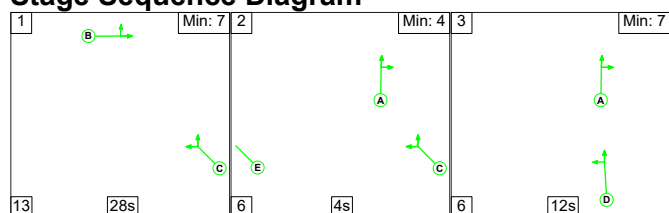
14/1	763	763	-	-	-	0.0	0.3	-	0.3	1.5	0.0	0.3	0.3												
14/2	82	82	82	0	0	0.0	0.1	-	0.1	4.0	0.6	0.1	0.7												
														C1 - Westside 25911		PRC for Signalled Lanes (%):		32.1		Total Delay for Signalled Lanes (pcuHr):		16.11		Cycle Time (s): 69	
														C2 - Eastside 25921		PRC for Signalled Lanes (%):		18.8		Total Delay for Signalled Lanes (pcuHr):		20.93		Cycle Time (s): 69	
		PRC Over All Lanes (%):		18.8		Total Delay Over All Lanes(pcuHr):		37.66																	

Full Input Data And Results

Scenario 7: '2038 Without Development Flows (AM)' (FG7: '2038 Without Development Flows (AM)', Plan 1: 'Network Control Plan 1')

Controller :C1 - Westside 25911

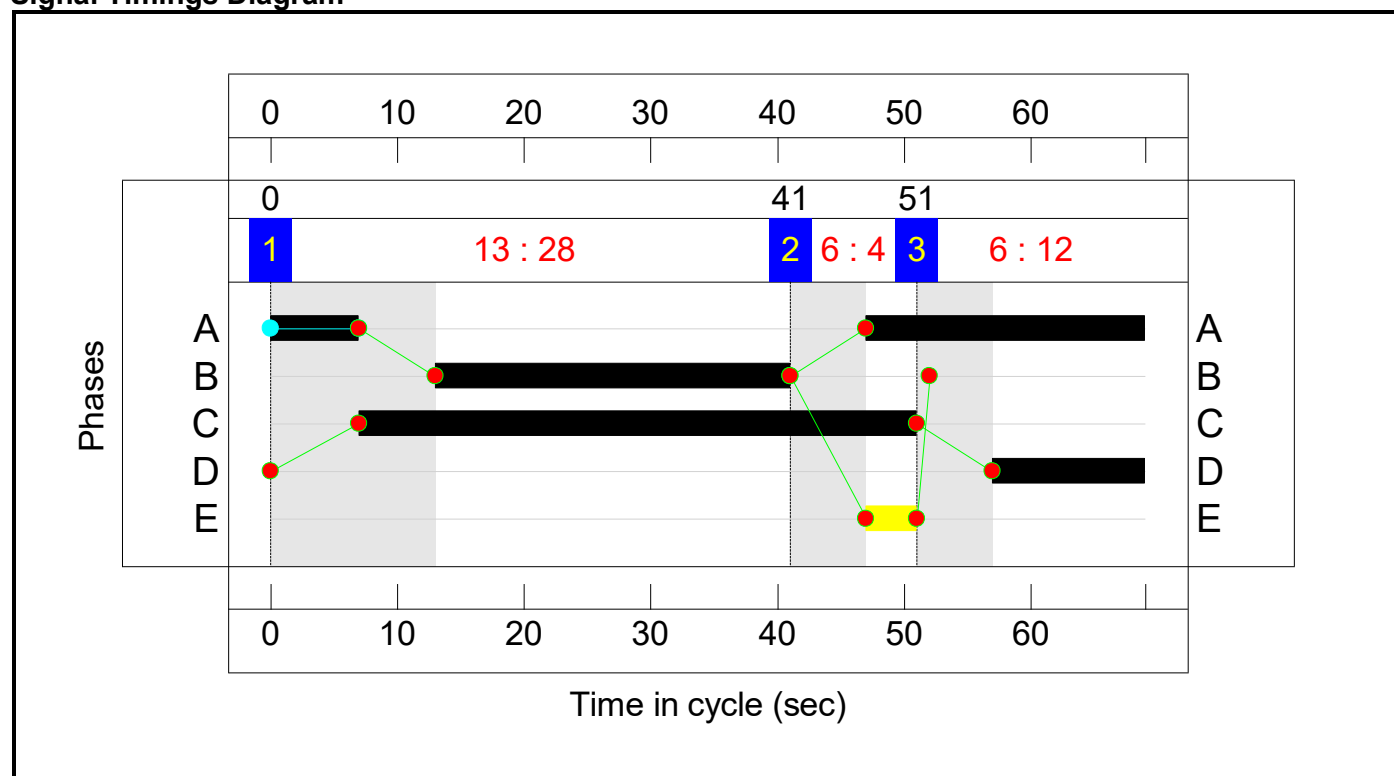
Stage Sequence Diagram



Stage Timings

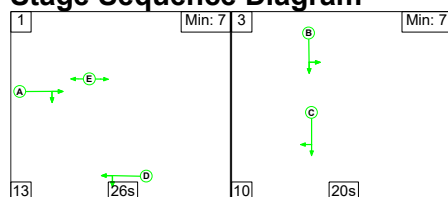
Stage	1	2	3
Duration	28	4	12
Change Point	0	41	51

Signal Timings Diagram



Controller :C2 - Eastside 25921

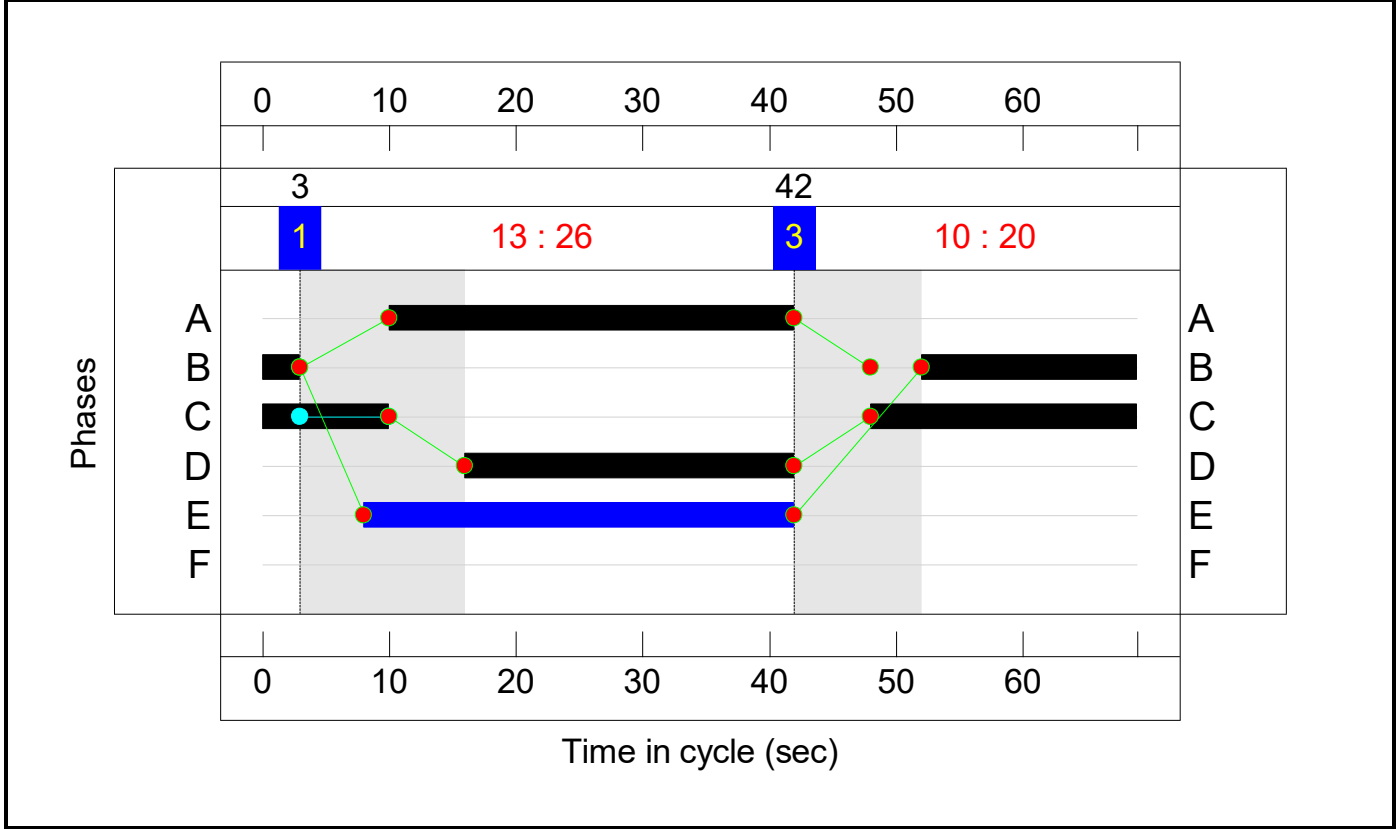
Stage Sequence Diagram



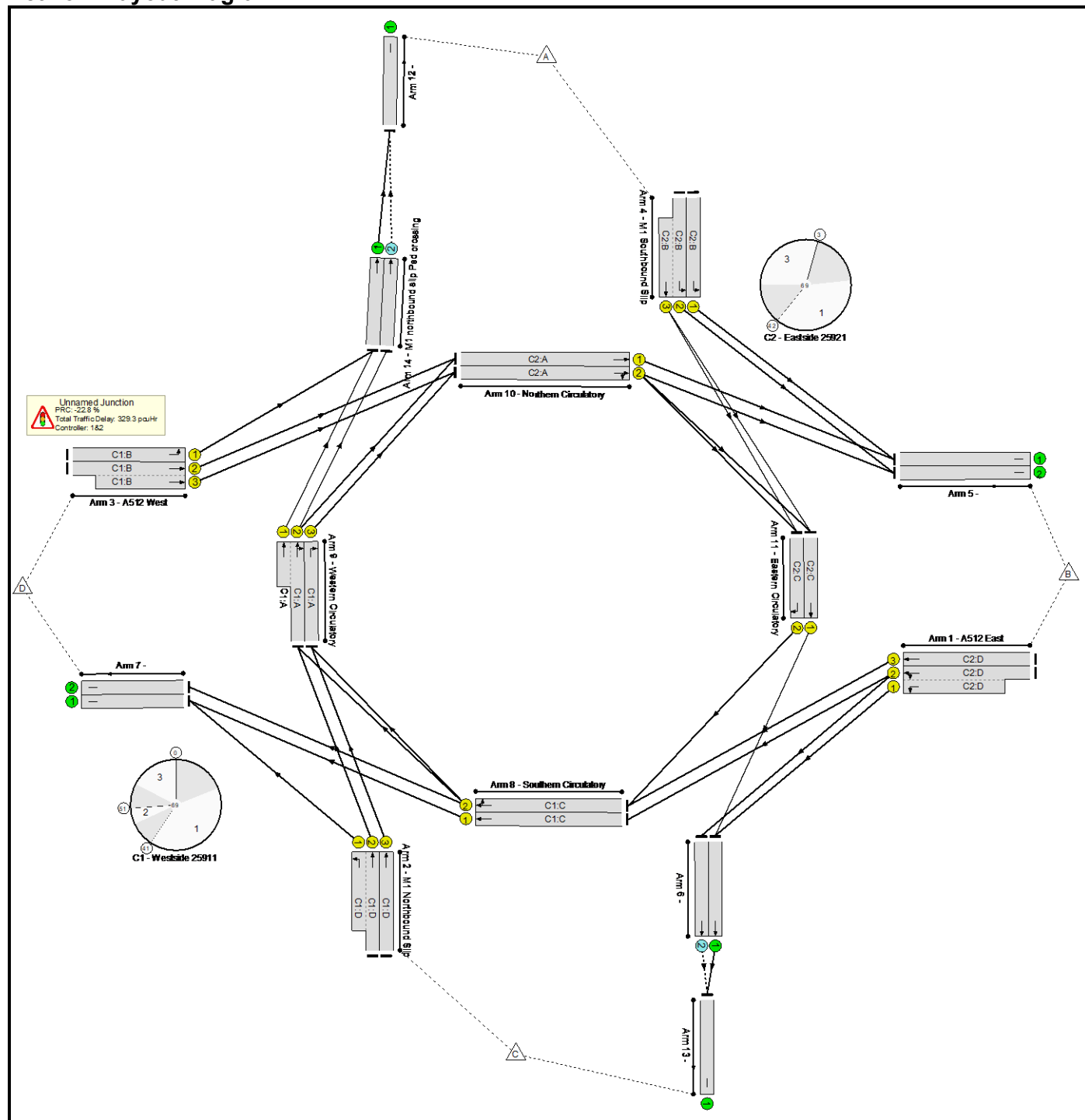
Stage Timings

Stage	1	3
Duration	26	20
Change Point	3	42

Signal Timings Diagram



Network Layout Diagram



Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network: M1 Junction 23	-	-	N/A	-	-		-	-	-	-	-	-	110.5%
Unnamed Junction	-	-	N/A	-	-		-	-	-	-	-	-	110.5%
1/2+1/1	A512 East Left Ahead	U	N/A	N/A	C2:D		1	26	-	1033	1949:1963	763+293	97.8 : 97.8%
1/3	A512 East Ahead	U	N/A	N/A	C2:D		1	26	-	642	1955	765	83.9%
2/2+2/1	M1 Northbound Slip Left Ahead	U	N/A	N/A	C1:D		1	12	-	384	1973:1963	372+66	87.7 : 87.7%
2/3	M1 Northbound Slip Ahead	U	N/A	N/A	C1:D		1	12	-	325	1979	373	87.2%
3/1	A512 West Left	U	N/A	N/A	C1:B		1	28	-	451	1926	809	55.7%
3/2+3/3	A512 West Ahead	U	N/A	N/A	C1:B		1	28	-	1478	1937:1941	679+674	109.2 : 109.2%
4/1	M1 Southbound Slip Left	U	N/A	N/A	C2:B		1	20	-	641	1937	590	108.7%
4/2+4/3	M1 Southbound Slip Left Ahead	U	N/A	N/A	C2:B		1	20	-	893	1945:1948	215+593	110.5 : 110.5%
5/1		U	N/A	N/A	-		-	-	-	1709	Inf	Inf	0.0%
5/2		U	N/A	N/A	-		-	-	-	1007	Inf	Inf	0.0%
6/1	Ahead	U	N/A	N/A	-		-	-	-	579	1980	1980	26.6%
6/2	Ahead	O	N/A	N/A	-		-	-	-	0	1980	599	0.0%
7/1		U	N/A	N/A	-		-	-	-	804	Inf	Inf	0.0%
7/2		U	N/A	N/A	-		-	-	-	683	Inf	Inf	0.0%
8/1	Southern Circulatory Ahead	U	N/A	N/A	C1:C		1	44	-	746	1961	1279	58.3%
8/2	Southern Circulatory Ahead Right	U	N/A	N/A	C1:C		1	44	-	1297	1944	1268	97.4%
9/2+9/1	Western Circulatory Right Ahead	U	N/A	N/A	C1:A		1	29	-	940	1926:1941	467+607	87.5 : 87.5%

Full Input Data And Results

9/3	Western Circulatory Right	U	N/A	N/A	C1:A		1	29	-	325	1932	840	38.7%
10/1	Northern Circulatory Ahead	U	N/A	N/A	C2:A		1	32	-	1068	1953	934	107.7%
10/2	Northern Circulatory Ahead Right	U	N/A	N/A	C2:A		1	32	-	1061	1937	926	107.9%
11/1	Eastern Circulatory Ahead	U	N/A	N/A	C2:C		1	31	-	292	1997	926	25.9%
11/2	Eastern Circulatory Right	U	N/A	N/A	C2:C		1	31	-	655	1994	925	64.1%
12/1		U	N/A	N/A	-		-	-	-	1065	Inf	Inf	0.0%
13/1		U	N/A	N/A	-		-	-	-	579	Inf	Inf	0.0%
14/1	M1 northbound slip Ped crossing Ahead	U	N/A	N/A	-		-	-	-	982	1940	1940	50.6%
14/2	M1 northbound slip Ped crossing Ahead	O	N/A	N/A	-		-	-	-	83	1940	499	16.6%

Full Input Data And Results

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network: M1 Junction 23	-	-	83	0	0	61.4	267.9	0.0	329.3	-	-	-	-
Unnamed Junction	-	-	83	0	0	61.4	267.9	0.0	329.3	-	-	-	-
1/2+1/1	1033	1033	-	-	-	5.5	11.3	-	16.8	58.5	14.1	11.3	25.4
1/3	642	642	-	-	-	3.4	2.5	-	5.9	33.1	11.1	2.5	13.6
2/2+2/1	384	384	-	-	-	2.8	3.2	-	6.0	56.5	6.1	3.2	9.3
2/3	325	325	-	-	-	2.5	3.0	-	5.5	60.6	6.0	3.0	9.1
3/1	451	451	-	-	-	1.9	0.6	-	2.5	20.1	6.5	0.6	7.1
3/2+3/3	1478	1354	-	-	-	11.2	67.8	-	79.0	192.4	24.1	67.8	91.8
4/1	641	590	-	-	-	6.3	30.9	-	37.2	209.1	13.3	30.9	44.2
4/2+4/3	893	831	-	-	-	7.0	47.1	-	54.1	218.1	12.8	47.1	59.8
5/1	1524	1524	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/2	925	925	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	526	526	-	-	-	0.0	0.2	-	0.2	1.2	0.0	0.2	0.2
6/2	0	0	0	0	0	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	804	804	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/2	621	621	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/1	746	746	-	-	-	1.6	0.7	-	2.3	11.2	5.0	0.7	5.7
8/2	1235	1235	-	-	-	1.8	11.2	-	13.0	37.9	15.2	11.2	26.4
9/2+9/1	940	940	-	-	-	2.6	3.3	-	6.0	22.9	16.9	3.3	20.2
9/3	325	325	-	-	-	0.2	0.3	-	0.5	6.0	1.1	0.3	1.4
10/1	1006	934	-	-	-	6.4	41.8	-	48.2	172.6	20.6	41.8	62.5
10/2	999	926	-	-	-	6.4	42.3	-	48.7	175.6	20.5	42.3	62.9
11/1	239	239	-	-	-	1.2	0.2	-	1.4	21.2	4.5	0.2	4.7
11/2	593	593	-	-	-	0.4	0.9	-	1.3	7.8	0.8	0.9	1.7
12/1	1065	1065	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
13/1	526	526	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

Full Input Data And Results

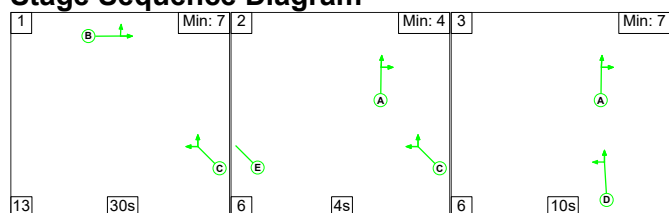
14/1	982	982	-	-	-	0.0	0.5	-	0.5	1.9	0.0	0.5	0.5
14/2	83	83	83	0	0	0.0	0.1	-	0.1	4.3	0.3	0.1	0.4
C1 - Westside 25911 C2 - Eastside 25921 PRC for Signalled Lanes (%): -21.3 PRC for Signalled Lanes (%): -22.8 PRC Over All Lanes (%): -22.8 Total Delay for Signalled Lanes (pcuHr): 114.85 Total Delay for Signalled Lanes (pcuHr): 213.69 Total Delay Over All Lanes(pcuHr): 329.33 Cycle Time (s): 69 Cycle Time (s): 69													

Full Input Data And Results

Scenario 8: '2038 Without Development Flows (PM)' (FG8: '2038 Without Development Flows (PM)', Plan 1: 'Network Control Plan 1')

Controller :C1 - Westside 25911

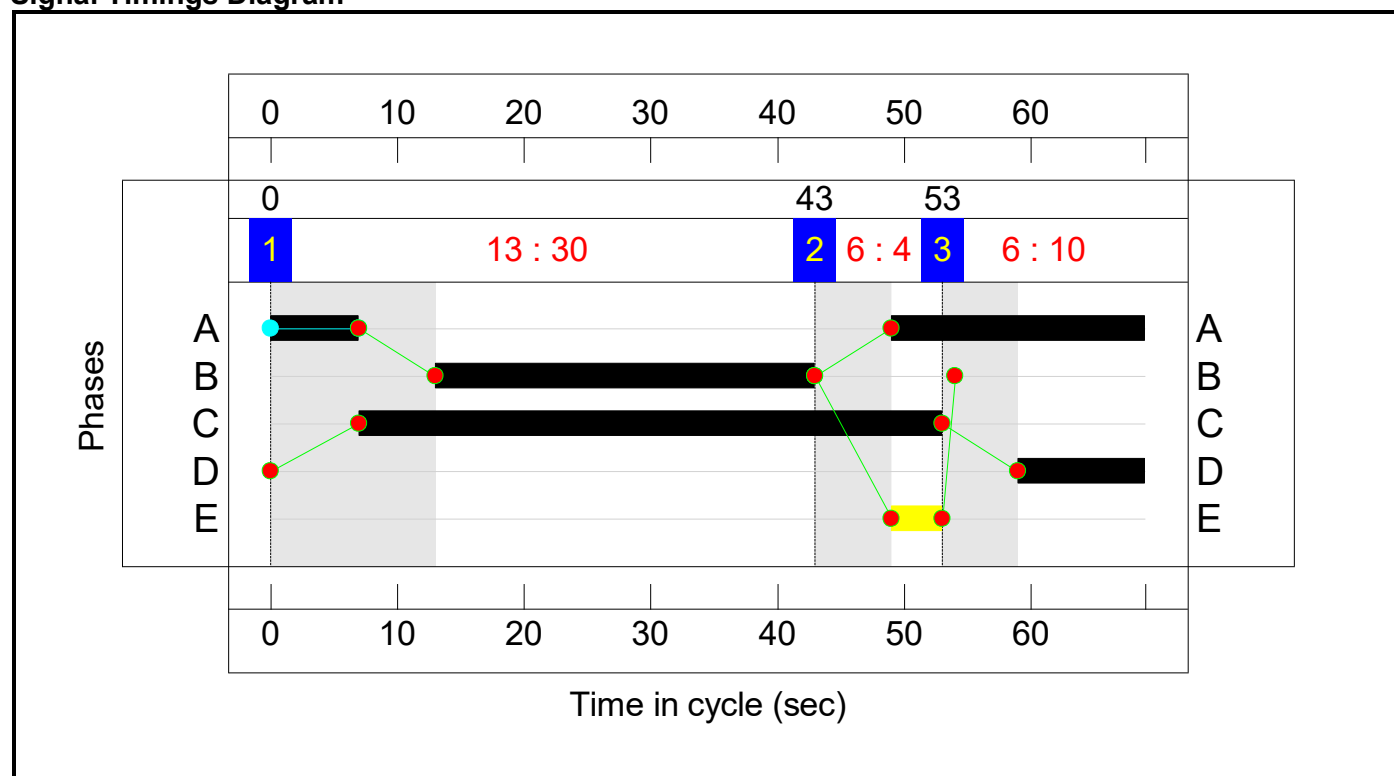
Stage Sequence Diagram



Stage Timings

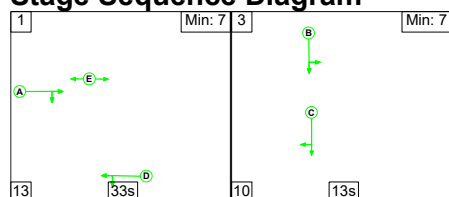
Stage	1	2	3
Duration	30	4	10
Change Point	0	43	53

Signal Timings Diagram



Controller :C2 - Eastside 25921

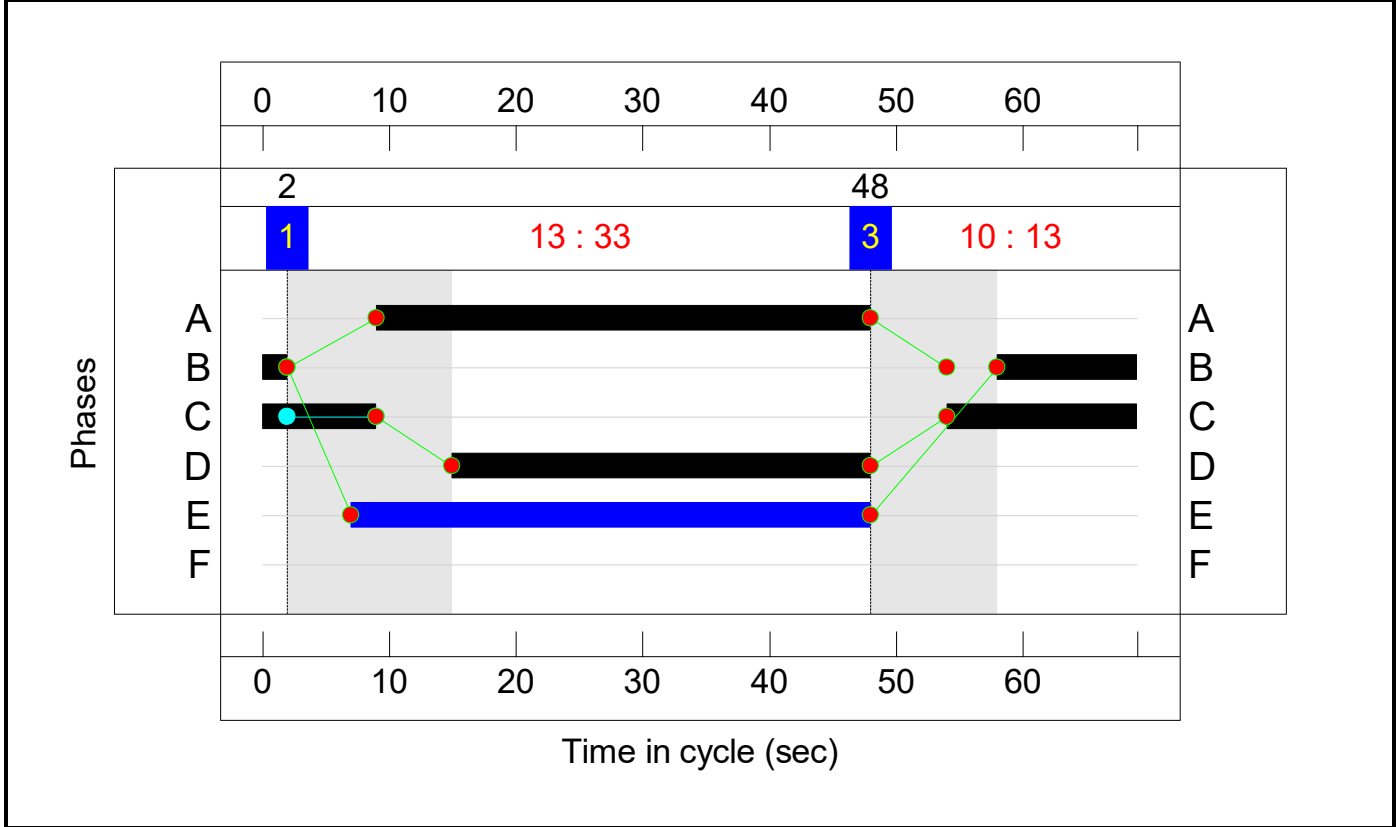
Stage Sequence Diagram



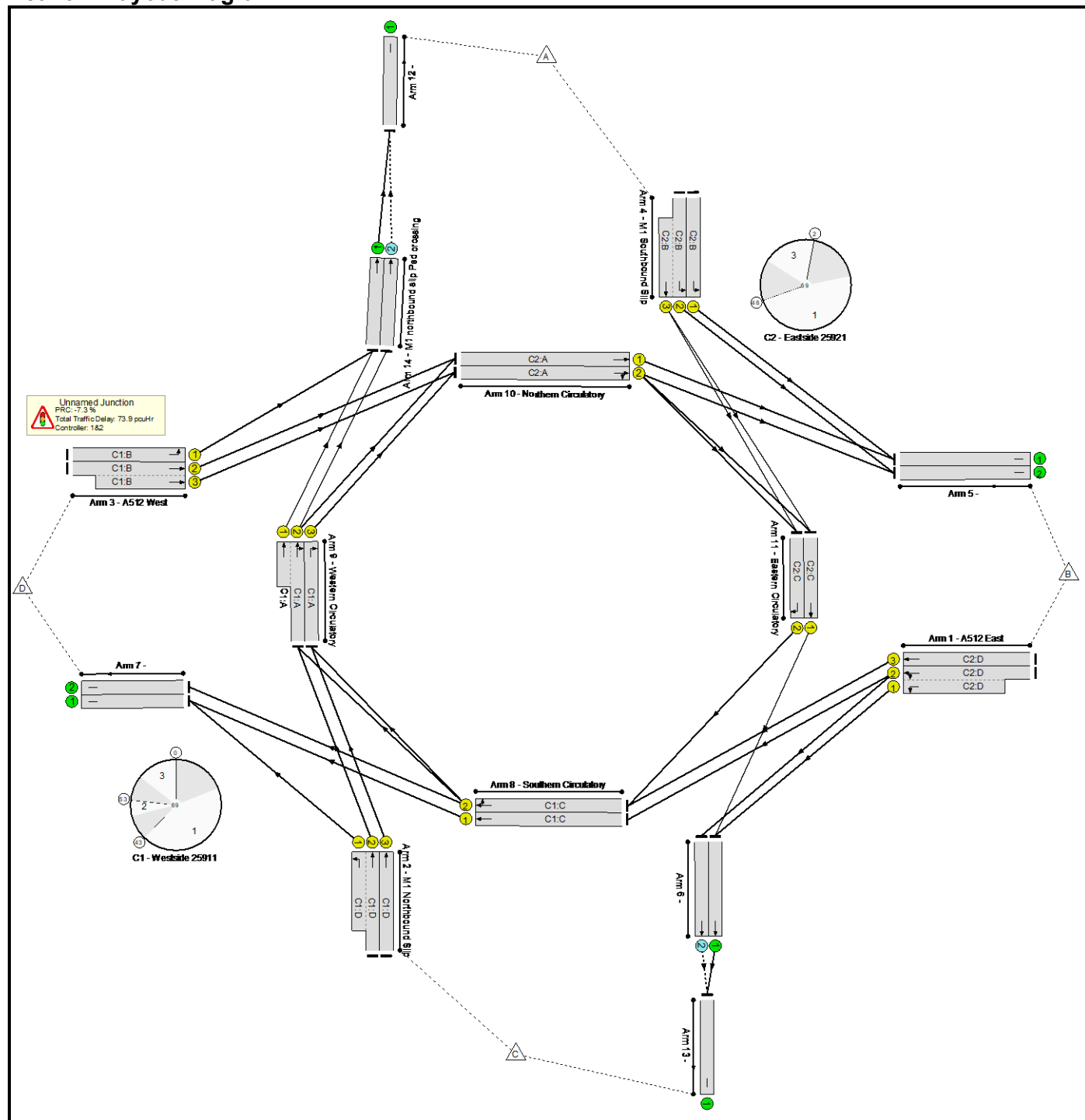
Stage Timings

Stage	1	3
Duration	33	13
Change Point	2	48

Signal Timings Diagram



Network Layout Diagram



Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network: M1 Junction 23	-	-	N/A	-	-		-	-	-	-	-	-	96.6%
Unnamed Junction	-	-	N/A	-	-		-	-	-	-	-	-	96.6%
1/2+1/1	A512 East Left Ahead	U	N/A	N/A	C2:D		1	33	-	1275	1949:1963	903+590	85.4 : 85.4%
1/3	A512 East Ahead	U	N/A	N/A	C2:D		1	33	-	702	1955	963	72.9%
2/2+2/1	M1 Northbound Slip Left Ahead	U	N/A	N/A	C1:D		1	10	-	349	1973:1963	49+313	96.5 : 96.5%
2/3	M1 Northbound Slip Ahead	U	N/A	N/A	C1:D		1	10	-	297	1979	315	94.1%
3/1	A512 West Left	U	N/A	N/A	C1:B		1	30	-	427	1926	865	49.3%
3/2+3/3	A512 West Ahead	U	N/A	N/A	C1:B		1	30	-	1295	1937:1941	720+621	96.6 : 96.6%
4/1	M1 Southbound Slip Left	U	N/A	N/A	C2:B		1	13	-	266	1937	393	67.7%
4/2+4/3	M1 Southbound Slip Left Ahead	U	N/A	N/A	C2:B		1	13	-	654	1945:1948	395+395	84.6 : 81.0%
5/1		U	N/A	N/A	-		-	-	-	1008	Inf	Inf	0.0%
5/2		U	N/A	N/A	-		-	-	-	935	Inf	Inf	0.0%
6/1	Ahead	U	N/A	N/A	-		-	-	-	800	1980	1980	40.4%
6/2	Ahead	O	N/A	N/A	-		-	-	-	0	1980	539	0.0%
7/1		U	N/A	N/A	-		-	-	-	1073	Inf	Inf	0.0%
7/2		U	N/A	N/A	-		-	-	-	464	Inf	Inf	0.0%
8/1	Southern Circulatory Ahead	U	N/A	N/A	C1:C		1	46	-	771	1961	1336	57.7%
8/2	Southern Circulatory Ahead Right	U	N/A	N/A	C1:C		1	46	-	1022	1941	1322	77.3%
9/2+9/1	Western Circulatory Right Ahead	U	N/A	N/A	C1:A		1	27	-	605	1926:1941	167+713	68.7 : 68.7%

Full Input Data And Results

9/3	Western Circulatory Right	U	N/A	N/A	C1:A		1	27	-	297	1932	784	37.9%
10/1	Northern Circulatory Ahead	U	N/A	N/A	C2:A		1	39	-	742	1953	1132	65.5%
10/2	Northern Circulatory Ahead Right	U	N/A	N/A	C2:A		1	39	-	897	1937	1123	79.9%
11/1	Eastern Circulatory Ahead	U	N/A	N/A	C2:C		1	24	-	296	1997	724	40.9%
11/2	Eastern Circulatory Right	U	N/A	N/A	C2:C		1	24	-	320	1994	722	44.3%
12/1		U	N/A	N/A	-		-	-	-	985	Inf	Inf	0.0%
13/1		U	N/A	N/A	-		-	-	-	800	Inf	Inf	0.0%
14/1	M1 northbound slip Ped crossing Ahead	U	N/A	N/A	-		-	-	-	917	1940	1940	47.3%
14/2	M1 northbound slip Ped crossing Ahead	O	N/A	N/A	-		-	-	-	68	1940	513	13.2%

Full Input Data And Results

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network: M1 Junction 23	-	-	68	0	0	35.9	38.0	0.0	73.9	-	-	-	-
Unnamed Junction	-	-	68	0	0	35.9	38.0	0.0	73.9	-	-	-	-
1/2+1/1	1275	1275	-	-	-	4.8	2.8	-	7.7	21.6	12.2	2.8	15.0
1/3	702	702	-	-	-	2.7	1.3	-	4.0	20.7	10.5	1.3	11.9
2/2+2/1	349	349	-	-	-	2.7	6.7	-	9.4	97.4	5.7	6.7	12.4
2/3	297	297	-	-	-	2.4	5.2	-	7.5	91.2	5.6	5.2	10.8
3/1	427	427	-	-	-	1.6	0.5	-	2.1	17.5	5.7	0.5	6.2
3/2+3/3	1295	1295	-	-	-	5.7	9.9	-	15.6	43.4	14.4	9.9	24.2
4/1	266	266	-	-	-	1.9	1.0	-	2.9	39.4	4.7	1.0	5.7
4/2+4/3	654	654	-	-	-	4.8	2.3	-	7.1	39.2	6.1	2.3	8.5
5/1	1008	1008	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/2	935	935	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	800	800	-	-	-	0.0	0.3	-	0.3	1.5	0.0	0.3	0.3
6/2	0	0	0	0	0	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	1073	1073	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/2	464	464	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/1	771	771	-	-	-	1.1	0.7	-	1.8	8.2	4.0	0.7	4.7
8/2	1022	1022	-	-	-	0.9	1.7	-	2.6	9.1	4.5	1.7	6.2
9/2+9/1	605	605	-	-	-	2.2	1.1	-	3.3	19.9	10.0	1.1	11.1
9/3	297	297	-	-	-	0.3	0.3	-	0.6	7.9	0.6	0.3	0.9
10/1	742	742	-	-	-	1.6	0.9	-	2.6	12.4	4.7	0.9	5.6
10/2	897	897	-	-	-	1.4	2.0	-	3.3	13.4	7.0	2.0	9.0
11/1	296	296	-	-	-	1.5	0.3	-	1.9	22.6	5.6	0.3	6.0
11/2	320	320	-	-	-	0.2	0.4	-	0.6	6.6	0.3	0.4	0.7
12/1	985	985	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
13/1	800	800	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

Full Input Data And Results

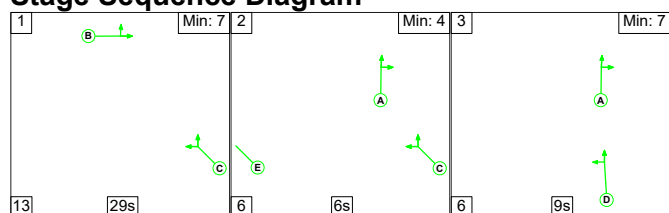
14/1	917	917	-	-	-	0.0	0.4	-	0.4	1.8	0.0	0.4	0.4
14/2	68	68	68	0	0	0.0	0.1	-	0.1	4.0	0.0	0.1	0.1
C1 - Westside 25911			PRC for Signalled Lanes (%):			-7.3	Total Delay for Signalled Lanes (pcuHr):		43.00	Cycle Time (s):		69	
C2 - Eastside 25921			PRC for Signalled Lanes (%):			5.4	Total Delay for Signalled Lanes (pcuHr):		30.06	Cycle Time (s):		69	
			PRC Over All Lanes (%):			-7.3	Total Delay Over All Lanes(pcuHr):		73.92				

Full Input Data And Results

Scenario 9: '2038 With Development Flows (AM)' (FG9: '2038 With Development Flows (AM)', Plan 1: 'Network Control Plan 1')

Controller :C1 - Westside 25911

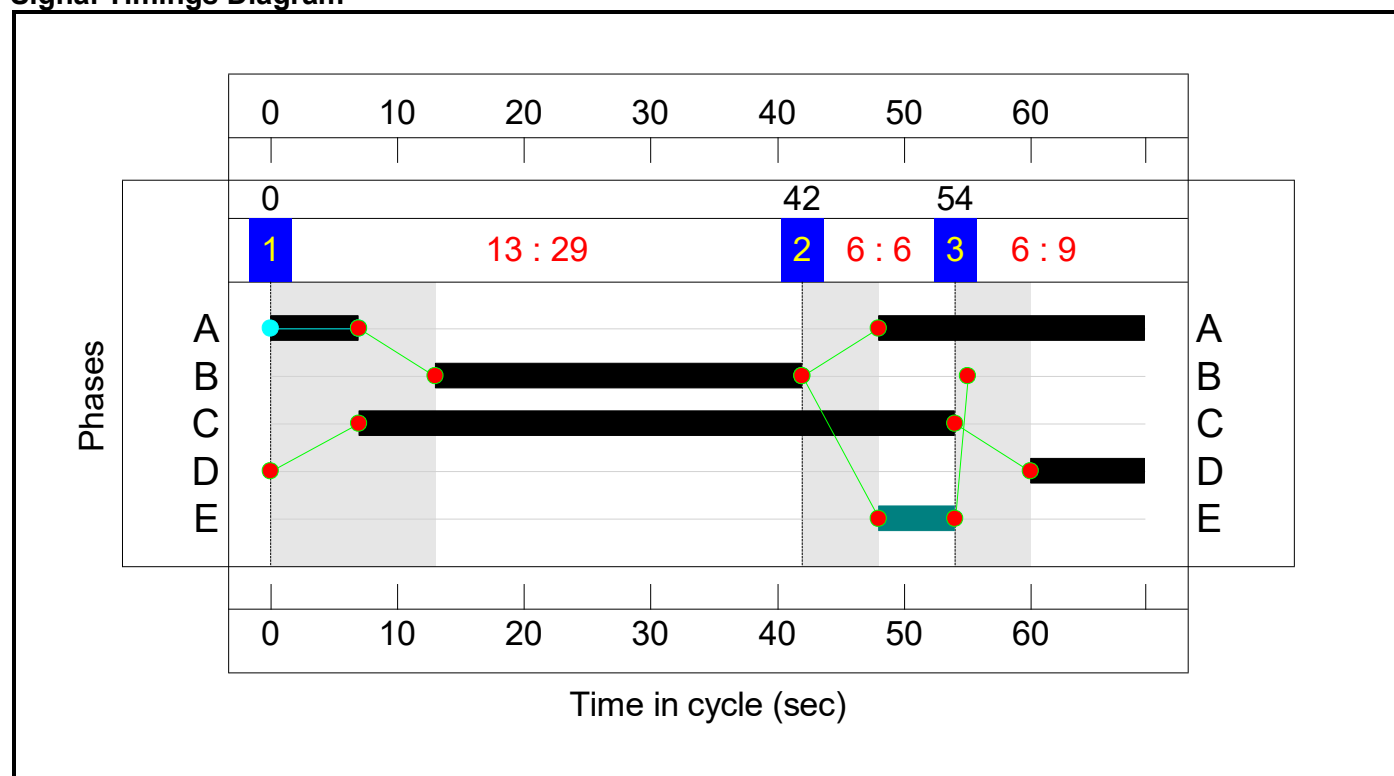
Stage Sequence Diagram



Stage Timings

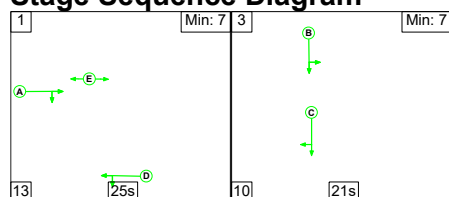
Stage	1	2	3
Duration	29	6	9
Change Point	0	42	54

Signal Timings Diagram



Controller :C2 - Eastside 25921

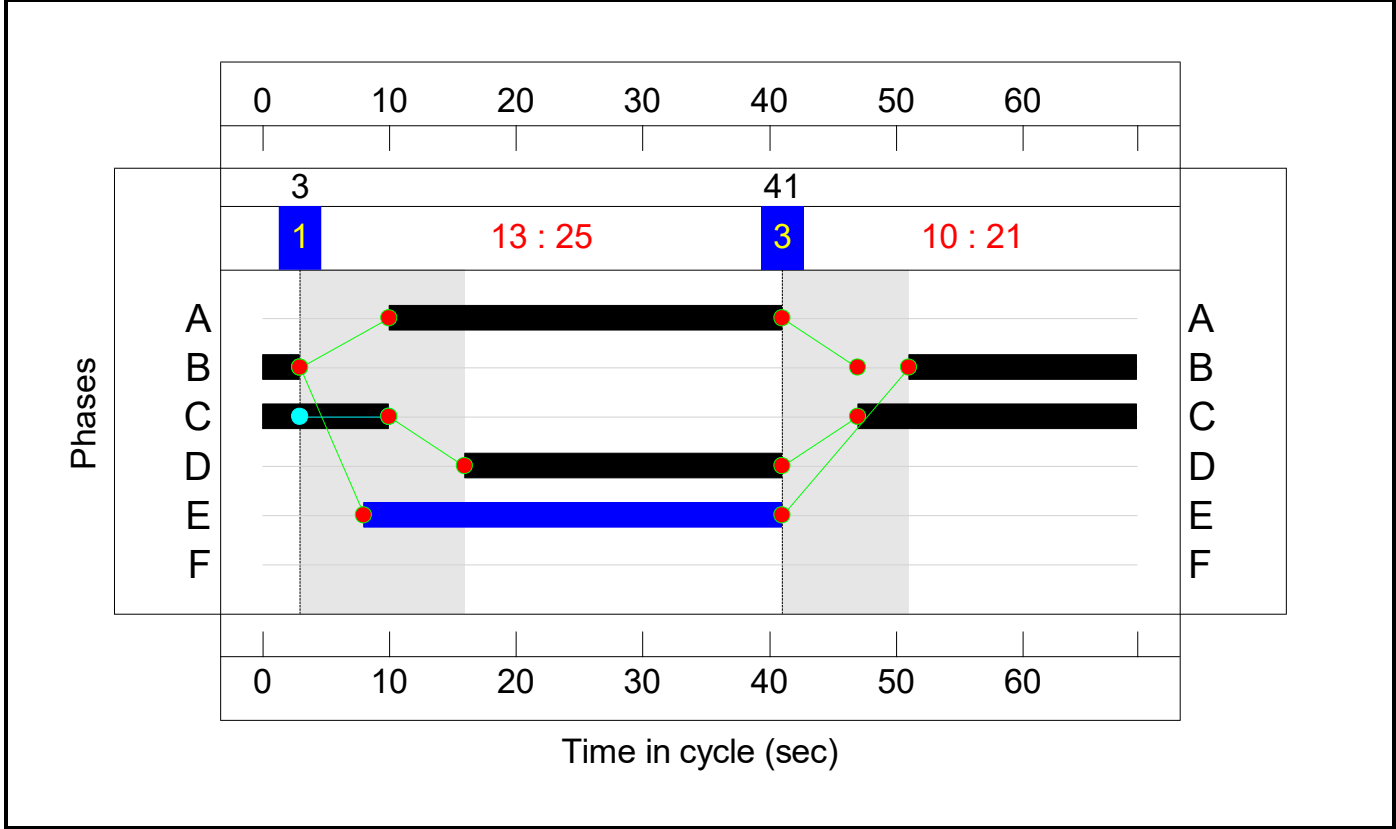
Stage Sequence Diagram



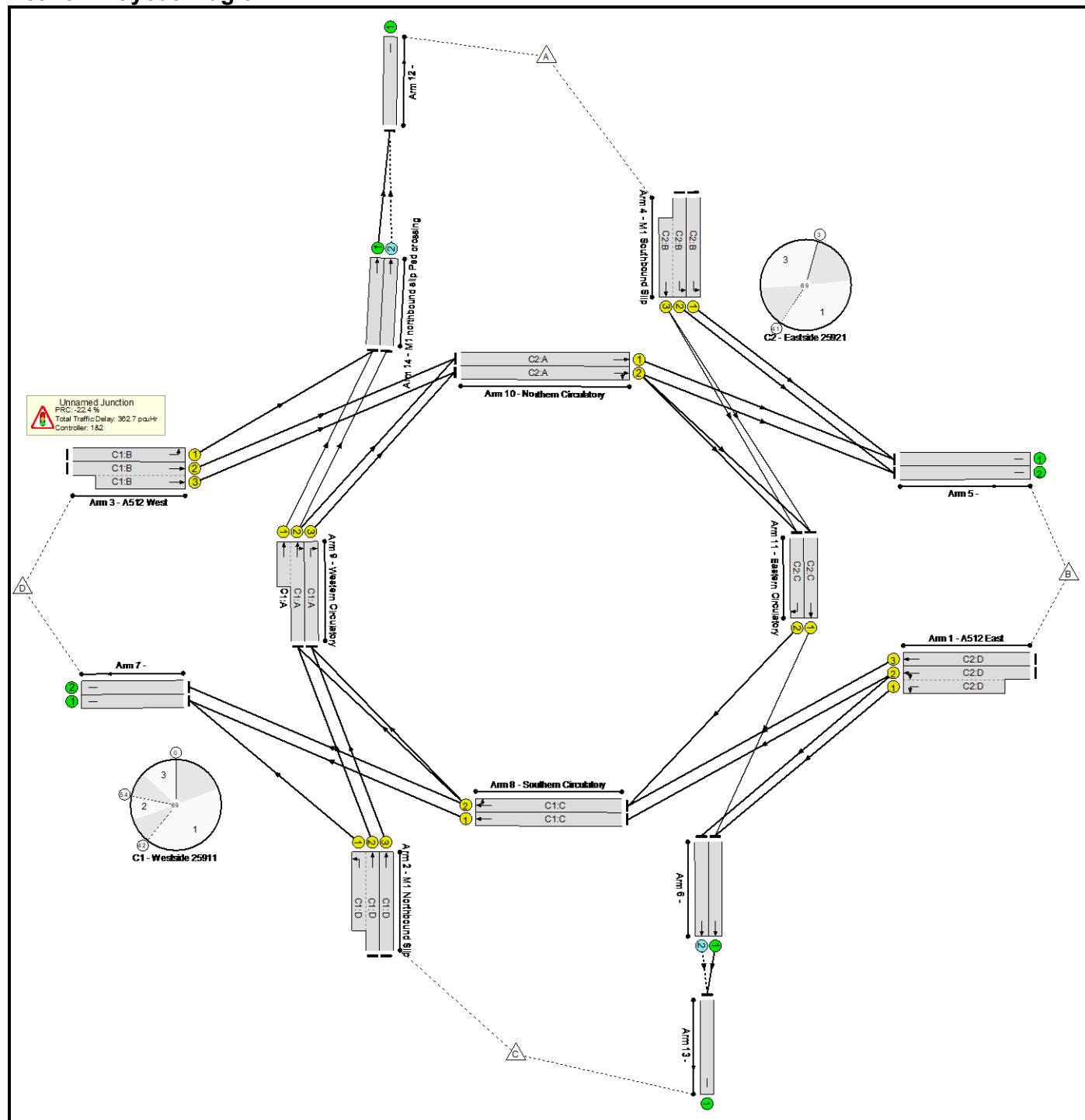
Stage Timings

Stage	1	3
Duration	25	21
Change Point	3	41

Signal Timings Diagram



Network Layout Diagram



Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network: M1 Junction 23	-	-	N/A	-	-		-	-	-	-	-	-	110.2%
Unnamed Junction	-	-	N/A	-	-		-	-	-	-	-	-	110.2%
1/2+1/1	A512 East Left Ahead	U	N/A	N/A	C2:D		1	25	-	1031	1949:1963	734+285	101.2 : 101.2%
1/3	A512 East Ahead	U	N/A	N/A	C2:D		1	25	-	692	1955	737	93.9%
2/2+2/1	M1 Northbound Slip Left Ahead	U	N/A	N/A	C1:D		1	9	-	368	1973:1963	286+53	108.4 : 108.4%
2/3	M1 Northbound Slip Ahead	U	N/A	N/A	C1:D		1	9	-	316	1979	287	110.2%
3/1	A512 West Left	U	N/A	N/A	C1:B		1	29	-	469	1926	837	56.0%
3/2+3/3	A512 West Ahead	U	N/A	N/A	C1:B		1	29	-	1508	1937:1941	695+682	109.5 : 109.5%
4/1	M1 Southbound Slip Left	U	N/A	N/A	C2:B		1	21	-	653	1937	618	105.7%
4/2+4/3	M1 Southbound Slip Left Ahead	U	N/A	N/A	C2:B		1	21	-	909	1945:1948	225+621	107.4 : 107.4%
5/1		U	N/A	N/A	-		-	-	-	1724	Inf	Inf	0.0%
5/2		U	N/A	N/A	-		-	-	-	1016	Inf	Inf	0.0%
6/1	Ahead	U	N/A	N/A	-		-	-	-	577	1980	1980	26.5%
6/2	Ahead	O	N/A	N/A	-		-	-	-	0	1980	913	0.0%
7/1		U	N/A	N/A	-		-	-	-	801	Inf	Inf	0.0%
7/2		U	N/A	N/A	-		-	-	-	709	Inf	Inf	0.0%
8/1	Southern Circulatory Ahead	U	N/A	N/A	C1:C		1	47	-	743	1961	1364	53.8%
8/2	Southern Circulatory Ahead Right	U	N/A	N/A	C1:C		1	47	-	1359	1944	1352	97.1%
9/2+9/1	Western Circulatory Right Ahead	U	N/A	N/A	C1:A		1	28	-	960	1926:1941	416+608	88.0 : 93.8%

Full Input Data And Results

9/3	Western Circulatory Right	U	N/A	N/A	C1:A		1	28	-	316	1932	812	35.3%
10/1	Northern Circulatory Ahead	U	N/A	N/A	C2:A		1	31	-	1071	1953	906	108.3%
10/2	Northern Circulatory Ahead Right	U	N/A	N/A	C2:A		1	31	-	1063	1937	898	107.9%
11/1	Eastern Circulatory Ahead	U	N/A	N/A	C2:C		1	32	-	289	1997	955	24.9%
11/2	Eastern Circulatory Right	U	N/A	N/A	C2:C		1	32	-	667	1994	954	65.1%
12/1		U	N/A	N/A	-		-	-	-	1119	Inf	Inf	0.0%
13/1		U	N/A	N/A	-		-	-	-	577	Inf	Inf	0.0%
14/1	M1 northbound slip Ped crossing Ahead	U	N/A	N/A	-		-	-	-	1039	1940	1940	53.6%
14/2	M1 northbound slip Ped crossing Ahead	O	N/A	N/A	-		-	-	-	80	1940	486	16.4%

Full Input Data And Results

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network: M1 Junction 23	-	-	80	0	0	63.4	299.3	0.0	362.7	-	-	-	-
Unnamed Junction	-	-	80	0	0	63.4	299.3	0.0	362.7	-	-	-	-
1/2+1/1	1031	1022	-	-	-	6.0	19.3	-	25.3	88.2	14.4	19.3	33.7
1/3	692	692	-	-	-	4.0	6.1	-	10.1	52.4	12.7	6.1	18.8
2/2+2/1	368	344	-	-	-	3.4	19.1	-	22.5	220.4	6.1	19.1	25.2
2/3	316	287	-	-	-	3.7	18.8	-	22.5	256.6	6.9	18.8	25.7
3/1	469	469	-	-	-	1.9	0.6	-	2.5	19.4	6.6	0.6	7.3
3/2+3/3	1508	1377	-	-	-	11.3	70.7	-	82.0	195.7	24.9	70.7	95.6
4/1	653	618	-	-	-	5.7	24.4	-	30.1	165.8	13.2	24.4	37.6
4/2+4/3	909	863	-	-	-	6.5	37.4	-	43.9	173.8	12.8	37.4	50.1
5/1	1523	1523	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/2	903	903	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	526	526	-	-	-	0.0	0.2	-	0.2	1.2	0.0	0.2	0.2
6/2	0	0	0	0	0	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	792	792	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/2	663	663	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/1	734	734	-	-	-	0.9	0.6	-	1.4	7.0	3.1	0.6	3.7
8/2	1313	1313	-	-	-	1.5	10.8	-	12.3	33.7	14.7	10.8	25.5
9/2+9/1	936	936	-	-	-	2.7	4.8	-	7.5	29.0	16.8	4.8	21.6
9/3	287	287	-	-	-	0.4	0.3	-	0.7	8.7	0.8	0.3	1.0
10/1	981	906	-	-	-	7.1	43.3	-	50.3	184.7	20.2	43.3	63.5
10/2	969	898	-	-	-	6.7	41.2	-	48.0	178.2	19.9	41.2	61.2
11/1	238	238	-	-	-	1.2	0.2	-	1.4	20.7	4.5	0.2	4.7
11/2	621	621	-	-	-	0.4	0.9	-	1.3	7.6	0.8	0.9	1.7
12/1	1119	1119	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
13/1	526	526	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

Full Input Data And Results

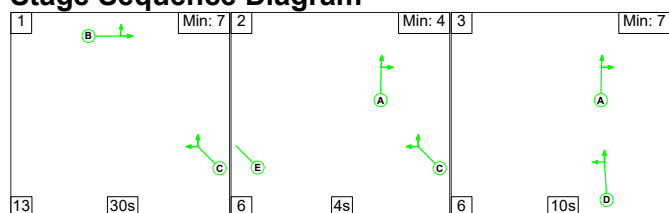
14/1	1039	1039	-	-	-	0.0	0.6	-	0.6	2.0	0.0	0.6	0.6
14/2	80	80	80	0	0	0.0	0.1	-	0.1	4.5	0.5	0.1	0.6
C1 - Westside 25911			PRC for Signalled Lanes (%):		-22.4	Total Delay for Signalled Lanes (pcuHr):		151.53	Cycle Time (s):		69		
C2 - Eastside 25921			PRC for Signalled Lanes (%):		-20.3	Total Delay for Signalled Lanes (pcuHr):		210.27	Cycle Time (s):		69		
			PRC Over All Lanes (%):		-22.4	Total Delay Over All Lanes(pcuHr):		362.66					

Full Input Data And Results

Scenario 10: '2038 With Development Flows (PM)' (FG10: '2038 With Development Flows (PM)', Plan 1: 'Network Control Plan 1')

Controller :C1 - Westside 25911

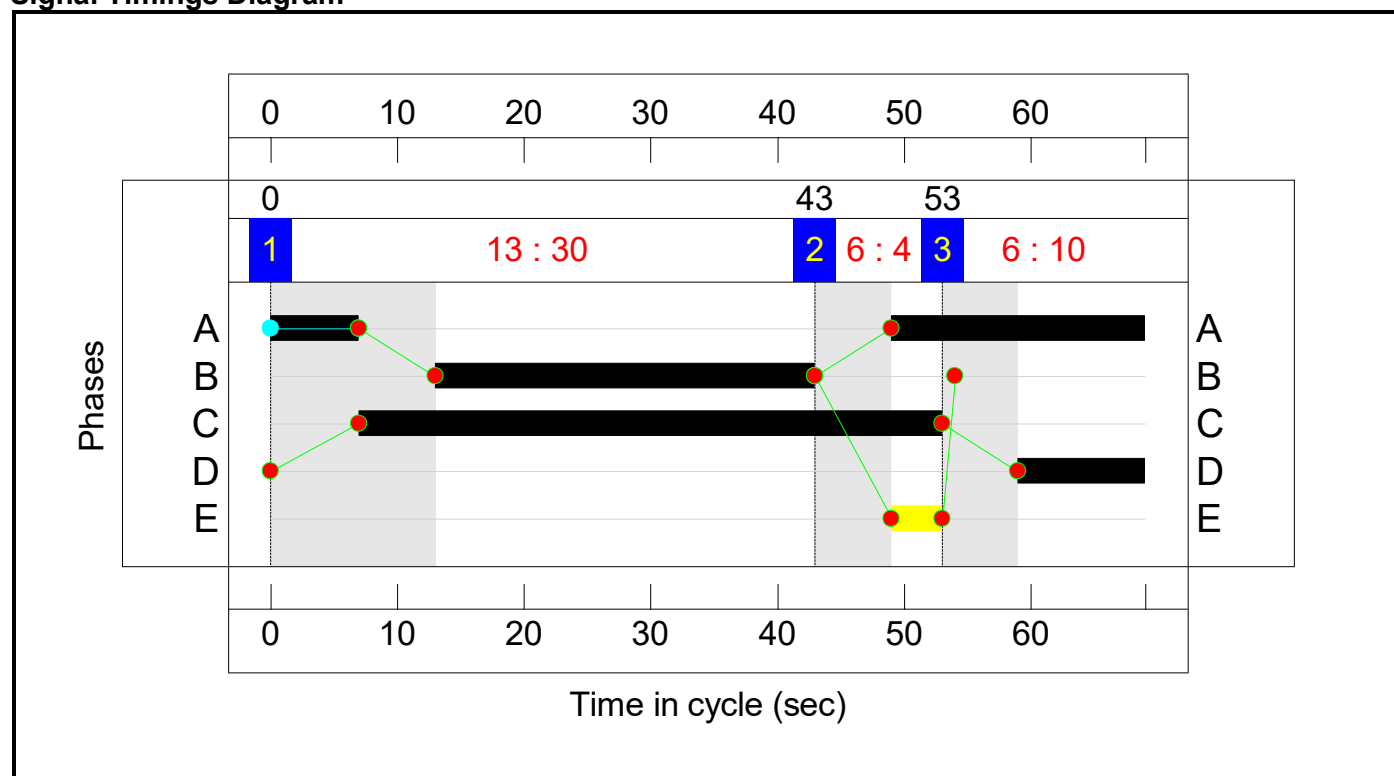
Stage Sequence Diagram



Stage Timings

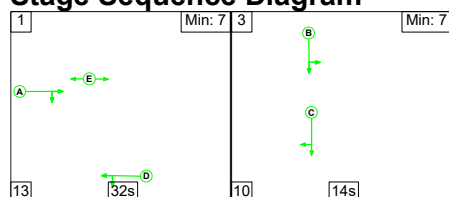
Stage	1	2	3
Duration	30	4	10
Change Point	0	43	53

Signal Timings Diagram



Controller :C2 - Eastside 25921

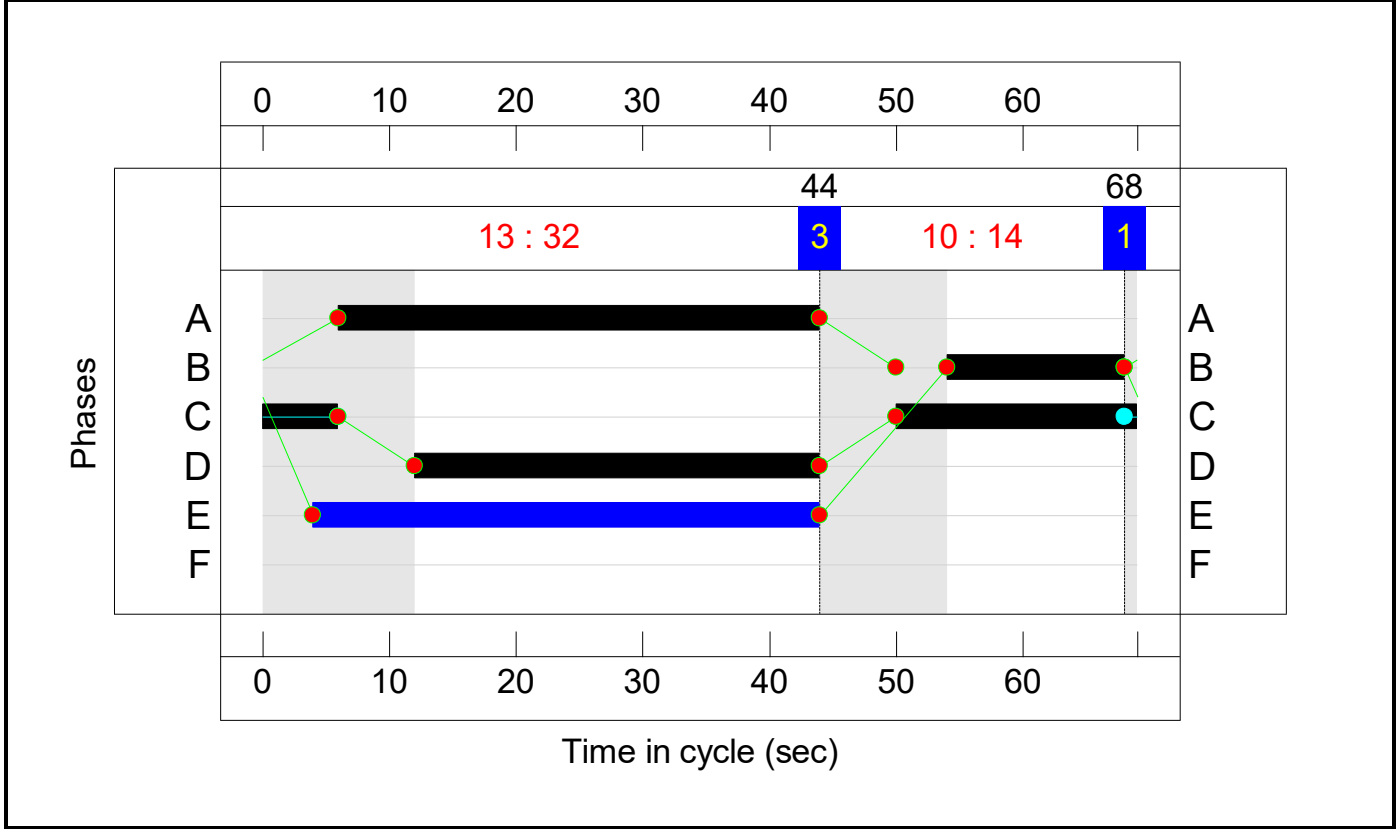
Stage Sequence Diagram



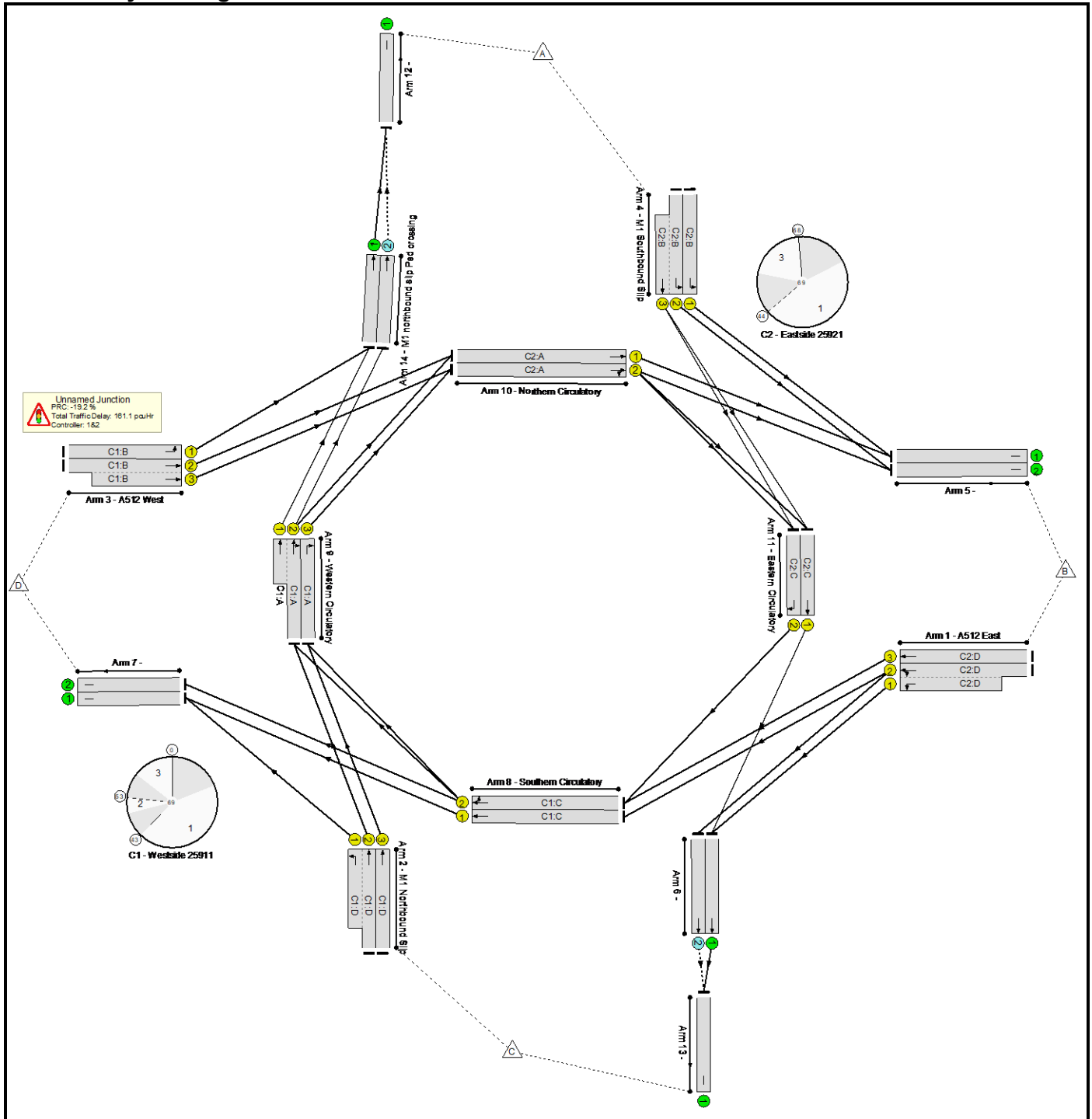
Stage Timings

Stage	1	3
Duration	32	14
Change Point	68	44

Signal Timings Diagram



Network Layout Diagram



Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network: M1 Junction 23	-	-	N/A	-	-		-	-	-	-	-	-	107.2%
Unnamed Junction	-	-	N/A	-	-		-	-	-	-	-	-	107.2%
1/2+1/1	A512 East Left Ahead	U	N/A	N/A	C2:D		1	32	-	1355	1949:1963	889+513	96.7 : 96.7%
1/3	A512 East Ahead	U	N/A	N/A	C2:D		1	32	-	821	1955	935	87.8%
2/2+2/1	M1 Northbound Slip Left Ahead	U	N/A	N/A	C1:D		1	10	-	347	1973:1963	20+313	104.2 : 104.2%
2/3	M1 Northbound Slip Ahead	U	N/A	N/A	C1:D		1	10	-	325	1979	315	103.0%
3/1	A512 West Left	U	N/A	N/A	C1:B		1	30	-	483	1926	865	55.8%
3/2+3/3	A512 West Ahead	U	N/A	N/A	C1:B		1	30	-	1425	1937:1941	722+607	107.2 : 107.2%
4/1	M1 Southbound Slip Left	U	N/A	N/A	C2:B		1	14	-	334	1937	421	79.3%
4/2+4/3	M1 Southbound Slip Left Ahead	U	N/A	N/A	C2:B		1	14	-	763	1945:1948	423+423	83.5 : 96.8%
5/1		U	N/A	N/A	-		-	-	-	1129	Inf	Inf	0.0%
5/2		U	N/A	N/A	-		-	-	-	1031	Inf	Inf	0.0%
6/1	Ahead	U	N/A	N/A	-		-	-	-	794	1980	1980	39.1%
6/2	Ahead	O	N/A	N/A	-		-	-	-	0	1980	545	0.0%
7/1		U	N/A	N/A	-		-	-	-	1185	Inf	Inf	0.0%
7/2		U	N/A	N/A	-		-	-	-	598	Inf	Inf	0.0%
8/1	Southern Circulatory Ahead	U	N/A	N/A	C1:C		1	46	-	859	1961	1336	64.3%
8/2	Southern Circulatory Ahead Right	U	N/A	N/A	C1:C		1	46	-	1231	1943	1323	93.0%
9/2+9/1	Western Circulatory Right Ahead	U	N/A	N/A	C1:A		1	27	-	654	1926:1941	97+757	76.6 : 76.6%

Full Input Data And Results

9/3	Western Circulatory Right	U	N/A	N/A	C1:A		1	27	-	325	1932	784	40.2%
10/1	Northern Circulatory Ahead	U	N/A	N/A	C2:A		1	38	-	795	1953	1104	67.3%
10/2	Northern Circulatory Ahead Right	U	N/A	N/A	C2:A		1	38	-	976	1937	1095	84.3%
11/1	Eastern Circulatory Ahead	U	N/A	N/A	C2:C		1	25	-	298	1997	752	36.9%
11/2	Eastern Circulatory Right	U	N/A	N/A	C2:C		1	25	-	410	1994	751	54.6%
12/1		U	N/A	N/A	-		-	-	-	1116	Inf	Inf	0.0%
13/1		U	N/A	N/A	-		-	-	-	794	Inf	Inf	0.0%
14/1	M1 northbound slip Ped crossing Ahead	U	N/A	N/A	-		-	-	-	1063	1940	1940	54.8%
14/2	M1 northbound slip Ped crossing Ahead	O	N/A	N/A	-		-	-	-	53	1940	481	11.0%

Full Input Data And Results

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network: M1 Junction 23	-	-	53	0	0	46.9	114.2	0.0	161.1	-	-	-	-
Unnamed Junction	-	-	53	0	0	46.9	114.2	0.0	161.1	-	-	-	-
1/2+1/1	1355	1355	-	-	-	5.7	10.1	-	15.9	42.1	15.3	10.1	25.4
1/3	821	821	-	-	-	3.7	3.4	-	7.1	31.1	14.1	3.4	17.5
2/2+2/1	347	334	-	-	-	3.0	13.4	-	16.4	170.6	6.2	13.4	19.7
2/3	325	315	-	-	-	3.0	11.7	-	14.7	162.7	6.4	11.7	18.1
3/1	483	483	-	-	-	1.9	0.6	-	2.5	18.7	6.7	0.6	7.3
3/2+3/3	1425	1329	-	-	-	9.5	54.7	-	64.1	162.0	24.0	54.7	78.6
4/1	334	334	-	-	-	2.4	1.8	-	4.2	45.4	6.0	1.8	7.9
4/2+4/3	763	763	-	-	-	5.6	4.2	-	9.7	46.0	7.7	4.2	11.9
5/1	1077	1077	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/2	998	998	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	774	774	-	-	-	0.0	0.3	-	0.3	1.5	0.0	0.3	0.3
6/2	0	0	0	0	0	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	1172	1172	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/2	598	598	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/1	859	859	-	-	-	1.1	0.9	-	2.0	8.5	3.9	0.9	4.8
8/2	1231	1231	-	-	-	1.4	5.9	-	7.3	21.3	10.3	5.9	16.2
9/2+9/1	654	654	-	-	-	2.8	1.6	-	4.4	24.1	12.0	1.6	13.6
9/3	315	315	-	-	-	0.4	0.3	-	0.8	8.8	1.1	0.3	1.4
10/1	743	743	-	-	-	2.7	1.0	-	3.7	17.9	6.9	1.0	7.9
10/2	922	922	-	-	-	2.0	2.6	-	4.6	17.8	8.7	2.6	11.3
11/1	278	278	-	-	-	1.5	0.3	-	1.8	22.7	5.3	0.3	5.6
11/2	410	410	-	-	-	0.4	0.6	-	1.0	8.6	0.6	0.6	1.2
12/1	1116	1116	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
13/1	774	774	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

Full Input Data And Results

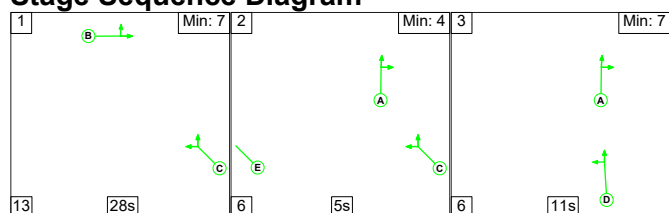
14/1	1063	1063	-	-	-	0.0	0.6	-	0.6	2.0	0.5	0.6	1.1
14/2	53	53	53	0	0	0.0	0.1	-	0.1	4.2	0.0	0.1	0.1
C1 - Westside 25911			PRC for Signalled Lanes (%):		-19.2	Total Delay for Signalled Lanes (pcuHr):		112.23	Cycle Time (s):		69		
C2 - Eastside 25921			PRC for Signalled Lanes (%):		-7.6	Total Delay for Signalled Lanes (pcuHr):		47.87	Cycle Time (s):		69		
			PRC Over All Lanes (%):		-19.2	Total Delay Over All Lanes(pcuHr):		161.09					

Full Input Data And Results

Scenario 11: '2b 2028 With Development Flows (AM)' (FG11: '2b 2028 With Development Flows (AM)', Plan 1: 'Network Control Plan 1')

Controller :C1 - Westside 25911

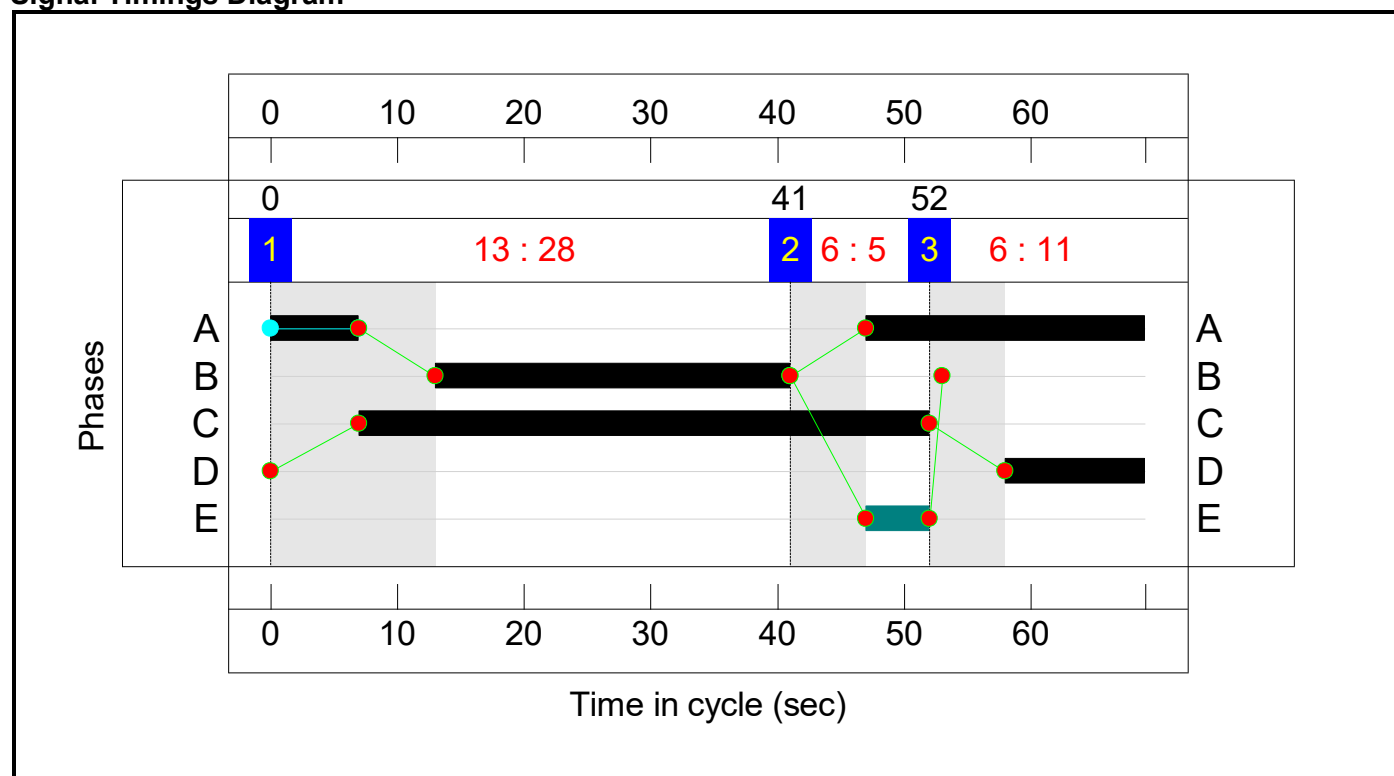
Stage Sequence Diagram



Stage Timings

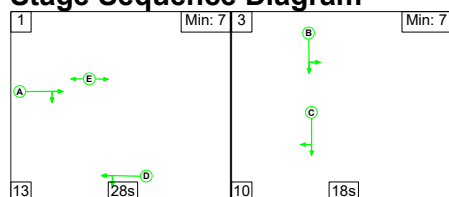
Stage	1	2	3
Duration	28	5	11
Change Point	0	41	52

Signal Timings Diagram



Controller :C2 - Eastside 25921

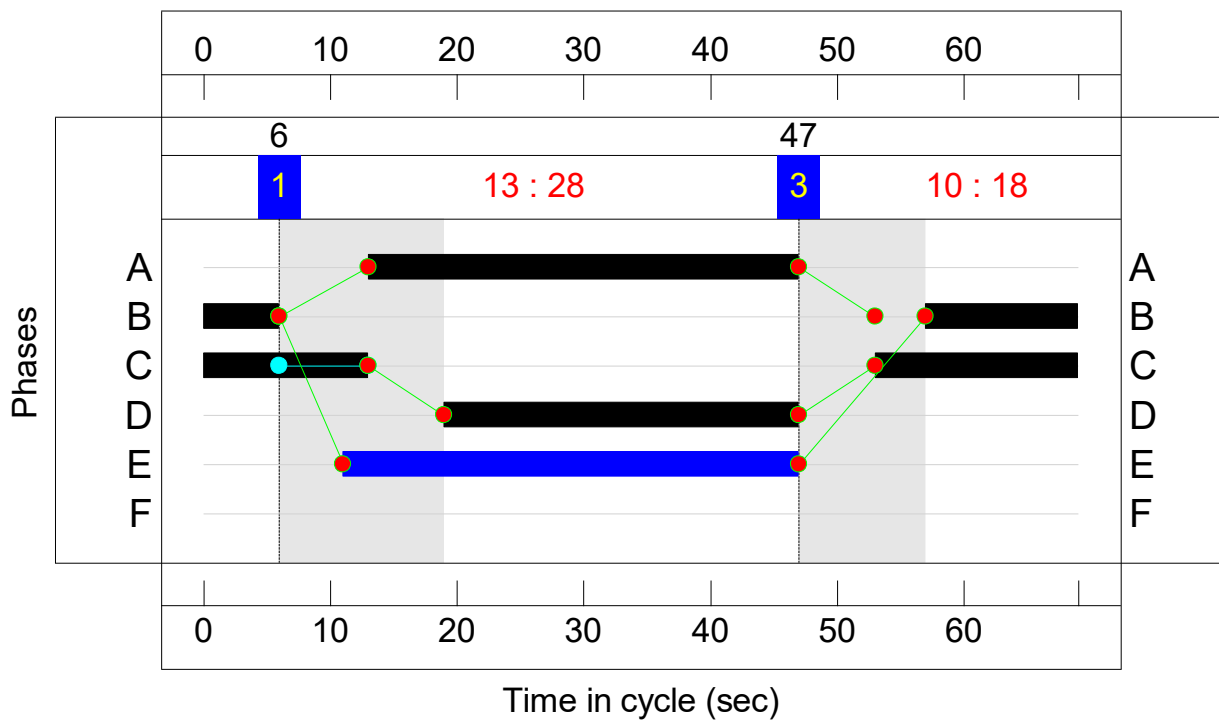
Stage Sequence Diagram



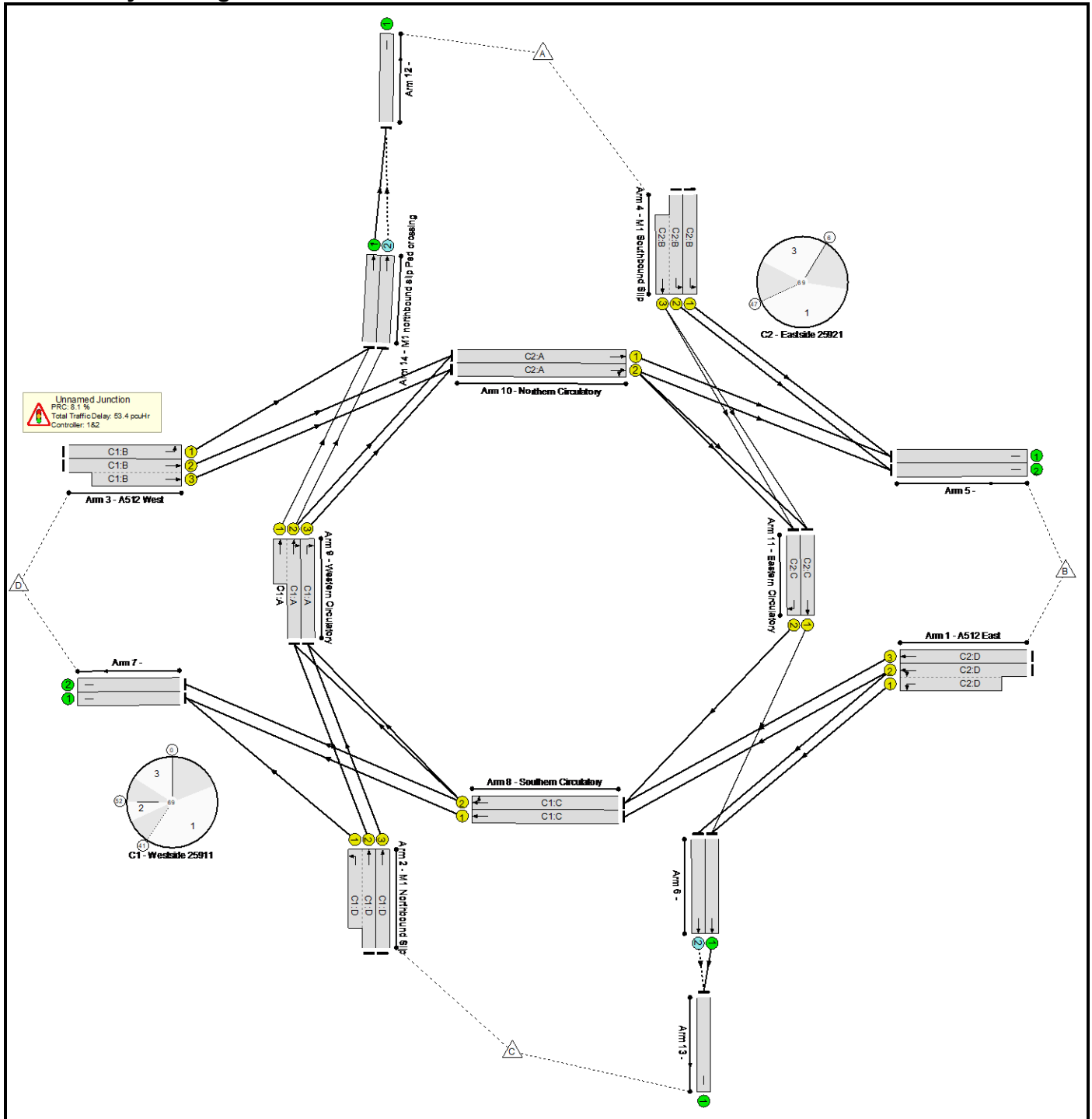
Stage Timings

Stage	1	3
Duration	28	18
Change Point	6	47

Signal Timings Diagram



Network Layout Diagram



Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network: M1 Junction 23	-	-	N/A	-	-		-	-	-	-	-	-	83.3%
Unnamed Junction	-	-	N/A	-	-		-	-	-	-	-	-	83.3%
1/2+1/1	A512 East Left Ahead	U	N/A	N/A	C2:D		1	28	-	754	1949:1963	819+300	67.4 : 67.4%
1/3	A512 East Ahead	U	N/A	N/A	C2:D		1	28	-	593	1955	822	72.2%
2/2+2/1	M1 Northbound Slip Left Ahead	U	N/A	N/A	C1:D		1	11	-	285	1973:1963	343+63	70.2 : 70.2%
2/3	M1 Northbound Slip Ahead	U	N/A	N/A	C1:D		1	11	-	255	1979	344	74.1%
3/1	A512 West Left	U	N/A	N/A	C1:B		1	28	-	350	1926	809	43.2%
3/2+3/3	A512 West Ahead	U	N/A	N/A	C1:B		1	28	-	1124	1937:1941	676+678	83.0 : 83.0%
4/1	M1 Southbound Slip Left	U	N/A	N/A	C2:B		1	18	-	367	1937	533	68.8%
4/2+4/3	M1 Southbound Slip Left Ahead	U	N/A	N/A	C2:B		1	18	-	866	1945:1948	536+536	83.1 : 78.5%
5/1		U	N/A	N/A	-		-	-	-	1169	Inf	Inf	0.0%
5/2		U	N/A	N/A	-		-	-	-	1102	Inf	Inf	0.0%
6/1	Ahead	U	N/A	N/A	-		-	-	-	363	1980	1980	18.3%
6/2	Ahead	O	N/A	N/A	-		-	-	-	0	1980	635	0.0%
7/1		U	N/A	N/A	-		-	-	-	596	Inf	Inf	0.0%
7/2		U	N/A	N/A	-		-	-	-	421	Inf	Inf	0.0%
8/1	Southern Circulatory Ahead	U	N/A	N/A	C1:C		1	45	-	552	1961	1307	42.2%
8/2	Southern Circulatory Ahead Right	U	N/A	N/A	C1:C		1	45	-	1014	1940	1293	78.4%
9/2+9/1	Western Circulatory Right Ahead	U	N/A	N/A	C1:A		1	29	-	834	1926:1941	360+657	82.0 : 82.0%

Full Input Data And Results

9/3	Western Circulatory Right	U	N/A	N/A	C1:A		1	29	-	255	1932	840	30.4%
10/1	Northern Circulatory Ahead	U	N/A	N/A	C2:A		1	34	-	802	1953	991	81.0%
10/2	Northern Circulatory Ahead Right	U	N/A	N/A	C2:A		1	34	-	818	1937	983	83.3%
11/1	Eastern Circulatory Ahead	U	N/A	N/A	C2:C		1	29	-	161	1997	868	18.5%
11/2	Eastern Circulatory Right	U	N/A	N/A	C2:C		1	29	-	421	1994	867	48.6%
12/1		U	N/A	N/A	-		-	-	-	943	Inf	Inf	0.0%
13/1		U	N/A	N/A	-		-	-	-	363	Inf	Inf	0.0%
14/1	M1 northbound slip Ped crossing Ahead	U	N/A	N/A	-		-	-	-	889	1940	1940	45.8%
14/2	M1 northbound slip Ped crossing Ahead	O	N/A	N/A	-		-	-	-	54	1940	519	10.4%

Full Input Data And Results

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network: M1 Junction 23	-	-	54	0	0	32.3	21.0	0.0	53.4	-	-	-	-
Unnamed Junction	-	-	54	0	0	32.3	21.0	0.0	53.4	-	-	-	-
1/2+1/1	754	754	-	-	-	3.2	1.0	-	4.2	20.2	8.4	1.0	9.5
1/3	593	593	-	-	-	2.7	1.3	-	4.0	24.4	9.4	1.3	10.7
2/2+2/1	285	285	-	-	-	2.1	1.2	-	3.2	41.0	4.3	1.2	5.4
2/3	255	255	-	-	-	1.9	1.4	-	3.3	46.6	4.6	1.4	6.0
3/1	350	350	-	-	-	1.4	0.4	-	1.8	18.1	4.7	0.4	5.0
3/2+3/3	1124	1124	-	-	-	5.1	2.4	-	7.5	24.0	8.8	2.4	11.1
4/1	367	367	-	-	-	2.3	1.1	-	3.4	33.0	6.2	1.1	7.3
4/2+4/3	866	866	-	-	-	5.6	2.1	-	7.7	31.9	7.9	2.1	10.0
5/1	1169	1169	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/2	1102	1102	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	363	363	-	-	-	0.0	0.1	-	0.1	1.1	0.0	0.1	0.1
6/2	0	0	0	0	0	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	596	596	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/2	421	421	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/1	552	552	-	-	-	0.8	0.4	-	1.2	7.5	2.9	0.4	3.3
8/2	1014	1014	-	-	-	1.0	1.8	-	2.8	10.0	6.0	1.8	7.7
9/2+9/1	834	834	-	-	-	2.4	2.2	-	4.6	19.8	11.5	2.2	13.7
9/3	255	255	-	-	-	0.1	0.2	-	0.4	5.1	0.3	0.2	0.5
10/1	802	802	-	-	-	1.4	2.1	-	3.5	15.7	6.6	2.1	8.7
10/2	818	818	-	-	-	1.5	2.4	-	3.9	17.3	7.0	2.4	9.4
11/1	161	161	-	-	-	0.6	0.1	-	0.7	16.3	3.0	0.1	3.1
11/2	421	421	-	-	-	0.1	0.5	-	0.6	5.2	0.2	0.5	0.7
12/1	943	943	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
13/1	363	363	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

Full Input Data And Results

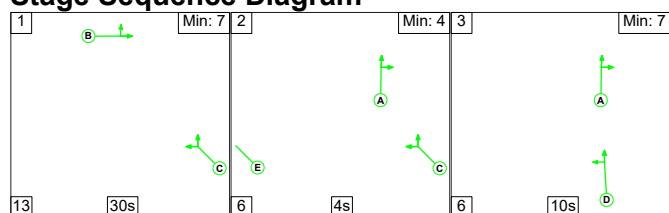
14/1	889	889	-	-	-	0.0	0.4	-	0.4	1.7	0.0	0.4	0.4
14/2	54	54	54	0	0	0.0	0.1	-	0.1	3.9	0.0	0.1	0.1
C1 - Westside 25911 C2 - Eastside 25921 PRC for Signalled Lanes (%): 8.5 PRC for Signalled Lanes (%): 8.1 PRC Over All Lanes (%): 8.1 Total Delay for Signalled Lanes (pcuHr): 24.71 Total Delay for Signalled Lanes (pcuHr): 28.05 Total Delay Over All Lanes(pcuHr): 53.35 Cycle Time (s): 69 Cycle Time (s): 69													

Full Input Data And Results

Scenario 12: '2b 2028 With Development Flows (PM)' (FG12: '2b 2028 With Development Flows (PM)', Plan 1: 'Network Control Plan 1')

Controller :C1 - Westside 25911

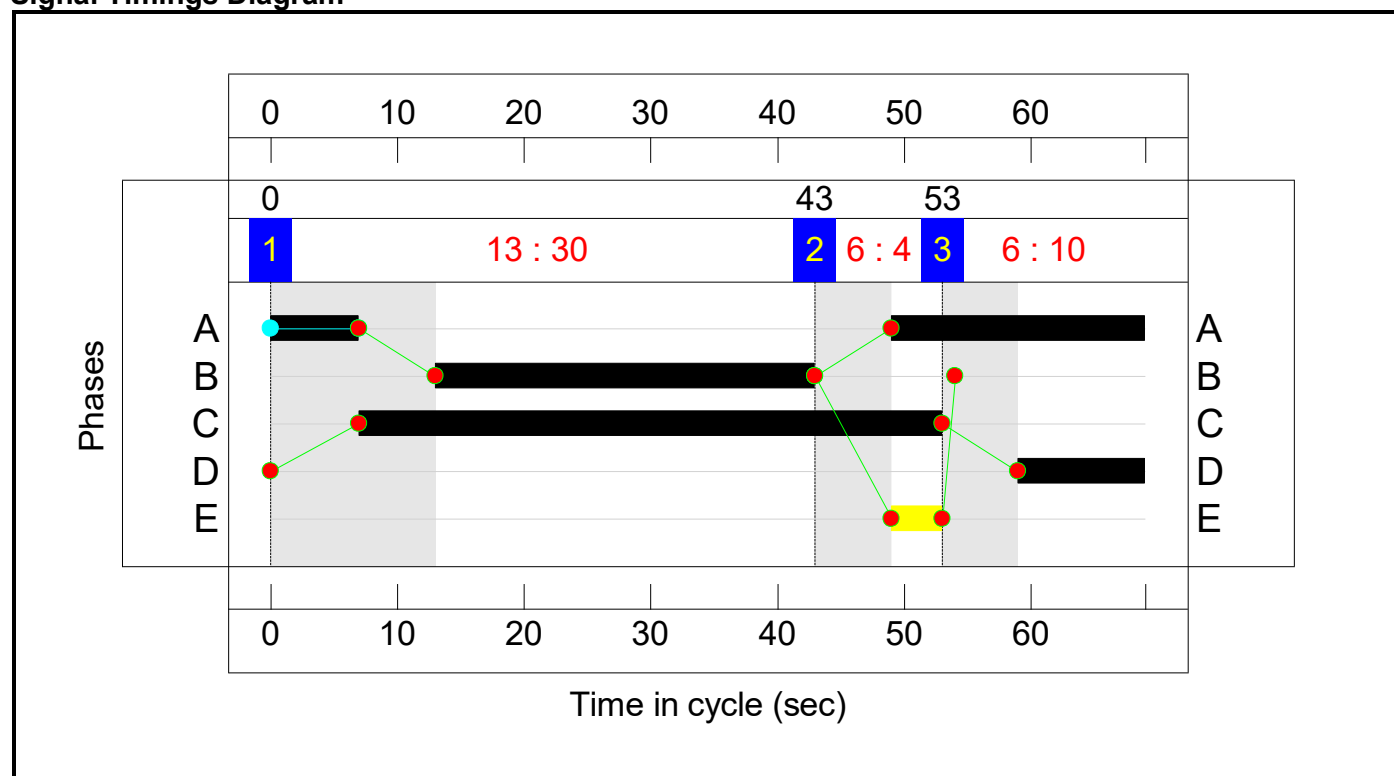
Stage Sequence Diagram



Stage Timings

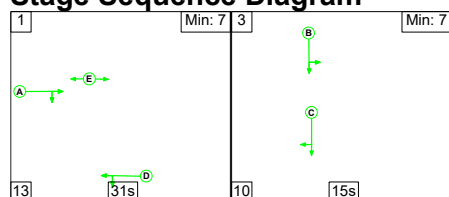
Stage	1	2	3
Duration	30	4	10
Change Point	0	43	53

Signal Timings Diagram



Controller :C2 - Eastside 25921

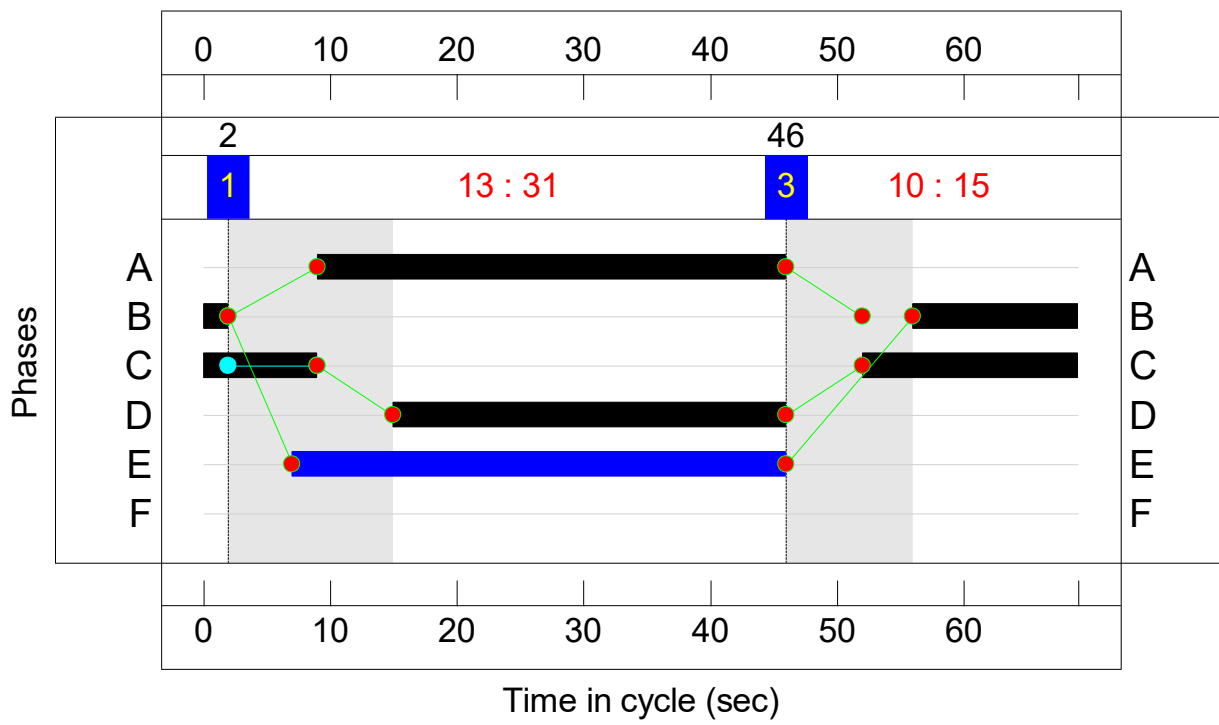
Stage Sequence Diagram



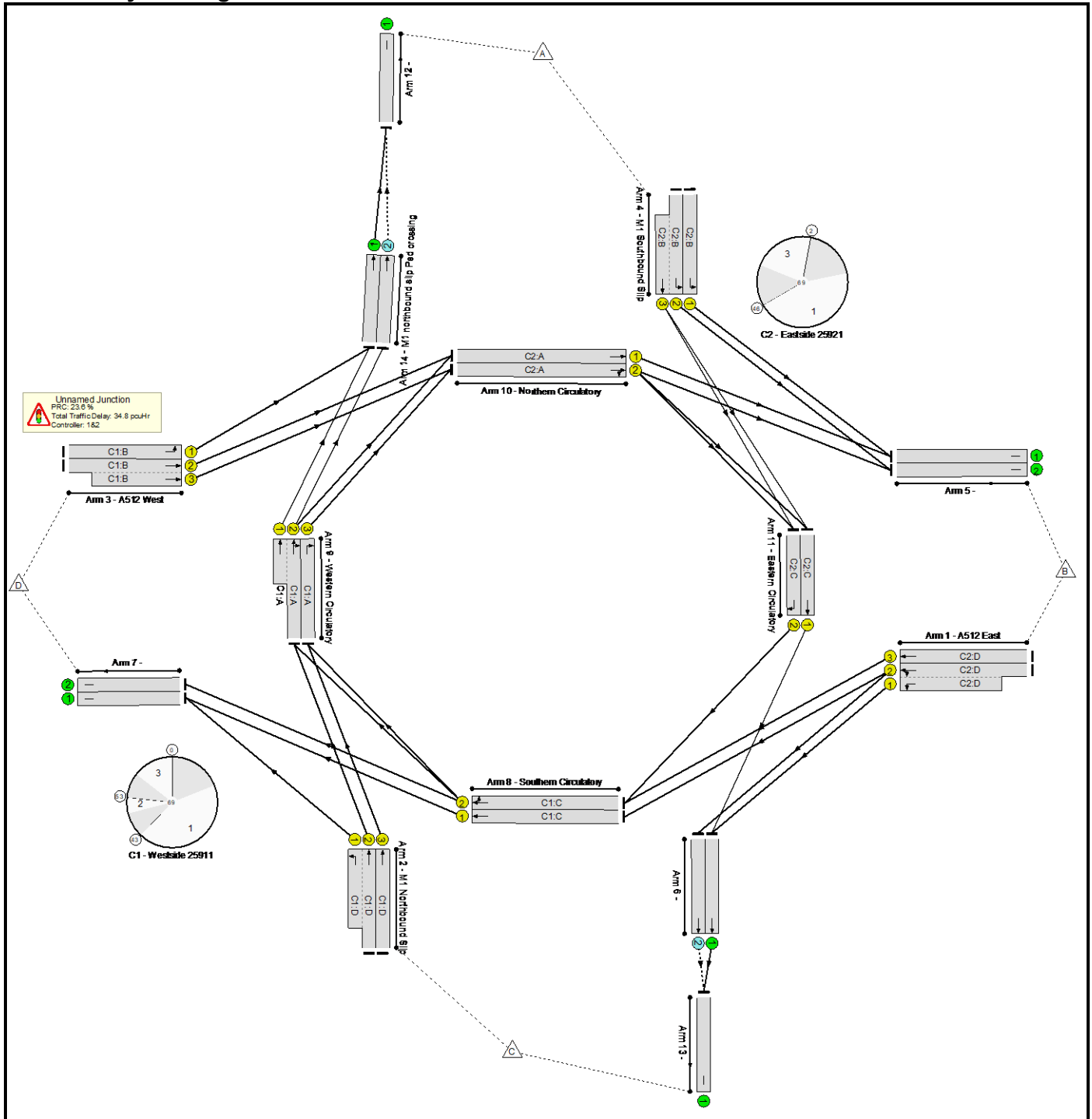
Stage Timings

Stage	1	3
Duration	31	15
Change Point	2	46

Signal Timings Diagram



Network Layout Diagram



Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network: M1 Junction 23	-	-	N/A	-	-		-	-	-	-	-	-	72.8%
Unnamed Junction	-	-	N/A	-	-		-	-	-	-	-	-	72.8%
1/2+1/1	A512 East Left Ahead	U	N/A	N/A	C2:D		1	31	-	1005	1949:1963	871+509	72.8 : 72.8%
1/3	A512 East Ahead	U	N/A	N/A	C2:D		1	31	-	541	1955	907	59.7%
2/2+2/1	M1 Northbound Slip Left Ahead	U	N/A	N/A	C1:D		1	10	-	237	1973:1963	45+313	66.1 : 66.1%
2/3	M1 Northbound Slip Ahead	U	N/A	N/A	C1:D		1	10	-	188	1979	315	59.6%
3/1	A512 West Left	U	N/A	N/A	C1:B		1	30	-	330	1926	865	38.1%
3/2+3/3	A512 West Ahead	U	N/A	N/A	C1:B		1	30	-	831	1937:1941	700+709	59.0 : 59.0%
4/1	M1 Southbound Slip Left	U	N/A	N/A	C2:B		1	15	-	221	1937	449	49.2%
4/2+4/3	M1 Southbound Slip Left Ahead	U	N/A	N/A	C2:B		1	15	-	611	1945:1948	451+452	70.5 : 64.9%
5/1		U	N/A	N/A	-		-	-	-	664	Inf	Inf	0.0%
5/2		U	N/A	N/A	-		-	-	-	732	Inf	Inf	0.0%
6/1	Ahead	U	N/A	N/A	-		-	-	-	563	1980	1980	28.4%
6/2	Ahead	O	N/A	N/A	-		-	-	-	0	1980	591	0.0%
7/1		U	N/A	N/A	-		-	-	-	841	Inf	Inf	0.0%
7/2		U	N/A	N/A	-		-	-	-	351	Inf	Inf	0.0%
8/1	Southern Circulatory Ahead	U	N/A	N/A	C1:C		1	46	-	634	1961	1336	47.5%
8/2	Southern Circulatory Ahead Right	U	N/A	N/A	C1:C		1	46	-	834	1940	1321	63.1%
9/2+9/1	Western Circulatory Right Ahead	U	N/A	N/A	C1:A		1	27	-	513	1926:1941	195+697	57.5 : 57.5%

Full Input Data And Results

9/3	Western Circulatory Right	U	N/A	N/A	C1:A		1	27	-	188	1932	784	24.0%
10/1	Northern Circulatory Ahead	U	N/A	N/A	C2:A		1	37	-	443	1953	1076	41.2%
10/2	Northern Circulatory Ahead Right	U	N/A	N/A	C2:A		1	37	-	606	1937	1067	56.8%
11/1	Eastern Circulatory Ahead	U	N/A	N/A	C2:C		1	26	-	192	1997	781	24.6%
11/2	Eastern Circulatory Right	U	N/A	N/A	C2:C		1	26	-	293	1994	780	37.6%
12/1		U	N/A	N/A	-		-	-	-	813	Inf	Inf	0.0%
13/1		U	N/A	N/A	-		-	-	-	563	Inf	Inf	0.0%
14/1	M1 northbound slip Ped crossing Ahead	U	N/A	N/A	-		-	-	-	731	1940	1940	37.7%
14/2	M1 northbound slip Ped crossing Ahead	O	N/A	N/A	-		-	-	-	82	1940	554	14.8%

Full Input Data And Results

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network: M1 Junction 23	-	-	82	0	0	24.3	10.5	0.0	34.8	-	-	-	-
Unnamed Junction	-	-	82	0	0	24.3	10.5	0.0	34.8	-	-	-	-
1/2+1/1	1005	1005	-	-	-	3.9	1.3	-	5.2	18.6	9.5	1.3	10.8
1/3	541	541	-	-	-	2.1	0.7	-	2.8	18.6	7.7	0.7	8.4
2/2+2/1	237	237	-	-	-	1.8	1.0	-	2.7	41.6	3.7	1.0	4.6
2/3	188	188	-	-	-	1.4	0.7	-	2.1	40.9	3.3	0.7	4.1
3/1	330	330	-	-	-	1.2	0.3	-	1.5	16.0	4.1	0.3	4.4
3/2+3/3	831	831	-	-	-	3.1	0.7	-	3.8	16.4	5.6	0.7	6.3
4/1	221	221	-	-	-	1.4	0.5	-	1.9	30.8	3.6	0.5	4.1
4/2+4/3	611	611	-	-	-	4.1	1.0	-	5.1	30.3	5.6	1.0	6.6
5/1	664	664	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/2	732	732	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	563	563	-	-	-	0.0	0.2	-	0.2	1.3	0.0	0.2	0.2
6/2	0	0	0	0	0	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	841	841	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/2	351	351	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/1	634	634	-	-	-	0.6	0.5	-	1.1	6.2	2.5	0.5	3.0
8/2	834	834	-	-	-	0.5	0.9	-	1.4	6.0	2.8	0.9	3.6
9/2+9/1	513	513	-	-	-	1.7	0.7	-	2.3	16.4	8.1	0.7	8.8
9/3	188	188	-	-	-	0.1	0.2	-	0.3	4.8	0.2	0.2	0.3
10/1	443	443	-	-	-	0.8	0.3	-	1.1	9.0	2.2	0.3	2.5
10/2	606	606	-	-	-	0.8	0.7	-	1.5	8.7	2.7	0.7	3.4
11/1	192	192	-	-	-	0.9	0.2	-	1.0	19.0	3.6	0.2	3.8
11/2	293	293	-	-	-	0.1	0.3	-	0.4	4.9	0.2	0.3	0.5
12/1	813	813	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
13/1	563	563	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

Full Input Data And Results

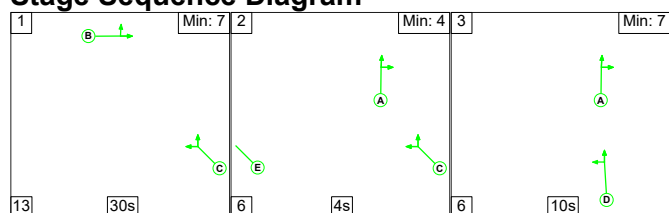
14/1	731	731	-	-	-	0.0	0.3	-	0.3	1.5	0.0	0.3	0.3
14/2	82	82	82	0	0	0.0	0.1	-	0.1	4.0	0.7	0.1	0.8
C1 - Westside 25911			PRC for Signalled Lanes (%):		36.1	Total Delay for Signalled Lanes (pcuHr):		15.20	Cycle Time (s):		69		
C2 - Eastside 25921			PRC for Signalled Lanes (%):		23.6	Total Delay for Signalled Lanes (pcuHr):		18.99	Cycle Time (s):		69		
			PRC Over All Lanes (%):		23.6	Total Delay Over All Lanes(pcuHr):		34.78					

Full Input Data And Results

Scenario 13: '2b 2038 With Development Flows (AM)' (FG13: '2b 2038 With Development Flows (AM)', Plan 1: 'Network Control Plan 1')

Controller :C1 - Westside 25911

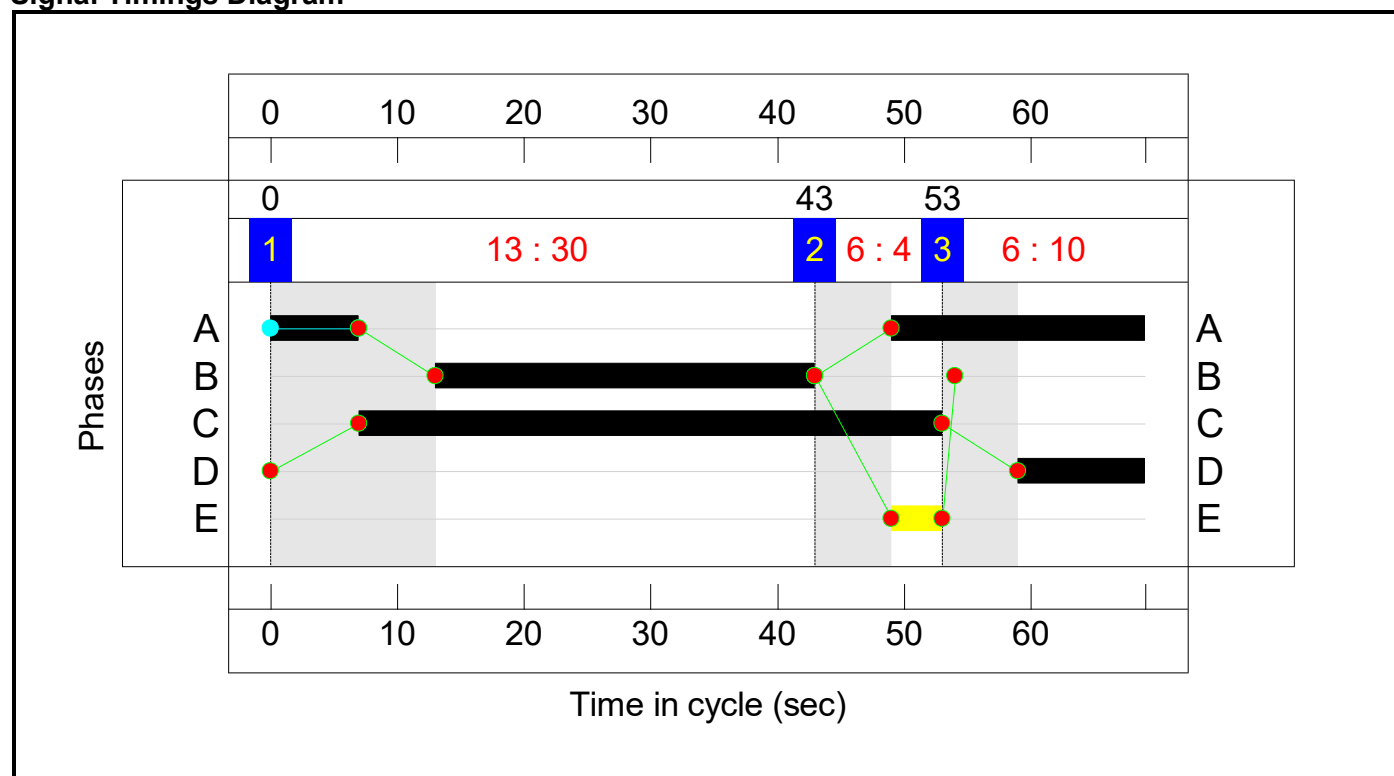
Stage Sequence Diagram



Stage Timings

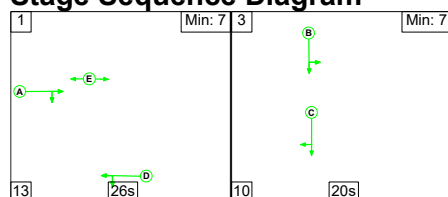
Stage	1	2	3
Duration	30	4	10
Change Point	0	43	53

Signal Timings Diagram



Controller :C2 - Eastside 25921

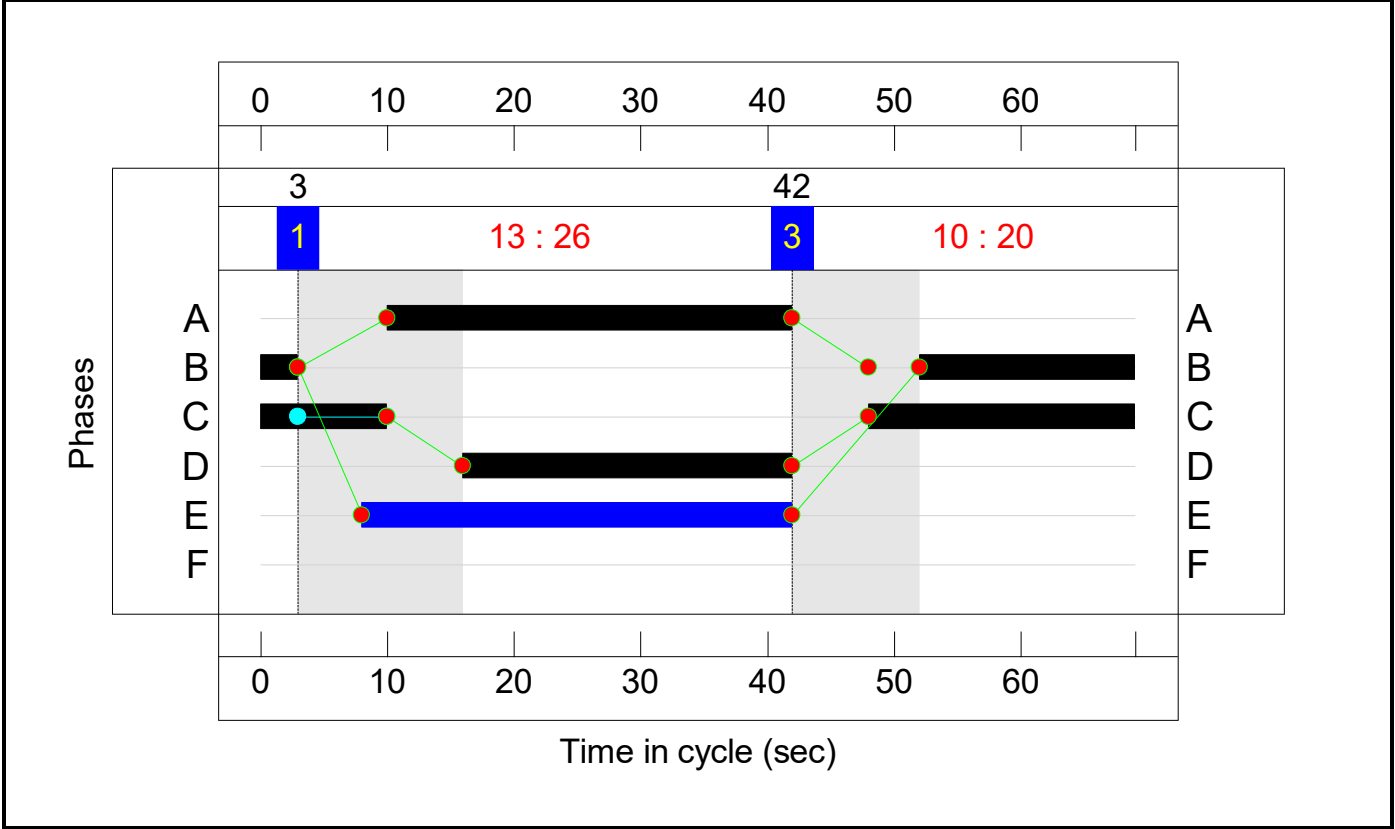
Stage Sequence Diagram



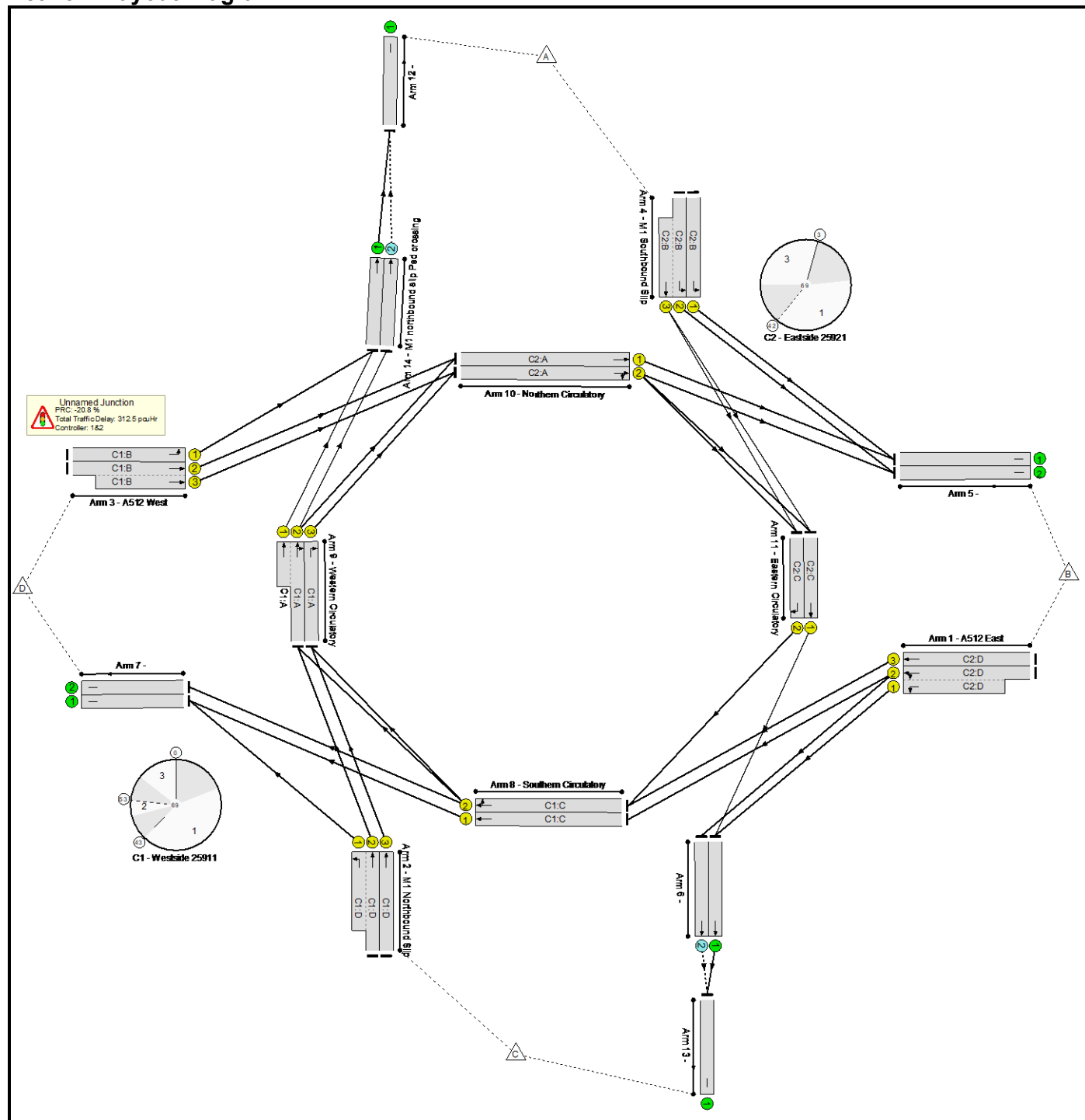
Stage Timings

Stage	1	3
Duration	26	20
Change Point	3	42

Signal Timings Diagram



Network Layout Diagram



Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network: M1 Junction 23	-	-	N/A	-	-		-	-	-	-	-	-	108.7%
Unnamed Junction	-	-	N/A	-	-		-	-	-	-	-	-	108.7%
1/2+1/1	A512 East Left Ahead	U	N/A	N/A	C2:D		1	26	-	1033	1949:1963	763+298	97.4 : 97.4%
1/3	A512 East Ahead	U	N/A	N/A	C2:D		1	26	-	672	1955	765	87.8%
2/2+2/1	M1 Northbound Slip Left Ahead	U	N/A	N/A	C1:D		1	10	-	363	1973:1963	315+60	97.0 : 97.0%
2/3	M1 Northbound Slip Ahead	U	N/A	N/A	C1:D		1	10	-	318	1979	315	100.8%
3/1	A512 West Left	U	N/A	N/A	C1:B		1	30	-	453	1926	865	52.4%
3/2+3/3	A512 West Ahead	U	N/A	N/A	C1:B		1	30	-	1520	1937:1941	710+691	108.5 : 108.5%
4/1	M1 Southbound Slip Left	U	N/A	N/A	C2:B		1	20	-	605	1937	590	102.6%
4/2+4/3	M1 Southbound Slip Left Ahead	U	N/A	N/A	C2:B		1	20	-	892	1945:1948	263+593	104.2 : 104.2%
5/1		U	N/A	N/A	-		-	-	-	1680	Inf	Inf	0.0%
5/2		U	N/A	N/A	-		-	-	-	1058	Inf	Inf	0.0%
6/1	Ahead	U	N/A	N/A	-		-	-	-	574	1980	1980	26.4%
6/2	Ahead	O	N/A	N/A	-		-	-	-	0	1980	914	0.0%
7/1		U	N/A	N/A	-		-	-	-	801	Inf	Inf	0.0%
7/2		U	N/A	N/A	-		-	-	-	645	Inf	Inf	0.0%
8/1	Southern Circulatory Ahead	U	N/A	N/A	C1:C		1	46	-	743	1961	1336	55.6%
8/2	Southern Circulatory Ahead Right	U	N/A	N/A	C1:C		1	46	-	1290	1943	1323	95.6%
9/2+9/1	Western Circulatory Right Ahead	U	N/A	N/A	C1:A		1	27	-	950	1926:1941	378+603	96.8 : 96.8%

Full Input Data And Results

9/3	Western Circulatory Right	U	N/A	N/A	C1:A		1	27	-	318	1932	784	40.2%
10/1	Northern Circulatory Ahead	U	N/A	N/A	C2:A		1	32	-	1075	1953	934	108.6%
10/2	Northern Circulatory Ahead Right	U	N/A	N/A	C2:A		1	32	-	1068	1937	926	108.7%
11/1	Eastern Circulatory Ahead	U	N/A	N/A	C2:C		1	31	-	284	1997	926	25.1%
11/2	Eastern Circulatory Right	U	N/A	N/A	C2:C		1	31	-	618	1994	925	64.1%
12/1		U	N/A	N/A	-		-	-	-	1098	Inf	Inf	0.0%
13/1		U	N/A	N/A	-		-	-	-	574	Inf	Inf	0.0%
14/1	M1 northbound slip Ped crossing Ahead	U	N/A	N/A	-		-	-	-	1037	1940	1940	53.5%
14/2	M1 northbound slip Ped crossing Ahead	O	N/A	N/A	-		-	-	-	61	1940	487	12.5%

Full Input Data And Results

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network: M1 Junction 23	-	-	61	0	0	60.4	252.1	0.0	312.5	-	-	-	-
Unnamed Junction	-	-	61	0	0	60.4	252.1	0.0	312.5	-	-	-	-
1/2+1/1	1033	1033	-	-	-	5.5	10.6	-	16.1	56.1	13.8	10.6	24.5
1/3	672	672	-	-	-	3.6	3.4	-	7.0	37.5	11.8	3.4	15.1
2/2+2/1	363	363	-	-	-	2.8	7.1	-	10.0	98.7	5.8	7.1	12.9
2/3	318	315	-	-	-	2.7	9.6	-	12.2	138.4	6.1	9.6	15.7
3/1	453	453	-	-	-	1.7	0.5	-	2.3	18.0	6.2	0.5	6.7
3/2+3/3	1520	1401	-	-	-	10.7	65.2	-	75.9	179.8	25.1	65.2	90.3
4/1	605	590	-	-	-	4.6	16.8	-	21.4	127.4	11.9	16.8	28.7
4/2+4/3	892	867	-	-	-	6.1	26.5	-	32.7	131.8	11.8	26.5	38.4
5/1	1524	1524	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/2	968	968	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	522	522	-	-	-	0.0	0.2	-	0.2	1.2	0.0	0.2	0.2
6/2	0	0	0	0	0	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	801	801	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/2	620	620	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/1	743	743	-	-	-	1.1	0.6	-	1.7	8.5	3.9	0.6	4.5
8/2	1265	1265	-	-	-	1.5	8.4	-	9.9	28.1	13.6	8.4	22.0
9/2+9/1	950	950	-	-	-	4.0	9.5	-	13.4	50.9	17.6	9.5	27.1
9/3	315	315	-	-	-	0.4	0.3	-	0.8	8.8	1.1	0.3	1.4
10/1	1015	934	-	-	-	7.2	45.9	-	53.2	188.6	21.0	45.9	66.9
10/2	1007	926	-	-	-	6.8	45.8	-	52.5	187.8	20.8	45.8	66.6
11/1	232	232	-	-	-	1.2	0.2	-	1.4	21.3	4.4	0.2	4.5
11/2	593	593	-	-	-	0.4	0.9	-	1.3	7.8	0.8	0.9	1.7
12/1	1098	1098	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
13/1	522	522	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

Full Input Data And Results

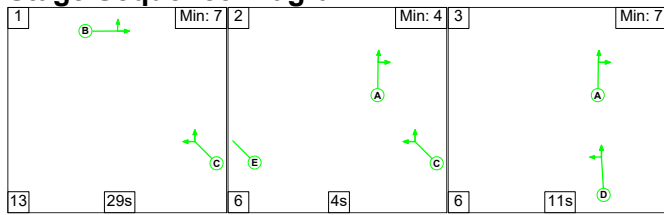
14/1	1037	1037	-	-	-	0.0	0.6	-	0.6	2.0	0.5	0.6	1.1
14/2	61	61	61	0	0	0.0	0.1	-	0.1	4.3	0.3	0.1	0.4
C1 - Westside 25911 C2 - Eastside 25921 PRC for Signalled Lanes (%): -20.5 PRC for Signalled Lanes (%): -20.8 PRC Over All Lanes (%): -20.8 Total Delay for Signalled Lanes (pcuHr): 126.18 Total Delay for Signalled Lanes (pcuHr): 185.50 Total Delay Over All Lanes(pcuHr): 312.51 Cycle Time (s): 69 Cycle Time (s): 69													

Full Input Data And Results

Scenario 14: '2b 2038 With Development Flows (PM)' (FG14: '2b 2038 With Development Flows (PM)', Plan 1: 'Network Control Plan 1')

Controller :C1 - Westside 25911

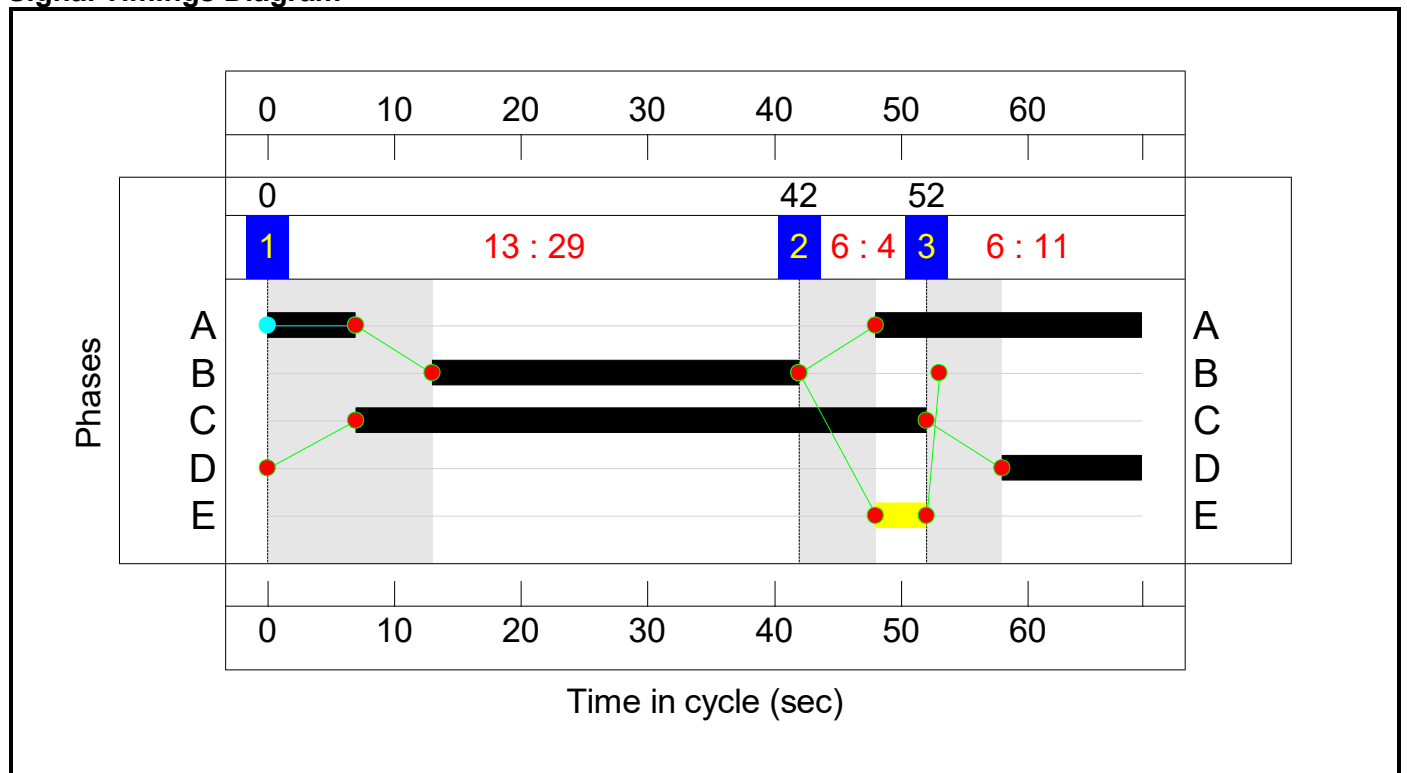
Stage Sequence Diagram



Stage Timings

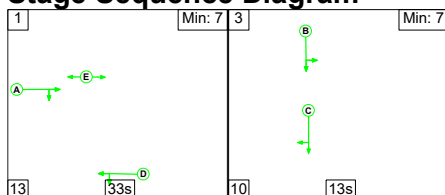
Stage	1	2	3
Duration	29	4	11
Change Point	0	42	52

Signal Timings Diagram



Controller :C2 - Eastside 25921

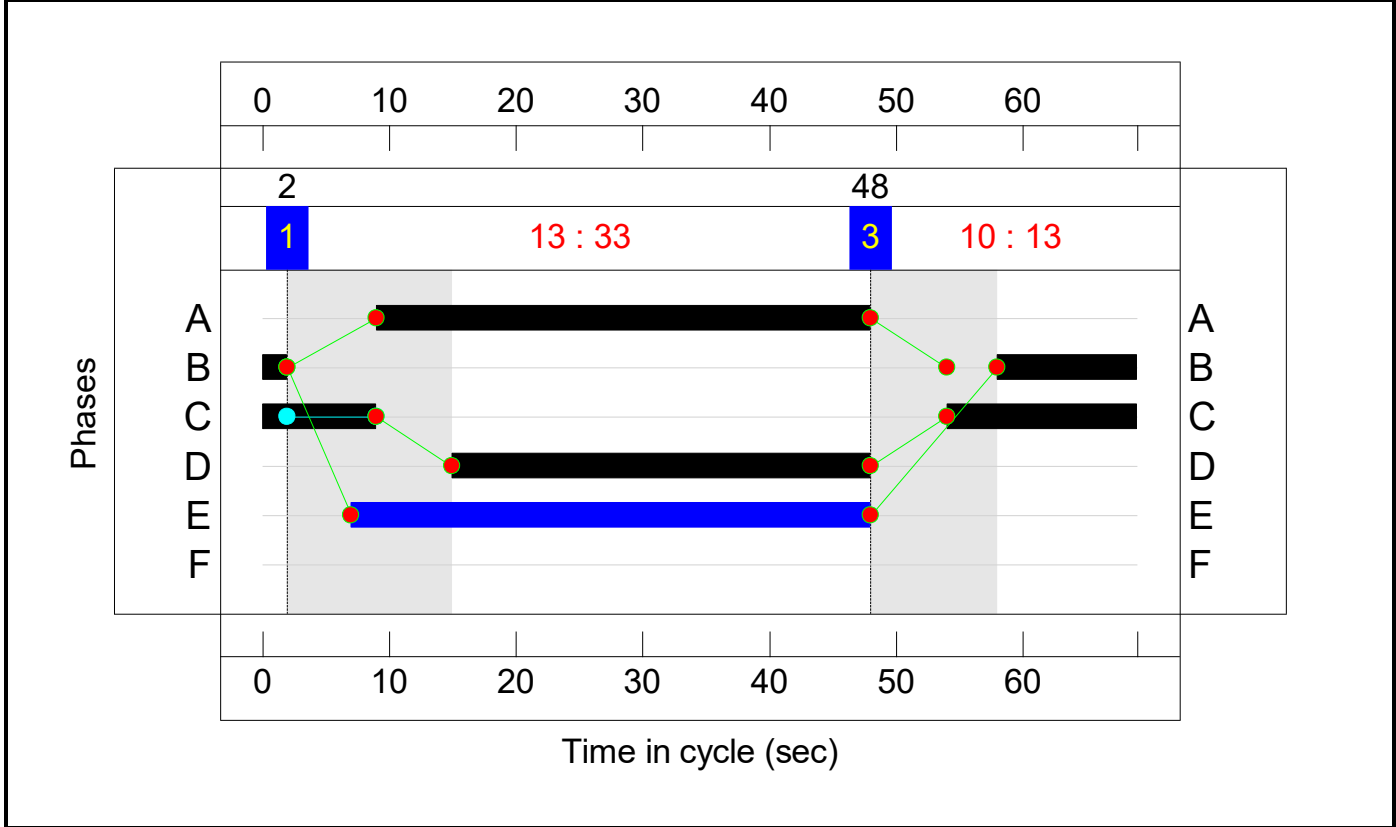
Stage Sequence Diagram



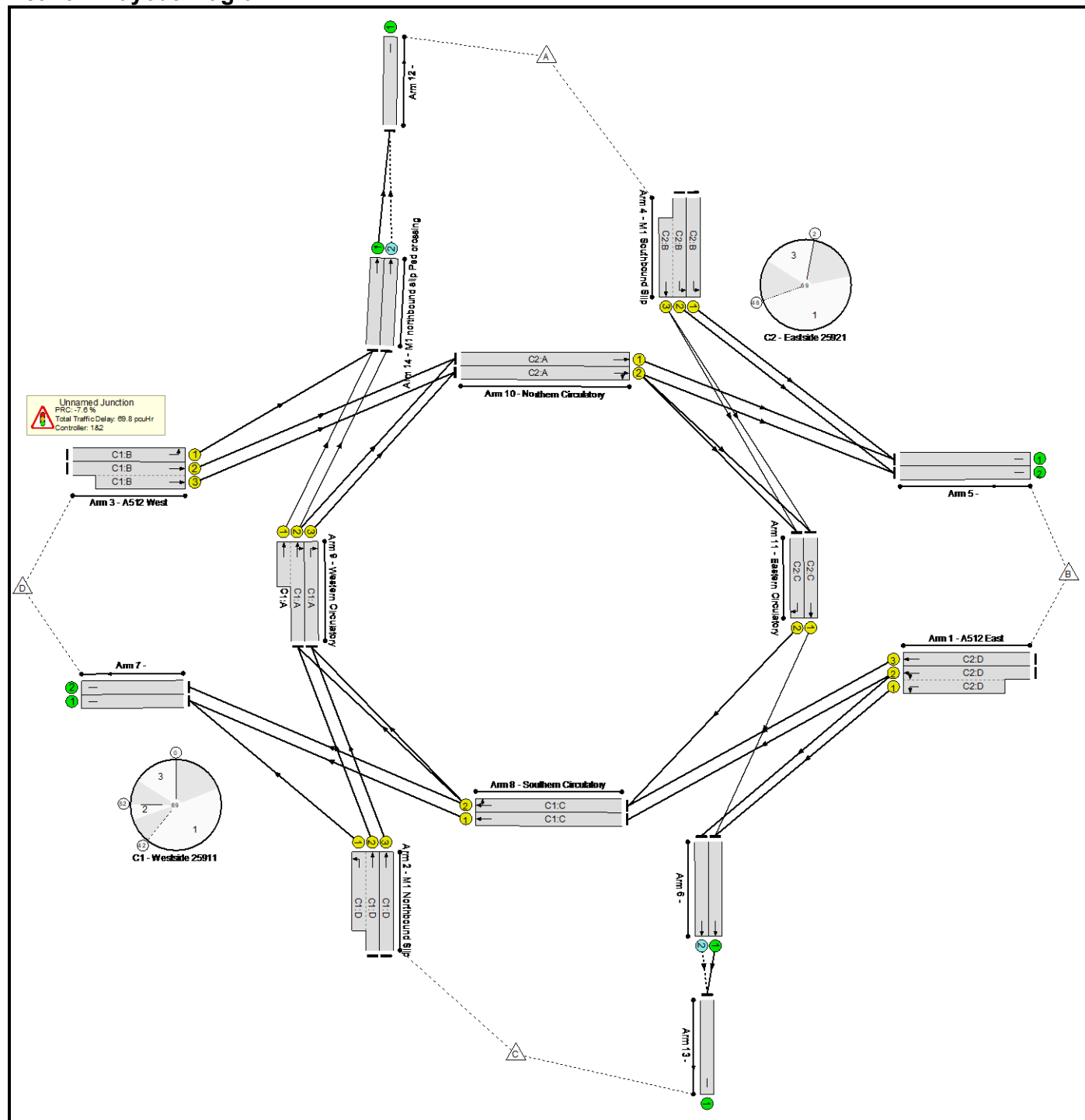
Stage Timings

Stage	1	3
Duration	33	13
Change Point	2	48

Signal Timings Diagram



Network Layout Diagram



Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network: M1 Junction 23	-	-	N/A	-	-		-	-	-	-	-	-	96.8%
Unnamed Junction	-	-	N/A	-	-		-	-	-	-	-	-	96.8%
1/2+1/1	A512 East Left Ahead	U	N/A	N/A	C2:D		1	33	-	1276	1949:1963	904+571	86.5 : 86.5%
1/3	A512 East Ahead	U	N/A	N/A	C2:D		1	33	-	713	1955	963	74.0%
2/2+2/1	M1 Northbound Slip Left Ahead	U	N/A	N/A	C1:D		1	11	-	358	1973:1963	61+341	89.0 : 89.0%
2/3	M1 Northbound Slip Ahead	U	N/A	N/A	C1:D		1	11	-	292	1979	344	84.8%
3/1	A512 West Left	U	N/A	N/A	C1:B		1	29	-	427	1926	837	51.0%
3/2+3/3	A512 West Ahead	U	N/A	N/A	C1:B		1	29	-	1278	1937:1941	703+617	96.8 : 96.8%
4/1	M1 Southbound Slip Left	U	N/A	N/A	C2:B		1	13	-	273	1937	393	69.5%
4/2+4/3	M1 Southbound Slip Left Ahead	U	N/A	N/A	C2:B		1	13	-	663	1945:1948	395+395	85.1 : 82.7%
5/1		U	N/A	N/A	-		-	-	-	1008	Inf	Inf	0.0%
5/2		U	N/A	N/A	-		-	-	-	942	Inf	Inf	0.0%
6/1	Ahead	U	N/A	N/A	-		-	-	-	777	1980	1980	39.2%
6/2	Ahead	O	N/A	N/A	-		-	-	-	0	1980	544	0.0%
7/1		U	N/A	N/A	-		-	-	-	1086	Inf	Inf	0.0%
7/2		U	N/A	N/A	-		-	-	-	473	Inf	Inf	0.0%
8/1	Southern Circulatory Ahead	U	N/A	N/A	C1:C		1	45	-	782	1961	1307	59.8%
8/2	Southern Circulatory Ahead Right	U	N/A	N/A	C1:C		1	45	-	1040	1941	1294	80.4%
9/2+9/1	Western Circulatory Right Ahead	U	N/A	N/A	C1:A		1	28	-	621	1926:1941	176+734	68.2 : 68.2%

Full Input Data And Results

9/3	Western Circulatory Right	U	N/A	N/A	C1:A		1	28	-	292	1932	812	36.0%
10/1	Northern Circulatory Ahead	U	N/A	N/A	C2:A		1	39	-	735	1953	1132	64.9%
10/2	Northern Circulatory Ahead Right	U	N/A	N/A	C2:A		1	39	-	889	1937	1123	79.2%
11/1	Eastern Circulatory Ahead	U	N/A	N/A	C2:C		1	24	-	283	1997	724	39.1%
11/2	Eastern Circulatory Right	U	N/A	N/A	C2:C		1	24	-	327	1994	722	45.3%
12/1		U	N/A	N/A	-		-	-	-	994	Inf	Inf	0.0%
13/1		U	N/A	N/A	-		-	-	-	777	Inf	Inf	0.0%
14/1	M1 northbound slip Ped crossing Ahead	U	N/A	N/A	-		-	-	-	928	1940	1940	47.8%
14/2	M1 northbound slip Ped crossing Ahead	O	N/A	N/A	-		-	-	-	66	1940	511	12.9%

Full Input Data And Results

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network: M1 Junction 23	-	-	66	0	0	36.4	33.4	0.0	69.8	-	-	-	-
Unnamed Junction	-	-	66	0	0	36.4	33.4	0.0	69.8	-	-	-	-
1/2+1/1	1276	1276	-	-	-	4.8	3.1	-	8.0	22.4	12.6	3.1	15.7
1/3	713	713	-	-	-	2.8	1.4	-	4.2	21.1	10.9	1.4	12.3
2/2+2/1	358	358	-	-	-	2.7	3.5	-	6.2	62.6	5.7	3.5	9.2
2/3	292	292	-	-	-	2.2	2.5	-	4.8	59.1	5.4	2.5	7.9
3/1	427	427	-	-	-	1.7	0.5	-	2.2	18.5	5.9	0.5	6.4
3/2+3/3	1278	1278	-	-	-	5.9	10.2	-	16.1	45.5	13.9	10.2	24.2
4/1	273	273	-	-	-	1.9	1.1	-	3.1	40.2	4.9	1.1	6.0
4/2+4/3	663	663	-	-	-	4.9	2.5	-	7.4	40.1	6.2	2.5	8.7
5/1	1008	1008	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/2	942	942	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	777	777	-	-	-	0.0	0.3	-	0.3	1.5	0.0	0.3	0.3
6/2	0	0	0	0	0	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	1086	1086	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/2	473	473	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/1	782	782	-	-	-	1.3	0.7	-	2.1	9.6	4.6	0.7	5.4
8/2	1040	1040	-	-	-	1.1	2.0	-	3.1	10.8	6.0	2.0	8.0
9/2+9/1	621	621	-	-	-	2.3	1.1	-	3.4	19.6	10.4	1.1	11.5
9/3	292	292	-	-	-	0.2	0.3	-	0.5	6.2	0.4	0.3	0.7
10/1	735	735	-	-	-	1.5	0.9	-	2.4	12.0	4.6	0.9	5.5
10/2	889	889	-	-	-	1.3	1.9	-	3.2	12.9	7.0	1.9	8.9
11/1	283	283	-	-	-	1.4	0.3	-	1.7	22.0	5.4	0.3	5.7
11/2	327	327	-	-	-	0.2	0.4	-	0.6	6.8	0.3	0.4	0.7
12/1	994	994	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
13/1	777	777	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

Full Input Data And Results

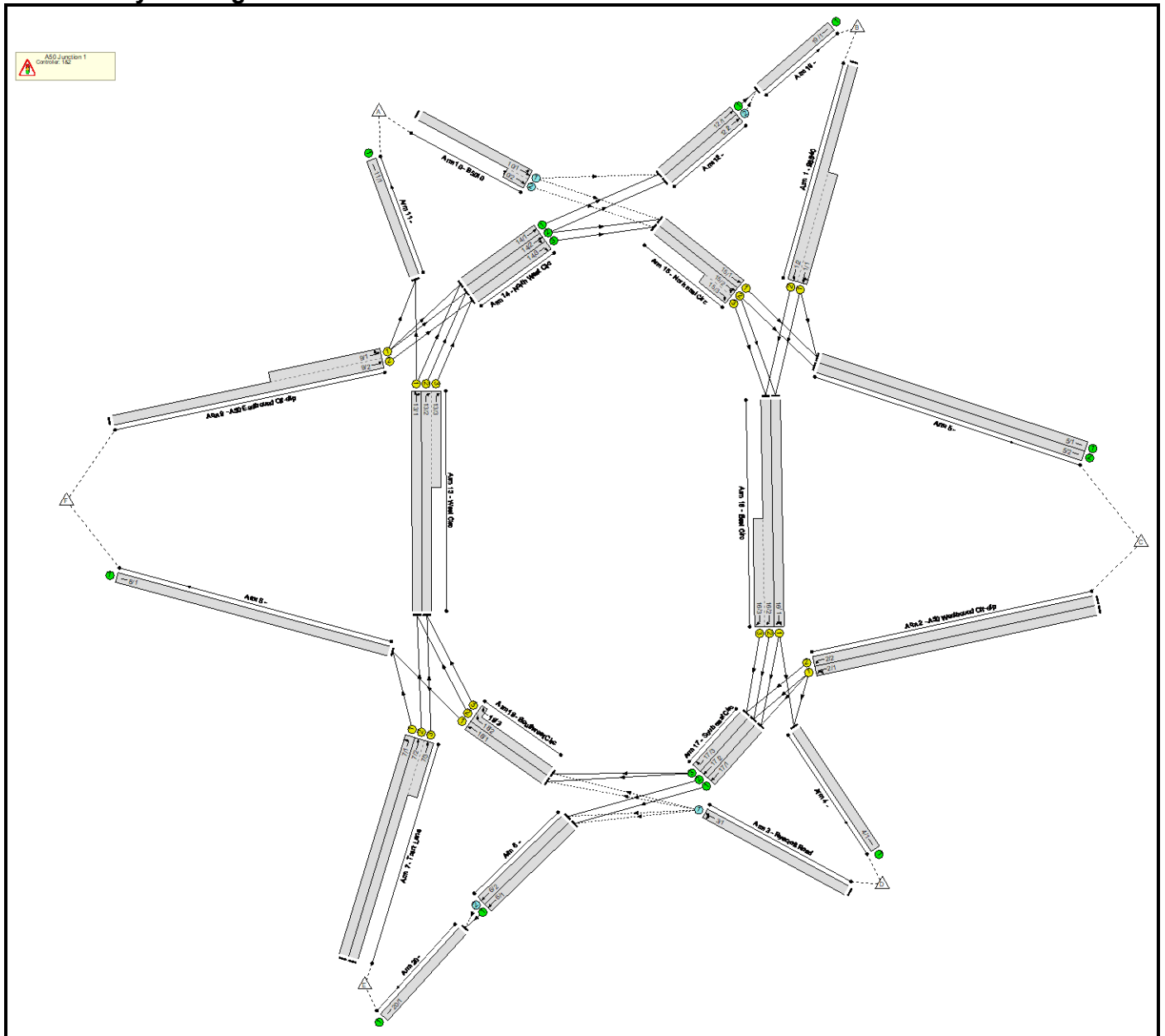
14/1	928	928	-	-	-	0.0	0.5	-	0.5	1.8	0.0	0.5	0.5
14/2	66	66	66	0	0	0.0	0.1	-	0.1	4.0	0.0	0.1	0.1
C1 - Westside 25911			PRC for Signalled Lanes (%):			-7.6	Total Delay for Signalled Lanes (pcuHr):		38.43	Cycle Time (s):		69	
C2 - Eastside 25921			PRC for Signalled Lanes (%):			4.1	Total Delay for Signalled Lanes (pcuHr):		30.53	Cycle Time (s):		69	
			PRC Over All Lanes (%):			-7.6	Total Delay Over All Lanes(pcuHr):		69.82				

APPENDIX 67: Junction 13: A50 Junction 1 Stage 1B/2B Modelling Results

Full Input Data And Results**User and Project Details**

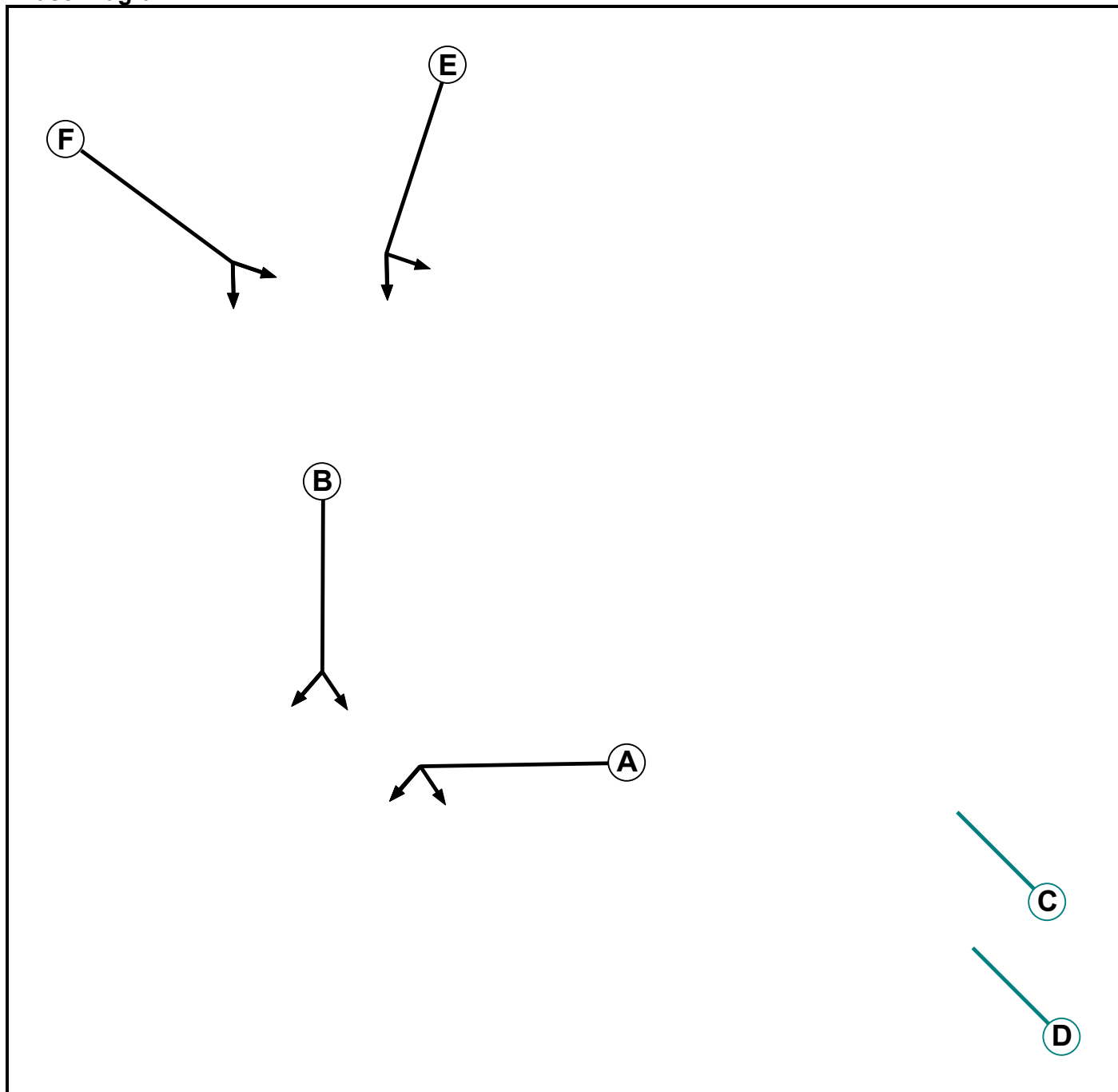
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Title:	A50 Junction 1
Location:	
Client:	SEGRO
Site Ref(s):	Junction 13
Date Completed:	27/03/2024
Checked By:	██████████
Additional detail:	
File name:	250624 A50 Junction 1 (Consented Scheme)_Stage 1b+2b.lsg3x
Author:	██████████
Company:	
Address:	

Network Layout Diagram



Controller :C1 - Eastside E36308

Phase Diagram



Phase Input Data

Phase Name	Phase Type	Assoc. Phase	Street Min (s)	Cont Min (s)
A	Traffic		7	7
B	Traffic		7	7
C	Dummy		7	7
D	Dummy		7	7
E	Traffic		7	7
F	Traffic		7	7

Full Input Data And Results

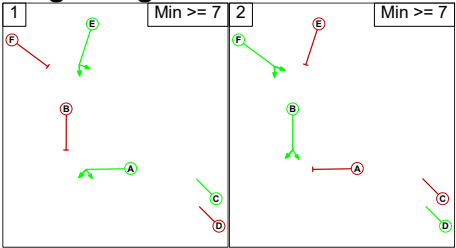
Phase Intergreens Matrix

Terminating Phase	Starting Phase						
		A	B	C	D	E	F
	A		7	-	-	-	-
	B	5		-	-	-	-
	C	-	-		7	-	-
	D	-	-	5		-	-
	E	-	-	-	-		7
	F	-	-	-	-	5	

Phases in Stage

Stage No.	Phases in Stage
1	A C E
2	B D F

Stage Diagram



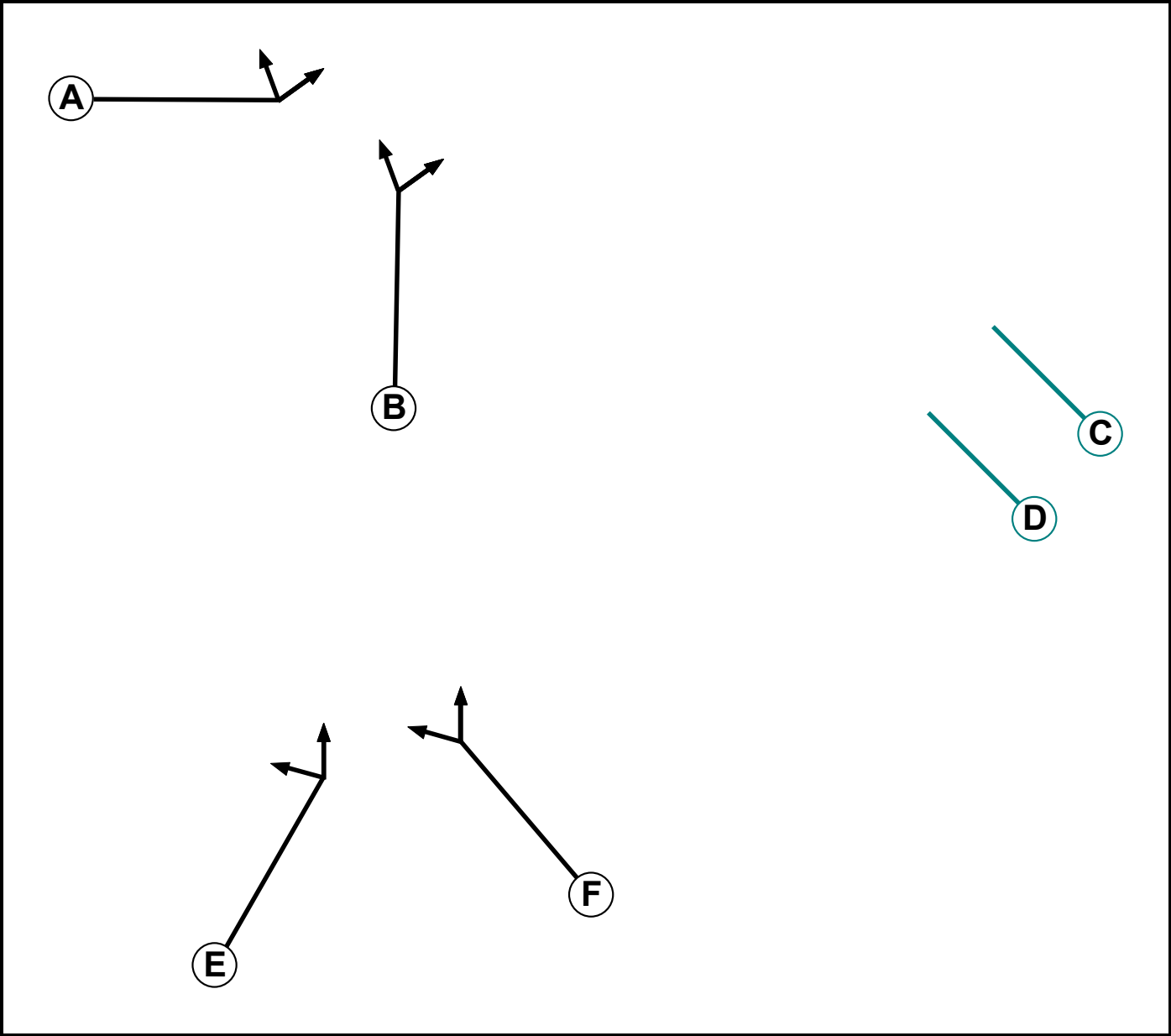
Phase Delays

Term. Stage	Start Stage	Phase	Type	Value	Cont value
There are no Phase Delays defined					

Prohibited Stage Change

From Stage	To Stage		
		1	2
	1		7
	2	5	

Controller :C2 - Westside E36309
Phase Diagram



Phase Input Data

Phase Name	Phase Type	Assoc. Phase	Street Min (s)	Cont Min (s)
A	Traffic		7	7
B	Traffic		7	7
C	Dummy		7	7
D	Dummy		7	7
E	Traffic		7	7
F	Traffic		7	7

Full Input Data And Results

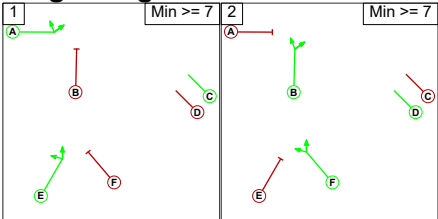
Phase Intergreens Matrix

Terminating Phase	Starting Phase						
		A	B	C	D	E	F
	A		7	-	-	-	-
	B	5		-	-	-	-
	C	-	-		7	-	-
	D	-	-	5		-	-
	E	-	-	-	-		7
	F	-	-	-	-	5	

Phases in Stage

Stage No.	Phases in Stage
1	A C E
2	B D F

Stage Diagram



Phase Delays

Term. Stage	Start Stage	Phase	Type	Value	Cont value
There are no Phase Delays defined					

Prohibited Stage Change

From Stage	To Stage		
		1	2
	1		7
	2	5	

Full Input Data And Results

Give-Way Lane Input Data

Junction: A50 Junction 1											
Lane	Movement	Max Flow when Giving Way (PCU/Hr)	Min Flow when Giving Way (PCU/Hr)	Opposing Lane	Opp. Lane Coeff.	Opp. Mvmnts.	Right Turn Storage (PCU)	Non-Blocking Storage (PCU)	RTF	Right Turn Move up (s)	Max Turns in Intergreen (PCU)
3/1 (Ryecroft Road)	6/1 (Left)	1000	0	17/1	0.33	All	-	-	-	-	-
				17/2	0.33	All					
	6/2 (Left)	1000	0	17/1	0.33	All					
				17/2	0.33	All					
	18/1 (Ahead)	1000	0	17/1	0.33	All					
				17/2	0.33	All					
				17/3	0.33	All					
	18/2 (Ahead)	1000	0	17/1	0.33	All					
				17/2	0.33	All					
				17/3	0.33	All					
6/2	20/1 (Ahead)	715	0	6/1	0.22	All	-	-	-	-	-
10/1 (B5010)	12/1 (Left)	1000	0	14/1	0.33	All	-	-	-	-	-
				14/2	0.33	All					
				14/3	0.33	All					
	15/1 (Ahead)	1000	0	14/1	0.33	All					
				14/2	0.33	All					
				14/3	0.33	All					
10/2 (B5010)	15/2 (Ahead)	1000	0	14/1	0.33	All	-	-	-	-	-
				14/2	0.33	All					
				14/3	0.33	All					
12/2	19/1 (Ahead)	715	0	12/1	0.22	All	-	-	-	-	-

Full Input Data And Results

Lane Input Data

Junction: A50 Junction 1												
Lane	Lane Type	Phases	Start Disp. (s)	End Disp. (s)	Physical Length (PCU)	Sat Flow Type	Def User Saturation Flow (PCU/Hr)	Lane Width (m)	Gradient (%)	Nearside Lane	Turns	Turning Radius (m)
1/1 (B6540)	U	E	2	3	17.4	Geom	-	4.00	0.00	Y	Arm 5 Left	45.00
											Arm 16 Ahead	45.00
1/2 (B6540)	U	E	2	3	60.0	Geom	-	4.00	0.00	N	Arm 16 Ahead	47.00
2/1 (A50 Westbound Off-slip)	U	A	2	3	60.0	Geom	-	3.65	0.00	Y	Arm 4 Left	39.00
											Arm 17 Ahead	39.00
2/2 (A50 Westbound Off-slip)	U	A	2	3	60.0	Geom	-	3.65	0.00	N	Arm 17 Ahead	43.00
3/1 (Ryecroft Road)	O		2	3	60.0	Geom	-	3.50	0.00	Y	Arm 6 Left	36.00
											Arm 18 Ahead	36.00
4/1	U		2	3	60.0	Inf	-	-	-	-	-	-
5/1	U		2	3	60.0	Inf	-	-	-	-	-	-
5/2	U		2	3	60.0	Inf	-	-	-	-	-	-
6/1	U		2	3	17.4	Geom	-	3.65	0.00	Y	Arm 20 Ahead	Inf
6/2	O		2	3	17.4	Geom	-	3.65	0.00	Y	Arm 20 Ahead	Inf
7/1 (Trent Lane)	U	E	2	3	60.0	Geom	-	3.65	0.00	Y	Arm 8 Left	51.00
7/2 (Trent Lane)	U	E	2	3	60.0	Geom	-	3.65	0.00	N	Arm 13 Ahead	54.00
7/3 (Trent Lane)	U	E	2	3	8.7	Geom	-	4.00	0.00	N	Arm 13 Ahead	58.00
8/1	U		2	3	60.0	Inf	-	-	-	-	-	-
9/1 (A50 Eastbound Off-slip)	U	A	2	3	17.4	Geom	-	3.00	0.00	Y	Arm 11 Left	40.00
											Arm 14 Ahead	45.00
9/2 (A50 Eastbound Off-slip)	U	A	2	3	60.0	Geom	-	3.00	0.00	N	Arm 14 Ahead	50.00
10/1 (B5010)	O		2	3	60.0	Geom	-	3.65	0.00	Y	Arm 12 Left	33.00
											Arm 15 Ahead	33.00
10/2 (B5010)	O		2	3	3.5	Geom	-	3.50	0.00	N	Arm 15 Ahead	43.00
11/1	U		2	3	60.0	Inf	-	-	-	-	-	-

Full Input Data And Results

12/1	U		2	3	12.2	Geom	-	3.50	0.00	Y	Arm 19 Ahead	Inf
12/2	O		2	3	12.2	Geom	-	3.50	0.00	Y	Arm 19 Ahead	Inf
13/1 (West Circ)	U	B	2	3	23.5	Geom	-	3.65	0.00	Y	Arm 11 Ahead	80.00
											Arm 14 Right	80.00
13/2 (West Circ)	U	B	2	3	24.0	Geom	-	3.65	0.00	Y	Arm 14 Right	77.00
13/3 (West Circ)	U	B	2	3	14.8	Geom	-	3.65	0.00	Y	Arm 14 Right	73.00
14/1 (North West Circ)	U		2	3	7.0	Geom	-	3.65	0.00	Y	Arm 12 Ahead	58.00
14/2 (North West Circ)	U		2	3	7.0	Geom	-	3.65	0.00	Y	Arm 12 Ahead	54.00
											Arm 15 Right	54.00
14/3 (North West Circ)	U		2	3	7.0	Geom	-	3.65	0.00	Y	Arm 15 Right	51.00
15/1 (Northeast Circ)	U	F	2	3	13.0	Geom	-	3.65	0.00	Y	Arm 5 Ahead	61.00
15/2 (Northeast Circ)	U	F	2	3	13.0	Geom	-	3.65	0.00	Y	Arm 5 Ahead	57.00
											Arm 16 Right	57.00
15/3 (Northeast Circ)	U	F	2	3	5.2	Geom	-	3.65	0.00	Y	Arm 16 Right	54.00
16/1 (East Circ)	U	B	2	3	26.1	Geom	-	3.65	0.00	Y	Arm 4 Ahead	62.00
											Arm 17 Ahead	62.00
16/2 (East Circ)	U	B	2	3	25.2	Geom	-	3.65	0.00	Y	Arm 17 Ahead	58.00
16/3 (East Circ)	U	B	2	3	16.5	Geom	-	3.65	0.00	Y	Arm 17 Ahead	55.00
17/1 (Southeast Circ)	U		2	3	9.6	Geom	-	3.65	0.00	Y	Arm 6 Ahead	42.00
17/2 (Southeast Circ)	U		2	3	9.0	Geom	-	3.65	0.00	Y	Arm 6 Ahead	39.00
17/3 (Southeast Circ)	U		2	3	8.7	Geom	-	3.65	0.00	Y	Arm 18 Right	35.00
18/1 (Southwest Circ)	U	F	2	3	13.0	Geom	-	3.65	0.00	Y	Arm 8 Ahead	68.00
18/2 (Southwest Circ)	U	F	2	3	13.0	Geom	-	3.65	0.00	Y	Arm 13 Right	64.00

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18/3 (Southwest Circ)	U	F	2	3	1.0	Geom	-	3.65	0.00	Y	Arm 13 Right	58.00
19/1	U		2	3	60.0	Inf	-	-	-	-	-	-
20/1	U		2	3	60.0	Inf	-	-	-	-	-	-

Traffic Flow Groups

Flow Group	Start Time	End Time	Duration	Formula
1: '2023 Base Flows AM'	07:45	08:45	01:00	
2: '2023 Base Flows PM'	17:00	18:00	01:00	
3: '2028 WoD Flows AM'	07:45	08:45	01:00	
4: '2028 WoD Flows PM'	17:00	18:00	01:00	
5: '2028 WD Flows AM'	07:45	08:45	01:00	
6: '2028 WD Flows PM'	17:00	18:00	01:00	
7: '2038 WoD Flows AM'	07:45	08:45	01:00	
8: '2038 WoD Flows PM'	17:00	18:00	01:00	
9: '2038 WD Flows AM'	07:45	08:45	01:00	
10: '2038 WD Flows PM'	17:00	18:00	01:00	
11: '2b 2028 WD Flows AM'	07:45	08:45	01:00	
12: '2b 2028 WD Flows PM'	17:00	18:00	01:00	
13: '2b 2038 WD Flows AM'	07:45	08:45	01:00	
14: '2b 2038 WD Flows PM'	17:00	18:00	01:00	

Scenario 1: '2022 Base AM' (FG1: '2023 Base Flows AM', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

Origin	Destination							
		A	B	C	D	E	F	Tot.
	A	0	65	88	5	95	72	325
	B	37	0	315	11	237	198	798
	C	64	269	0	13	419	0	765
	D	3	10	15	0	10	12	50
	E	49	145	292	12	0	347	845
	F	14	245	0	15	449	0	723
	Tot.	167	734	710	56	1210	629	3506

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 1: 2022 Base AM
Junction: A50 Junction 1	
1/1 (short)	481
1/2 (with short)	798(In) 317(Out)
2/1	432
2/2	333
3/1	50
4/1	56
5/1	579
5/2	131
6/1	911
6/2	299
7/1	347
7/2 (with short)	498(In) 79(Out)
7/3 (short)	419
8/1	629
9/1 (short)	259
9/2 (with short)	723(In) 464(Out)
10/1 (with short)	325(In) 153(Out)
10/2 (short)	172
11/1	167
12/1	579
12/2	155
13/1	422
13/2 (with short)	474(In) 331(Out)
13/3 (short)	143
14/1	514
14/2	331
14/3	607
15/1	264
15/2 (with short)	779(In) 490(Out)
15/3 (short)	289
16/1	525
16/2 (with short)	606(In) 299(Out)

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16/3 (short)	307
17/1	901
17/2	299
17/3	640
18/1	282
18/2 (with short)	398(In) 343(Out)
18/3 (short)	55
19/1	734
20/1	1210

Lane Saturation Flows

Lane Saturation Flows								
Junction: A50 Junction 1								
Lane	Lane Width (m)	Gradient (%)	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
1/1 (B6540)	4.00	0.00	Y	Arm 5 Left	45.00	65.5 %	1950	1950
				Arm 16 Ahead	45.00	34.5 %		
1/2 (B6540)	4.00	0.00	N	Arm 16 Ahead	47.00	100.0 %	2088	2088
2/1 (A50 Westbound Off-slip)	3.65	0.00	Y	Arm 4 Left	39.00	3.0 %	1907	1907
				Arm 17 Ahead	39.00	97.0 %		
2/2 (A50 Westbound Off-slip)	3.65	0.00	N	Arm 17 Ahead	43.00	100.0 %	2049	2049
3/1 (Ryecroft Road)	3.50	0.00	Y	Arm 6 Left	36.00	20.0 %	1886	1886
				Arm 18 Ahead	36.00	80.0 %		
4/1	Infinite Saturation Flow						Inf	Inf
5/1	Infinite Saturation Flow						Inf	Inf
5/2	Infinite Saturation Flow						Inf	Inf
6/1	3.65	0.00	Y	Arm 20 Ahead	Inf	100.0 %	1980	1980
6/2	3.65	0.00	Y	Arm 20 Ahead	Inf	100.0 %	1980	1980
7/1 (Trent Lane)	3.65	0.00	Y	Arm 8 Left	51.00	100.0 %	1923	1923
7/2 (Trent Lane)	3.65	0.00	N	Arm 13 Ahead	54.00	100.0 %	2063	2063
7/3 (Trent Lane)	4.00	0.00	N	Arm 13 Ahead	58.00	100.0 %	2101	2101
8/1	Infinite Saturation Flow						Inf	Inf
9/1 (A50 Eastbound Off-slip)	3.00	0.00	Y	Arm 11 Left	40.00	5.4 %	1853	1853
				Arm 14 Ahead	45.00	94.6 %		
9/2 (A50 Eastbound Off-slip)	3.00	0.00	N	Arm 14 Ahead	50.00	100.0 %	1995	1995
10/1 (B5010)	3.65	0.00	Y	Arm 12 Left	33.00	42.5 %	1894	1894
				Arm 15 Ahead	33.00	57.5 %		
10/2 (B5010)	3.50	0.00	N	Arm 15 Ahead	43.00	100.0 %	2034	2034
11/1	Infinite Saturation Flow						Inf	Inf
12/1	3.50	0.00	Y	Arm 19 Ahead	Inf	100.0 %	1965	1965
12/2	3.50	0.00	Y	Arm 19 Ahead	Inf	100.0 %	1965	1965
13/1 (West Circ)	3.65	0.00	Y	Arm 11 Ahead	80.00	36.3 %	1944	1944
				Arm 14 Right	80.00	63.7 %		
13/2 (West Circ)	3.65	0.00	Y	Arm 14 Right	77.00	100.0 %	1942	1942
13/3 (West Circ)	3.65	0.00	Y	Arm 14 Right	73.00	100.0 %	1940	1940
14/1 (North West Circ)	3.65	0.00	Y	Arm 12 Ahead	58.00	100.0 %	1930	1930

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14/2 (North West Circ)	3.65	0.00	Y	Arm 12 Ahead	54.00	46.8 %	1926	1926
				Arm 15 Right	54.00	53.2 %		
14/3 (North West Circ)	3.65	0.00	Y	Arm 15 Right	51.00	100.0 %	1923	1923
15/1 (Northeast Circ)	3.65	0.00	Y	Arm 5 Ahead	61.00	100.0 %	1932	1932
15/2 (Northeast Circ)	3.65	0.00	Y	Arm 5 Ahead	57.00	26.7 %	1929	1929
				Arm 16 Right	57.00	73.3 %		
15/3 (Northeast Circ)	3.65	0.00	Y	Arm 16 Right	54.00	100.0 %	1926	1926
16/1 (East Circ)	3.65	0.00	Y	Arm 4 Ahead	62.00	8.2 %	1933	1933
				Arm 17 Ahead	62.00	91.8 %		
16/2 (East Circ)	3.65	0.00	Y	Arm 17 Ahead	58.00	100.0 %	1930	1930
16/3 (East Circ)	3.65	0.00	Y	Arm 17 Ahead	55.00	100.0 %	1927	1927
17/1 (Southeast Circ)	3.65	0.00	Y	Arm 6 Ahead	42.00	100.0 %	1912	1912
17/2 (Southeast Circ)	3.65	0.00	Y	Arm 6 Ahead	39.00	100.0 %	1907	1907
17/3 (Southeast Circ)	3.65	0.00	Y	Arm 18 Right	35.00	100.0 %	1899	1899
18/1 (Southwest Circ)	3.65	0.00	Y	Arm 8 Ahead	68.00	100.0 %	1937	1937
18/2 (Southwest Circ)	3.65	0.00	Y	Arm 13 Right	64.00	100.0 %	1935	1935
18/3 (Southwest Circ)	3.65	0.00	Y	Arm 13 Right	58.00	100.0 %	1930	1930
19/1	Infinite Saturation Flow						Inf	Inf
20/1	Infinite Saturation Flow						Inf	Inf

Scenario 2: '2022 Base PM' (FG2: '2023 Base Flows PM', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

	Destination							
		A	B	C	D	E	F	Tot.
Origin	A	0	51	61	3	65	79	259
	B	69	0	261	6	173	182	691
	C	121	279	0	16	330	0	746
	D	5	15	17	0	11	15	63
	E	107	235	415	17	0	501	1275
	F	20	199	0	14	383	0	616
	Tot.	322	779	754	56	962	777	3650

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 2: 2022 Base PM
Junction: A50 Junction 1	
1/1 (short)	372
1/2 (with short)	691(In) 319(Out)
2/1	346
2/2	400
3/1	63
4/1	56
5/1	450
5/2	304
6/1	678
6/2	284
7/1	501
7/2 (with short)	774(In) 171(Out)
7/3 (short)	603
8/1	777
9/1 (short)	219
9/2 (with short)	616(In) 397(Out)
10/1 (with short)	259(In) 112(Out)
10/2 (short)	147
11/1	322
12/1	505
12/2	274
13/1	557
13/2 (with short)	723(In) 402(Out)
13/3 (short)	321
14/1	454
14/2	402
14/3	718
15/1	189
15/2 (with short)	865(In) 570(Out)
15/3 (short)	295
16/1	377
16/2 (with short)	614(In) 284(Out)

Full Input Data And Results

16/3 (short)	330
17/1	667
17/2	284
17/3	730
18/1	276
18/2 (with short)	506(In) 386(Out)
18/3 (short)	120
19/1	779
20/1	962

Lane Saturation Flows

Junction: A50 Junction 1								
Lane	Lane Width (m)	Gradient (%)	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
1/1 (B6540)	4.00	0.00	Y	Arm 5 Left	45.00	70.2 %	1950	1950
				Arm 16 Ahead	45.00	29.8 %		
1/2 (B6540)	4.00	0.00	N	Arm 16 Ahead	47.00	100.0 %	2088	2088
2/1 (A50 Westbound Off-slip)	3.65	0.00	Y	Arm 4 Left	39.00	4.6 %	1907	1907
				Arm 17 Ahead	39.00	95.4 %		
2/2 (A50 Westbound Off-slip)	3.65	0.00	N	Arm 17 Ahead	43.00	100.0 %	2049	2049
3/1 (Ryecroft Road)	3.50	0.00	Y	Arm 6 Left	36.00	17.5 %	1886	1886
				Arm 18 Ahead	36.00	82.5 %		
4/1	Infinite Saturation Flow						Inf	Inf
5/1	Infinite Saturation Flow						Inf	Inf
5/2	Infinite Saturation Flow						Inf	Inf
6/1	3.65	0.00	Y	Arm 20 Ahead	Inf	100.0 %	1980	1980
6/2	3.65	0.00	Y	Arm 20 Ahead	Inf	100.0 %	1980	1980
7/1 (Trent Lane)	3.65	0.00	Y	Arm 8 Left	51.00	100.0 %	1923	1923
7/2 (Trent Lane)	3.65	0.00	N	Arm 13 Ahead	54.00	100.0 %	2063	2063
7/3 (Trent Lane)	4.00	0.00	N	Arm 13 Ahead	58.00	100.0 %	2101	2101
8/1	Infinite Saturation Flow						Inf	Inf
9/1 (A50 Eastbound Off-slip)	3.00	0.00	Y	Arm 11 Left	40.00	9.1 %	1853	1853
				Arm 14 Ahead	45.00	90.9 %		
9/2 (A50 Eastbound Off-slip)	3.00	0.00	N	Arm 14 Ahead	50.00	100.0 %	1995	1995
10/1 (B5010)	3.65	0.00	Y	Arm 12 Left	33.00	45.5 %	1894	1894
				Arm 15 Ahead	33.00	54.5 %		
10/2 (B5010)	3.50	0.00	N	Arm 15 Ahead	43.00	100.0 %	2034	2034
11/1	Infinite Saturation Flow						Inf	Inf
12/1	3.50	0.00	Y	Arm 19 Ahead	Inf	100.0 %	1965	1965
12/2	3.50	0.00	Y	Arm 19 Ahead	Inf	100.0 %	1965	1965
13/1 (West Circ)	3.65	0.00	Y	Arm 11 Ahead	80.00	54.2 %	1944	1944
				Arm 14 Right	80.00	45.8 %		
13/2 (West Circ)	3.65	0.00	Y	Arm 14 Right	77.00	100.0 %	1942	1942
13/3 (West Circ)	3.65	0.00	Y	Arm 14 Right	73.00	100.0 %	1940	1940
14/1 (North West Circ)	3.65	0.00	Y	Arm 12 Ahead	58.00	100.0 %	1930	1930

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14/2 (North West Circ)	3.65	0.00	Y	Arm 12 Ahead	54.00	68.2 %	1926	1926
				Arm 15 Right	54.00	31.8 %		
14/3 (North West Circ)	3.65	0.00	Y	Arm 15 Right	51.00	100.0 %	1923	1923
15/1 (Northeast Circ)	3.65	0.00	Y	Arm 5 Ahead	61.00	100.0 %	1932	1932
15/2 (Northeast Circ)	3.65	0.00	Y	Arm 5 Ahead	57.00	53.3 %	1929	1929
				Arm 16 Right	57.00	46.7 %		
15/3 (Northeast Circ)	3.65	0.00	Y	Arm 16 Right	54.00	100.0 %	1926	1926
16/1 (East Circ)	3.65	0.00	Y	Arm 4 Ahead	62.00	10.6 %	1933	1933
				Arm 17 Ahead	62.00	89.4 %		
16/2 (East Circ)	3.65	0.00	Y	Arm 17 Ahead	58.00	100.0 %	1930	1930
16/3 (East Circ)	3.65	0.00	Y	Arm 17 Ahead	55.00	100.0 %	1927	1927
17/1 (Southeast Circ)	3.65	0.00	Y	Arm 6 Ahead	42.00	100.0 %	1912	1912
17/2 (Southeast Circ)	3.65	0.00	Y	Arm 6 Ahead	39.00	100.0 %	1907	1907
17/3 (Southeast Circ)	3.65	0.00	Y	Arm 18 Right	35.00	100.0 %	1899	1899
18/1 (Southwest Circ)	3.65	0.00	Y	Arm 8 Ahead	68.00	100.0 %	1937	1937
18/2 (Southwest Circ)	3.65	0.00	Y	Arm 13 Right	64.00	100.0 %	1935	1935
18/3 (Southwest Circ)	3.65	0.00	Y	Arm 13 Right	58.00	100.0 %	1930	1930
19/1	Infinite Saturation Flow						Inf	Inf
20/1	Infinite Saturation Flow						Inf	Inf

Scenario 3: '2028 WoD AM' (FG3: '2028 WoD Flows AM', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

	Destination							
		A	B	C	D	E	F	Tot.
Origin	A	0	106	88	23	111	91	419
	B	36	0	359	55	268	276	994
	C	68	468	0	71	527	0	1134
	D	2	14	12	0	10	14	52
	E	44	197	307	52	0	427	1027
	F	13	379	0	72	500	0	964
	Tot.	163	1164	766	273	1416	808	4590

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 3: 2028 WoD AM
Junction: A50 Junction 1	
1/1 (short)	552
1/2 (with short)	994(In) 442(Out)
2/1	598
2/2	536
3/1	52
4/1	273
5/1	658
5/2	155
6/1	1050
6/2	366
7/1	427
7/2 (with short)	647(In) 149(Out)
7/3 (short)	498
8/1	808
9/1 (short)	392
9/2 (with short)	964(In) 572(Out)
10/1 (with short)	419(In) 194(Out)
10/2 (short)	225
11/1	163
12/1	942
12/2	222
13/1	607
13/2 (with short)	640(In) 433(Out)
13/3 (short)	207
14/1	836
14/2	433
14/3	779
15/1	299
15/2 (with short)	1004(In) 677(Out)
15/3 (short)	327
16/1	715
16/2 (with short)	769(In) 366(Out)

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16/3 (short)	403
17/1	1040
17/2	366
17/3	939
18/1	381
18/2 (with short)	600(In) 458(Out)
18/3 (short)	142
19/1	1164
20/1	1416

Lane Saturation Flows

Junction: A50 Junction 1									
Lane	Lane Width (m)	Gradient (%)	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)	
1/1 (B6540)	4.00	0.00	Y	Arm 5 Left	45.00	65.0 %	1950	1950	
				Arm 16 Ahead	45.00	35.0 %			
1/2 (B6540)	4.00	0.00	N	Arm 16 Ahead	47.00	100.0 %	2088	2088	
2/1 (A50 Westbound Off-slip)	3.65	0.00	Y	Arm 4 Left	39.00	11.9 %	1907	1907	
				Arm 17 Ahead	39.00	88.1 %			
2/2 (A50 Westbound Off-slip)	3.65	0.00	N	Arm 17 Ahead	43.00	100.0 %	2049	2049	
3/1 (Ryecroft Road)	3.50	0.00	Y	Arm 6 Left	36.00	19.2 %	1886	1886	
				Arm 18 Ahead	36.00	80.8 %			
4/1	Infinite Saturation Flow						Inf	Inf	
5/1	Infinite Saturation Flow						Inf	Inf	
5/2	Infinite Saturation Flow						Inf	Inf	
6/1	3.65	0.00	Y	Arm 20 Ahead	Inf	100.0 %	1980	1980	
6/2	3.65	0.00	Y	Arm 20 Ahead	Inf	100.0 %	1980	1980	
7/1 (Trent Lane)	3.65	0.00	Y	Arm 8 Left	51.00	100.0 %	1923	1923	
7/2 (Trent Lane)	3.65	0.00	N	Arm 13 Ahead	54.00	100.0 %	2063	2063	
7/3 (Trent Lane)	4.00	0.00	N	Arm 13 Ahead	58.00	100.0 %	2101	2101	
8/1	Infinite Saturation Flow						Inf	Inf	
9/1 (A50 Eastbound Off-slip)	3.00	0.00	Y	Arm 11 Left	40.00	3.3 %	1853	1853	
				Arm 14 Ahead	45.00	96.7 %			
9/2 (A50 Eastbound Off-slip)	3.00	0.00	N	Arm 14 Ahead	50.00	100.0 %	1995	1995	
10/1 (B5010)	3.65	0.00	Y	Arm 12 Left	33.00	54.6 %	1894	1894	
				Arm 15 Ahead	33.00	45.4 %			
10/2 (B5010)	3.50	0.00	N	Arm 15 Ahead	43.00	100.0 %	2034	2034	
11/1	Infinite Saturation Flow						Inf	Inf	
12/1	3.50	0.00	Y	Arm 19 Ahead	Inf	100.0 %	1965	1965	
12/2	3.50	0.00	Y	Arm 19 Ahead	Inf	100.0 %	1965	1965	
13/1 (West Circ)	3.65	0.00	Y	Arm 11 Ahead	80.00	24.7 %	1944	1944	
				Arm 14 Right	80.00	75.3 %			
13/2 (West Circ)	3.65	0.00	Y	Arm 14 Right	77.00	100.0 %	1942	1942	
13/3 (West Circ)	3.65	0.00	Y	Arm 14 Right	73.00	100.0 %	1940	1940	
14/1 (North West Circ)	3.65	0.00	Y	Arm 12 Ahead	58.00	100.0 %	1930	1930	

Full Input Data And Results

14/2 (North West Circ)	3.65	0.00	Y	Arm 12 Ahead	54.00	51.3 %	1926	1926
				Arm 15 Right	54.00	48.7 %		
14/3 (North West Circ)	3.65	0.00	Y	Arm 15 Right	51.00	100.0 %	1923	1923
15/1 (Northeast Circ)	3.65	0.00	Y	Arm 5 Ahead	61.00	100.0 %	1932	1932
15/2 (Northeast Circ)	3.65	0.00	Y	Arm 5 Ahead	57.00	22.9 %	1929	1929
				Arm 16 Right	57.00	77.1 %		
15/3 (Northeast Circ)	3.65	0.00	Y	Arm 16 Right	54.00	100.0 %	1926	1926
16/1 (East Circ)	3.65	0.00	Y	Arm 4 Ahead	62.00	28.3 %	1933	1933
				Arm 17 Ahead	62.00	71.7 %		
16/2 (East Circ)	3.65	0.00	Y	Arm 17 Ahead	58.00	100.0 %	1930	1930
16/3 (East Circ)	3.65	0.00	Y	Arm 17 Ahead	55.00	100.0 %	1927	1927
17/1 (Southeast Circ)	3.65	0.00	Y	Arm 6 Ahead	42.00	100.0 %	1912	1912
17/2 (Southeast Circ)	3.65	0.00	Y	Arm 6 Ahead	39.00	100.0 %	1907	1907
17/3 (Southeast Circ)	3.65	0.00	Y	Arm 18 Right	35.00	100.0 %	1899	1899
18/1 (Southwest Circ)	3.65	0.00	Y	Arm 8 Ahead	68.00	100.0 %	1937	1937
18/2 (Southwest Circ)	3.65	0.00	Y	Arm 13 Right	64.00	100.0 %	1935	1935
18/3 (Southwest Circ)	3.65	0.00	Y	Arm 13 Right	58.00	100.0 %	1930	1930
19/1	Infinite Saturation Flow						Inf	Inf
20/1	Infinite Saturation Flow						Inf	Inf

Scenario 4: '2028 WoD PM' (FG4: '2028 WoD Flows PM', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

	Destination							
		A	B	C	D	E	F	Tot.
Origin	A	0	66	70	5	63	92	296
	B	80	0	443	15	207	298	1043
	C	123	437	0	43	338	0	941
	D	4	18	17	0	9	16	64
	E	84	282	469	26	0	563	1424
	F	24	380	0	34	480	0	918
	Tot.	315	1183	999	123	1097	969	4686

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 4: 2028 WoD PM
Junction: A50 Junction 1	
1/1 (short)	557
1/2 (with short)	1043(In) 486(Out)
2/1	381
2/2	560
3/1	64
4/1	123
5/1	890
5/2	109
6/1	821
6/2	276
7/1	563
7/2 (with short)	861(In) 245(Out)
7/3 (short)	616
8/1	969
9/1 (short)	404
9/2 (with short)	918(In) 514(Out)
10/1 (with short)	296(In) 123(Out)
10/2 (short)	173
11/1	315
12/1	889
12/2	294
13/1	734
13/2 (with short)	806(In) 684(Out)
13/3 (short)	122
14/1	823
14/2	684
14/3	636
15/1	447
15/2 (with short)	809(In) 549(Out)
15/3 (short)	260
16/1	554
16/2 (with short)	746(In) 276(Out)

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16/3 (short)	470
17/1	812
17/2	276
17/3	1030
18/1	406
18/2 (with short)	679(In) 489(Out)
18/3 (short)	190
19/1	1183
20/1	1097

Lane Saturation Flows

Lane Saturation Flows								
Junction: A50 Junction 1								
Lane	Lane Width (m)	Gradient (%)	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
1/1 (B6540)	4.00	0.00	Y	Arm 5 Left	45.00	79.5 %	1950	1950
				Arm 16 Ahead	45.00	20.5 %		
1/2 (B6540)	4.00	0.00	N	Arm 16 Ahead	47.00	100.0 %	2088	2088
2/1 (A50 Westbound Off-slip)	3.65	0.00	Y	Arm 4 Left	39.00	11.3 %	1907	1907
				Arm 17 Ahead	39.00	88.7 %		
2/2 (A50 Westbound Off-slip)	3.65	0.00	N	Arm 17 Ahead	43.00	100.0 %	2049	2049
3/1 (Ryecroft Road)	3.50	0.00	Y	Arm 6 Left	36.00	14.1 %	1886	1886
				Arm 18 Ahead	36.00	85.9 %		
4/1	Infinite Saturation Flow						Inf	Inf
5/1	Infinite Saturation Flow						Inf	Inf
5/2	Infinite Saturation Flow						Inf	Inf
6/1	3.65	0.00	Y	Arm 20 Ahead	Inf	100.0 %	1980	1980
6/2	3.65	0.00	Y	Arm 20 Ahead	Inf	100.0 %	1980	1980
7/1 (Trent Lane)	3.65	0.00	Y	Arm 8 Left	51.00	100.0 %	1923	1923
7/2 (Trent Lane)	3.65	0.00	N	Arm 13 Ahead	54.00	100.0 %	2063	2063
7/3 (Trent Lane)	4.00	0.00	N	Arm 13 Ahead	58.00	100.0 %	2101	2101
8/1	Infinite Saturation Flow						Inf	Inf
9/1 (A50 Eastbound Off-slip)	3.00	0.00	Y	Arm 11 Left	40.00	5.9 %	1853	1853
				Arm 14 Ahead	45.00	94.1 %		
9/2 (A50 Eastbound Off-slip)	3.00	0.00	N	Arm 14 Ahead	50.00	100.0 %	1995	1995
10/1 (B5010)	3.65	0.00	Y	Arm 12 Left	33.00	53.7 %	1894	1894
				Arm 15 Ahead	33.00	46.3 %		
10/2 (B5010)	3.50	0.00	N	Arm 15 Ahead	43.00	100.0 %	2034	2034
11/1	Infinite Saturation Flow						Inf	Inf
12/1	3.50	0.00	Y	Arm 19 Ahead	Inf	100.0 %	1965	1965
12/2	3.50	0.00	Y	Arm 19 Ahead	Inf	100.0 %	1965	1965
13/1 (West Circ)	3.65	0.00	Y	Arm 11 Ahead	80.00	39.6 %	1944	1944
				Arm 14 Right	80.00	60.4 %		
13/2 (West Circ)	3.65	0.00	Y	Arm 14 Right	77.00	100.0 %	1942	1942
13/3 (West Circ)	3.65	0.00	Y	Arm 14 Right	73.00	100.0 %	1940	1940
14/1 (North West Circ)	3.65	0.00	Y	Arm 12 Ahead	58.00	100.0 %	1930	1930

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14/2 (North West Circ)	3.65	0.00	Y	Arm 12 Ahead	54.00	43.0 %	1926	1926
				Arm 15 Right	54.00	57.0 %		
14/3 (North West Circ)	3.65	0.00	Y	Arm 15 Right	51.00	100.0 %	1923	1923
15/1 (Northeast Circ)	3.65	0.00	Y	Arm 5 Ahead	61.00	100.0 %	1932	1932
15/2 (Northeast Circ)	3.65	0.00	Y	Arm 5 Ahead	57.00	19.9 %	1929	1929
				Arm 16 Right	57.00	80.1 %		
15/3 (Northeast Circ)	3.65	0.00	Y	Arm 16 Right	54.00	100.0 %	1926	1926
16/1 (East Circ)	3.65	0.00	Y	Arm 4 Ahead	62.00	14.4 %	1933	1933
				Arm 17 Ahead	62.00	85.6 %		
16/2 (East Circ)	3.65	0.00	Y	Arm 17 Ahead	58.00	100.0 %	1930	1930
16/3 (East Circ)	3.65	0.00	Y	Arm 17 Ahead	55.00	100.0 %	1927	1927
17/1 (Southeast Circ)	3.65	0.00	Y	Arm 6 Ahead	42.00	100.0 %	1912	1912
17/2 (Southeast Circ)	3.65	0.00	Y	Arm 6 Ahead	39.00	100.0 %	1907	1907
17/3 (Southeast Circ)	3.65	0.00	Y	Arm 18 Right	35.00	100.0 %	1899	1899
18/1 (Southwest Circ)	3.65	0.00	Y	Arm 8 Ahead	68.00	100.0 %	1937	1937
18/2 (Southwest Circ)	3.65	0.00	Y	Arm 13 Right	64.00	100.0 %	1935	1935
18/3 (Southwest Circ)	3.65	0.00	Y	Arm 13 Right	58.00	100.0 %	1930	1930
19/1	Infinite Saturation Flow						Inf	Inf
20/1	Infinite Saturation Flow						Inf	Inf

Scenario 5: '2028 WD AM' (FG5: '2028 WD Flows AM', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

	Destination							
		A	B	C	D	E	F	Tot.
Origin	A	0	107	89	25	117	92	430
	B	37	0	361	59	278	279	1014
	C	69	456	0	73	531	0	1129
	D	3	14	12	0	10	13	52
	E	45	194	304	56	0	430	1029
	F	14	389	0	81	534	0	1018
	Tot.	168	1160	766	294	1470	814	4672

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 5: 2028 WD AM
Junction: A50 Junction 1	
1/1 (short)	570
1/2 (with short)	1014(In) 444(Out)
2/1	604
2/2	525
3/1	52
4/1	294
5/1	675
5/2	91
6/1	1078
6/2	392
7/1	430
7/2 (with short)	599(In) 126(Out)
7/3 (short)	473
8/1	814
9/1 (short)	403
9/2 (with short)	1018(In) 615(Out)
10/1 (with short)	430(In) 196(Out)
10/2 (short)	234
11/1	168
12/1	942
12/2	218
13/1	600
13/2 (with short)	590(In) 443(Out)
13/3 (short)	147
14/1	835
14/2	443
14/3	762
15/1	314
15/2 (with short)	996(In) 640(Out)
15/3 (short)	356
16/1	758
16/2 (with short)	800(In) 392(Out)
16/3 (short)	408

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17/1	1068
17/2	392
17/3	933
18/1	384
18/2 (with short)	591(In) 474(Out)
18/3 (short)	117
19/1	1160
20/1	1470

Lane Saturation Flows

Junction: A50 Junction 1								
Lane	Lane Width (m)	Gradient (%)	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
1/1 (B6540)	4.00	0.00	Y	Arm 5 Left	45.00	63.3 %	1950	1950
				Arm 16 Ahead	45.00	36.7 %		
1/2 (B6540)	4.00	0.00	N	Arm 16 Ahead	47.00	100.0 %	2088	2088
2/1 (A50 Westbound Off-slip)	3.65	0.00	Y	Arm 4 Left	39.00	12.1 %	1907	1907
				Arm 17 Ahead	39.00	87.9 %		
2/2 (A50 Westbound Off-slip)	3.65	0.00	N	Arm 17 Ahead	43.00	100.0 %	2049	2049
3/1 (Ryecroft Road)	3.50	0.00	Y	Arm 6 Left	36.00	19.2 %	1886	1886
				Arm 18 Ahead	36.00	80.8 %		
4/1	Infinite Saturation Flow						Inf	Inf
5/1	Infinite Saturation Flow						Inf	Inf
5/2	Infinite Saturation Flow						Inf	Inf
6/1	3.65	0.00	Y	Arm 20 Ahead	Inf	100.0 %	1980	1980
6/2	3.65	0.00	Y	Arm 20 Ahead	Inf	100.0 %	1980	1980
7/1 (Trent Lane)	3.65	0.00	Y	Arm 8 Left	51.00	100.0 %	1923	1923
7/2 (Trent Lane)	3.65	0.00	N	Arm 13 Ahead	54.00	100.0 %	2063	2063
7/3 (Trent Lane)	4.00	0.00	N	Arm 13 Ahead	58.00	100.0 %	2101	2101
8/1	Infinite Saturation Flow						Inf	Inf
9/1 (A50 Eastbound Off-slip)	3.00	0.00	Y	Arm 11 Left	40.00	3.5 %	1853	1853
				Arm 14 Ahead	45.00	96.5 %		
9/2 (A50 Eastbound Off-slip)	3.00	0.00	N	Arm 14 Ahead	50.00	100.0 %	1995	1995
10/1 (B5010)	3.65	0.00	Y	Arm 12 Left	33.00	54.6 %	1894	1894
				Arm 15 Ahead	33.00	45.4 %		
10/2 (B5010)	3.50	0.00	N	Arm 15 Ahead	43.00	100.0 %	2034	2034
11/1	Infinite Saturation Flow						Inf	Inf
12/1	3.50	0.00	Y	Arm 19 Ahead	Inf	100.0 %	1965	1965
12/2	3.50	0.00	Y	Arm 19 Ahead	Inf	100.0 %	1965	1965
13/1 (West Circ)	3.65	0.00	Y	Arm 11 Ahead	80.00	25.7 %	1944	1944
				Arm 14 Right	80.00	74.3 %		
13/2 (West Circ)	3.65	0.00	Y	Arm 14 Right	77.00	100.0 %	1942	1942
13/3 (West Circ)	3.65	0.00	Y	Arm 14 Right	73.00	100.0 %	1940	1940
14/1 (North West Circ)	3.65	0.00	Y	Arm 12 Ahead	58.00	100.0 %	1930	1930

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14/2 (North West Circ)	3.65	0.00	Y	Arm 12 Ahead	54.00	49.2 %	1926	1926
				Arm 15 Right	54.00	50.8 %		
14/3 (North West Circ)	3.65	0.00	Y	Arm 15 Right	51.00	100.0 %	1923	1923
15/1 (Northeast Circ)	3.65	0.00	Y	Arm 5 Ahead	61.00	100.0 %	1932	1932
15/2 (Northeast Circ)	3.65	0.00	Y	Arm 5 Ahead	57.00	14.2 %	1929	1929
				Arm 16 Right	57.00	85.8 %		
15/3 (Northeast Circ)	3.65	0.00	Y	Arm 16 Right	54.00	100.0 %	1926	1926
16/1 (East Circ)	3.65	0.00	Y	Arm 4 Ahead	62.00	29.2 %	1933	1933
				Arm 17 Ahead	62.00	70.8 %		
16/2 (East Circ)	3.65	0.00	Y	Arm 17 Ahead	58.00	100.0 %	1930	1930
16/3 (East Circ)	3.65	0.00	Y	Arm 17 Ahead	55.00	100.0 %	1927	1927
17/1 (Southeast Circ)	3.65	0.00	Y	Arm 6 Ahead	42.00	100.0 %	1912	1912
17/2 (Southeast Circ)	3.65	0.00	Y	Arm 6 Ahead	39.00	100.0 %	1907	1907
17/3 (Southeast Circ)	3.65	0.00	Y	Arm 18 Right	35.00	100.0 %	1899	1899
18/1 (Southwest Circ)	3.65	0.00	Y	Arm 8 Ahead	68.00	100.0 %	1937	1937
18/2 (Southwest Circ)	3.65	0.00	Y	Arm 13 Right	64.00	100.0 %	1935	1935
18/3 (Southwest Circ)	3.65	0.00	Y	Arm 13 Right	58.00	100.0 %	1930	1930
19/1	Infinite Saturation Flow						Inf	Inf
20/1	Infinite Saturation Flow						Inf	Inf

Scenario 6: '2028 WD PM' (FG6: '2028 WD Flows PM', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

	Destination							
		A	B	C	D	E	F	Tot.
Origin	A	0	67	72	5	62	92	298
	B	81	0	446	15	202	299	1043
	C	124	438	0	45	331	0	938
	D	4	18	17	0	9	16	64
	E	83	287	467	26	0	563	1426
	F	24	382	0	34	469	0	909
	Tot.	316	1192	1002	125	1073	970	4678

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 6: 2028 WD PM
Junction: A50 Junction 1	
1/1 (short)	582
1/2 (with short)	1043(In) 461(Out)
2/1	376
2/2	562
3/1	64
4/1	125
5/1	863
5/2	139
6/1	789
6/2	284
7/1	563
7/2 (with short)	863(In) 248(Out)
7/3 (short)	615
8/1	970
9/1 (short)	406
9/2 (with short)	909(In) 503(Out)
10/1 (with short)	298(In) 139(Out)
10/2 (short)	159
11/1	316
12/1	874
12/2	318
13/1	717
13/2 (with short)	828(In) 663(Out)
13/3 (short)	165
14/1	807
14/2	663
14/3	668
15/1	417
15/2 (with short)	827(In) 532(Out)
15/3 (short)	295
16/1	529
16/2 (with short)	756(In) 284(Out)
16/3 (short)	472

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17/1	780
17/2	284
17/3	1034
18/1	407
18/2 (with short)	682(In) 469(Out)
18/3 (short)	213
19/1	1192
20/1	1073

Lane Saturation Flows

Lane Saturation Flows								
Junction: A50 Junction 1								
Lane	Lane Width (m)	Gradient (%)	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
1/1 (B6540)	4.00	0.00	Y	Arm 5 Left	45.00	76.6 %	1950	1950
				Arm 16 Ahead	45.00	23.4 %		
1/2 (B6540)	4.00	0.00	N	Arm 16 Ahead	47.00	100.0 %	2088	2088
2/1 (A50 Westbound Off-slip)	3.65	0.00	Y	Arm 4 Left	39.00	12.0 %	1907	1907
				Arm 17 Ahead	39.00	88.0 %		
2/2 (A50 Westbound Off-slip)	3.65	0.00	N	Arm 17 Ahead	43.00	100.0 %	2049	2049
3/1 (Ryecroft Road)	3.50	0.00	Y	Arm 6 Left	36.00	14.1 %	1886	1886
				Arm 18 Ahead	36.00	85.9 %		
4/1	Infinite Saturation Flow						Inf	Inf
5/1	Infinite Saturation Flow						Inf	Inf
5/2	Infinite Saturation Flow						Inf	Inf
6/1	3.65	0.00	Y	Arm 20 Ahead	Inf	100.0 %	1980	1980
6/2	3.65	0.00	Y	Arm 20 Ahead	Inf	100.0 %	1980	1980
7/1 (Trent Lane)	3.65	0.00	Y	Arm 8 Left	51.00	100.0 %	1923	1923
7/2 (Trent Lane)	3.65	0.00	N	Arm 13 Ahead	54.00	100.0 %	2063	2063
7/3 (Trent Lane)	4.00	0.00	N	Arm 13 Ahead	58.00	100.0 %	2101	2101
8/1	Infinite Saturation Flow						Inf	Inf
9/1 (A50 Eastbound Off-slip)	3.00	0.00	Y	Arm 11 Left	40.00	5.9 %	1853	1853
				Arm 14 Ahead	45.00	94.1 %		
9/2 (A50 Eastbound Off-slip)	3.00	0.00	N	Arm 14 Ahead	50.00	100.0 %	1995	1995
10/1 (B5010)	3.65	0.00	Y	Arm 12 Left	33.00	48.2 %	1894	1894
				Arm 15 Ahead	33.00	51.8 %		
10/2 (B5010)	3.50	0.00	N	Arm 15 Ahead	43.00	100.0 %	2034	2034
11/1	Infinite Saturation Flow						Inf	Inf
12/1	3.50	0.00	Y	Arm 19 Ahead	Inf	100.0 %	1965	1965
12/2	3.50	0.00	Y	Arm 19 Ahead	Inf	100.0 %	1965	1965
13/1 (West Circ)	3.65	0.00	Y	Arm 11 Ahead	80.00	40.7 %	1944	1944
				Arm 14 Right	80.00	59.3 %		
13/2 (West Circ)	3.65	0.00	Y	Arm 14 Right	77.00	100.0 %	1942	1942
13/3 (West Circ)	3.65	0.00	Y	Arm 14 Right	73.00	100.0 %	1940	1940
14/1 (North West Circ)	3.65	0.00	Y	Arm 12 Ahead	58.00	100.0 %	1930	1930

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14/2 (North West Circ)	3.65	0.00	Y	Arm 12 Ahead	54.00	48.0 %	1926	1926
				Arm 15 Right	54.00	52.0 %		
14/3 (North West Circ)	3.65	0.00	Y	Arm 15 Right	51.00	100.0 %	1923	1923
15/1 (Northeast Circ)	3.65	0.00	Y	Arm 5 Ahead	61.00	100.0 %	1932	1932
15/2 (Northeast Circ)	3.65	0.00	Y	Arm 5 Ahead	57.00	26.1 %	1929	1929
				Arm 16 Right	57.00	73.9 %		
15/3 (Northeast Circ)	3.65	0.00	Y	Arm 16 Right	54.00	100.0 %	1926	1926
16/1 (East Circ)	3.65	0.00	Y	Arm 4 Ahead	62.00	15.1 %	1933	1933
				Arm 17 Ahead	62.00	84.9 %		
16/2 (East Circ)	3.65	0.00	Y	Arm 17 Ahead	58.00	100.0 %	1930	1930
16/3 (East Circ)	3.65	0.00	Y	Arm 17 Ahead	55.00	100.0 %	1927	1927
17/1 (Southeast Circ)	3.65	0.00	Y	Arm 6 Ahead	42.00	100.0 %	1912	1912
17/2 (Southeast Circ)	3.65	0.00	Y	Arm 6 Ahead	39.00	100.0 %	1907	1907
17/3 (Southeast Circ)	3.65	0.00	Y	Arm 18 Right	35.00	100.0 %	1899	1899
18/1 (Southwest Circ)	3.65	0.00	Y	Arm 8 Ahead	68.00	100.0 %	1937	1937
18/2 (Southwest Circ)	3.65	0.00	Y	Arm 13 Right	64.00	100.0 %	1935	1935
18/3 (Southwest Circ)	3.65	0.00	Y	Arm 13 Right	58.00	100.0 %	1930	1930
19/1	Infinite Saturation Flow						Inf	Inf
20/1	Infinite Saturation Flow						Inf	Inf

Scenario 7: '2038 WoD AM' (FG7: '2038 WoD Flows AM', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

	Destination							
		A	B	C	D	E	F	Tot.
Origin	A	0	91	89	29	86	90	385
	B	44	0	444	82	288	324	1182
	C	71	458	0	88	485	0	1102
	D	3	13	14	0	9	13	52
	E	48	197	336	67	0	438	1086
	F	14	394	0	92	480	0	980
	Tot.	180	1153	883	358	1348	865	4787

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 7: 2038 WoD AM
Junction: A50 Junction 1	
1/1 (short)	678
1/2 (with short)	1182(In) 504(Out)
2/1	573
2/2	529
3/1	52
4/1	358
5/1	845
5/2	38
6/1	910
6/2	438
7/1	438
7/2 (with short)	648(In) 130(Out)
7/3 (short)	518
8/1	865
9/1 (short)	408
9/2 (with short)	980(In) 572(Out)
10/1 (with short)	385(In) 175(Out)
10/2 (short)	210
11/1	180
12/1	934
12/2	219
13/1	615
13/2 (with short)	636(In) 536(Out)
13/3 (short)	100
14/1	843
14/2	536
14/3	672
15/1	401
15/2 (with short)	882(In) 490(Out)
15/3 (short)	392
16/1	686
16/2 (with short)	896(In) 438(Out)

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16/3 (short)	458
17/1	901
17/2	438
17/3	987
18/1	427
18/2 (with short)	603(In) 485(Out)
18/3 (short)	118
19/1	1153
20/1	1348

Lane Saturation Flows

Lane Saturation Flows								
Junction: A50 Junction 1								
Lane	Lane Width (m)	Gradient (%)	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
1/1 (B6540)	4.00	0.00	Y	Arm 5 Left	45.00	65.5 %	1950	1950
				Arm 16 Ahead	45.00	34.5 %		
1/2 (B6540)	4.00	0.00	N	Arm 16 Ahead	47.00	100.0 %	2088	2088
2/1 (A50 Westbound Off-slip)	3.65	0.00	Y	Arm 4 Left	39.00	15.4 %	1907	1907
				Arm 17 Ahead	39.00	84.6 %		
2/2 (A50 Westbound Off-slip)	3.65	0.00	N	Arm 17 Ahead	43.00	100.0 %	2049	2049
3/1 (Ryecroft Road)	3.50	0.00	Y	Arm 6 Left	36.00	17.3 %	1886	1886
				Arm 18 Ahead	36.00	82.7 %		
4/1	Infinite Saturation Flow						Inf	Inf
5/1	Infinite Saturation Flow						Inf	Inf
5/2	Infinite Saturation Flow						Inf	Inf
6/1	3.65	0.00	Y	Arm 20 Ahead	Inf	100.0 %	1980	1980
6/2	3.65	0.00	Y	Arm 20 Ahead	Inf	100.0 %	1980	1980
7/1 (Trent Lane)	3.65	0.00	Y	Arm 8 Left	51.00	100.0 %	1923	1923
7/2 (Trent Lane)	3.65	0.00	N	Arm 13 Ahead	54.00	100.0 %	2063	2063
7/3 (Trent Lane)	4.00	0.00	N	Arm 13 Ahead	58.00	100.0 %	2101	2101
8/1	Infinite Saturation Flow						Inf	Inf
9/1 (A50 Eastbound Off-slip)	3.00	0.00	Y	Arm 11 Left	40.00	3.4 %	1853	1853
				Arm 14 Ahead	45.00	96.6 %		
9/2 (A50 Eastbound Off-slip)	3.00	0.00	N	Arm 14 Ahead	50.00	100.0 %	1995	1995
10/1 (B5010)	3.65	0.00	Y	Arm 12 Left	33.00	52.0 %	1894	1894
				Arm 15 Ahead	33.00	48.0 %		
10/2 (B5010)	3.50	0.00	N	Arm 15 Ahead	43.00	100.0 %	2034	2034
11/1	Infinite Saturation Flow						Inf	Inf
12/1	3.50	0.00	Y	Arm 19 Ahead	Inf	100.0 %	1965	1965
12/2	3.50	0.00	Y	Arm 19 Ahead	Inf	100.0 %	1965	1965
13/1 (West Circ)	3.65	0.00	Y	Arm 11 Ahead	80.00	27.0 %	1944	1944
				Arm 14 Right	80.00	73.0 %		
13/2 (West Circ)	3.65	0.00	Y	Arm 14 Right	77.00	100.0 %	1942	1942
13/3 (West Circ)	3.65	0.00	Y	Arm 14 Right	73.00	100.0 %	1940	1940
14/1 (North West Circ)	3.65	0.00	Y	Arm 12 Ahead	58.00	100.0 %	1930	1930

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14/2 (North West Circ)	3.65	0.00	Y	Arm 12 Ahead	54.00	40.9 %	1926	1926
				Arm 15 Right	54.00	59.1 %		
14/3 (North West Circ)	3.65	0.00	Y	Arm 15 Right	51.00	100.0 %	1923	1923
15/1 (Northeast Circ)	3.65	0.00	Y	Arm 5 Ahead	61.00	100.0 %	1932	1932
15/2 (Northeast Circ)	3.65	0.00	Y	Arm 5 Ahead	57.00	7.8 %	1929	1929
				Arm 16 Right	57.00	92.2 %		
15/3 (Northeast Circ)	3.65	0.00	Y	Arm 16 Right	54.00	100.0 %	1926	1926
16/1 (East Circ)	3.65	0.00	Y	Arm 4 Ahead	62.00	39.4 %	1933	1933
				Arm 17 Ahead	62.00	60.6 %		
16/2 (East Circ)	3.65	0.00	Y	Arm 17 Ahead	58.00	100.0 %	1930	1930
16/3 (East Circ)	3.65	0.00	Y	Arm 17 Ahead	55.00	100.0 %	1927	1927
17/1 (Southeast Circ)	3.65	0.00	Y	Arm 6 Ahead	42.00	100.0 %	1912	1912
17/2 (Southeast Circ)	3.65	0.00	Y	Arm 6 Ahead	39.00	100.0 %	1907	1907
17/3 (Southeast Circ)	3.65	0.00	Y	Arm 18 Right	35.00	100.0 %	1899	1899
18/1 (Southwest Circ)	3.65	0.00	Y	Arm 8 Ahead	68.00	100.0 %	1937	1937
18/2 (Southwest Circ)	3.65	0.00	Y	Arm 13 Right	64.00	100.0 %	1935	1935
18/3 (Southwest Circ)	3.65	0.00	Y	Arm 13 Right	58.00	100.0 %	1930	1930
19/1	Infinite Saturation Flow						Inf	Inf
20/1	Infinite Saturation Flow						Inf	Inf

Scenario 8: '2038 WoD PM' (FG8: '2038 WoD Flows PM', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

	Destination							
		A	B	C	D	E	F	Tot.
Origin	A	0	80	85	11	54	98	328
	B	115	0	590	35	239	373	1352
	C	131	448	0	68	297	0	944
	D	7	31	32	0	13	24	107
	E	93	320	508	52	0	548	1521
	F	25	397	0	62	422	0	906
	Tot.	371	1276	1215	228	1025	1043	5158

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 8: 2038 WoD PM
Junction: A50 Junction 1	
1/1 (short)	735
1/2 (with short)	1352(In) 617(Out)
2/1	365
2/2	579
3/1	107
4/1	228
5/1	1102
5/2	113
6/1	736
6/2	289
7/1	548
7/2 (with short)	973(In) 272(Out)
7/3 (short)	701
8/1	1043
9/1 (short)	422
9/2 (with short)	906(In) 484(Out)
10/1 (with short)	328(In) 164(Out)
10/2 (short)	164
11/1	371
12/1	928
12/2	348
13/1	797
13/2 (with short)	940(In) 776(Out)
13/3 (short)	164
14/1	848
14/2	776
14/3	648
15/1	512
15/2 (with short)	812(In) 554(Out)
15/3 (short)	258
16/1	586
16/2 (with short)	875(In) 289(Out)

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16/3 (short)	586
17/1	723
17/2	289
17/3	1165
18/1	495
18/2 (with short)	764(In) 525(Out)
18/3 (short)	239
19/1	1276
20/1	1025

Lane Saturation Flows

Junction: A50 Junction 1								
Lane	Lane Width (m)	Gradient (%)	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
1/1 (B6540)	4.00	0.00	Y	Arm 5 Left	45.00	80.3 %	1950	1950
				Arm 16 Ahead	45.00	19.7 %		
1/2 (B6540)	4.00	0.00	N	Arm 16 Ahead	47.00	100.0 %	2088	2088
2/1 (A50 Westbound Off-slip)	3.65	0.00	Y	Arm 4 Left	39.00	18.6 %	1907	1907
				Arm 17 Ahead	39.00	81.4 %		
2/2 (A50 Westbound Off-slip)	3.65	0.00	N	Arm 17 Ahead	43.00	100.0 %	2049	2049
3/1 (Ryecroft Road)	3.50	0.00	Y	Arm 6 Left	36.00	12.1 %	1886	1886
				Arm 18 Ahead	36.00	87.9 %		
4/1	Infinite Saturation Flow						Inf	Inf
5/1	Infinite Saturation Flow						Inf	Inf
5/2	Infinite Saturation Flow						Inf	Inf
6/1	3.65	0.00	Y	Arm 20 Ahead	Inf	100.0 %	1980	1980
6/2	3.65	0.00	Y	Arm 20 Ahead	Inf	100.0 %	1980	1980
7/1 (Trent Lane)	3.65	0.00	Y	Arm 8 Left	51.00	100.0 %	1923	1923
7/2 (Trent Lane)	3.65	0.00	N	Arm 13 Ahead	54.00	100.0 %	2063	2063
7/3 (Trent Lane)	4.00	0.00	N	Arm 13 Ahead	58.00	100.0 %	2101	2101
8/1	Infinite Saturation Flow						Inf	Inf
9/1 (A50 Eastbound Off-slip)	3.00	0.00	Y	Arm 11 Left	40.00	5.9 %	1853	1853
				Arm 14 Ahead	45.00	94.1 %		
9/2 (A50 Eastbound Off-slip)	3.00	0.00	N	Arm 14 Ahead	50.00	100.0 %	1995	1995
10/1 (B5010)	3.65	0.00	Y	Arm 12 Left	33.00	48.8 %	1894	1894
				Arm 15 Ahead	33.00	51.2 %		
10/2 (B5010)	3.50	0.00	N	Arm 15 Ahead	43.00	100.0 %	2034	2034
11/1	Infinite Saturation Flow						Inf	Inf
12/1	3.50	0.00	Y	Arm 19 Ahead	Inf	100.0 %	1965	1965
12/2	3.50	0.00	Y	Arm 19 Ahead	Inf	100.0 %	1965	1965
13/1 (West Circ)	3.65	0.00	Y	Arm 11 Ahead	80.00	43.4 %	1944	1944
				Arm 14 Right	80.00	56.6 %		
13/2 (West Circ)	3.65	0.00	Y	Arm 14 Right	77.00	100.0 %	1942	1942
13/3 (West Circ)	3.65	0.00	Y	Arm 14 Right	73.00	100.0 %	1940	1940
14/1 (North West Circ)	3.65	0.00	Y	Arm 12 Ahead	58.00	100.0 %	1930	1930

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14/2 (North West Circ)	3.65	0.00	Y	Arm 12 Ahead	54.00	44.8 %	1926	1926
				Arm 15 Right	54.00	55.2 %		
14/3 (North West Circ)	3.65	0.00	Y	Arm 15 Right	51.00	100.0 %	1923	1923
15/1 (Northeast Circ)	3.65	0.00	Y	Arm 5 Ahead	61.00	100.0 %	1932	1932
15/2 (Northeast Circ)	3.65	0.00	Y	Arm 5 Ahead	57.00	20.4 %	1929	1929
				Arm 16 Right	57.00	79.6 %		
15/3 (Northeast Circ)	3.65	0.00	Y	Arm 16 Right	54.00	100.0 %	1926	1926
16/1 (East Circ)	3.65	0.00	Y	Arm 4 Ahead	62.00	27.3 %	1933	1933
				Arm 17 Ahead	62.00	72.7 %		
16/2 (East Circ)	3.65	0.00	Y	Arm 17 Ahead	58.00	100.0 %	1930	1930
16/3 (East Circ)	3.65	0.00	Y	Arm 17 Ahead	55.00	100.0 %	1927	1927
17/1 (Southeast Circ)	3.65	0.00	Y	Arm 6 Ahead	42.00	100.0 %	1912	1912
17/2 (Southeast Circ)	3.65	0.00	Y	Arm 6 Ahead	39.00	100.0 %	1907	1907
17/3 (Southeast Circ)	3.65	0.00	Y	Arm 18 Right	35.00	100.0 %	1899	1899
18/1 (Southwest Circ)	3.65	0.00	Y	Arm 8 Ahead	68.00	100.0 %	1937	1937
18/2 (Southwest Circ)	3.65	0.00	Y	Arm 13 Right	64.00	100.0 %	1935	1935
18/3 (Southwest Circ)	3.65	0.00	Y	Arm 13 Right	58.00	100.0 %	1930	1930
19/1	Infinite Saturation Flow						Inf	Inf
20/1	Infinite Saturation Flow						Inf	Inf

Scenario 9: '2038 WD AM' (FG9: '2038 WD Flows AM', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

	Destination							
		A	B	C	D	E	F	Tot.
Origin	A	0	89	93	28	91	89	390
	B	43	0	453	77	293	313	1179
	C	70	449	0	84	495	0	1098
	D	3	13	15	0	9	13	53
	E	49	203	365	69	0	457	1143
	F	15	396	0	93	509	0	1013
	Tot.	180	1150	926	351	1397	872	4876

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 9: 2038 WD AM
Junction: A50 Junction 1	
1/1 (short)	686
1/2 (with short)	1179(In) 493(Out)
2/1	579
2/2	519
3/1	53
4/1	351
5/1	891
5/2	35
6/1	969
6/2	428
7/1	457
7/2 (with short)	686(In) 148(Out)
7/3 (short)	538
8/1	872
9/1 (short)	411
9/2 (with short)	1013(In) 602(Out)
10/1 (with short)	390(In) 179(Out)
10/2 (short)	211
11/1	180
12/1	940
12/2	210
13/1	620
13/2 (with short)	659(In) 558(Out)
13/3 (short)	101
14/1	851
14/2	558
14/3	703
15/1	438
15/2 (with short)	914(In) 534(Out)
15/3 (short)	380
16/1	732
16/2 (with short)	873(In) 428(Out)
16/3 (short)	445

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17/1	960
17/2	428
17/3	964
18/1	415
18/2 (with short)	593(In) 472(Out)
18/3 (short)	121
19/1	1150
20/1	1397

Lane Saturation Flows

Lane Saturation Flows									
Junction: A50 Junction 1									
Lane	Lane Width (m)	Gradient (%)	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)	
1/1 (B6540)	4.00	0.00	Y	Arm 5 Left	45.00	66.0 %	1950	1950	
				Arm 16 Ahead	45.00	34.0 %			
1/2 (B6540)	4.00	0.00	N	Arm 16 Ahead	47.00	100.0 %	2088	2088	
2/1 (A50 Westbound Off-slip)	3.65	0.00	Y	Arm 4 Left	39.00	14.5 %	1907	1907	
				Arm 17 Ahead	39.00	85.5 %			
2/2 (A50 Westbound Off-slip)	3.65	0.00	N	Arm 17 Ahead	43.00	100.0 %	2049	2049	
3/1 (Ryecroft Road)	3.50	0.00	Y	Arm 6 Left	36.00	17.0 %	1886	1886	
				Arm 18 Ahead	36.00	83.0 %			
4/1	Infinite Saturation Flow						Inf	Inf	
5/1	Infinite Saturation Flow						Inf	Inf	
5/2	Infinite Saturation Flow						Inf	Inf	
6/1	3.65	0.00	Y	Arm 20 Ahead	Inf	100.0 %	1980	1980	
6/2	3.65	0.00	Y	Arm 20 Ahead	Inf	100.0 %	1980	1980	
7/1 (Trent Lane)	3.65	0.00	Y	Arm 8 Left	51.00	100.0 %	1923	1923	
7/2 (Trent Lane)	3.65	0.00	N	Arm 13 Ahead	54.00	100.0 %	2063	2063	
7/3 (Trent Lane)	4.00	0.00	N	Arm 13 Ahead	58.00	100.0 %	2101	2101	
8/1	Infinite Saturation Flow						Inf	Inf	
9/1 (A50 Eastbound Off-slip)	3.00	0.00	Y	Arm 11 Left	40.00	3.6 %	1853	1853	
				Arm 14 Ahead	45.00	96.4 %			
9/2 (A50 Eastbound Off-slip)	3.00	0.00	N	Arm 14 Ahead	50.00	100.0 %	1995	1995	
10/1 (B5010)	3.65	0.00	Y	Arm 12 Left	33.00	49.7 %	1894	1894	
				Arm 15 Ahead	33.00	50.3 %			
10/2 (B5010)	3.50	0.00	N	Arm 15 Ahead	43.00	100.0 %	2034	2034	
11/1	Infinite Saturation Flow						Inf	Inf	
12/1	3.50	0.00	Y	Arm 19 Ahead	Inf	100.0 %	1965	1965	
12/2	3.50	0.00	Y	Arm 19 Ahead	Inf	100.0 %	1965	1965	
13/1 (West Circ)	3.65	0.00	Y	Arm 11 Ahead	80.00	26.6 %	1944	1944	
				Arm 14 Right	80.00	73.4 %			
13/2 (West Circ)	3.65	0.00	Y	Arm 14 Right	77.00	100.0 %	1942	1942	
13/3 (West Circ)	3.65	0.00	Y	Arm 14 Right	73.00	100.0 %	1940	1940	
14/1 (North West Circ)	3.65	0.00	Y	Arm 12 Ahead	58.00	100.0 %	1930	1930	

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14/2 (North West Circ)	3.65	0.00	Y	Arm 12 Ahead	54.00	37.6 %	1926	1926
				Arm 15 Right	54.00	62.4 %		
14/3 (North West Circ)	3.65	0.00	Y	Arm 15 Right	51.00	100.0 %	1923	1923
15/1 (Northeast Circ)	3.65	0.00	Y	Arm 5 Ahead	61.00	100.0 %	1932	1932
15/2 (Northeast Circ)	3.65	0.00	Y	Arm 5 Ahead	57.00	6.6 %	1929	1929
				Arm 16 Right	57.00	93.4 %		
15/3 (Northeast Circ)	3.65	0.00	Y	Arm 16 Right	54.00	100.0 %	1926	1926
16/1 (East Circ)	3.65	0.00	Y	Arm 4 Ahead	62.00	36.5 %	1933	1933
				Arm 17 Ahead	62.00	63.5 %		
16/2 (East Circ)	3.65	0.00	Y	Arm 17 Ahead	58.00	100.0 %	1930	1930
16/3 (East Circ)	3.65	0.00	Y	Arm 17 Ahead	55.00	100.0 %	1927	1927
17/1 (Southeast Circ)	3.65	0.00	Y	Arm 6 Ahead	42.00	100.0 %	1912	1912
17/2 (Southeast Circ)	3.65	0.00	Y	Arm 6 Ahead	39.00	100.0 %	1907	1907
17/3 (Southeast Circ)	3.65	0.00	Y	Arm 18 Right	35.00	100.0 %	1899	1899
18/1 (Southwest Circ)	3.65	0.00	Y	Arm 8 Ahead	68.00	100.0 %	1937	1937
18/2 (Southwest Circ)	3.65	0.00	Y	Arm 13 Right	64.00	100.0 %	1935	1935
18/3 (Southwest Circ)	3.65	0.00	Y	Arm 13 Right	58.00	100.0 %	1930	1930
19/1	Infinite Saturation Flow						Inf	Inf
20/1	Infinite Saturation Flow						Inf	Inf

Scenario 10: '2038 WD PM' (FG10: '2038 WD Flows PM', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

	Destination							
		A	B	C	D	E	F	Tot.
Origin	A	0	80	82	12	64	94	332
	B	114	0	661	40	252	370	1437
	C	144	489	0	97	342	0	1072
	D	10	46	46	0	18	35	155
	E	95	341	580	62	0	606	1684
	F	24	401	0	67	441	0	933
	Tot.	387	1357	1369	278	1117	1105	5613

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 10: 2038 WD PM
Junction: A50 Junction 1	
1/1 (short)	744
1/2 (with short)	1437(In) 693(Out)
2/1	439
2/2	633
3/1	155
4/1	278
5/1	1204
5/2	165
6/1	758
6/2	359
7/1	606
7/2 (with short)	1078(In) 281(Out)
7/3 (short)	797
8/1	1105
9/1 (short)	425
9/2 (with short)	933(In) 508(Out)
10/1 (with short)	332(In) 162(Out)
10/2 (short)	170
11/1	387
12/1	984
12/2	373
13/1	866
13/2 (with short)	1061(In) 834(Out)
13/3 (short)	227
14/1	904
14/2	834
14/3	735
15/1	543
15/2 (with short)	905(In) 661(Out)
15/3 (short)	244
16/1	579
16/2 (with short)	937(In) 359(Out)
16/3 (short)	578

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17/1	740
17/2	359
17/3	1211
18/1	499
18/2 (with short)	849(In) 585(Out)
18/3 (short)	264
19/1	1357
20/1	1117

Lane Saturation Flows

Junction: A50 Junction 1								
Lane	Lane Width (m)	Gradient (%)	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
1/1 (B6540)	4.00	0.00	Y	Arm 5 Left	45.00	88.8 %	1950	1950
				Arm 16 Ahead	45.00	11.2 %		
1/2 (B6540)	4.00	0.00	N	Arm 16 Ahead	47.00	100.0 %	2088	2088
2/1 (A50 Westbound Off-slip)	3.65	0.00	Y	Arm 4 Left	39.00	22.1 %	1907	1907
				Arm 17 Ahead	39.00	77.9 %		
2/2 (A50 Westbound Off-slip)	3.65	0.00	N	Arm 17 Ahead	43.00	100.0 %	2049	2049
3/1 (Ryecroft Road)	3.50	0.00	Y	Arm 6 Left	36.00	11.6 %	1886	1886
				Arm 18 Ahead	36.00	88.4 %		
4/1	Infinite Saturation Flow						Inf	Inf
5/1	Infinite Saturation Flow						Inf	Inf
5/2	Infinite Saturation Flow						Inf	Inf
6/1	3.65	0.00	Y	Arm 20 Ahead	Inf	100.0 %	1980	1980
6/2	3.65	0.00	Y	Arm 20 Ahead	Inf	100.0 %	1980	1980
7/1 (Trent Lane)	3.65	0.00	Y	Arm 8 Left	51.00	100.0 %	1923	1923
7/2 (Trent Lane)	3.65	0.00	N	Arm 13 Ahead	54.00	100.0 %	2063	2063
7/3 (Trent Lane)	4.00	0.00	N	Arm 13 Ahead	58.00	100.0 %	2101	2101
8/1	Infinite Saturation Flow						Inf	Inf
9/1 (A50 Eastbound Off-slip)	3.00	0.00	Y	Arm 11 Left	40.00	5.6 %	1853	1853
				Arm 14 Ahead	45.00	94.4 %		
9/2 (A50 Eastbound Off-slip)	3.00	0.00	N	Arm 14 Ahead	50.00	100.0 %	1995	1995
10/1 (B5010)	3.65	0.00	Y	Arm 12 Left	33.00	49.4 %	1894	1894
				Arm 15 Ahead	33.00	50.6 %		
10/2 (B5010)	3.50	0.00	N	Arm 15 Ahead	43.00	100.0 %	2034	2034
11/1	Infinite Saturation Flow						Inf	Inf
12/1	3.50	0.00	Y	Arm 19 Ahead	Inf	100.0 %	1965	1965
12/2	3.50	0.00	Y	Arm 19 Ahead	Inf	100.0 %	1965	1965
13/1 (West Circ)	3.65	0.00	Y	Arm 11 Ahead	80.00	41.9 %	1944	1944
				Arm 14 Right	80.00	58.1 %		
13/2 (West Circ)	3.65	0.00	Y	Arm 14 Right	77.00	100.0 %	1942	1942
13/3 (West Circ)	3.65	0.00	Y	Arm 14 Right	73.00	100.0 %	1940	1940
14/1 (North West Circ)	3.65	0.00	Y	Arm 12 Ahead	58.00	100.0 %	1930	1930

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14/2 (North West Circ)	3.65	0.00	Y	Arm 12 Ahead	54.00	44.7 %	1926	1926
				Arm 15 Right	54.00	55.3 %		
14/3 (North West Circ)	3.65	0.00	Y	Arm 15 Right	51.00	100.0 %	1923	1923
15/1 (Northeast Circ)	3.65	0.00	Y	Arm 5 Ahead	61.00	100.0 %	1932	1932
15/2 (Northeast Circ)	3.65	0.00	Y	Arm 5 Ahead	57.00	25.0 %	1929	1929
				Arm 16 Right	57.00	75.0 %		
15/3 (Northeast Circ)	3.65	0.00	Y	Arm 16 Right	54.00	100.0 %	1926	1926
16/1 (East Circ)	3.65	0.00	Y	Arm 4 Ahead	62.00	31.3 %	1933	1933
				Arm 17 Ahead	62.00	68.7 %		
16/2 (East Circ)	3.65	0.00	Y	Arm 17 Ahead	58.00	100.0 %	1930	1930
16/3 (East Circ)	3.65	0.00	Y	Arm 17 Ahead	55.00	100.0 %	1927	1927
17/1 (Southeast Circ)	3.65	0.00	Y	Arm 6 Ahead	42.00	100.0 %	1912	1912
17/2 (Southeast Circ)	3.65	0.00	Y	Arm 6 Ahead	39.00	100.0 %	1907	1907
17/3 (Southeast Circ)	3.65	0.00	Y	Arm 18 Right	35.00	100.0 %	1899	1899
18/1 (Southwest Circ)	3.65	0.00	Y	Arm 8 Ahead	68.00	100.0 %	1937	1937
18/2 (Southwest Circ)	3.65	0.00	Y	Arm 13 Right	64.00	100.0 %	1935	1935
18/3 (Southwest Circ)	3.65	0.00	Y	Arm 13 Right	58.00	100.0 %	1930	1930
19/1	Infinite Saturation Flow						Inf	Inf
20/1	Infinite Saturation Flow						Inf	Inf

Scenario 11: '2b 2028 WD AM' (FG11: '2b 2028 WD Flows AM', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

	Destination							
		A	B	C	D	E	F	Tot.
Origin	A	0	98	117	10	98	96	419
	B	35	0	441	23	234	276	1009
	C	73	471	0	32	517	0	1093
	D	2	12	16	0	9	13	52
	E	43	176	370	22	0	427	1038
	F	14	395	0	34	512	0	955
	Tot.	167	1152	944	121	1370	812	4566

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 11: 2b 2028 WD AM
Junction: A50 Junction 1	
1/1 (short)	589
1/2 (with short)	1009(In) 420(Out)
2/1	549
2/2	544
3/1	52
4/1	121
5/1	838
5/2	106
6/1	1047
6/2	323
7/1	427
7/2 (with short)	611(In) 139(Out)
7/3 (short)	472
8/1	812
9/1 (short)	409
9/2 (with short)	955(In) 546(Out)
10/1 (with short)	419(In) 212(Out)
10/2 (short)	207
11/1	167
12/1	1001
12/2	151
13/1	661
13/2 (with short)	559(In) 434(Out)
13/3 (short)	125
14/1	903
14/2	434
14/3	671
15/1	397
15/2 (with short)	878(In) 568(Out)
15/3 (short)	310
16/1	610
16/2 (with short)	730(In) 323(Out)

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16/3 (short)	407
17/1	1038
17/2	323
17/3	951
18/1	385
18/2 (with short)	609(In) 522(Out)
18/3 (short)	87
19/1	1152
20/1	1370

Lane Saturation Flows

Junction: A50 Junction 1								
Lane	Lane Width (m)	Gradient (%)	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
1/1 (B6540)	4.00	0.00	Y	Arm 5 Left	45.00	74.9 %	1950	1950
				Arm 16 Ahead	45.00	25.1 %		
1/2 (B6540)	4.00	0.00	N	Arm 16 Ahead	47.00	100.0 %	2088	2088
2/1 (A50 Westbound Off-slip)	3.65	0.00	Y	Arm 4 Left	39.00	5.8 %	1907	1907
				Arm 17 Ahead	39.00	94.2 %		
2/2 (A50 Westbound Off-slip)	3.65	0.00	N	Arm 17 Ahead	43.00	100.0 %	2049	2049
3/1 (Ryecroft Road)	3.50	0.00	Y	Arm 6 Left	36.00	17.3 %	1886	1886
				Arm 18 Ahead	36.00	82.7 %		
4/1	Infinite Saturation Flow						Inf	Inf
5/1	Infinite Saturation Flow						Inf	Inf
5/2	Infinite Saturation Flow						Inf	Inf
6/1	3.65	0.00	Y	Arm 20 Ahead	Inf	100.0 %	1980	1980
6/2	3.65	0.00	Y	Arm 20 Ahead	Inf	100.0 %	1980	1980
7/1 (Trent Lane)	3.65	0.00	Y	Arm 8 Left	51.00	100.0 %	1923	1923
7/2 (Trent Lane)	3.65	0.00	N	Arm 13 Ahead	54.00	100.0 %	2063	2063
7/3 (Trent Lane)	4.00	0.00	N	Arm 13 Ahead	58.00	100.0 %	2101	2101
8/1	Infinite Saturation Flow						Inf	Inf
9/1 (A50 Eastbound Off-slip)	3.00	0.00	Y	Arm 11 Left	40.00	3.4 %	1853	1853
				Arm 14 Ahead	45.00	96.6 %		
9/2 (A50 Eastbound Off-slip)	3.00	0.00	N	Arm 14 Ahead	50.00	100.0 %	1995	1995
10/1 (B5010)	3.65	0.00	Y	Arm 12 Left	33.00	46.2 %	1894	1894
				Arm 15 Ahead	33.00	53.8 %		
10/2 (B5010)	3.50	0.00	N	Arm 15 Ahead	43.00	100.0 %	2034	2034
11/1	Infinite Saturation Flow						Inf	Inf
12/1	3.50	0.00	Y	Arm 19 Ahead	Inf	100.0 %	1965	1965
12/2	3.50	0.00	Y	Arm 19 Ahead	Inf	100.0 %	1965	1965
13/1 (West Circ)	3.65	0.00	Y	Arm 11 Ahead	80.00	23.1 %	1944	1944
				Arm 14 Right	80.00	76.9 %		
13/2 (West Circ)	3.65	0.00	Y	Arm 14 Right	77.00	100.0 %	1942	1942
13/3 (West Circ)	3.65	0.00	Y	Arm 14 Right	73.00	100.0 %	1940	1940
14/1 (North West Circ)	3.65	0.00	Y	Arm 12 Ahead	58.00	100.0 %	1930	1930

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14/2 (North West Circ)	3.65	0.00	Y	Arm 12 Ahead	54.00	34.8 %	1926	1926
				Arm 15 Right	54.00	65.2 %		
14/3 (North West Circ)	3.65	0.00	Y	Arm 15 Right	51.00	100.0 %	1923	1923
15/1 (Northeast Circ)	3.65	0.00	Y	Arm 5 Ahead	61.00	100.0 %	1932	1932
15/2 (Northeast Circ)	3.65	0.00	Y	Arm 5 Ahead	57.00	18.7 %	1929	1929
				Arm 16 Right	57.00	81.3 %		
15/3 (Northeast Circ)	3.65	0.00	Y	Arm 16 Right	54.00	100.0 %	1926	1926
16/1 (East Circ)	3.65	0.00	Y	Arm 4 Ahead	62.00	14.6 %	1933	1933
				Arm 17 Ahead	62.00	85.4 %		
16/2 (East Circ)	3.65	0.00	Y	Arm 17 Ahead	58.00	100.0 %	1930	1930
16/3 (East Circ)	3.65	0.00	Y	Arm 17 Ahead	55.00	100.0 %	1927	1927
17/1 (Southeast Circ)	3.65	0.00	Y	Arm 6 Ahead	42.00	100.0 %	1912	1912
17/2 (Southeast Circ)	3.65	0.00	Y	Arm 6 Ahead	39.00	100.0 %	1907	1907
17/3 (Southeast Circ)	3.65	0.00	Y	Arm 18 Right	35.00	100.0 %	1899	1899
18/1 (Southwest Circ)	3.65	0.00	Y	Arm 8 Ahead	68.00	100.0 %	1937	1937
18/2 (Southwest Circ)	3.65	0.00	Y	Arm 13 Right	64.00	100.0 %	1935	1935
18/3 (Southwest Circ)	3.65	0.00	Y	Arm 13 Right	58.00	100.0 %	1930	1930
19/1	Infinite Saturation Flow						Inf	Inf
20/1	Infinite Saturation Flow						Inf	Inf

Scenario 12: '2b 2028 WD PM' (FG12: '2b 2028 WD Flows PM', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

	Destination							
		A	B	C	D	E	F	Tot.
Origin	A	0	65	77	5	62	89	298
	B	82	0	477	14	200	288	1061
	C	123	416	0	43	319	0	901
	D	4	17	18	0	9	14	62
	E	91	295	531	26	0	573	1516
	F	25	384	0	33	476	0	918
	Tot.	325	1177	1103	121	1066	964	4756

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 12: 2b 2028 WD PM
Junction: A50 Junction 1	
1/1 (short)	512
1/2 (with short)	1061(In) 549(Out)
2/1	362
2/2	539
3/1	62
4/1	121
5/1	968
5/2	135
6/1	796
6/2	270
7/1	573
7/2 (with short)	943(In) 375(Out)
7/3 (short)	568
8/1	964
9/1 (short)	409
9/2 (with short)	918(In) 509(Out)
10/1 (with short)	298(In) 114(Out)
10/2 (short)	184
11/1	325
12/1	1034
12/2	143
13/1	885
13/2 (with short)	718(In) 585(Out)
13/3 (short)	133
14/1	969
14/2	585
14/3	642
15/1	491
15/2 (with short)	826(In) 648(Out)
15/3 (short)	178
16/1	548
16/2 (with short)	727(In) 268(Out)

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16/3 (short)	459
17/1	787
17/2	270
17/3	998
18/1	391
18/2 (with short)	660(In) 510(Out)
18/3 (short)	150
19/1	1177
20/1	1066

Lane Saturation Flows

Lane Saturation Flows								
Junction: A50 Junction 1								
Lane	Lane Width (m)	Gradient (%)	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
1/1 (B6540)	4.00	0.00	Y	Arm 5 Left	45.00	93.2 %	1950	1950
				Arm 16 Ahead	45.00	6.8 %		
1/2 (B6540)	4.00	0.00	N	Arm 16 Ahead	47.00	100.0 %	2088	2088
2/1 (A50 Westbound Off-slip)	3.65	0.00	Y	Arm 4 Left	39.00	11.9 %	1907	1907
				Arm 17 Ahead	39.00	88.1 %		
2/2 (A50 Westbound Off-slip)	3.65	0.00	N	Arm 17 Ahead	43.00	100.0 %	2049	2049
3/1 (Ryecroft Road)	3.50	0.00	Y	Arm 6 Left	36.00	14.5 %	1886	1886
				Arm 18 Ahead	36.00	85.5 %		
4/1	Infinite Saturation Flow						Inf	Inf
5/1	Infinite Saturation Flow						Inf	Inf
5/2	Infinite Saturation Flow						Inf	Inf
6/1	3.65	0.00	Y	Arm 20 Ahead	Inf	100.0 %	1980	1980
6/2	3.65	0.00	Y	Arm 20 Ahead	Inf	100.0 %	1980	1980
7/1 (Trent Lane)	3.65	0.00	Y	Arm 8 Left	51.00	100.0 %	1923	1923
7/2 (Trent Lane)	3.65	0.00	N	Arm 13 Ahead	54.00	100.0 %	2063	2063
7/3 (Trent Lane)	4.00	0.00	N	Arm 13 Ahead	58.00	100.0 %	2101	2101
8/1	Infinite Saturation Flow						Inf	Inf
9/1 (A50 Eastbound Off-slip)	3.00	0.00	Y	Arm 11 Left	40.00	6.1 %	1853	1853
				Arm 14 Ahead	45.00	93.9 %		
9/2 (A50 Eastbound Off-slip)	3.00	0.00	N	Arm 14 Ahead	50.00	100.0 %	1995	1995
10/1 (B5010)	3.65	0.00	Y	Arm 12 Left	33.00	57.0 %	1894	1894
				Arm 15 Ahead	33.00	43.0 %		
10/2 (B5010)	3.50	0.00	N	Arm 15 Ahead	43.00	100.0 %	2034	2034
11/1	Infinite Saturation Flow						Inf	Inf
12/1	3.50	0.00	Y	Arm 19 Ahead	Inf	100.0 %	1965	1965
12/2	3.50	0.00	Y	Arm 19 Ahead	Inf	100.0 %	1965	1965
13/1 (West Circ)	3.65	0.00	Y	Arm 11 Ahead	80.00	33.9 %	1944	1944
				Arm 14 Right	80.00	66.1 %		
13/2 (West Circ)	3.65	0.00	Y	Arm 14 Right	77.00	100.0 %	1942	1942
13/3 (West Circ)	3.65	0.00	Y	Arm 14 Right	73.00	100.0 %	1940	1940
14/1 (North West Circ)	3.65	0.00	Y	Arm 12 Ahead	58.00	100.0 %	1930	1930

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14/2 (North West Circ)	3.65	0.00	Y	Arm 12 Ahead	54.00	24.4 %	1926	1926
				Arm 15 Right	54.00	75.6 %		
14/3 (North West Circ)	3.65	0.00	Y	Arm 15 Right	51.00	100.0 %	1923	1923
15/1 (Northeast Circ)	3.65	0.00	Y	Arm 5 Ahead	61.00	100.0 %	1932	1932
15/2 (Northeast Circ)	3.65	0.00	Y	Arm 5 Ahead	57.00	20.8 %	1929	1929
				Arm 16 Right	57.00	79.2 %		
15/3 (Northeast Circ)	3.65	0.00	Y	Arm 16 Right	54.00	100.0 %	1926	1926
16/1 (East Circ)	3.65	0.00	Y	Arm 4 Ahead	62.00	14.2 %	1933	1933
				Arm 17 Ahead	62.00	85.8 %		
16/2 (East Circ)	3.65	0.00	Y	Arm 17 Ahead	58.00	100.0 %	1930	1930
16/3 (East Circ)	3.65	0.00	Y	Arm 17 Ahead	55.00	100.0 %	1927	1927
17/1 (Southeast Circ)	3.65	0.00	Y	Arm 6 Ahead	42.00	100.0 %	1912	1912
17/2 (Southeast Circ)	3.65	0.00	Y	Arm 6 Ahead	39.00	100.0 %	1907	1907
17/3 (Southeast Circ)	3.65	0.00	Y	Arm 18 Right	35.00	100.0 %	1899	1899
18/1 (Southwest Circ)	3.65	0.00	Y	Arm 8 Ahead	68.00	100.0 %	1937	1937
18/2 (Southwest Circ)	3.65	0.00	Y	Arm 13 Right	64.00	100.0 %	1935	1935
18/3 (Southwest Circ)	3.65	0.00	Y	Arm 13 Right	58.00	100.0 %	1930	1930
19/1	Infinite Saturation Flow						Inf	Inf
20/1	Infinite Saturation Flow						Inf	Inf

Scenario 13: '2b 2038 WD AM' (FG13: '2b 2038 WD Flows AM', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

	Destination							
		A	B	C	D	E	F	Tot.
Origin	A	0	90	109	18	82	95	394
	B	43	0	500	48	257	317	1165
	C	72	456	0	54	464	0	1046
	D	2	12	15	0	8	12	49
	E	48	190	383	42	0	447	1110
	F	15	409	0	63	488	0	975
	Tot.	180	1157	1007	225	1299	871	4739

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 13: 2b 2038 WD AM
Junction: A50 Junction 1	
1/1 (short)	695
1/2 (with short)	1165(In) 470(Out)
2/1	518
2/2	528
3/1	49
4/1	225
5/1	940
5/2	67
6/1	936
6/2	363
7/1	447
7/2 (with short)	663(In) 136(Out)
7/3 (short)	527
8/1	871
9/1 (short)	424
9/2 (with short)	975(In) 551(Out)
10/1 (with short)	394(In) 191(Out)
10/2 (short)	203
11/1	180
12/1	960
12/2	197
13/1	626
13/2 (with short)	637(In) 536(Out)
13/3 (short)	101
14/1	870
14/2	536
14/3	652
15/1	440
15/2 (with short)	855(In) 507(Out)
15/3 (short)	348
16/1	635
16/2 (with short)	818(In) 363(Out)

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16/3 (short)	455
17/1	928
17/2	363
17/3	983
18/1	424
18/2 (with short)	600(In) 490(Out)
18/3 (short)	110
19/1	1157
20/1	1299

Lane Saturation Flows

Junction: A50 Junction 1								
Lane	Lane Width (m)	Gradient (%)	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
1/1 (B6540)	4.00	0.00	Y	Arm 5 Left	45.00	71.9 %	1950	1950
				Arm 16 Ahead	45.00	28.1 %		
1/2 (B6540)	4.00	0.00	N	Arm 16 Ahead	47.00	100.0 %	2088	2088
2/1 (A50 Westbound Off-slip)	3.65	0.00	Y	Arm 4 Left	39.00	10.4 %	1907	1907
				Arm 17 Ahead	39.00	89.6 %		
2/2 (A50 Westbound Off-slip)	3.65	0.00	N	Arm 17 Ahead	43.00	100.0 %	2049	2049
3/1 (Ryecroft Road)	3.50	0.00	Y	Arm 6 Left	36.00	16.3 %	1886	1886
				Arm 18 Ahead	36.00	83.7 %		
4/1	Infinite Saturation Flow						Inf	Inf
5/1	Infinite Saturation Flow						Inf	Inf
5/2	Infinite Saturation Flow						Inf	Inf
6/1	3.65	0.00	Y	Arm 20 Ahead	Inf	100.0 %	1980	1980
6/2	3.65	0.00	Y	Arm 20 Ahead	Inf	100.0 %	1980	1980
7/1 (Trent Lane)	3.65	0.00	Y	Arm 8 Left	51.00	100.0 %	1923	1923
7/2 (Trent Lane)	3.65	0.00	N	Arm 13 Ahead	54.00	100.0 %	2063	2063
7/3 (Trent Lane)	4.00	0.00	N	Arm 13 Ahead	58.00	100.0 %	2101	2101
8/1	Infinite Saturation Flow						Inf	Inf
9/1 (A50 Eastbound Off-slip)	3.00	0.00	Y	Arm 11 Left	40.00	3.5 %	1853	1853
				Arm 14 Ahead	45.00	96.5 %		
9/2 (A50 Eastbound Off-slip)	3.00	0.00	N	Arm 14 Ahead	50.00	100.0 %	1995	1995
10/1 (B5010)	3.65	0.00	Y	Arm 12 Left	33.00	47.1 %	1894	1894
				Arm 15 Ahead	33.00	52.9 %		
10/2 (B5010)	3.50	0.00	N	Arm 15 Ahead	43.00	100.0 %	2034	2034
11/1	Infinite Saturation Flow						Inf	Inf
12/1	3.50	0.00	Y	Arm 19 Ahead	Inf	100.0 %	1965	1965
12/2	3.50	0.00	Y	Arm 19 Ahead	Inf	100.0 %	1965	1965
13/1 (West Circ)	3.65	0.00	Y	Arm 11 Ahead	80.00	26.4 %	1944	1944
				Arm 14 Right	80.00	73.6 %		
13/2 (West Circ)	3.65	0.00	Y	Arm 14 Right	77.00	100.0 %	1942	1942
13/3 (West Circ)	3.65	0.00	Y	Arm 14 Right	73.00	100.0 %	1940	1940
14/1 (North West Circ)	3.65	0.00	Y	Arm 12 Ahead	58.00	100.0 %	1930	1930

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14/2 (North West Circ)	3.65	0.00	Y	Arm 12 Ahead	54.00	36.8 %	1926	1926
				Arm 15 Right	54.00	63.2 %		
14/3 (North West Circ)	3.65	0.00	Y	Arm 15 Right	51.00	100.0 %	1923	1923
15/1 (Northeast Circ)	3.65	0.00	Y	Arm 5 Ahead	61.00	100.0 %	1932	1932
15/2 (Northeast Circ)	3.65	0.00	Y	Arm 5 Ahead	57.00	13.2 %	1929	1929
				Arm 16 Right	57.00	86.8 %		
15/3 (Northeast Circ)	3.65	0.00	Y	Arm 16 Right	54.00	100.0 %	1926	1926
16/1 (East Circ)	3.65	0.00	Y	Arm 4 Ahead	62.00	26.9 %	1933	1933
				Arm 17 Ahead	62.00	73.1 %		
16/2 (East Circ)	3.65	0.00	Y	Arm 17 Ahead	58.00	100.0 %	1930	1930
16/3 (East Circ)	3.65	0.00	Y	Arm 17 Ahead	55.00	100.0 %	1927	1927
17/1 (Southeast Circ)	3.65	0.00	Y	Arm 6 Ahead	42.00	100.0 %	1912	1912
17/2 (Southeast Circ)	3.65	0.00	Y	Arm 6 Ahead	39.00	100.0 %	1907	1907
17/3 (Southeast Circ)	3.65	0.00	Y	Arm 18 Right	35.00	100.0 %	1899	1899
18/1 (Southwest Circ)	3.65	0.00	Y	Arm 8 Ahead	68.00	100.0 %	1937	1937
18/2 (Southwest Circ)	3.65	0.00	Y	Arm 13 Right	64.00	100.0 %	1935	1935
18/3 (Southwest Circ)	3.65	0.00	Y	Arm 13 Right	58.00	100.0 %	1930	1930
19/1	Infinite Saturation Flow						Inf	Inf
20/1	Infinite Saturation Flow						Inf	Inf

Scenario 14: '2b 2038 WD PM' (FG14: '2b 2038 WD Flows PM', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

	Destination							
		A	B	C	D	E	F	Tot.
Origin	A	0	79	85	5	54	94	317
	B	107	0	581	16	225	350	1279
	C	122	423	0	45	281	0	871
	D	11	50	52	0	19	39	171
	E	92	320	529	26	0	545	1512
	F	26	412	0	32	440	0	910
	Tot.	358	1284	1247	124	1019	1028	5060

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 14: 2b 2038 WD PM
Junction: A50 Junction 1	
1/1 (short)	689
1/2 (with short)	1279(In) 590(Out)
2/1	326
2/2	545
3/1	171
4/1	124
5/1	1094
5/2	153
6/1	748
6/2	271
7/1	545
7/2 (with short)	967(In) 269(Out)
7/3 (short)	698
8/1	1028
9/1 (short)	438
9/2 (with short)	910(In) 472(Out)
10/1 (with short)	317(In) 159(Out)
10/2 (short)	158
11/1	358
12/1	948
12/2	336
13/1	789
13/2 (with short)	943(In) 769(Out)
13/3 (short)	174
14/1	869
14/2	769
14/3	646
15/1	513
15/2 (with short)	804(In) 572(Out)
15/3 (short)	232
16/1	527
16/2 (with short)	822(In) 271(Out)

Full Input Data And Results

16/3 (short)	551
17/1	729
17/2	271
17/3	1096
18/1	483
18/2 (with short)	765(In) 520(Out)
18/3 (short)	245
19/1	1284
20/1	1019

Lane Saturation Flows

Lane Saturation Flows								
Junction: A50 Junction 1								
Lane	Lane Width (m)	Gradient (%)	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
1/1 (B6540)	4.00	0.00	Y	Arm 5 Left	45.00	84.3 %	1950	1950
				Arm 16 Ahead	45.00	15.7 %		
1/2 (B6540)	4.00	0.00	N	Arm 16 Ahead	47.00	100.0 %	2088	2088
2/1 (A50 Westbound Off-slip)	3.65	0.00	Y	Arm 4 Left	39.00	13.8 %	1907	1907
				Arm 17 Ahead	39.00	86.2 %		
2/2 (A50 Westbound Off-slip)	3.65	0.00	N	Arm 17 Ahead	43.00	100.0 %	2049	2049
3/1 (Ryecroft Road)	3.50	0.00	Y	Arm 6 Left	36.00	11.1 %	1886	1886
				Arm 18 Ahead	36.00	88.9 %		
4/1	Infinite Saturation Flow						Inf	Inf
5/1	Infinite Saturation Flow						Inf	Inf
5/2	Infinite Saturation Flow						Inf	Inf
6/1	3.65	0.00	Y	Arm 20 Ahead	Inf	100.0 %	1980	1980
6/2	3.65	0.00	Y	Arm 20 Ahead	Inf	100.0 %	1980	1980
7/1 (Trent Lane)	3.65	0.00	Y	Arm 8 Left	51.00	100.0 %	1923	1923
7/2 (Trent Lane)	3.65	0.00	N	Arm 13 Ahead	54.00	100.0 %	2063	2063
7/3 (Trent Lane)	4.00	0.00	N	Arm 13 Ahead	58.00	100.0 %	2101	2101
8/1	Infinite Saturation Flow						Inf	Inf
9/1 (A50 Eastbound Off-slip)	3.00	0.00	Y	Arm 11 Left	40.00	5.9 %	1853	1853
				Arm 14 Ahead	45.00	94.1 %		
9/2 (A50 Eastbound Off-slip)	3.00	0.00	N	Arm 14 Ahead	50.00	100.0 %	1995	1995
10/1 (B5010)	3.65	0.00	Y	Arm 12 Left	33.00	49.7 %	1894	1894
				Arm 15 Ahead	33.00	50.3 %		
10/2 (B5010)	3.50	0.00	N	Arm 15 Ahead	43.00	100.0 %	2034	2034
11/1	Infinite Saturation Flow						Inf	Inf
12/1	3.50	0.00	Y	Arm 19 Ahead	Inf	100.0 %	1965	1965
12/2	3.50	0.00	Y	Arm 19 Ahead	Inf	100.0 %	1965	1965
13/1 (West Circ)	3.65	0.00	Y	Arm 11 Ahead	80.00	42.1 %	1944	1944
				Arm 14 Right	80.00	57.9 %		
13/2 (West Circ)	3.65	0.00	Y	Arm 14 Right	77.00	100.0 %	1942	1942
13/3 (West Circ)	3.65	0.00	Y	Arm 14 Right	73.00	100.0 %	1940	1940
14/1 (North West Circ)	3.65	0.00	Y	Arm 12 Ahead	58.00	100.0 %	1930	1930

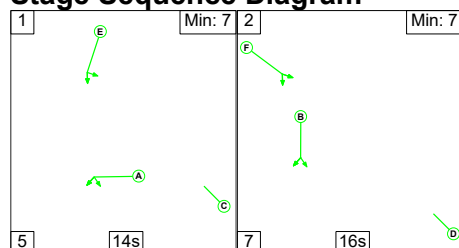
Full Input Data And Results

14/2 (North West Circ)	3.65	0.00	Y	Arm 12 Ahead	54.00	43.7 %	1926	1926
				Arm 15 Right	54.00	56.3 %		
14/3 (North West Circ)	3.65	0.00	Y	Arm 15 Right	51.00	100.0 %	1923	1923
15/1 (Northeast Circ)	3.65	0.00	Y	Arm 5 Ahead	61.00	100.0 %	1932	1932
15/2 (Northeast Circ)	3.65	0.00	Y	Arm 5 Ahead	57.00	26.7 %	1929	1929
				Arm 16 Right	57.00	73.3 %		
15/3 (Northeast Circ)	3.65	0.00	Y	Arm 16 Right	54.00	100.0 %	1926	1926
16/1 (East Circ)	3.65	0.00	Y	Arm 4 Ahead	62.00	15.0 %	1933	1933
				Arm 17 Ahead	62.00	85.0 %		
16/2 (East Circ)	3.65	0.00	Y	Arm 17 Ahead	58.00	100.0 %	1930	1930
16/3 (East Circ)	3.65	0.00	Y	Arm 17 Ahead	55.00	100.0 %	1927	1927
17/1 (Southeast Circ)	3.65	0.00	Y	Arm 6 Ahead	42.00	100.0 %	1912	1912
17/2 (Southeast Circ)	3.65	0.00	Y	Arm 6 Ahead	39.00	100.0 %	1907	1907
17/3 (Southeast Circ)	3.65	0.00	Y	Arm 18 Right	35.00	100.0 %	1899	1899
18/1 (Southwest Circ)	3.65	0.00	Y	Arm 8 Ahead	68.00	100.0 %	1937	1937
18/2 (Southwest Circ)	3.65	0.00	Y	Arm 13 Right	64.00	100.0 %	1935	1935
18/3 (Southwest Circ)	3.65	0.00	Y	Arm 13 Right	58.00	100.0 %	1930	1930
19/1	Infinite Saturation Flow						Inf	Inf
20/1	Infinite Saturation Flow						Inf	Inf

Scenario 1: '2022 Base AM' (FG1: '2023 Base Flows AM', Plan 1: 'Network Control Plan 1')

Controller :C1 - Eastside E36308

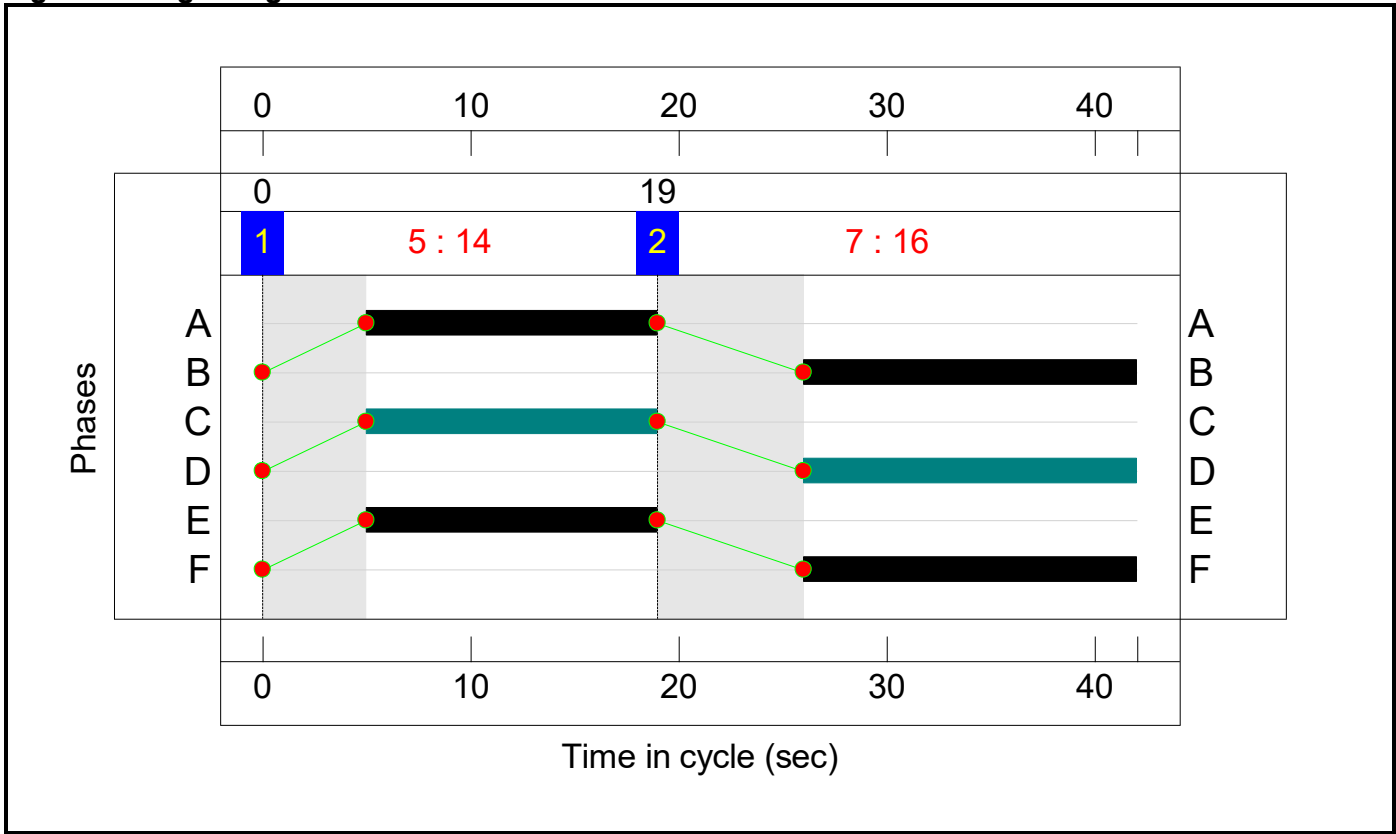
Stage Sequence Diagram



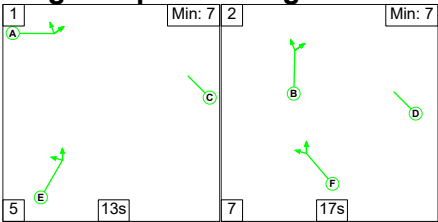
Stage Timings

Stage	1	2
Duration	14	16
Change Point	0	19

Signal Timings Diagram



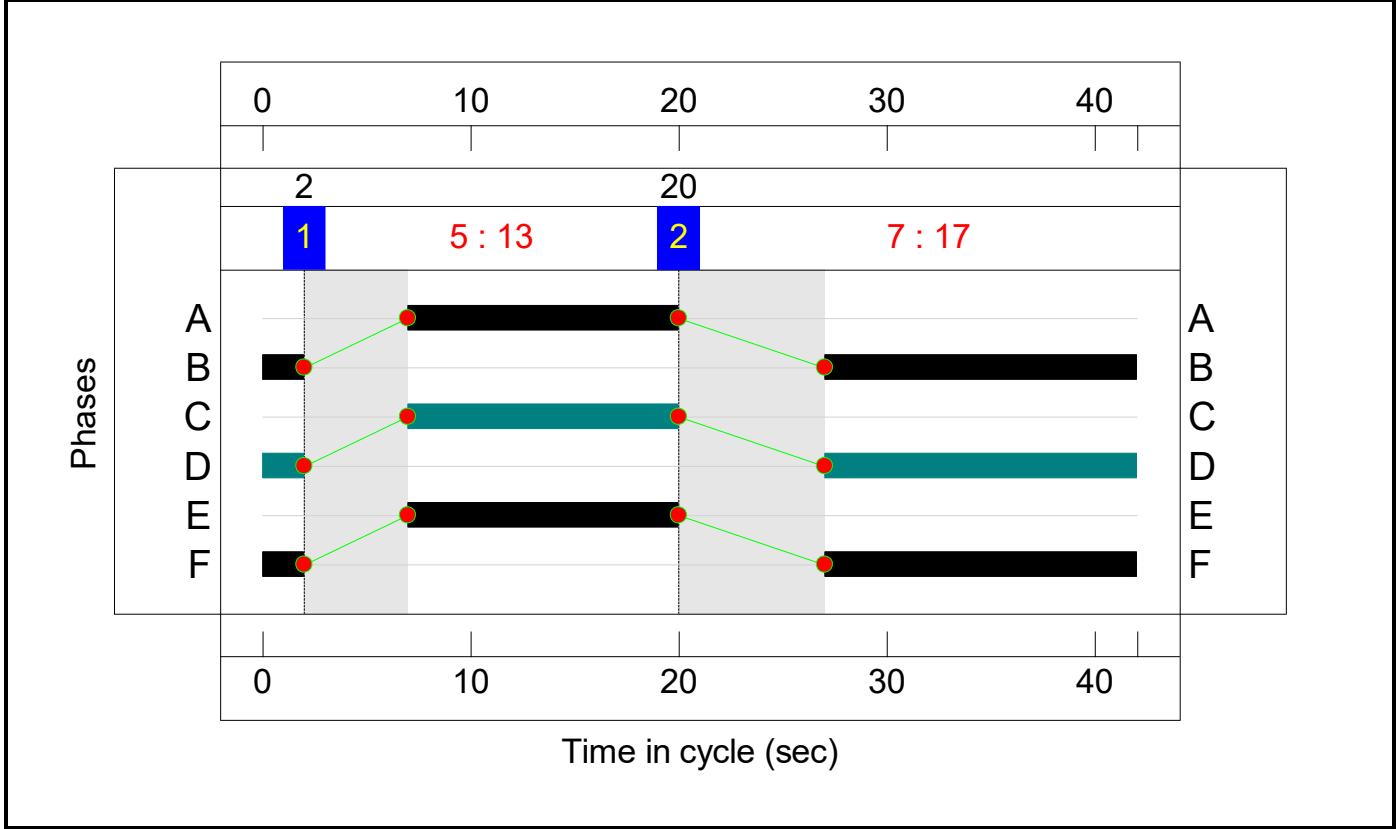
Controller :C2 - Westside E36309
Stage Sequence Diagram



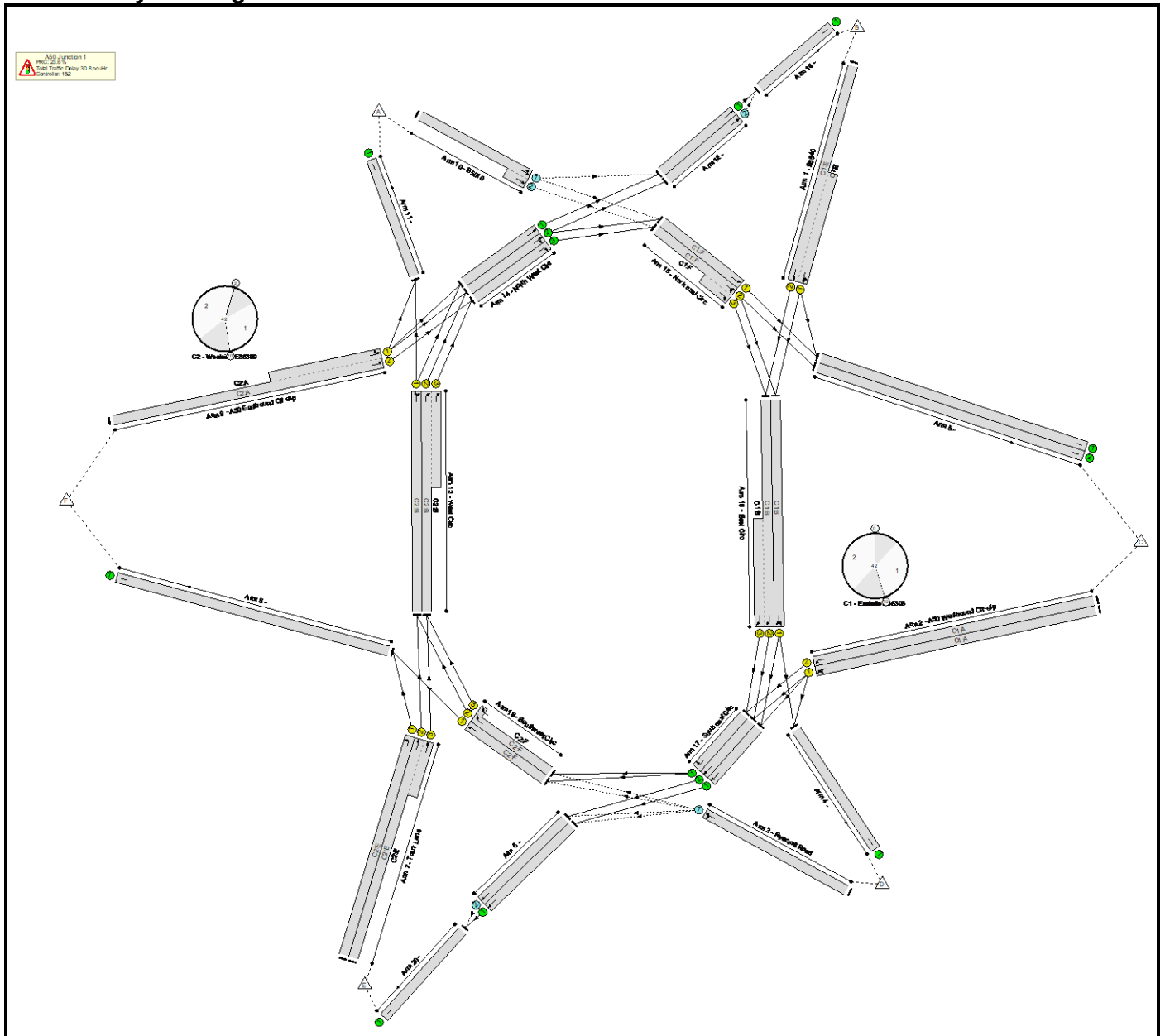
Stage Timings

Stage	1	2
Duration	13	17
Change Point	2	20

Signal Timings Diagram



Network Layout Diagram



Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network: A50 Junction 1	-	-	N/A	-	-		-	-	-	-	-	-	72.8%
A50 Junction 1	-	-	N/A	-	-		-	-	-	-	-	-	72.8%
1/2+1/1	B6540 Left Ahead	U	N/A	N/A	C1:E		1	14	-	798	2088:1950	658+696	48.2 : 69.1%
2/1	A50 Westbound Off-slip Left Ahead	U	N/A	N/A	C1:A		1	14	-	432	1907	681	63.4%
2/2	A50 Westbound Off-slip Ahead	U	N/A	N/A	C1:A		1	14	-	333	2049	732	45.5%
3/1	Ryecroft Road Left Ahead	O	N/A	N/A	-		-	-	-	50	1886	465	10.7%
4/1		U	N/A	N/A	-		-	-	-	56	Inf	Inf	0.0%
5/1		U	N/A	N/A	-		-	-	-	579	Inf	Inf	0.0%
5/2		U	N/A	N/A	-		-	-	-	131	Inf	Inf	0.0%
6/1	Ahead	U	N/A	N/A	-		-	-	-	911	1980	1980	46.0%
6/2	Ahead	O	N/A	N/A	-		-	-	-	299	1980	515	58.1%
7/1	Trent Lane Left	U	N/A	N/A	C2:E		1	13	-	347	1923	641	54.1%
7/2+7/3	Trent Lane Ahead	U	N/A	N/A	C2:E		1	13	-	498	2063:2101	132+700	59.8 : 59.8%
8/1		U	N/A	N/A	-		-	-	-	629	Inf	Inf	0.0%
9/2+9/1	A50 Eastbound Off-slip Left Ahead	U	N/A	N/A	C2:A		1	13	-	723	1995:1853	665+618	69.8 : 41.9%
10/1+10/2	B5010 Left Ahead	O	N/A	N/A	-		-	-	-	325	1894:2034	551+551	27.8 : 31.2%
11/1		U	N/A	N/A	-		-	-	-	167	Inf	Inf	0.0%
12/1	Ahead	U	N/A	N/A	-		-	-	-	579	1965	1965	29.5%
12/2	Ahead	O	N/A	N/A	-		-	-	-	155	1965	588	26.4%
13/1	West Circ Ahead Right	U	N/A	N/A	C2:B		1	17	-	422	1944	833	50.7%

Full Input Data And Results

13/2+13/3	West Circ Right	U	N/A	N/A	C2:B		1	17	-	474	1942:1940	832+360	39.8 : 39.8%
14/1	North West Circ Ahead	U	N/A	N/A	-		-	-	-	514	1930	1930	26.6%
14/2	North West Circ Ahead Right	U	N/A	N/A	-		-	-	-	331	1926	1926	17.2%
14/3	North West Circ Right	U	N/A	N/A	-		-	-	-	607	1923	1923	31.6%
15/1	Northeast Circ Ahead	U	N/A	N/A	C1:F		1	16	-	264	1932	782	33.8%
15/2+15/3	Northeast Circ Ahead Right	U	N/A	N/A	C1:F		1	16	-	779	1929:1926	673+397	72.8 : 72.8%
16/1	East Circ Ahead Ahead2	U	N/A	N/A	C1:B		1	16	-	525	1933	782	67.1%
16/2+16/3	East Circ Ahead	U	N/A	N/A	C1:B		1	16	-	606	1930:1927	781+780	38.3 : 39.4%
17/1	Southeast Circ Ahead	U	N/A	N/A	-		-	-	-	901	1912	1912	47.1%
17/2	Southeast Circ Ahead	U	N/A	N/A	-		-	-	-	299	1907	1907	15.7%
17/3	Southeast Circ Right	U	N/A	N/A	-		-	-	-	640	1899	1899	33.7%
18/1	Southwest Circ Ahead	U	N/A	N/A	C2:F		1	17	-	282	1937	830	34.0%
18/2+18/3	Southwest Circ Right	U	N/A	N/A	C2:F		1	17	-	398	1935:1930	721+116	47.6 : 47.6%
19/1		U	N/A	N/A	-		-	-	-	734	Inf	Inf	0.0%
20/1		U	N/A	N/A	-		-	-	-	1210	Inf	Inf	0.0%

Full Input Data And Results

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network: A50 Junction 1	-	-	1154	0	0	19.3	11.5	0.0	30.8	-	-	-	-
A50 Junction 1	-	-	1154	0	0	19.3	11.5	0.0	30.8	-	-	-	-
1/2+1/1	798	798	-	-	-	2.4	0.7	-	3.2	14.2	4.7	0.7	5.4
2/1	432	432	-	-	-	1.3	0.9	-	2.2	18.4	4.1	0.9	4.9
2/2	333	333	-	-	-	1.0	0.4	-	1.4	14.9	3.0	0.4	3.4
3/1	50	50	50	0	0	0.0	0.1	-	0.1	5.2	0.1	0.1	0.2
4/1	56	56	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1	579	579	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/2	131	131	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	911	911	-	-	-	0.0	0.4	-	0.4	1.7	0.0	0.4	0.4
6/2	299	299	299	0	0	0.3	0.7	-	1.0	12.2	3.2	0.7	3.9
7/1	347	347	-	-	-	1.1	0.6	-	1.7	17.5	3.3	0.6	3.9
7/2+7/3	498	498	-	-	-	1.6	0.7	-	2.3	16.7	4.0	0.7	4.7
8/1	629	629	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
9/2+9/1	723	723	-	-	-	2.4	0.6	-	3.0	14.9	4.6	0.6	5.3
10/1+10/2	325	325	650	0	0	0.1	0.2	-	0.3	3.3	0.4	0.2	0.6
11/1	167	167	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
12/1	579	579	-	-	-	0.0	0.2	-	0.2	1.3	0.0	0.2	0.2
12/2	155	155	155	0	0	0.0	0.2	-	0.2	4.4	0.9	0.2	1.1
13/1	422	422	-	-	-	1.2	0.5	-	1.7	14.5	2.9	0.5	3.4
13/2+13/3	474	474	-	-	-	0.6	0.3	-	0.9	7.2	14.9	0.3	15.3
14/1	514	514	-	-	-	0.0	0.2	-	0.2	1.3	0.0	0.2	0.2
14/2	331	331	-	-	-	0.0	0.1	-	0.1	1.1	0.0	0.1	0.1
14/3	607	607	-	-	-	0.0	0.2	-	0.2	1.4	2.2	0.2	2.4
15/1	264	264	-	-	-	0.7	0.3	-	1.0	13.1	1.6	0.3	1.8

Full Input Data And Results

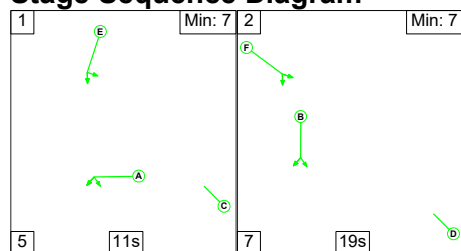
15/2+15/3	779	779	-	-	-	1.4	1.3	-	2.7	12.6	5.2	1.3	6.5
16/1	525	525	-	-	-	2.1	1.0	-	3.1	21.1	5.0	1.0	6.0
16/2+16/3	606	606	-	-	-	1.9	0.3	-	2.2	13.0	16.6	0.3	16.9
17/1	901	901	-	-	-	0.0	0.4	-	0.4	1.8	0.0	0.4	0.4
17/2	299	299	-	-	-	0.0	0.1	-	0.1	1.1	0.0	0.1	0.1
17/3	640	640	-	-	-	0.0	0.3	-	0.3	1.4	0.5	0.3	0.8
18/1	282	282	-	-	-	0.5	0.3	-	0.7	9.5	1.1	0.3	1.4
18/2+18/3	398	398	-	-	-	0.8	0.5	-	1.3	11.4	3.9	0.5	4.4
19/1	734	734	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
20/1	1210	1210	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
C1 - Eastside E36308				PRC for Signalled Lanes (%):		23.6	Total Delay for Signalled Lanes (pcuHr):		15.67	Cycle Time (s):		42	
C2 - Westside E36309				PRC for Signalled Lanes (%):		29.0	Total Delay for Signalled Lanes (pcuHr):		11.65	Cycle Time (s):		42	
				PRC Over All Lanes (%):		23.6	Total Delay Over All Lanes(pcuHr):		30.85				

Full Input Data And Results

Scenario 2: '2022 Base PM' (FG2: '2023 Base Flows PM', Plan 1: 'Network Control Plan 1')

Controller :C1 - Eastside E36308

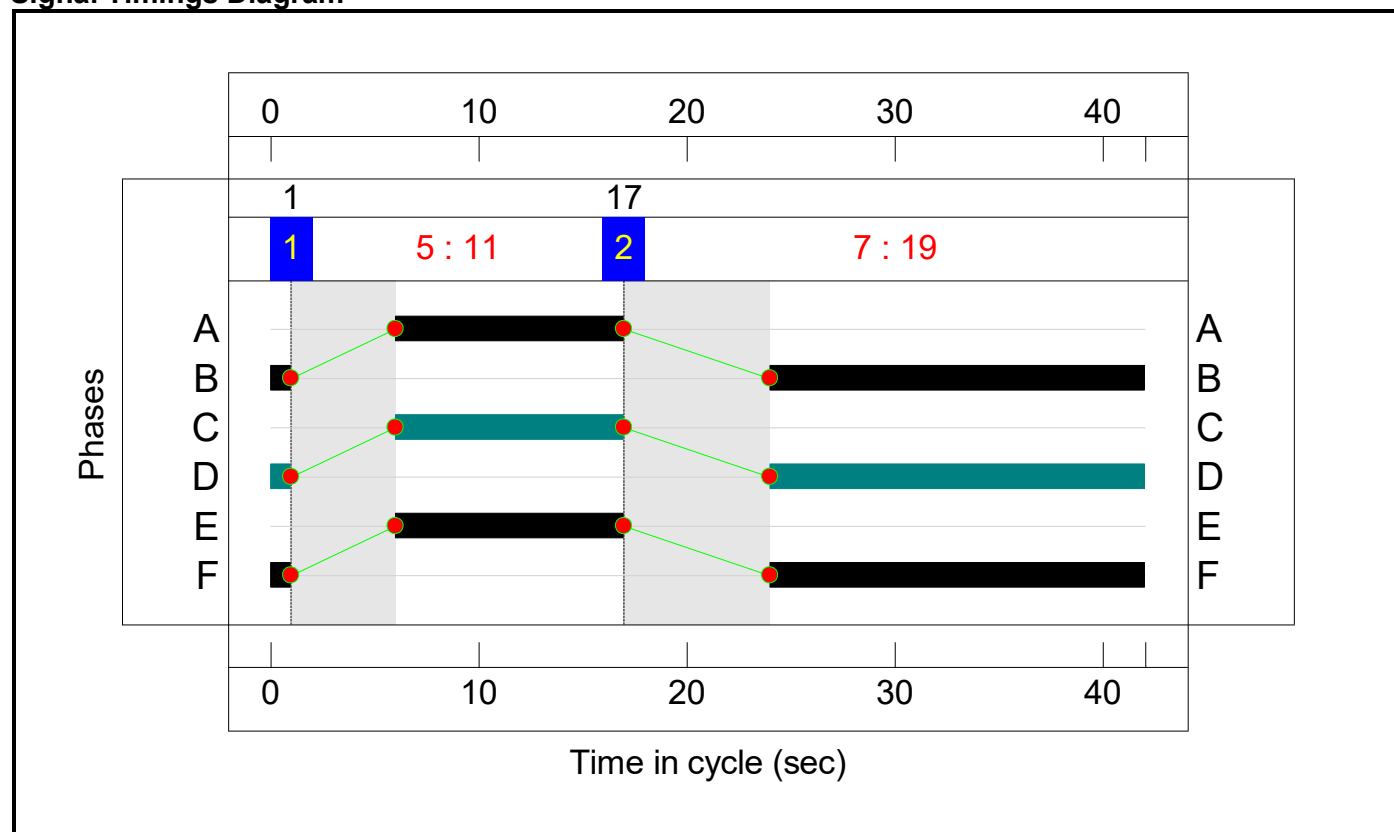
Stage Sequence Diagram



Stage Timings

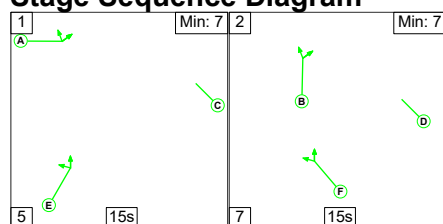
Stage	1	2
Duration	11	19
Change Point	1	17

Signal Timings Diagram



Controller :C2 - Westside E36309

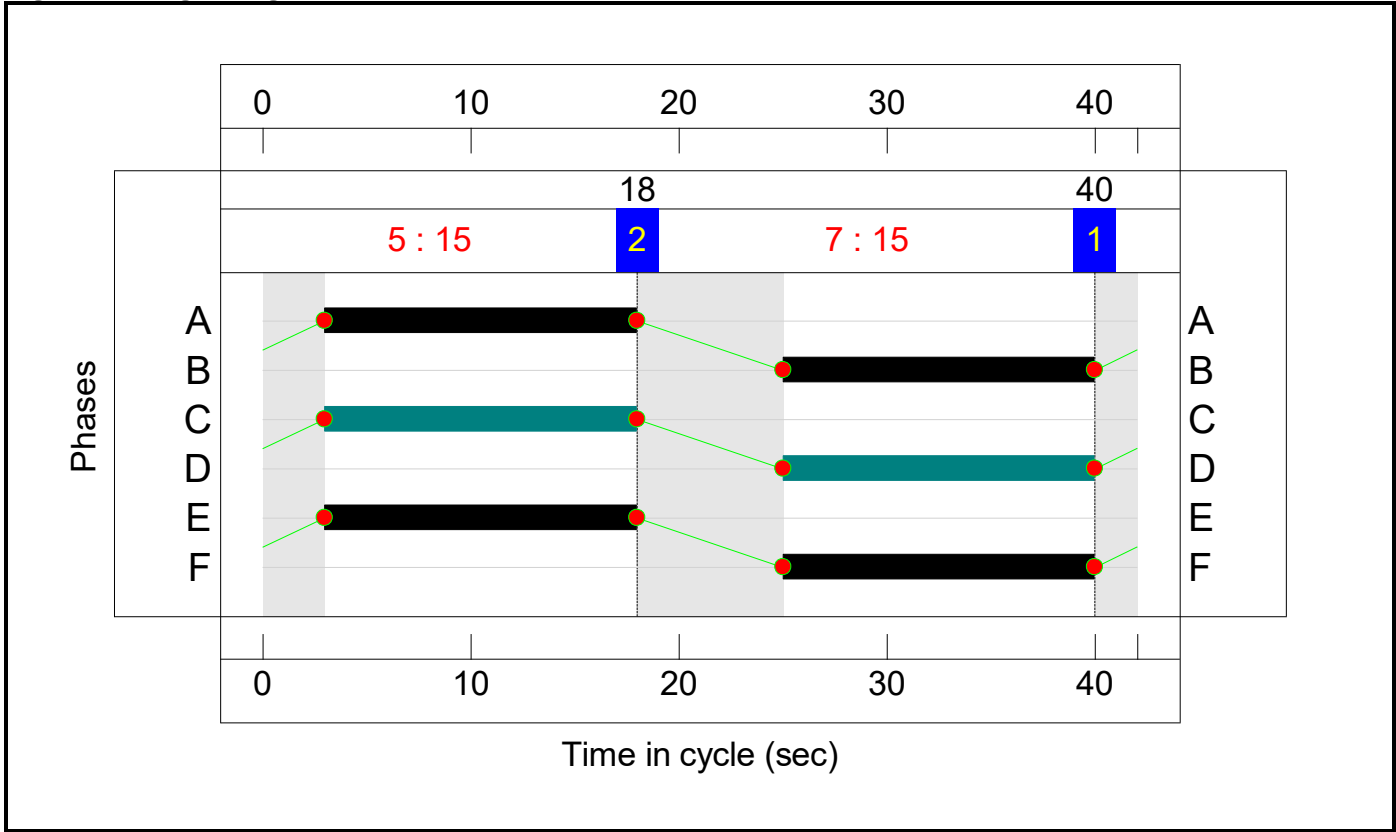
Stage Sequence Diagram



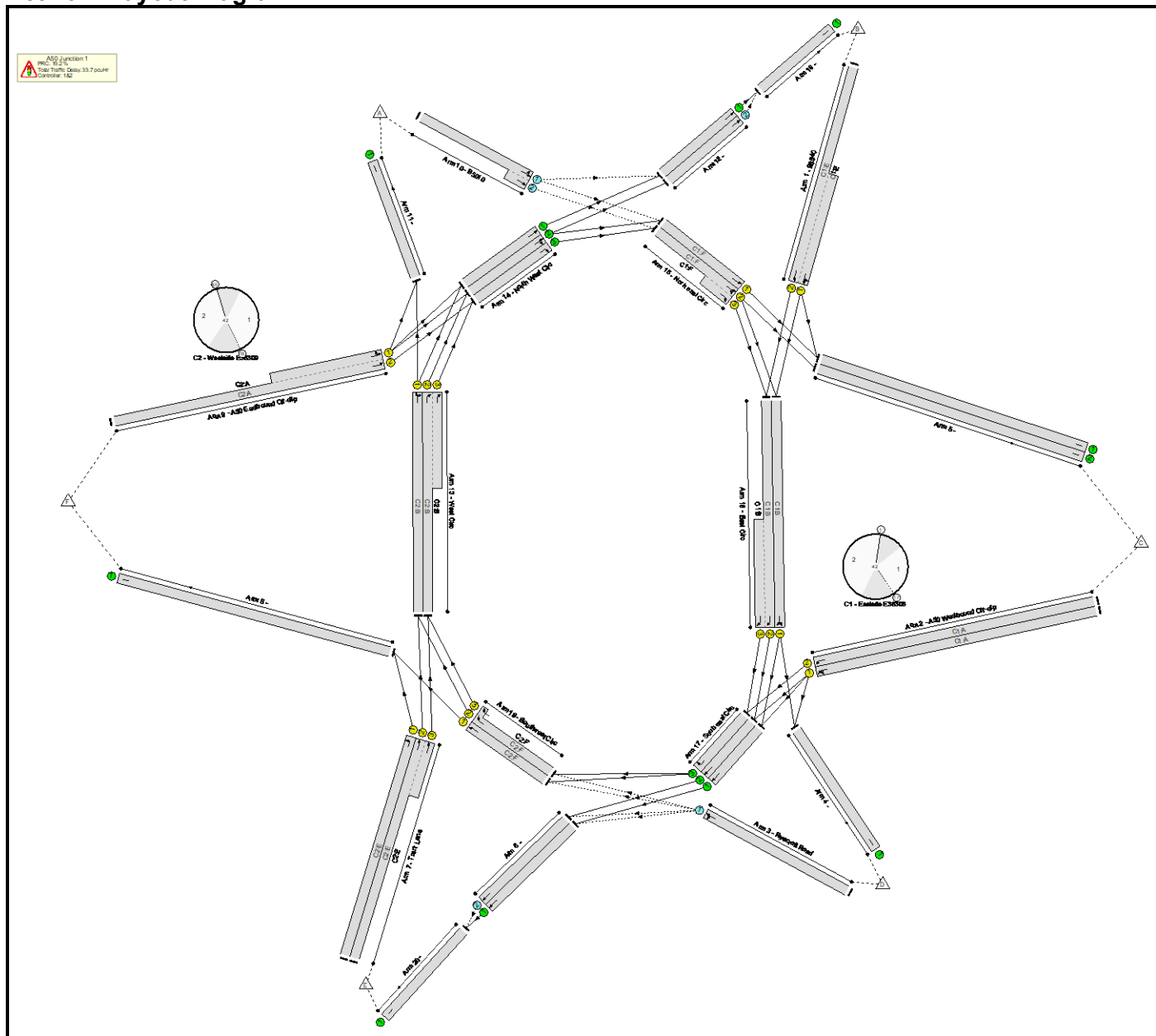
Stage Timings

Stage	1	2
Duration	15	15
Change Point	40	18

Signal Timings Diagram



Network Layout Diagram



Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network: A50 Junction 1	-	-	N/A	-	-		-	-	-	-	-	-	75.5%
A50 Junction 1	-	-	N/A	-	-		-	-	-	-	-	-	75.5%
1/2+1/1	B6540 Left Ahead	U	N/A	N/A	C1:E		1	11	-	691	2088:1950	597+557	53.5 : 66.8%
2/1	A50 Westbound Off-slip Left Ahead	U	N/A	N/A	C1:A		1	11	-	346	1907	545	63.5%
2/2	A50 Westbound Off-slip Ahead	U	N/A	N/A	C1:A		1	11	-	400	2049	585	68.3%
3/1	Ryecroft Road Left Ahead	O	N/A	N/A	-		-	-	-	63	1886	487	12.9%
4/1		U	N/A	N/A	-		-	-	-	56	Inf	Inf	0.0%
5/1		U	N/A	N/A	-		-	-	-	450	Inf	Inf	0.0%
5/2		U	N/A	N/A	-		-	-	-	304	Inf	Inf	0.0%
6/1	Ahead	U	N/A	N/A	-		-	-	-	678	1980	1980	34.2%
6/2	Ahead	O	N/A	N/A	-		-	-	-	284	1980	566	50.2%
7/1	Trent Lane Left	U	N/A	N/A	C2:E		1	15	-	501	1923	733	68.4%
7/2+7/3	Trent Lane Ahead	U	N/A	N/A	C2:E		1	15	-	774	2063:2101	226+798	75.5 : 75.5%
8/1		U	N/A	N/A	-		-	-	-	777	Inf	Inf	0.0%
9/2+9/1	A50 Eastbound Off-slip Left Ahead	U	N/A	N/A	C2:A		1	15	-	616	1995:1853	760+583	52.2 : 37.6%
10/1+10/2	B5010 Left Ahead	O	N/A	N/A	-		-	-	-	259	1894:2034	420+551	26.7 : 26.7%
11/1		U	N/A	N/A	-		-	-	-	322	Inf	Inf	0.0%
12/1	Ahead	U	N/A	N/A	-		-	-	-	505	1965	1965	25.7%
12/2	Ahead	O	N/A	N/A	-		-	-	-	274	1965	604	45.4%
13/1	West Circ Ahead Right	U	N/A	N/A	C2:B		1	15	-	557	1944	741	75.2%

Full Input Data And Results

13/2+13/3	West Circ Right	U	N/A	N/A	C2:B		1	15	-	723	1942:1940	740+739	54.3 : 43.4%
14/1	North West Circ Ahead	U	N/A	N/A	-		-	-	-	454	1930	1930	23.5%
14/2	North West Circ Ahead Right	U	N/A	N/A	-		-	-	-	402	1926	1926	20.9%
14/3	North West Circ Right	U	N/A	N/A	-		-	-	-	718	1923	1923	37.3%
15/1	Northeast Circ Ahead	U	N/A	N/A	C1:F		1	19	-	189	1932	920	20.5%
15/2+15/3	Northeast Circ Ahead Right	U	N/A	N/A	C1:F		1	19	-	865	1929:1926	774+401	73.6 : 73.6%
16/1	East Circ Ahead Ahead2	U	N/A	N/A	C1:B		1	19	-	377	1933	920	41.0%
16/2+16/3	East Circ Ahead	U	N/A	N/A	C1:B		1	19	-	614	1930:1927	892+918	31.8 : 36.0%
17/1	Southeast Circ Ahead	U	N/A	N/A	-		-	-	-	667	1912	1912	34.9%
17/2	Southeast Circ Ahead	U	N/A	N/A	-		-	-	-	284	1907	1907	14.9%
17/3	Southeast Circ Right	U	N/A	N/A	-		-	-	-	730	1899	1899	38.4%
18/1	Southwest Circ Ahead	U	N/A	N/A	C2:F		1	15	-	276	1937	738	37.4%
18/2+18/3	Southwest Circ Right	U	N/A	N/A	C2:F		1	15	-	506	1935:1930	577+180	66.8 : 66.8%
19/1		U	N/A	N/A	-		-	-	-	779	Inf	Inf	0.0%
20/1		U	N/A	N/A	-		-	-	-	962	Inf	Inf	0.0%

Full Input Data And Results

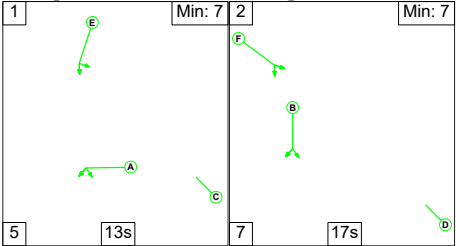
Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network: A50 Junction 1	-	-	1139	0	0	19.8	13.9	0.0	33.7	-	-	-	-
A50 Junction 1	-	-	1139	0	0	19.8	13.9	0.0	33.7	-	-	-	-
1/2+1/1	691	691	-	-	-	2.5	0.7	-	3.2	16.9	3.8	0.7	4.6
2/1	346	346	-	-	-	1.3	0.9	-	2.1	22.1	3.5	0.9	4.3
2/2	400	400	-	-	-	1.5	1.1	-	2.5	22.9	4.1	1.1	5.2
3/1	63	63	63	0	0	0.0	0.1	-	0.1	5.0	0.1	0.1	0.2
4/1	56	56	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1	450	450	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/2	304	304	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	678	678	-	-	-	0.0	0.3	-	0.3	1.4	0.0	0.3	0.3
6/2	284	284	284	0	0	0.0	0.5	-	0.5	6.9	1.5	0.5	2.0
7/1	501	501	-	-	-	1.5	1.1	-	2.6	18.6	4.9	1.1	5.9
7/2+7/3	774	774	-	-	-	2.3	1.5	-	3.8	17.8	6.0	1.5	7.6
8/1	777	777	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
9/2+9/1	616	616	-	-	-	1.7	0.4	-	2.1	12.2	3.5	0.4	4.0
10/1+10/2	259	259	518	0	0	0.1	0.2	-	0.3	3.6	0.4	0.2	0.6
11/1	322	322	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
12/1	505	505	-	-	-	0.0	0.2	-	0.2	1.2	0.0	0.2	0.2
12/2	274	274	274	0	0	0.2	0.4	-	0.6	8.3	2.9	0.4	3.3
13/1	557	557	-	-	-	2.4	1.5	-	3.9	25.3	5.3	1.5	6.8
13/2+13/3	723	723	-	-	-	1.5	0.5	-	2.0	9.7	15.1	0.5	15.6
14/1	454	454	-	-	-	0.0	0.2	-	0.2	1.2	0.0	0.2	0.2
14/2	402	402	-	-	-	0.0	0.1	-	0.1	1.2	0.5	0.1	0.7
14/3	718	718	-	-	-	0.0	0.3	-	0.3	1.5	1.1	0.3	1.4
15/1	189	189	-	-	-	0.3	0.1	-	0.5	8.9	0.9	0.1	1.0

Full Input Data And Results

15/2+15/3	865	865	-	-	-	1.4	1.4	-	2.8	11.6	3.1	1.4	4.5
16/1	377	377	-	-	-	0.6	0.3	-	1.0	9.3	2.2	0.3	2.6
16/2+16/3	614	614	-	-	-	0.7	0.3	-	0.9	5.4	16.6	0.3	16.9
17/1	667	667	-	-	-	0.0	0.3	-	0.3	1.4	0.0	0.3	0.3
17/2	284	284	-	-	-	0.0	0.1	-	0.1	1.1	0.0	0.1	0.1
17/3	730	730	-	-	-	0.0	0.3	-	0.3	1.5	1.6	0.3	1.9
18/1	276	276	-	-	-	0.8	0.3	-	1.1	14.4	1.7	0.3	2.0
18/2+18/3	506	506	-	-	-	1.0	1.0	-	2.0	13.9	5.0	1.0	6.0
19/1	779	779	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
20/1	962	962	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
C1 - Eastside E36308 C2 - Westside E36309 PRC for Signalled Lanes (%): 22.2 PRC for Signalled Lanes (%): 19.2 PRC Over All Lanes (%): 19.2 Total Delay for Signalled Lanes (pcuHr): 13.05 Total Delay for Signalled Lanes (pcuHr): 17.43 Total Delay Over All Lanes(pcuHr): 33.70 Cycle Time (s): 42 Cycle Time (s): 42													

Full Input Data And Results
Scenario 3: '2028 WoD AM' (FG3: '2028 WoD Flows AM', Plan 1: 'Network Control Plan 1')
Controller :C1 - Eastside E36308

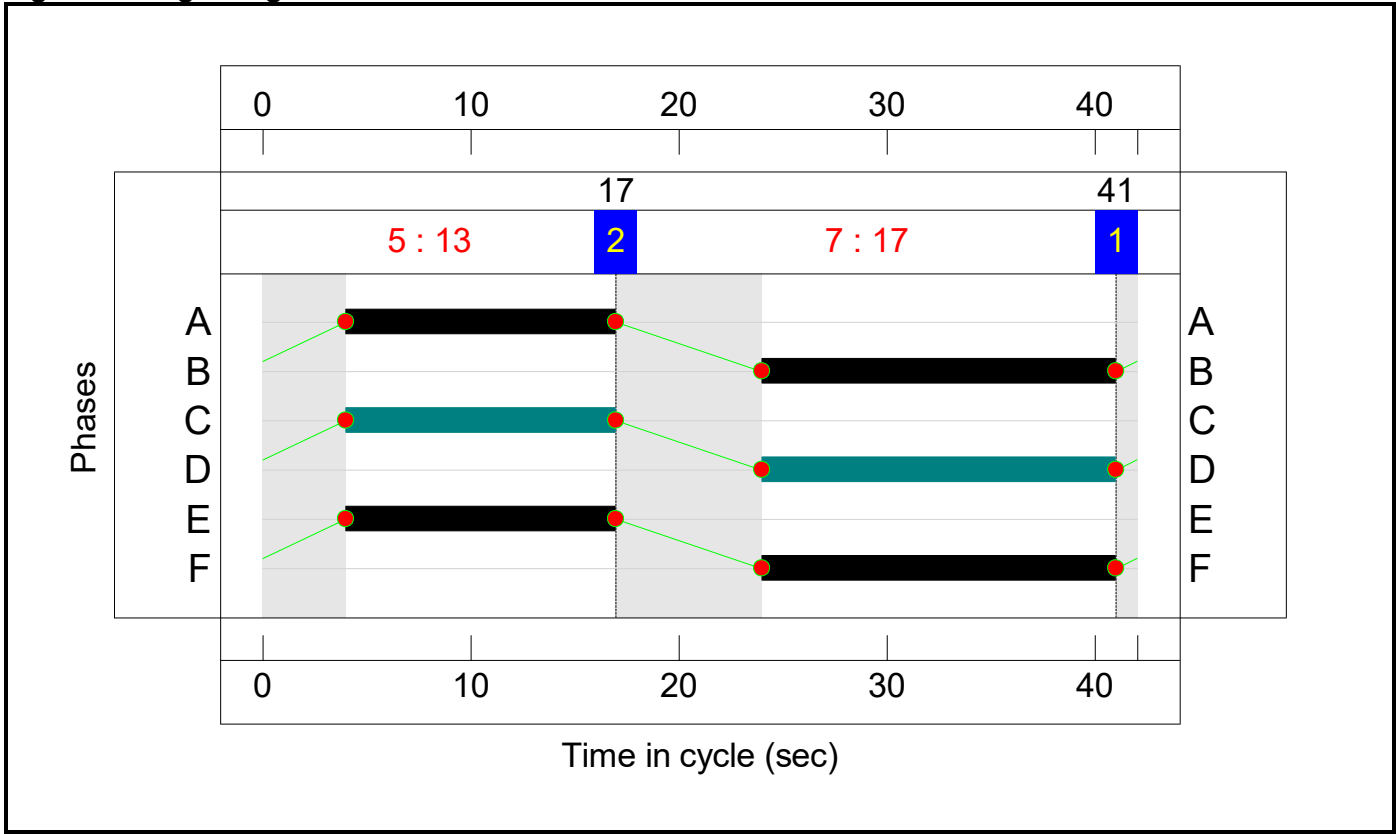
Stage Sequence Diagram



Stage Timings

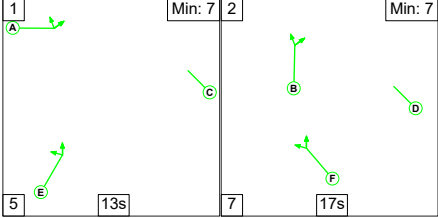
Stage	1	2
Duration	13	17
Change Point	41	17

Signal Timings Diagram



Controller :C2 - Westside E36309

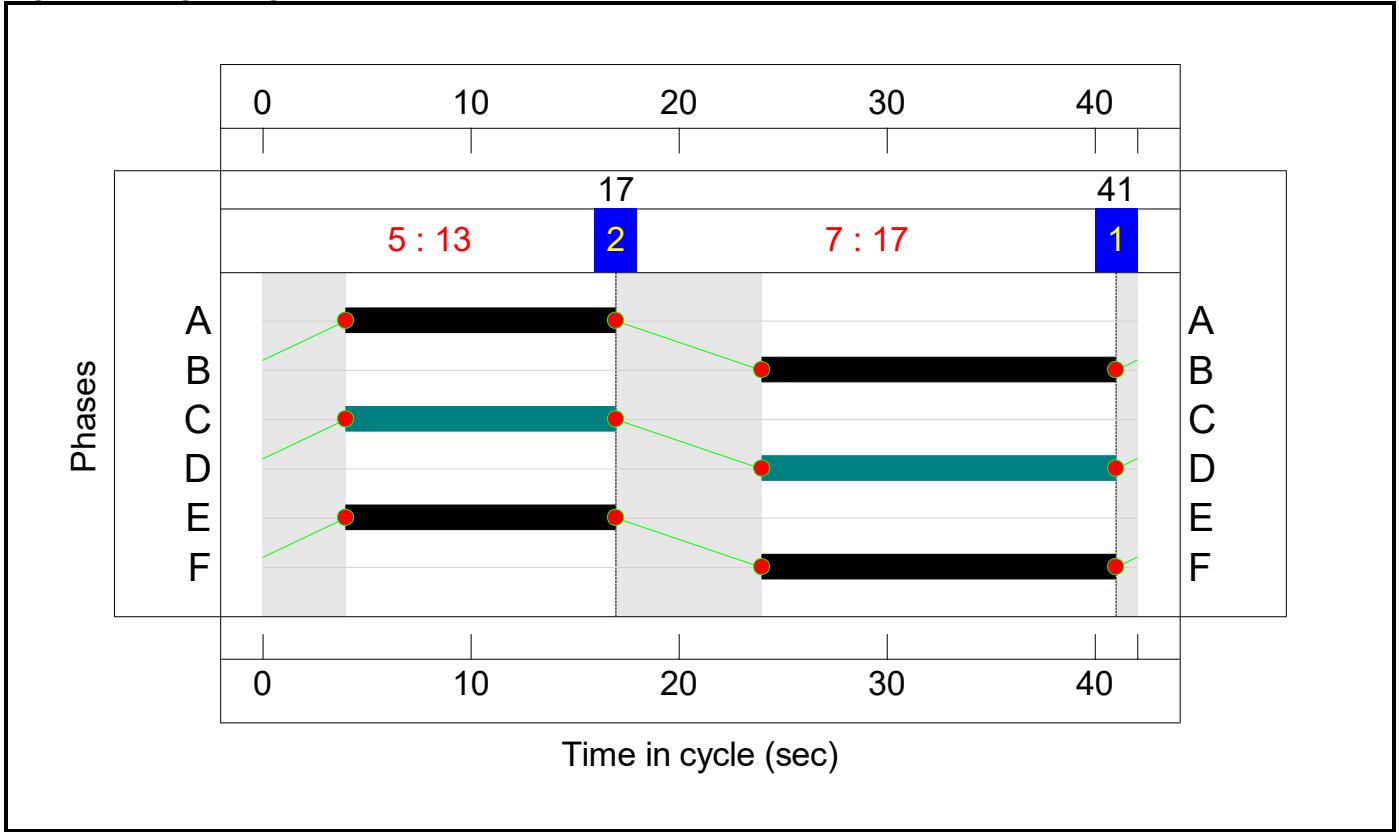
Stage Sequence Diagram



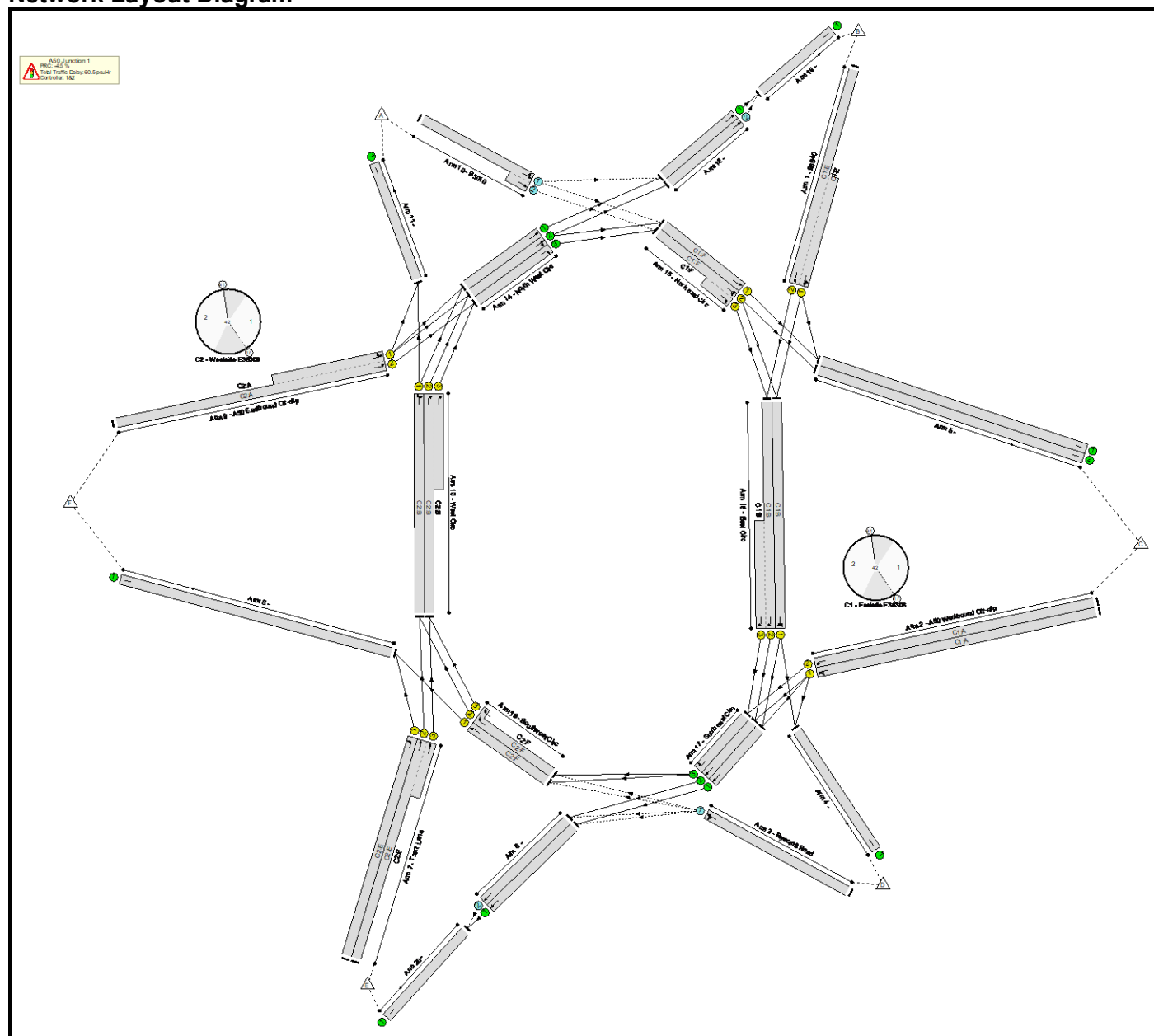
Stage Timings

Stage	1	2
Duration	13	17
Change Point	41	17

Signal Timings Diagram



Network Layout Diagram



Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network: A50 Junction 1	-	-	N/A	-	-		-	-	-	-	-	-	94.1%
A50 Junction 1	-	-	N/A	-	-		-	-	-	-	-	-	94.1%
1/2+1/1	B6540 Left Ahead	U	N/A	N/A	C1:E		1	13	-	994	2088:1950	696+650	63.5 : 84.9%
2/1	A50 Westbound Off-slip Left Ahead	U	N/A	N/A	C1:A		1	13	-	598	1907	636	94.1%
2/2	A50 Westbound Off-slip Ahead	U	N/A	N/A	C1:A		1	13	-	536	2049	683	78.5%
3/1	Ryecroft Road Left Ahead	O	N/A	N/A	-		-	-	-	52	1886	330	15.8%
4/1		U	N/A	N/A	-		-	-	-	273	Inf	Inf	0.0%
5/1		U	N/A	N/A	-		-	-	-	658	Inf	Inf	0.0%
5/2		U	N/A	N/A	-		-	-	-	155	Inf	Inf	0.0%
6/1	Ahead	U	N/A	N/A	-		-	-	-	1050	1980	1980	53.0%
6/2	Ahead	O	N/A	N/A	-		-	-	-	366	1980	484	75.6%
7/1	Trent Lane Left	U	N/A	N/A	C2:E		1	13	-	427	1923	641	66.6%
7/2+7/3	Trent Lane Ahead	U	N/A	N/A	C2:E		1	13	-	647	2063:2101	210+700	71.1 : 71.1%
8/1		U	N/A	N/A	-		-	-	-	808	Inf	Inf	0.0%
9/2+9/1	A50 Eastbound Off-slip Left Ahead	U	N/A	N/A	C2:A		1	13	-	964	1995:1853	665+618	86.0 : 63.5%
10/1+10/2	B5010 Left Ahead	O	N/A	N/A	-		-	-	-	419	1894:2034	413+413	46.9 : 54.4%
11/1		U	N/A	N/A	-		-	-	-	163	Inf	Inf	0.0%
12/1	Ahead	U	N/A	N/A	-		-	-	-	942	1965	1965	47.9%
12/2	Ahead	O	N/A	N/A	-		-	-	-	222	1965	508	43.7%
13/1	West Circ Ahead Right	U	N/A	N/A	C2:B		1	17	-	607	1944	833	72.9%

Full Input Data And Results

13/2+13/3	West Circ Right	U	N/A	N/A	C2:B		1	17	-	640	1942:1940	832+398	52.0 : 52.0%
14/1	North West Circ Ahead	U	N/A	N/A	-		-	-	-	836	1930	1930	43.3%
14/2	North West Circ Ahead Right	U	N/A	N/A	-		-	-	-	433	1926	1926	22.5%
14/3	North West Circ Right	U	N/A	N/A	-		-	-	-	779	1923	1923	40.5%
15/1	Northeast Circ Ahead	U	N/A	N/A	C1:F		1	17	-	299	1932	828	36.1%
15/2+15/3	Northeast Circ Ahead Right	U	N/A	N/A	C1:F		1	17	-	1004	1929:1926	720+348	94.0 : 94.0%
16/1	East Circ Ahead Ahead2	U	N/A	N/A	C1:B		1	17	-	715	1933	828	86.3%
16/2+16/3	East Circ Ahead	U	N/A	N/A	C1:B		1	17	-	769	1930:1927	827+826	44.2 : 48.8%
17/1	Southeast Circ Ahead	U	N/A	N/A	-		-	-	-	1040	1912	1912	54.4%
17/2	Southeast Circ Ahead	U	N/A	N/A	-		-	-	-	366	1907	1907	19.2%
17/3	Southeast Circ Right	U	N/A	N/A	-		-	-	-	939	1899	1899	49.4%
18/1	Southwest Circ Ahead	U	N/A	N/A	C2:F		1	17	-	381	1937	830	45.9%
18/2+18/3	Southwest Circ Right	U	N/A	N/A	C2:F		1	17	-	600	1935:1930	648+201	70.7 : 70.7%
19/1		U	N/A	N/A	-		-	-	-	1164	Inf	Inf	0.0%
20/1		U	N/A	N/A	-		-	-	-	1416	Inf	Inf	0.0%

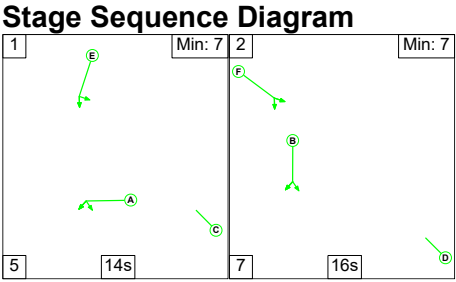
Full Input Data And Results

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network: A50 Junction 1	-	-	1478	0	0	28.3	32.2	0.0	60.5	-	-	-	-
A50 Junction 1	-	-	1478	0	0	28.3	32.2	0.0	60.5	-	-	-	-
1/2+1/1	994	994	-	-	-	3.5	1.4	-	4.9	17.6	6.0	1.4	7.4
2/1	598	598	-	-	-	2.3	6.0	-	8.3	49.8	6.6	6.0	12.7
2/2	536	536	-	-	-	1.9	1.8	-	3.7	24.6	5.5	1.8	7.3
3/1	52	52	52	0	0	0.0	0.1	-	0.1	8.4	0.1	0.1	0.2
4/1	273	273	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1	658	658	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/2	155	155	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	1050	1050	-	-	-	0.0	0.6	-	0.6	1.9	0.0	0.6	0.6
6/2	366	366	366	0	0	0.6	1.5	-	2.1	20.4	4.0	1.5	5.6
7/1	427	427	-	-	-	1.4	1.0	-	2.4	20.3	4.2	1.0	5.1
7/2+7/3	647	647	-	-	-	2.1	1.2	-	3.3	18.5	5.0	1.2	6.2
8/1	808	808	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
9/2+9/1	964	964	-	-	-	3.4	1.5	-	4.9	18.2	6.2	1.5	7.7
10/1+10/2	419	419	838	0	0	0.3	0.5	-	0.9	7.4	0.9	0.5	1.4
11/1	163	163	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
12/1	942	942	-	-	-	0.0	0.5	-	0.5	1.8	0.0	0.5	0.5
12/2	222	222	222	0	0	0.1	0.4	-	0.5	7.7	1.9	0.4	2.3
13/1	607	607	-	-	-	2.3	1.3	-	3.6	21.3	5.2	1.3	6.6
13/2+13/3	640	640	-	-	-	1.1	0.5	-	1.7	9.4	15.0	0.5	15.5
14/1	836	836	-	-	-	0.0	0.4	-	0.4	1.6	0.0	0.4	0.4
14/2	433	433	-	-	-	0.0	0.1	-	0.1	1.2	0.5	0.1	0.7
14/3	779	779	-	-	-	0.0	0.3	-	0.3	1.6	3.8	0.3	4.2
15/1	299	299	-	-	-	0.7	0.3	-	1.0	12.0	1.5	0.3	1.8

Full Input Data And Results

[illegible]

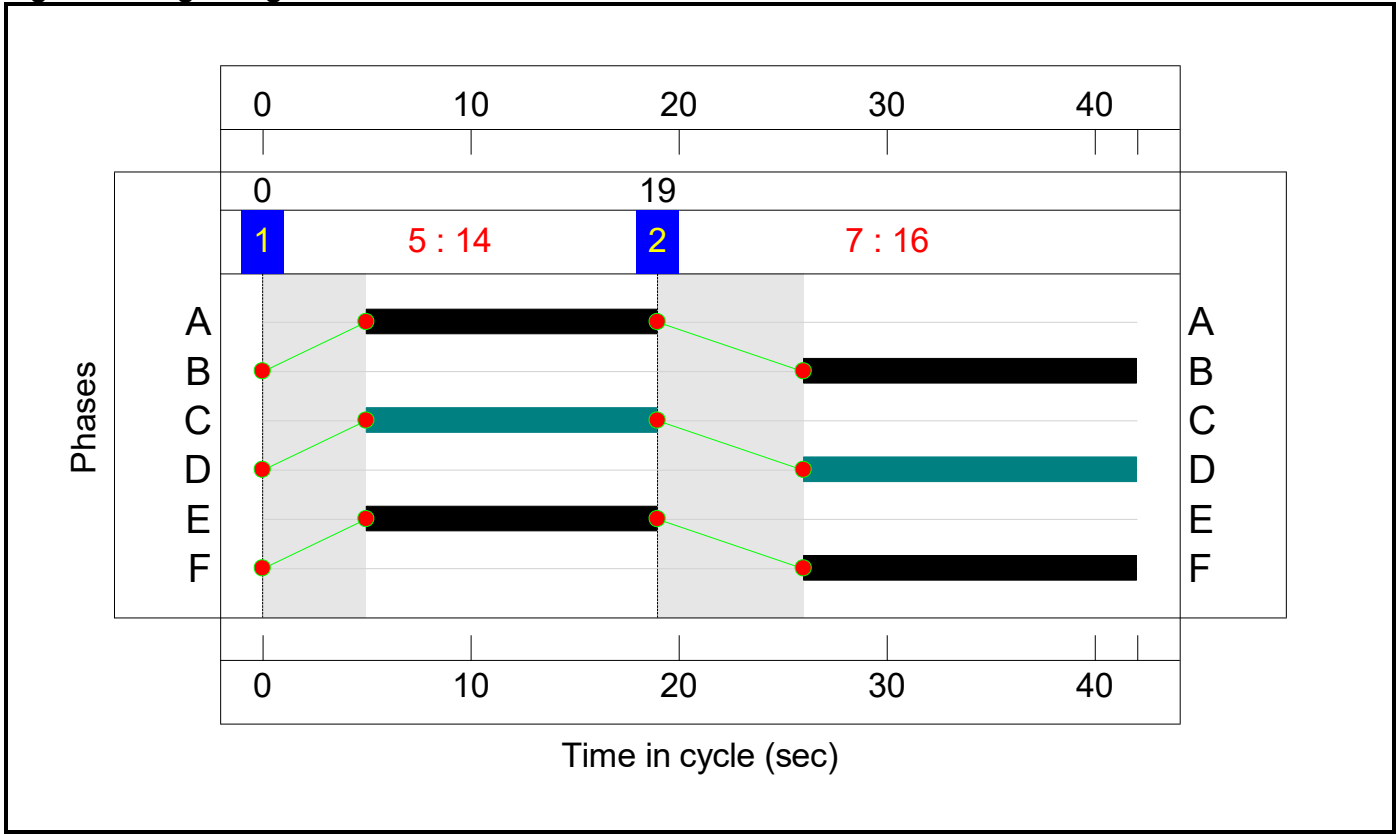
Full Input Data And Results
Scenario 4: '2028 WoD PM' (FG4: '2028 WoD Flows PM', Plan 1: 'Network Control Plan 1')
Controller :C1 - Eastside E36308



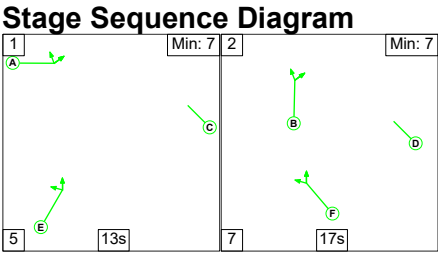
Stage Timings

Stage	1	2
Duration	14	16
Change Point	0	19

Signal Timings Diagram



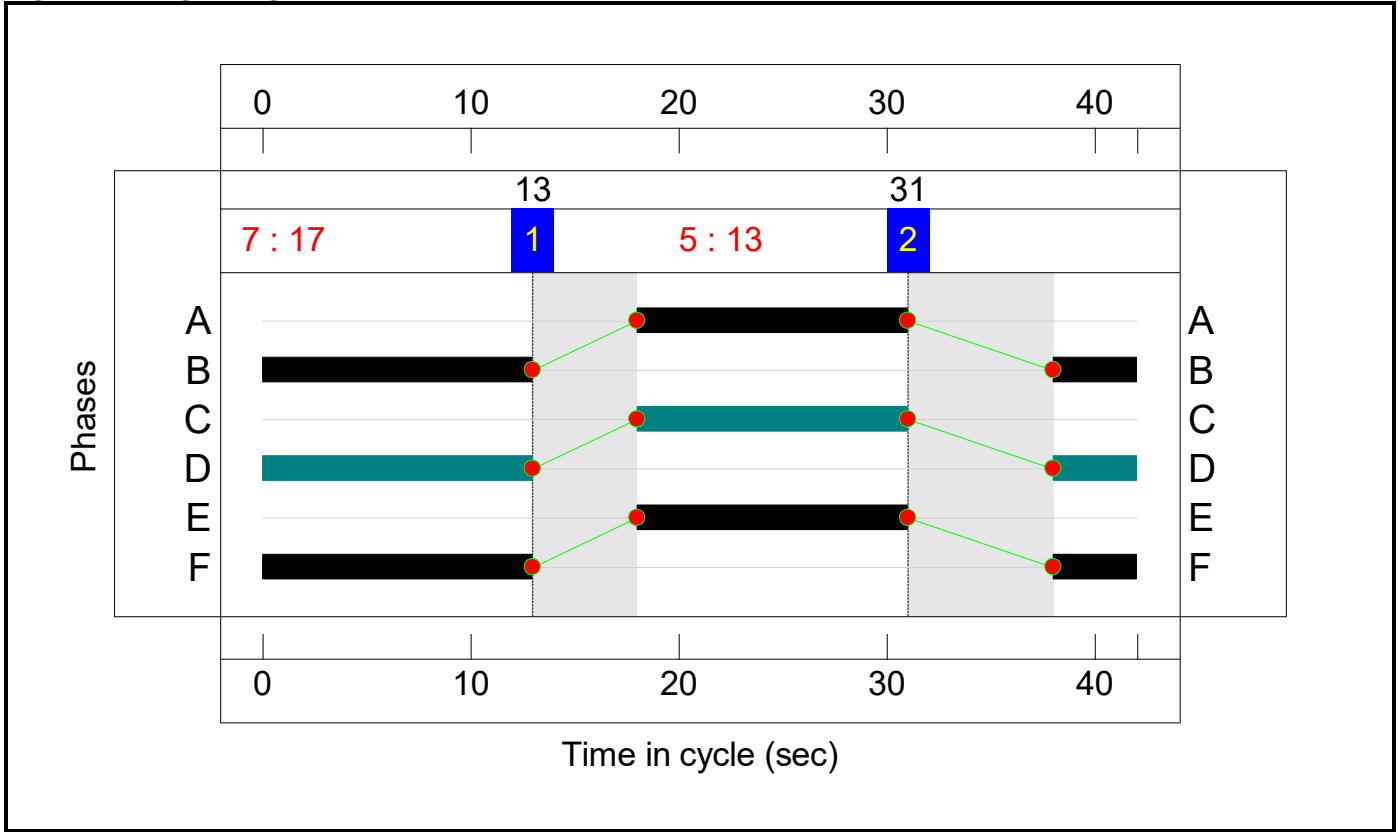
Controller :C2 - Westside E36309



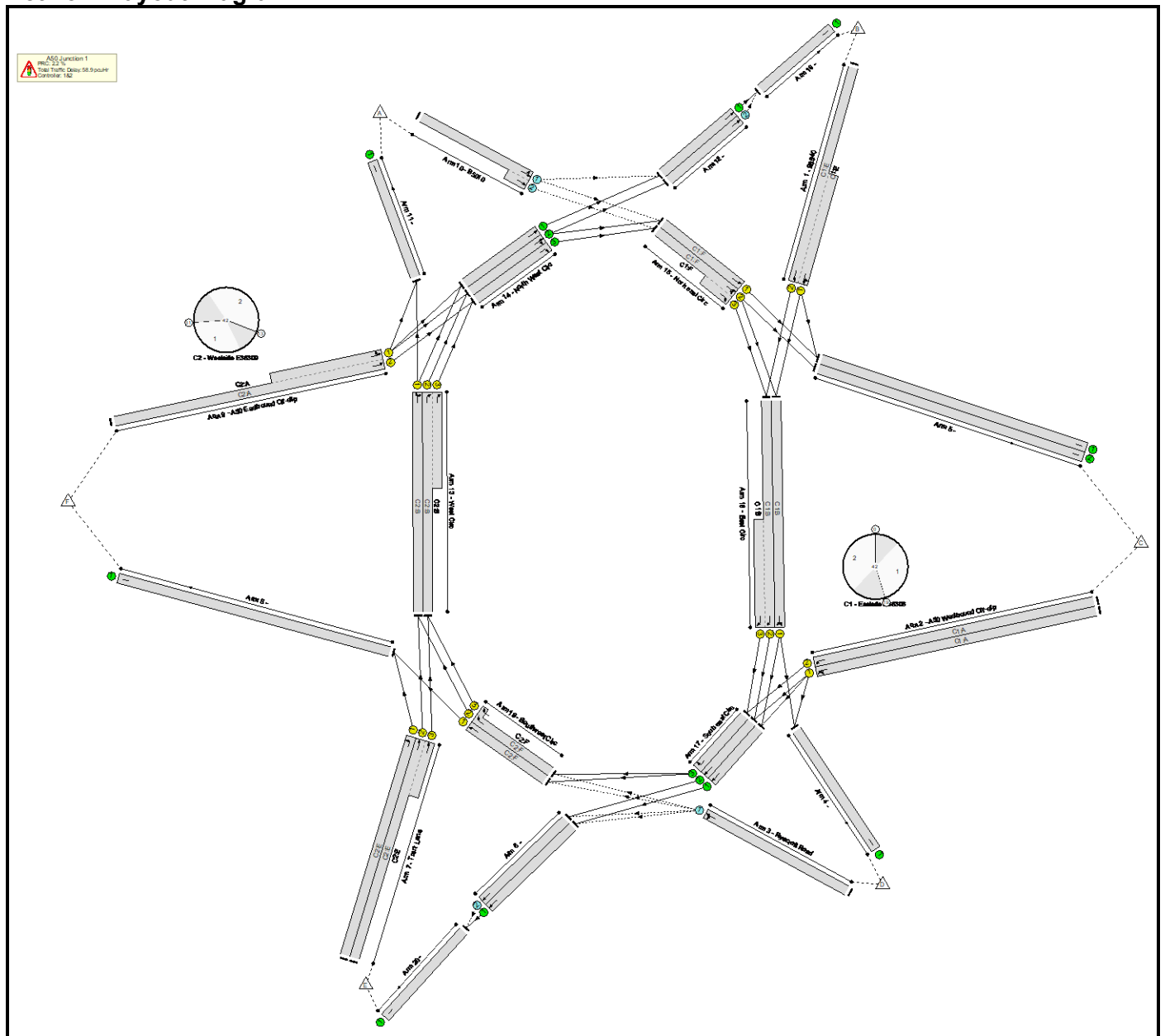
Stage Timings

Stage	1	2
Duration	13	17
Change Point	13	31

Signal Timings Diagram



Network Layout Diagram



Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network: A50 Junction 1	-	-	N/A	-	-		-	-	-	-	-	-	88.1%
A50 Junction 1	-	-	N/A	-	-		-	-	-	-	-	-	88.1%
1/2+1/1	B6540 Left Ahead	U	N/A	N/A	C1:E		1	14	-	1043	2088:1950	746+696	65.2 : 80.0%
2/1	A50 Westbound Off-slip Left Ahead	U	N/A	N/A	C1:A		1	14	-	381	1907	681	55.9%
2/2	A50 Westbound Off-slip Ahead	U	N/A	N/A	C1:A		1	14	-	560	2049	732	76.5%
3/1	Ryecroft Road Left Ahead	O	N/A	N/A	-		-	-	-	64	1886	397	16.1%
4/1		U	N/A	N/A	-		-	-	-	123	Inf	Inf	0.0%
5/1		U	N/A	N/A	-		-	-	-	890	Inf	Inf	0.0%
5/2		U	N/A	N/A	-		-	-	-	109	Inf	Inf	0.0%
6/1	Ahead	U	N/A	N/A	-		-	-	-	821	1980	1980	41.5%
6/2	Ahead	O	N/A	N/A	-		-	-	-	276	1980	534	51.7%
7/1	Trent Lane Left	U	N/A	N/A	C2:E		1	13	-	563	1923	641	87.8%
7/2+7/3	Trent Lane Ahead	U	N/A	N/A	C2:E		1	13	-	861	2063:2101	279+700	88.0 : 88.0%
8/1		U	N/A	N/A	-		-	-	-	969	Inf	Inf	0.0%
9/2+9/1	A50 Eastbound Off-slip Left Ahead	U	N/A	N/A	C2:A		1	13	-	918	1995:1853	665+618	77.3 : 65.4%
10/1+10/2	B5010 Left Ahead	O	N/A	N/A	-		-	-	-	296	1894:2034	240+338	51.2 : 51.2%
11/1		U	N/A	N/A	-		-	-	-	315	Inf	Inf	0.0%
12/1	Ahead	U	N/A	N/A	-		-	-	-	889	1965	1965	45.2%
12/2	Ahead	O	N/A	N/A	-		-	-	-	294	1965	519	56.6%
13/1	West Circ Ahead Right	U	N/A	N/A	C2:B		1	17	-	734	1944	833	88.1%

Full Input Data And Results

13/2+13/3	West Circ Right	U	N/A	N/A	C2:B		1	17	-	806	1942:1940	832+148	82.2 : 82.2%
14/1	North West Circ Ahead	U	N/A	N/A	-		-	-	-	823	1930	1930	42.6%
14/2	North West Circ Ahead Right	U	N/A	N/A	-		-	-	-	684	1926	1926	35.5%
14/3	North West Circ Right	U	N/A	N/A	-		-	-	-	636	1923	1923	33.1%
15/1	Northeast Circ Ahead	U	N/A	N/A	C1:F		1	16	-	447	1932	782	57.2%
15/2+15/3	Northeast Circ Ahead Right	U	N/A	N/A	C1:F		1	16	-	809	1929:1926	690+327	79.5 : 79.5%
16/1	East Circ Ahead Ahead2	U	N/A	N/A	C1:B		1	16	-	554	1933	782	70.8%
16/2+16/3	East Circ Ahead	U	N/A	N/A	C1:B		1	16	-	746	1930:1927	554+780	49.8 : 60.3%
17/1	Southeast Circ Ahead	U	N/A	N/A	-		-	-	-	812	1912	1912	42.5%
17/2	Southeast Circ Ahead	U	N/A	N/A	-		-	-	-	276	1907	1907	14.5%
17/3	Southeast Circ Right	U	N/A	N/A	-		-	-	-	1030	1899	1899	54.2%
18/1	Southwest Circ Ahead	U	N/A	N/A	C2:F		1	17	-	406	1937	830	48.9%
18/2+18/3	Southwest Circ Right	U	N/A	N/A	C2:F		1	17	-	679	1935:1930	616+239	79.4 : 79.4%
19/1		U	N/A	N/A	-		-	-	-	1183	Inf	Inf	0.0%
20/1		U	N/A	N/A	-		-	-	-	1097	Inf	Inf	0.0%

Full Input Data And Results

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network: A50 Junction 1	-	-	1226	0	0	30.4	28.5	0.0	58.9	-	-	-	-
A50 Junction 1	-	-	1226	0	0	30.4	28.5	0.0	58.9	-	-	-	-
1/2+1/1	1043	1043	-	-	-	3.4	1.3	-	4.7	16.2	5.7	1.3	7.0
2/1	381	381	-	-	-	1.1	0.6	-	1.8	16.8	3.5	0.6	4.1
2/2	560	560	-	-	-	1.9	1.6	-	3.5	22.2	5.8	1.6	7.4
3/1	64	64	64	0	0	0.0	0.1	-	0.1	7.4	0.2	0.1	0.3
4/1	123	123	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1	890	890	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/2	109	109	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	821	821	-	-	-	0.0	0.4	-	0.4	1.6	0.0	0.4	0.4
6/2	276	276	276	0	0	0.3	0.5	-	0.8	10.4	2.9	0.5	3.4
7/1	563	563	-	-	-	2.1	3.3	-	5.4	34.5	6.1	3.3	9.4
7/2+7/3	861	861	-	-	-	3.0	3.5	-	6.4	26.9	6.7	3.5	10.1
8/1	969	969	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
9/2+9/1	918	918	-	-	-	3.1	1.3	-	4.4	17.2	5.3	1.3	6.5
10/1+10/2	296	296	592	0	0	0.3	0.5	-	0.9	10.4	0.9	0.5	1.4
11/1	315	315	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
12/1	889	889	-	-	-	0.0	0.4	-	0.4	1.7	0.0	0.4	0.4
12/2	294	294	294	0	0	0.2	0.6	-	0.8	10.0	3.1	0.6	3.7
13/1	734	734	-	-	-	2.8	3.5	-	6.3	30.9	7.1	3.5	10.6
13/2+13/3	806	806	-	-	-	1.8	2.2	-	4.1	18.1	15.1	2.2	17.4
14/1	823	823	-	-	-	0.0	0.4	-	0.4	1.6	0.0	0.4	0.4
14/2	684	684	-	-	-	0.0	0.3	-	0.3	1.5	3.2	0.3	3.5
14/3	636	636	-	-	-	0.0	0.2	-	0.3	1.4	3.2	0.2	3.5
15/1	447	447	-	-	-	1.7	0.7	-	2.4	19.1	5.1	0.7	5.7

Full Input Data And Results

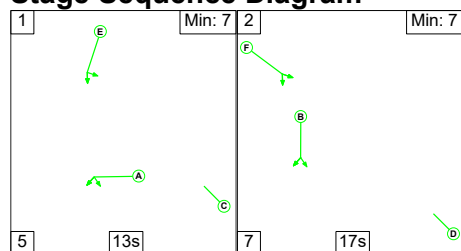
15/2+15/3	809	809	-	-	-	1.1	1.9	-	3.0	13.3	2.1	1.9	4.1
16/1	554	554	-	-	-	2.6	1.2	-	3.8	24.5	5.9	1.2	7.1
16/2+16/3	746	746	-	-	-	1.7	0.6	-	2.3	11.3	16.8	0.6	17.4
17/1	812	812	-	-	-	0.0	0.4	-	0.4	1.6	0.0	0.4	0.4
17/2	276	276	-	-	-	0.0	0.1	-	0.1	1.1	0.0	0.1	0.1
17/3	1030	1030	-	-	-	0.0	0.6	-	0.6	2.1	3.8	0.6	4.3
18/1	406	406	-	-	-	0.2	0.5	-	0.6	5.6	0.8	0.5	1.2
18/2+18/3	679	679	-	-	-	3.1	1.9	-	5.0	26.3	7.3	1.9	9.1
19/1	1183	1183	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
20/1	1097	1097	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
C1 - Eastside E36308 C2 - Westside E36309			PRC for Signalled Lanes (%): PRC for Signalled Lanes (%): PRC Over All Lanes (%):		12.5 2.2 2.2	Total Delay for Signalled Lanes (pcuHr): Total Delay for Signalled Lanes (pcuHr): Total Delay Over All Lanes(pcuHr):		21.41 32.17 58.92	Cycle Time (s): Cycle Time (s):		42 42		

Full Input Data And Results

Scenario 5: '2028 WD AM' (FG5: '2028 WD Flows AM', Plan 1: 'Network Control Plan 1')

Controller :C1 - Eastside E36308

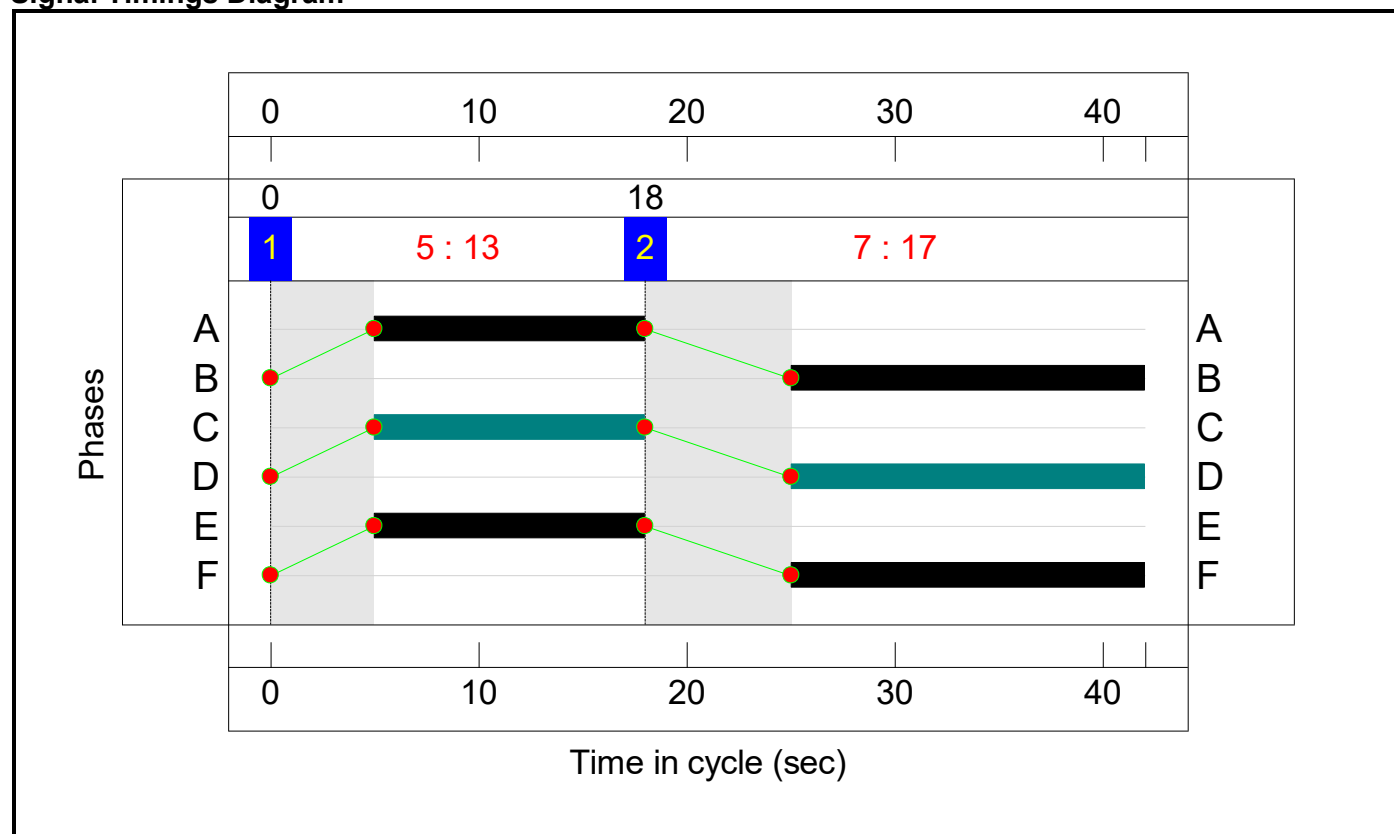
Stage Sequence Diagram



Stage Timings

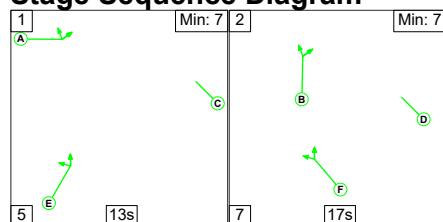
Stage	1	2
Duration	13	17
Change Point	0	18

Signal Timings Diagram



Controller :C2 - Westside E36309

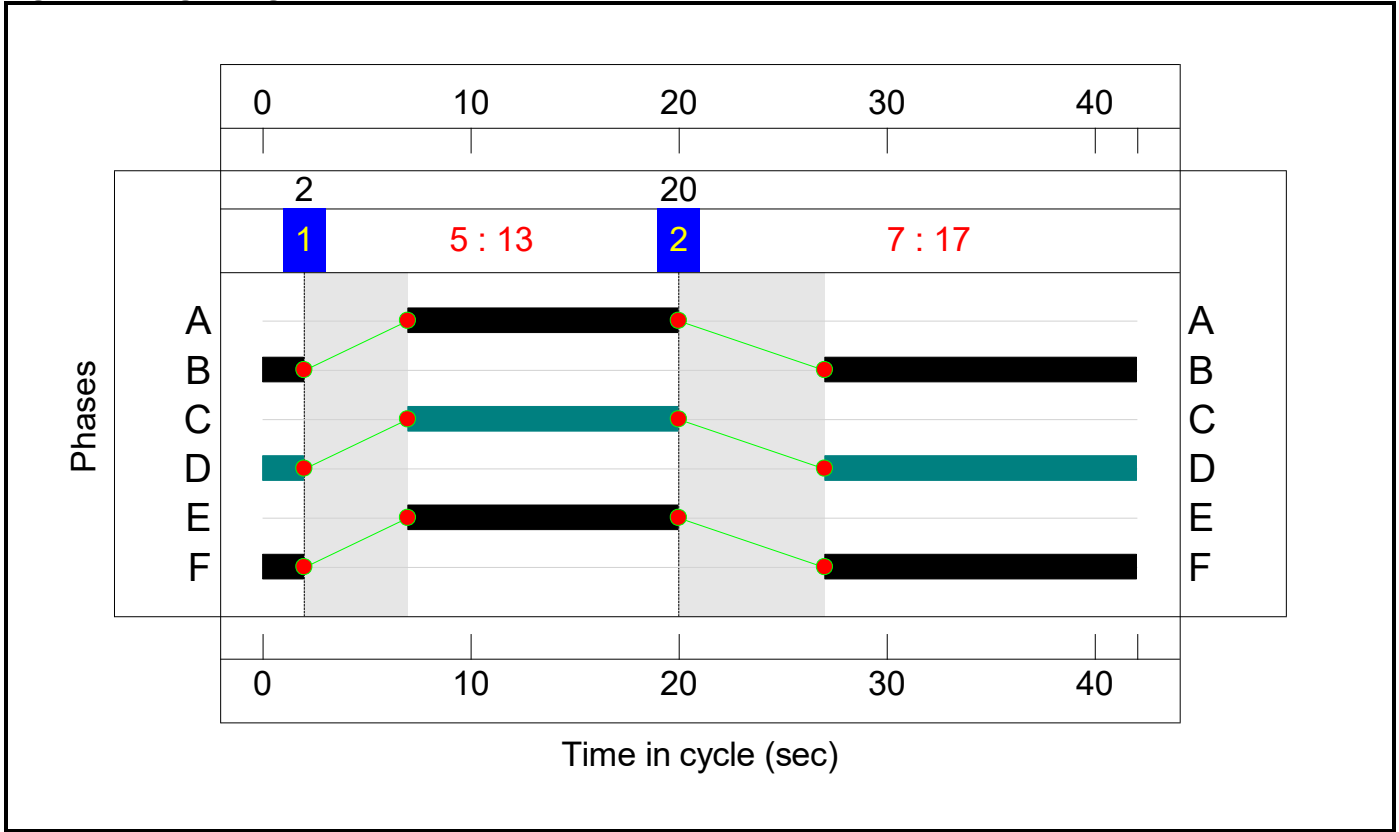
Stage Sequence Diagram



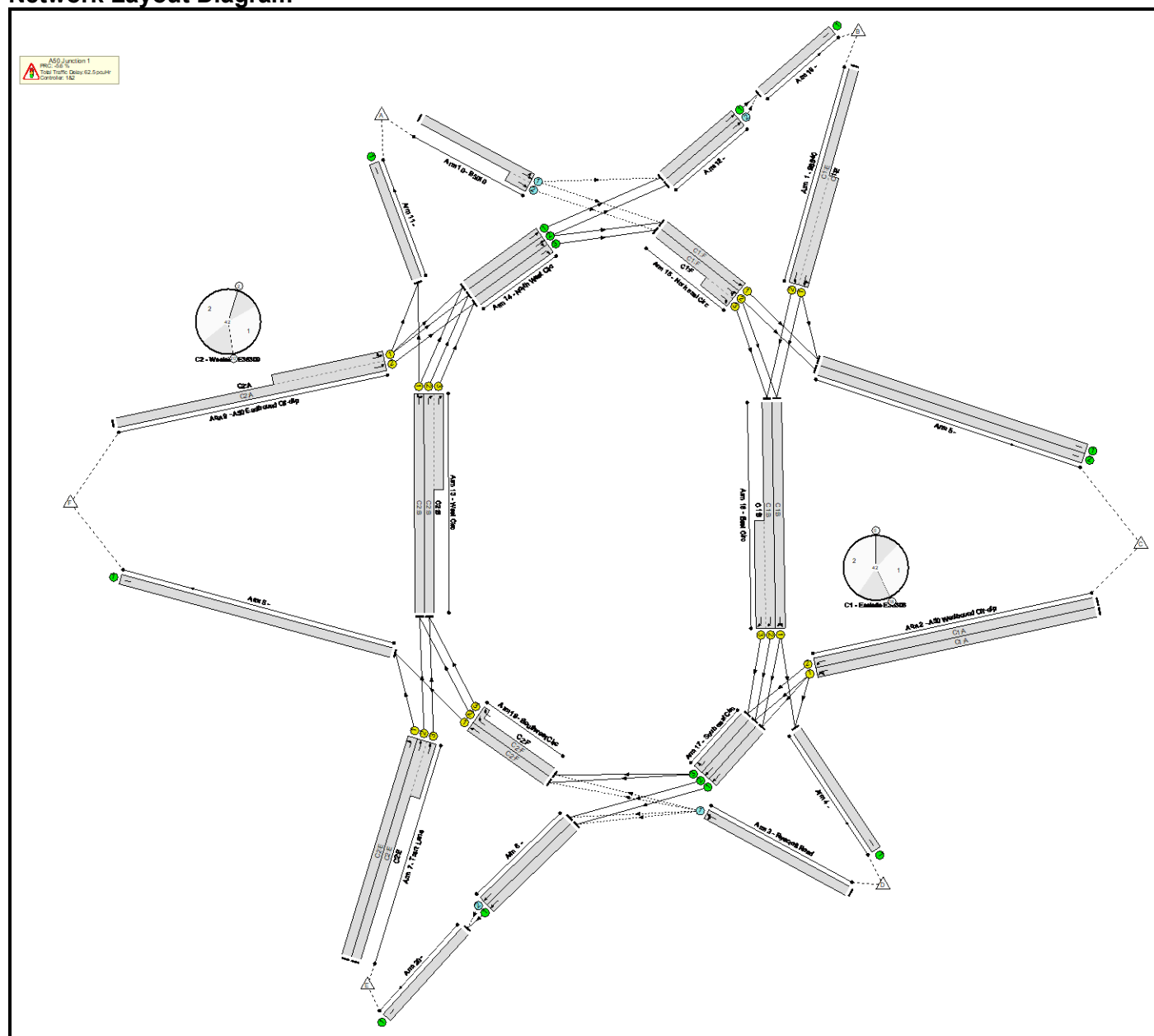
Stage Timings

Stage	1	2
Duration	13	17
Change Point	2	20

Signal Timings Diagram



Network Layout Diagram



Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network: A50 Junction 1	-	-	N/A	-	-		-	-	-	-	-	-	95.0%
A50 Junction 1	-	-	N/A	-	-		-	-	-	-	-	-	95.0%
1/2+1/1	B6540 Left Ahead	U	N/A	N/A	C1:E		1	13	-	1014	2088:1950	696+650	63.8 : 87.7%
2/1	A50 Westbound Off-slip Left Ahead	U	N/A	N/A	C1:A		1	13	-	604	1907	636	95.0%
2/2	A50 Westbound Off-slip Ahead	U	N/A	N/A	C1:A		1	13	-	525	2049	683	76.9%
3/1	Ryecroft Road Left Ahead	O	N/A	N/A	-		-	-	-	52	1886	318	16.4%
4/1		U	N/A	N/A	-		-	-	-	294	Inf	Inf	0.0%
5/1		U	N/A	N/A	-		-	-	-	675	Inf	Inf	0.0%
5/2		U	N/A	N/A	-		-	-	-	91	Inf	Inf	0.0%
6/1	Ahead	U	N/A	N/A	-		-	-	-	1078	1980	1980	54.4%
6/2	Ahead	O	N/A	N/A	-		-	-	-	392	1980	478	82.0%
7/1	Trent Lane Left	U	N/A	N/A	C2:E		1	13	-	430	1923	641	67.1%
7/2+7/3	Trent Lane Ahead	U	N/A	N/A	C2:E		1	13	-	599	2063:2101	187+700	67.5 : 67.5%
8/1		U	N/A	N/A	-		-	-	-	814	Inf	Inf	0.0%
9/2+9/1	A50 Eastbound Off-slip Left Ahead	U	N/A	N/A	C2:A		1	13	-	1018	1995:1853	665+618	92.5 : 65.2%
10/1+10/2	B5010 Left Ahead	O	N/A	N/A	-		-	-	-	430	1894:2034	392+398	50.0 : 58.9%
11/1		U	N/A	N/A	-		-	-	-	168	Inf	Inf	0.0%
12/1	Ahead	U	N/A	N/A	-		-	-	-	942	1965	1965	47.9%
12/2	Ahead	O	N/A	N/A	-		-	-	-	218	1965	508	42.9%
13/1	West Circ Ahead Right	U	N/A	N/A	C2:B		1	17	-	600	1944	833	72.0%

Full Input Data And Results

13/2+13/3	West Circ Right	U	N/A	N/A	C2:B		1	17	-	590	1942:1940	832+276	53.2 : 53.2%
14/1	North West Circ Ahead	U	N/A	N/A	-		-	-	-	835	1930	1930	43.3%
14/2	North West Circ Ahead Right	U	N/A	N/A	-		-	-	-	443	1926	1926	23.0%
14/3	North West Circ Right	U	N/A	N/A	-		-	-	-	762	1923	1923	39.6%
15/1	Northeast Circ Ahead	U	N/A	N/A	C1:F		1	17	-	314	1932	828	37.9%
15/2+15/3	Northeast Circ Ahead Right	U	N/A	N/A	C1:F		1	17	-	996	1929:1926	707+393	90.5 : 90.5%
16/1	East Circ Ahead Ahead2	U	N/A	N/A	C1:B		1	17	-	758	1933	828	91.5%
16/2+16/3	East Circ Ahead	U	N/A	N/A	C1:B		1	17	-	800	1930:1927	827+826	47.4 : 49.4%
17/1	Southeast Circ Ahead	U	N/A	N/A	-		-	-	-	1068	1912	1912	55.9%
17/2	Southeast Circ Ahead	U	N/A	N/A	-		-	-	-	392	1907	1907	20.6%
17/3	Southeast Circ Right	U	N/A	N/A	-		-	-	-	933	1899	1899	49.1%
18/1	Southwest Circ Ahead	U	N/A	N/A	C2:F		1	17	-	384	1937	830	46.3%
18/2+18/3	Southwest Circ Right	U	N/A	N/A	C2:F		1	17	-	591	1935:1930	677+167	70.1 : 70.1%
19/1		U	N/A	N/A	-		-	-	-	1160	Inf	Inf	0.0%
20/1		U	N/A	N/A	-		-	-	-	1470	Inf	Inf	0.0%

Full Input Data And Results

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network: A50 Junction 1	-	-	1522	0	0	29.0	33.5	0.0	62.5	-	-	-	-
A50 Junction 1	-	-	1522	0	0	29.0	33.5	0.0	62.5	-	-	-	-
1/2+1/1	1014	1014	-	-	-	3.6	1.5	-	5.1	18.0	6.2	1.5	7.7
2/1	604	604	-	-	-	2.3	6.7	-	9.0	53.6	6.7	6.7	13.4
2/2	525	525	-	-	-	1.8	1.6	-	3.5	23.7	5.4	1.6	7.0
3/1	52	52	52	0	0	0.0	0.1	-	0.1	8.8	0.1	0.1	0.2
4/1	294	294	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1	675	675	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/2	91	91	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	1078	1078	-	-	-	0.0	0.6	-	0.6	2.0	0.0	0.6	0.6
6/2	392	392	392	0	0	0.7	2.2	-	2.9	26.7	4.4	2.2	6.5
7/1	430	430	-	-	-	1.4	1.0	-	2.4	20.5	4.3	1.0	5.3
7/2+7/3	599	599	-	-	-	1.9	1.0	-	3.0	17.8	4.7	1.0	5.8
8/1	814	814	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
9/2+9/1	1018	1018	-	-	-	3.6	1.9	-	5.5	19.6	6.8	1.9	8.7
10/1+10/2	430	430	860	0	0	0.4	0.6	-	1.0	8.2	1.0	0.6	1.6
11/1	168	168	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
12/1	942	942	-	-	-	0.0	0.5	-	0.5	1.8	0.0	0.5	0.5
12/2	218	218	218	0	0	0.1	0.4	-	0.5	7.6	1.9	0.4	2.3
13/1	600	600	-	-	-	2.3	1.3	-	3.6	21.3	5.1	1.3	6.4
13/2+13/3	590	590	-	-	-	1.0	0.6	-	1.6	9.8	15.0	0.6	15.6
14/1	835	835	-	-	-	0.0	0.4	-	0.4	1.6	0.0	0.4	0.4
14/2	443	443	-	-	-	0.0	0.1	-	0.1	1.2	0.5	0.1	0.7
14/3	762	762	-	-	-	0.0	0.3	-	0.3	1.6	4.8	0.3	5.2
15/1	314	314	-	-	-	1.1	0.3	-	1.4	15.8	2.2	0.3	2.5

Full Input Data And Results

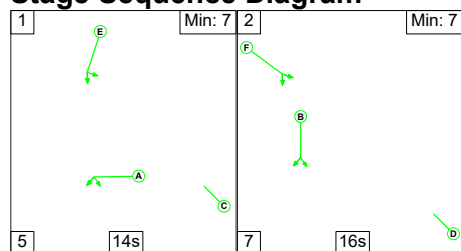
15/2+15/3	996	996	-	-	-	1.6	4.4	-	5.9	21.5	7.7	4.4	12.1
16/1	758	758	-	-	-	3.2	4.7	-	7.9	37.5	7.6	4.7	12.3
16/2+16/3	800	800	-	-	-	2.0	0.5	-	2.4	11.0	16.7	0.5	17.2
17/1	1068	1068	-	-	-	0.0	0.6	-	0.6	2.1	0.0	0.6	0.6
17/2	392	392	-	-	-	0.0	0.1	-	0.1	1.2	0.0	0.1	0.1
17/3	933	933	-	-	-	0.0	0.5	-	0.5	1.9	3.3	0.5	3.7
18/1	384	384	-	-	-	0.7	0.4	-	1.1	10.6	1.5	0.4	1.9
18/2+18/3	591	591	-	-	-	1.3	1.2	-	2.5	15.0	6.2	1.2	7.4
19/1	1160	1160	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
20/1	1470	1470	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
C1 - Eastside E36308 C2 - Westside E36309			PRC for Signalled Lanes (%): PRC for Signalled Lanes (%): PRC Over All Lanes (%):		-5.6 -2.8 -5.6	Total Delay for Signalled Lanes (pcuHr): Total Delay for Signalled Lanes (pcuHr): Total Delay Over All Lanes(pcuHr):		35.18 19.68 62.52	Cycle Time (s): Cycle Time (s):		42 42		

Full Input Data And Results

Scenario 6: '2028 WD PM' (FG6: '2028 WD Flows PM', Plan 1: 'Network Control Plan 1')

Controller :C1 - Eastside E36308

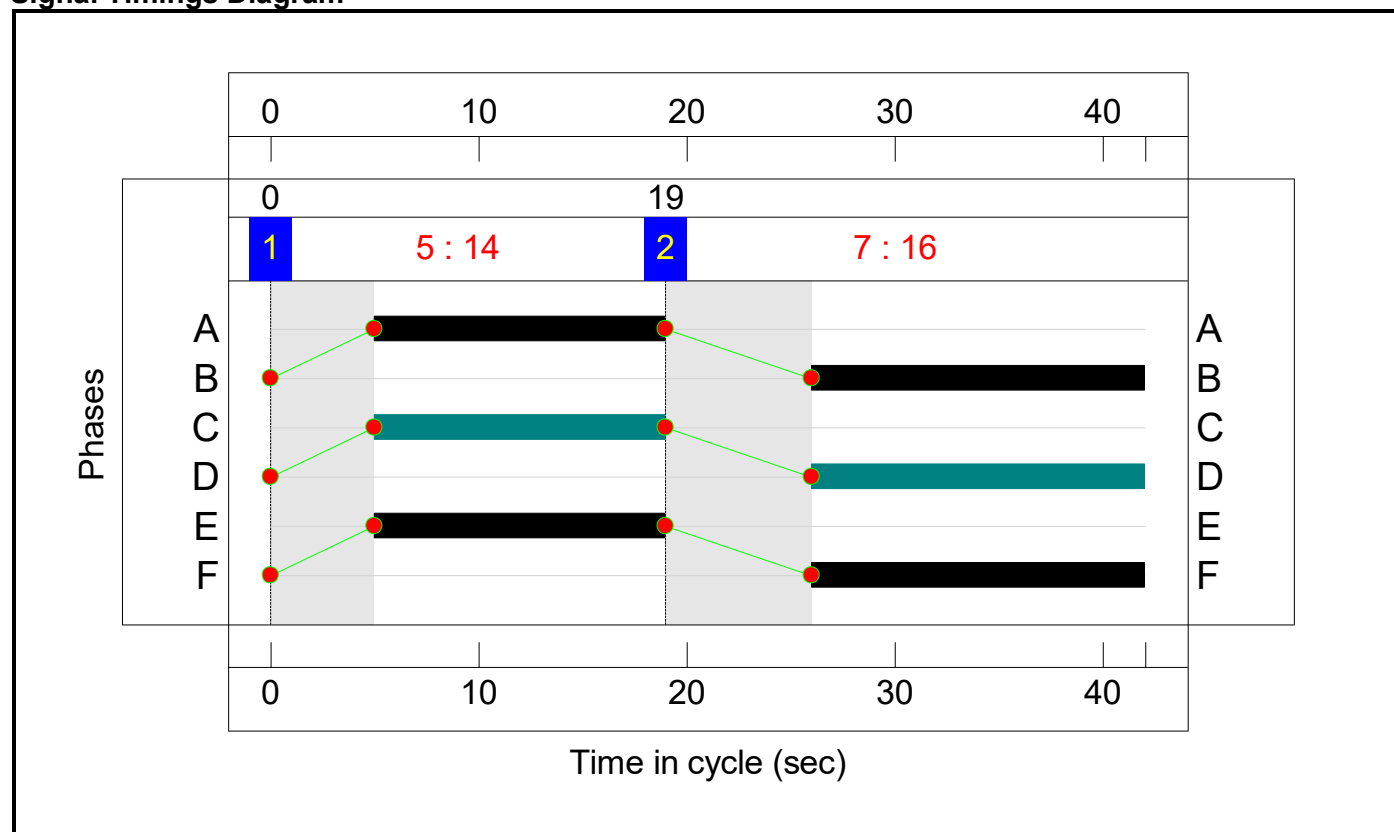
Stage Sequence Diagram



Stage Timings

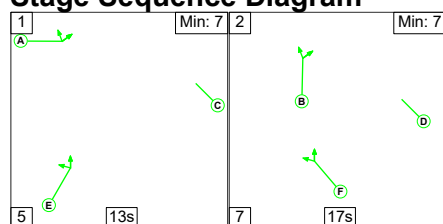
Stage	1	2
Duration	14	16
Change Point	0	19

Signal Timings Diagram



Controller :C2 - Westside E36309

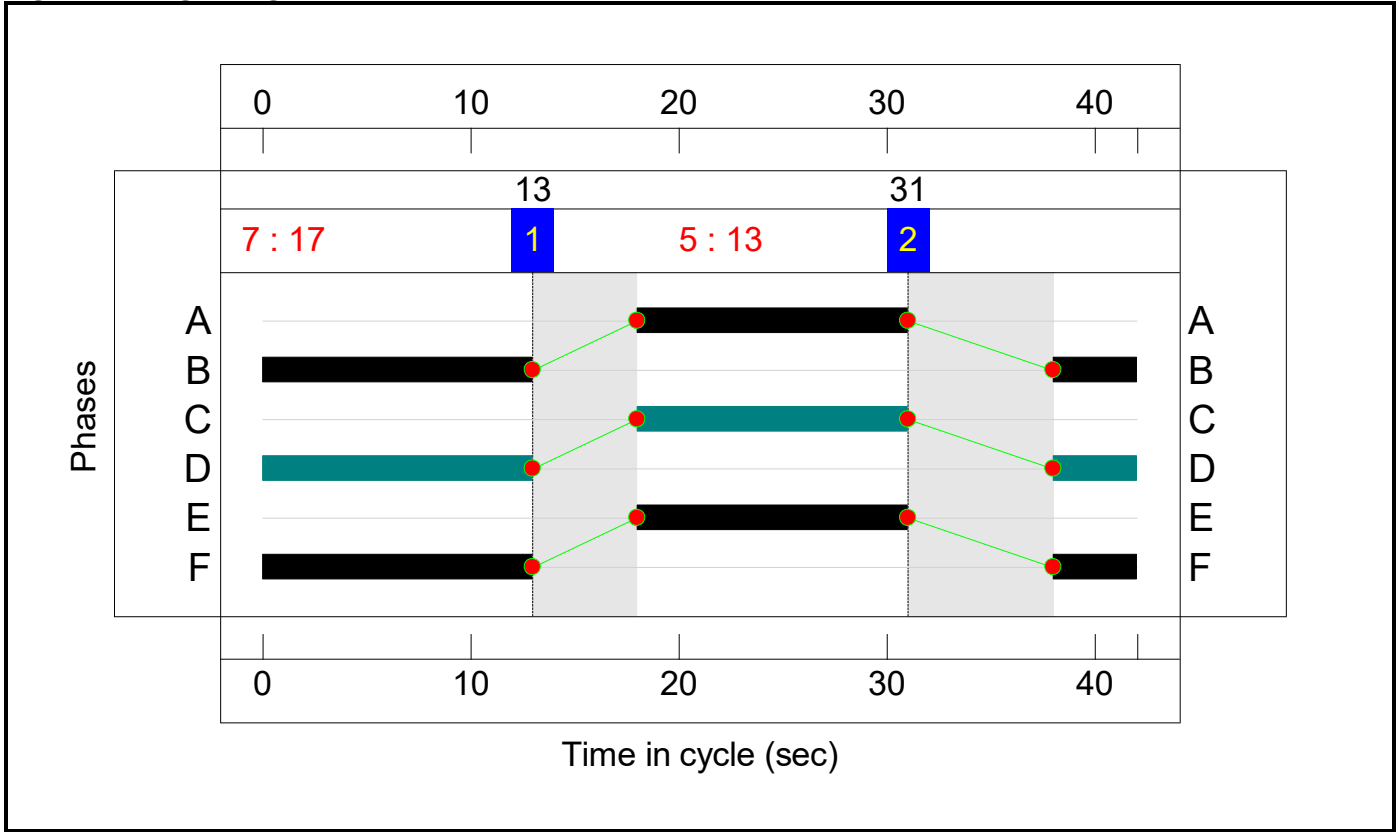
Stage Sequence Diagram



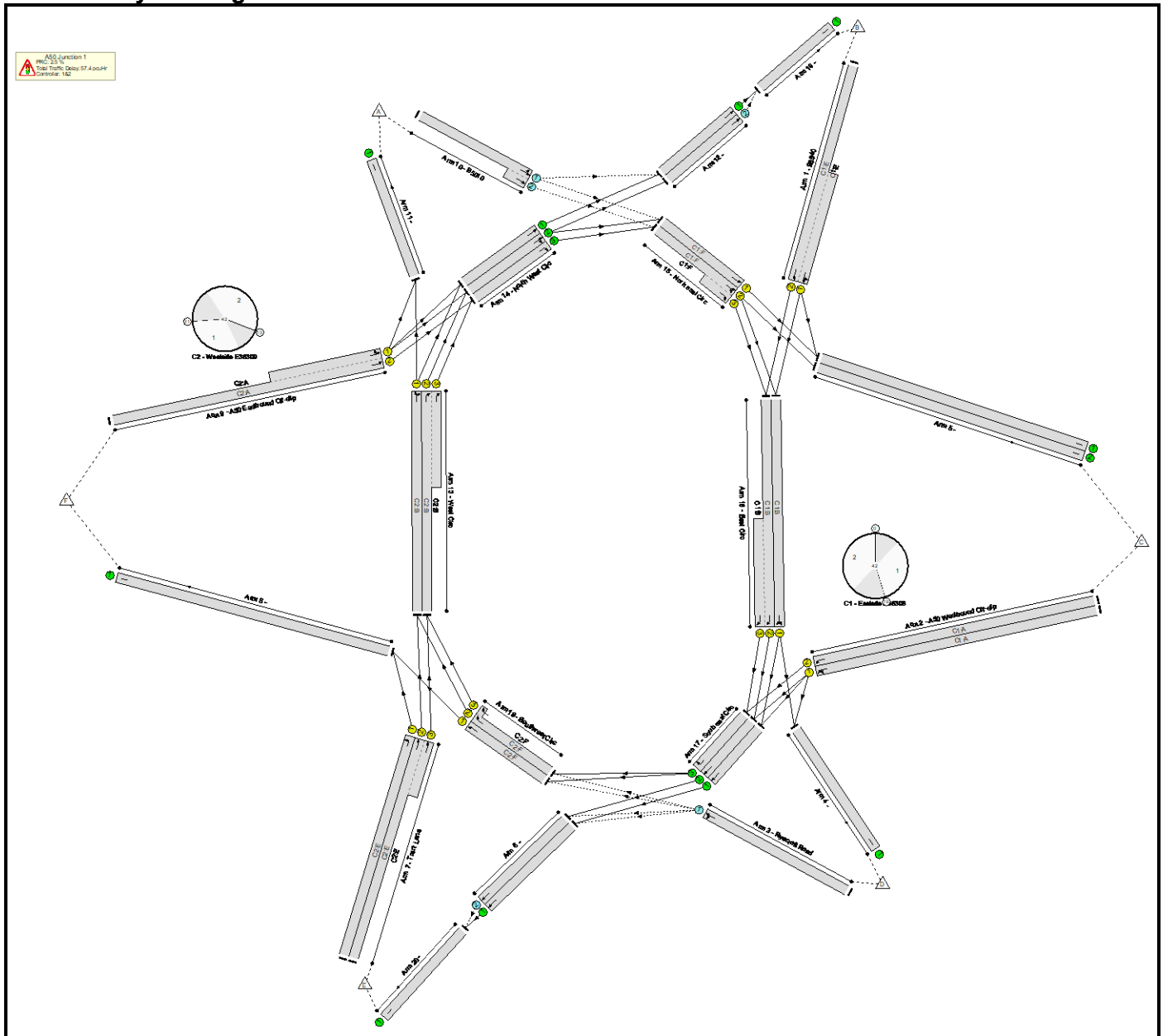
Stage Timings

Stage	1	2
Duration	13	17
Change Point	13	31

Signal Timings Diagram



Network Layout Diagram



Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network: A50 Junction 1	-	-	N/A	-	-		-	-	-	-	-	-	87.8%
A50 Junction 1	-	-	N/A	-	-		-	-	-	-	-	-	87.8%
1/2+1/1	B6540 Left Ahead	U	N/A	N/A	C1:E		1	14	-	1043	2088:1950	746+696	61.8 : 83.6%
2/1	A50 Westbound Off-slip Left Ahead	U	N/A	N/A	C1:A		1	14	-	376	1907	681	55.2%
2/2	A50 Westbound Off-slip Ahead	U	N/A	N/A	C1:A		1	14	-	562	2049	732	76.8%
3/1	Ryecroft Road Left Ahead	O	N/A	N/A	-		-	-	-	64	1886	405	15.8%
4/1		U	N/A	N/A	-		-	-	-	125	Inf	Inf	0.0%
5/1		U	N/A	N/A	-		-	-	-	863	Inf	Inf	0.0%
5/2		U	N/A	N/A	-		-	-	-	139	Inf	Inf	0.0%
6/1	Ahead	U	N/A	N/A	-		-	-	-	789	1980	1980	39.8%
6/2	Ahead	O	N/A	N/A	-		-	-	-	284	1980	541	52.5%
7/1	Trent Lane Left	U	N/A	N/A	C2:E		1	13	-	563	1923	641	87.8%
7/2+7/3	Trent Lane Ahead	U	N/A	N/A	C2:E		1	13	-	863	2063:2101	282+700	87.8 : 87.8%
8/1		U	N/A	N/A	-		-	-	-	970	Inf	Inf	0.0%
9/2+9/1	A50 Eastbound Off-slip Left Ahead	U	N/A	N/A	C2:A		1	13	-	909	1995:1853	665+618	75.6 : 65.7%
10/1+10/2	B5010 Left Ahead	O	N/A	N/A	-		-	-	-	298	1894:2034	353+353	39.4 : 45.1%
11/1		U	N/A	N/A	-		-	-	-	316	Inf	Inf	0.0%
12/1	Ahead	U	N/A	N/A	-		-	-	-	874	1965	1965	44.5%
12/2	Ahead	O	N/A	N/A	-		-	-	-	318	1965	523	60.8%
13/1	West Circ Ahead Right	U	N/A	N/A	C2:B		1	17	-	717	1944	833	86.1%

Full Input Data And Results

13/2+13/3	West Circ Right	U	N/A	N/A	C2:B		1	17	-	828	1942:1940	832+207	79.7 : 79.7%
14/1	North West Circ Ahead	U	N/A	N/A	-		-	-	-	807	1930	1930	41.8%
14/2	North West Circ Ahead Right	U	N/A	N/A	-		-	-	-	663	1926	1926	34.4%
14/3	North West Circ Right	U	N/A	N/A	-		-	-	-	668	1923	1923	34.7%
15/1	Northeast Circ Ahead	U	N/A	N/A	C1:F		1	16	-	417	1932	782	53.3%
15/2+15/3	Northeast Circ Ahead Right	U	N/A	N/A	C1:F		1	16	-	827	1929:1926	678+376	78.5 : 78.5%
16/1	East Circ Ahead Ahead2	U	N/A	N/A	C1:B		1	16	-	529	1933	782	67.6%
16/2+16/3	East Circ Ahead	U	N/A	N/A	C1:B		1	16	-	756	1930:1927	584+780	48.6 : 60.5%
17/1	Southeast Circ Ahead	U	N/A	N/A	-		-	-	-	780	1912	1912	40.8%
17/2	Southeast Circ Ahead	U	N/A	N/A	-		-	-	-	284	1907	1907	14.9%
17/3	Southeast Circ Right	U	N/A	N/A	-		-	-	-	1034	1899	1899	54.4%
18/1	Southwest Circ Ahead	U	N/A	N/A	C2:F		1	17	-	407	1937	830	49.0%
18/2+18/3	Southwest Circ Right	U	N/A	N/A	C2:F		1	17	-	682	1935:1930	592+269	79.2 : 79.2%
19/1		U	N/A	N/A	-		-	-	-	1192	Inf	Inf	0.0%
20/1		U	N/A	N/A	-		-	-	-	1073	Inf	Inf	0.0%

Full Input Data And Results

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network: A50 Junction 1	-	-	1262	0	0	30.3	27.1	0.0	57.4	-	-	-	-
A50 Junction 1	-	-	1262	0	0	30.3	27.1	0.0	57.4	-	-	-	-
1/2+1/1	1043	1043	-	-	-	3.4	1.3	-	4.7	16.3	6.1	1.3	7.4
2/1	376	376	-	-	-	1.1	0.6	-	1.7	16.7	3.4	0.6	4.1
2/2	562	562	-	-	-	1.9	1.6	-	3.5	22.4	5.8	1.6	7.4
3/1	64	64	64	0	0	0.0	0.1	-	0.1	7.3	0.2	0.1	0.3
4/1	125	125	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1	863	863	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/2	139	139	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	789	789	-	-	-	0.0	0.3	-	0.3	1.5	0.0	0.3	0.3
6/2	284	284	284	0	0	0.3	0.5	-	0.8	10.6	3.0	0.5	3.6
7/1	563	563	-	-	-	2.1	3.3	-	5.4	34.5	6.1	3.3	9.4
7/2+7/3	863	863	-	-	-	3.0	3.4	-	6.4	26.7	6.7	3.4	10.1
8/1	970	970	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
9/2+9/1	909	909	-	-	-	3.1	1.2	-	4.3	17.0	5.2	1.2	6.4
10/1+10/2	298	298	596	0	0	0.3	0.4	-	0.7	8.1	0.8	0.4	1.1
11/1	316	316	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
12/1	874	874	-	-	-	0.0	0.4	-	0.4	1.6	0.0	0.4	0.4
12/2	318	318	318	0	0	0.3	0.8	-	1.0	11.6	3.4	0.8	4.2
13/1	717	717	-	-	-	2.7	2.9	-	5.7	28.4	6.8	2.9	9.7
13/2+13/3	828	828	-	-	-	1.8	1.9	-	3.7	16.3	15.1	1.9	17.1
14/1	807	807	-	-	-	0.0	0.4	-	0.4	1.6	0.0	0.4	0.4
14/2	663	663	-	-	-	0.0	0.3	-	0.3	1.4	2.7	0.3	3.0
14/3	668	668	-	-	-	0.0	0.3	-	0.3	1.5	2.7	0.3	3.0
15/1	417	417	-	-	-	1.6	0.6	-	2.1	18.3	4.7	0.6	5.2

Full Input Data And Results

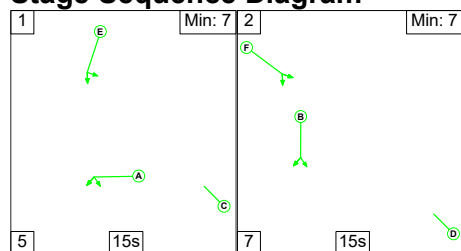
15/2+15/3	827	827	-	-	-	1.2	1.8	-	3.0	13.2	2.7	1.8	4.5
16/1	529	529	-	-	-	2.4	1.0	-	3.4	23.1	5.7	1.0	6.7
16/2+16/3	756	756	-	-	-	1.9	0.6	-	2.5	12.0	16.7	0.6	17.3
17/1	780	780	-	-	-	0.0	0.3	-	0.3	1.6	0.0	0.3	0.3
17/2	284	284	-	-	-	0.0	0.1	-	0.1	1.1	0.0	0.1	0.1
17/3	1034	1034	-	-	-	0.0	0.6	-	0.6	2.1	3.8	0.6	4.4
18/1	407	407	-	-	-	0.2	0.5	-	0.6	5.6	0.8	0.5	1.2
18/2+18/3	682	682	-	-	-	3.1	1.9	-	4.9	26.0	7.2	1.9	9.1
19/1	1192	1192	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
20/1	1073	1073	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
C1 - Eastside E36308 C2 - Westside E36309			PRC for Signalled Lanes (%): PRC for Signalised Lanes (%): PRC Over All Lanes (%)		7.7 2.5 2.5	Total Delay for Signalled Lanes (pcuHr): Total Delay for Signalised Lanes (pcuHr): Total Delay Over All Lanes(pcuHr):			21.05 31.06 57.43	Cycle Time (s): Cycle Time (s):	42 42		

Full Input Data And Results

Scenario 7: '2038 WoD AM' (FG7: '2038 WoD Flows AM', Plan 1: 'Network Control Plan 1')

Controller :C1 - Eastside E36308

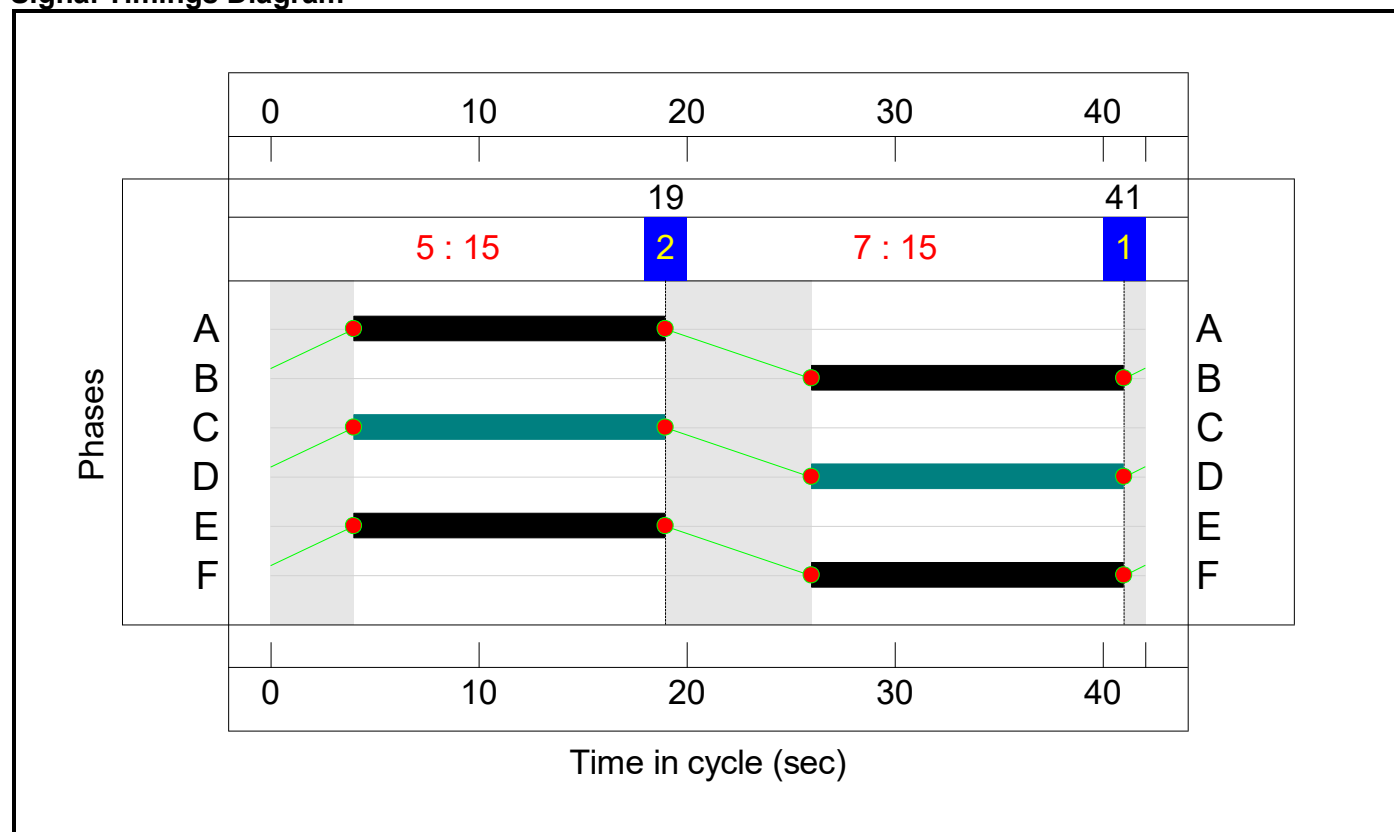
Stage Sequence Diagram



Stage Timings

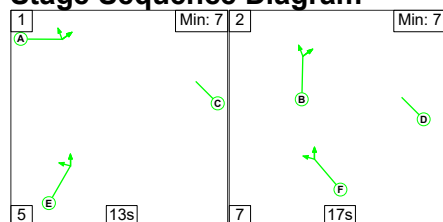
Stage	1	2
Duration	15	15
Change Point	41	19

Signal Timings Diagram



Controller :C2 - Westside E36309

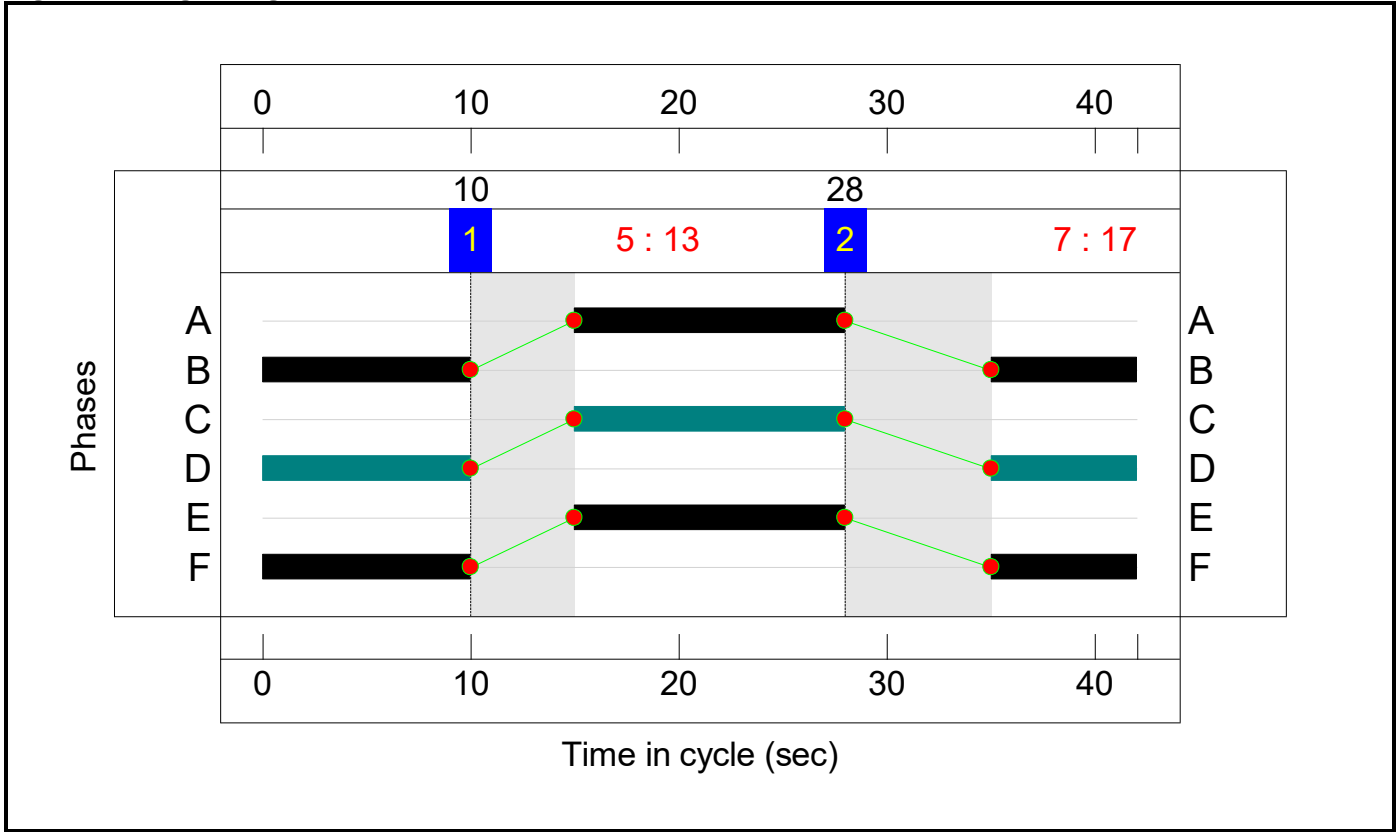
Stage Sequence Diagram



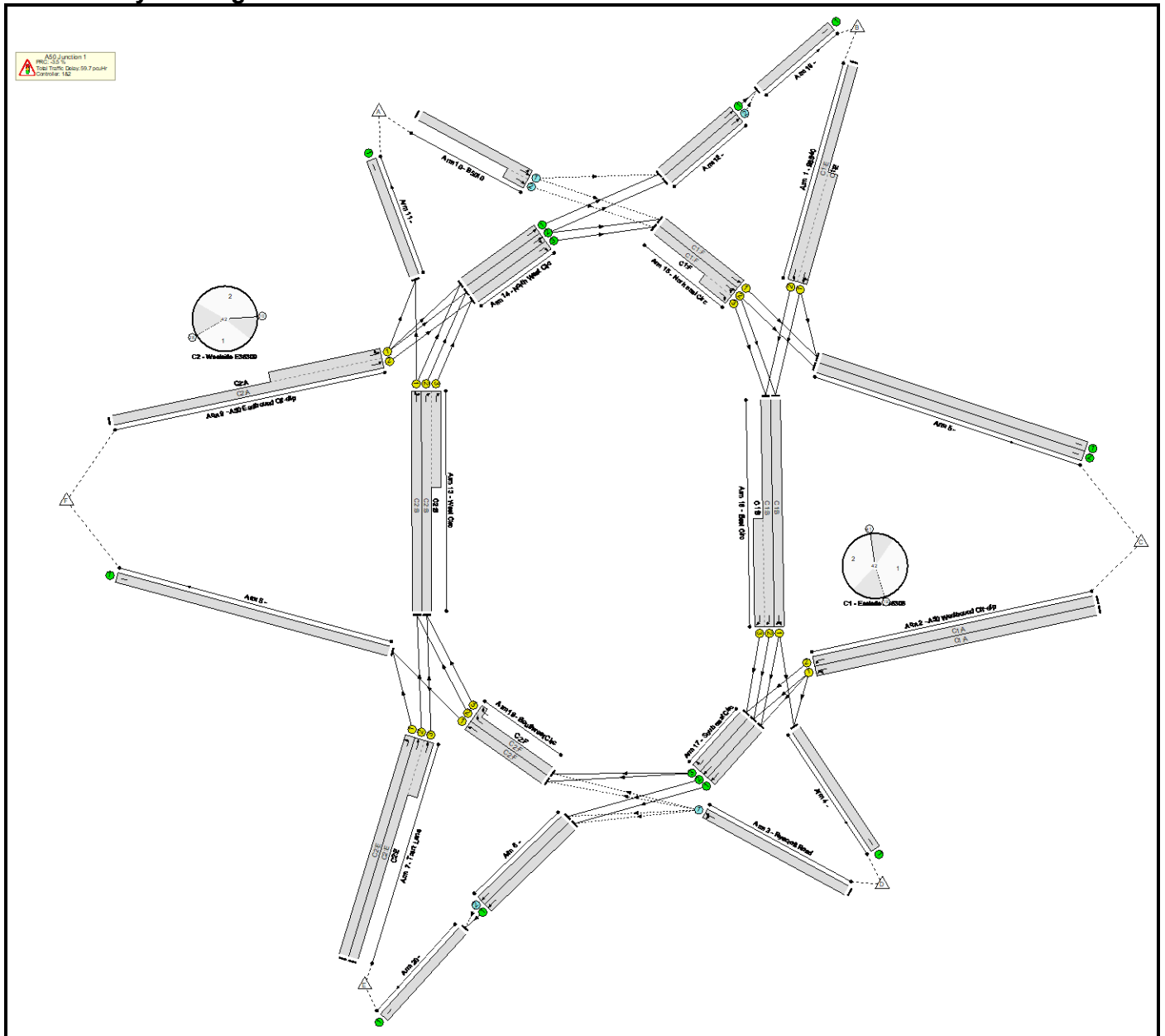
Stage Timings

Stage	1	2
Duration	13	17
Change Point	10	28

Signal Timings Diagram



Network Layout Diagram



Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network: A50 Junction 1	-	-	N/A	-	-		-	-	-	-	-	-	93.2%
A50 Junction 1	-	-	N/A	-	-		-	-	-	-	-	-	93.2%
1/2+1/1	B6540 Left Ahead	U	N/A	N/A	C1:E		1	15	-	1182	2088:1950	795+743	63.4 : 91.3%
2/1	A50 Westbound Off-slip Left Ahead	U	N/A	N/A	C1:A		1	15	-	573	1907	726	78.9%
2/2	A50 Westbound Off-slip Ahead	U	N/A	N/A	C1:A		1	15	-	529	2049	781	67.8%
3/1	Ryecroft Road Left Ahead	O	N/A	N/A	-		-	-	-	52	1886	356	14.6%
4/1		U	N/A	N/A	-		-	-	-	358	Inf	Inf	0.0%
5/1		U	N/A	N/A	-		-	-	-	845	Inf	Inf	0.0%
5/2		U	N/A	N/A	-		-	-	-	38	Inf	Inf	0.0%
6/1	Ahead	U	N/A	N/A	-		-	-	-	910	1980	1980	46.0%
6/2	Ahead	O	N/A	N/A	-		-	-	-	438	1980	515	85.1%
7/1	Trent Lane Left	U	N/A	N/A	C2:E		1	13	-	438	1923	641	68.3%
7/2+7/3	Trent Lane Ahead	U	N/A	N/A	C2:E		1	13	-	648	2063:2101	176+700	74.0 : 74.0%
8/1		U	N/A	N/A	-		-	-	-	865	Inf	Inf	0.0%
9/2+9/1	A50 Eastbound Off-slip Left Ahead	U	N/A	N/A	C2:A		1	13	-	980	1995:1853	665+618	86.0 : 66.1%
10/1+10/2	B5010 Left Ahead	O	N/A	N/A	-		-	-	-	385	1894:2034	371+378	47.2 : 55.5%
11/1		U	N/A	N/A	-		-	-	-	180	Inf	Inf	0.0%
12/1	Ahead	U	N/A	N/A	-		-	-	-	934	1965	1965	47.5%
12/2	Ahead	O	N/A	N/A	-		-	-	-	219	1965	509	43.0%
13/1	West Circ Ahead Right	U	N/A	N/A	C2:B		1	17	-	615	1944	833	73.8%

Full Input Data And Results

13/2+13/3	West Circ Right	U	N/A	N/A	C2:B		1	17	-	636	1942:1940	832+155	64.4 : 64.4%
14/1	North West Circ Ahead	U	N/A	N/A	-		-	-	-	843	1930	1930	43.7%
14/2	North West Circ Ahead Right	U	N/A	N/A	-		-	-	-	536	1926	1926	27.8%
14/3	North West Circ Right	U	N/A	N/A	-		-	-	-	672	1923	1923	34.9%
15/1	Northeast Circ Ahead	U	N/A	N/A	C1:F		1	15	-	401	1932	736	54.5%
15/2+15/3	Northeast Circ Ahead Right	U	N/A	N/A	C1:F		1	15	-	882	1929:1926	621+497	78.9 : 78.9%
16/1	East Circ Ahead Ahead2	U	N/A	N/A	C1:B		1	15	-	686	1933	736	93.2%
16/2+16/3	East Circ Ahead	U	N/A	N/A	C1:B		1	15	-	896	1930:1927	735+734	59.6 : 62.4%
17/1	Southeast Circ Ahead	U	N/A	N/A	-		-	-	-	901	1912	1912	47.1%
17/2	Southeast Circ Ahead	U	N/A	N/A	-		-	-	-	438	1907	1907	23.0%
17/3	Southeast Circ Right	U	N/A	N/A	-		-	-	-	987	1899	1899	52.0%
18/1	Southwest Circ Ahead	U	N/A	N/A	C2:F		1	17	-	427	1937	830	51.4%
18/2+18/3	Southwest Circ Right	U	N/A	N/A	C2:F		1	17	-	603	1935:1930	678+165	71.5 : 71.5%
19/1		U	N/A	N/A	-		-	-	-	1153	Inf	Inf	0.0%
20/1		U	N/A	N/A	-		-	-	-	1348	Inf	Inf	0.0%

Full Input Data And Results

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network: A50 Junction 1	-	-	1479	0	0	31.8	28.0	0.0	59.7	-	-	-	-
A50 Junction 1	-	-	1479	0	0	31.8	28.0	0.0	59.7	-	-	-	-
1/2+1/1	1182	1182	-	-	-	3.8	1.6	-	5.5	16.6	7.3	1.6	9.0
2/1	573	573	-	-	-	1.8	1.8	-	3.7	23.0	5.9	1.8	7.7
2/2	529	529	-	-	-	1.6	1.0	-	2.6	17.9	5.1	1.0	6.2
3/1	52	52	52	0	0	0.0	0.1	-	0.1	8.0	0.2	0.1	0.2
4/1	358	358	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1	845	845	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/2	38	38	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	910	910	-	-	-	0.0	0.4	-	0.4	1.7	0.0	0.4	0.4
6/2	438	438	438	0	0	1.1	2.7	-	3.7	30.6	4.9	2.7	7.6
7/1	438	438	-	-	-	1.5	1.1	-	2.5	20.9	4.4	1.1	5.4
7/2+7/3	648	648	-	-	-	2.1	1.4	-	3.5	19.7	5.3	1.4	6.7
8/1	865	865	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
9/2+9/1	980	980	-	-	-	3.4	1.6	-	5.0	18.5	6.2	1.6	7.8
10/1+10/2	385	385	770	0	0	0.4	0.5	-	0.9	8.3	0.9	0.5	1.4
11/1	180	180	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
12/1	934	934	-	-	-	0.0	0.5	-	0.5	1.7	0.0	0.5	0.5
12/2	219	219	219	0	0	0.0	0.4	-	0.4	7.0	1.9	0.4	2.2
13/1	615	615	-	-	-	2.4	1.4	-	3.8	22.1	5.3	1.4	6.7
13/2+13/3	636	636	-	-	-	1.2	0.9	-	2.1	12.1	15.0	0.9	15.9
14/1	843	843	-	-	-	0.0	0.4	-	0.4	1.7	0.0	0.4	0.4
14/2	536	536	-	-	-	0.0	0.2	-	0.2	1.3	1.6	0.2	1.8
14/3	672	672	-	-	-	0.0	0.3	-	0.3	1.5	3.8	0.3	4.1
15/1	401	401	-	-	-	1.9	0.6	-	2.5	22.4	4.4	0.6	5.0

Full Input Data And Results

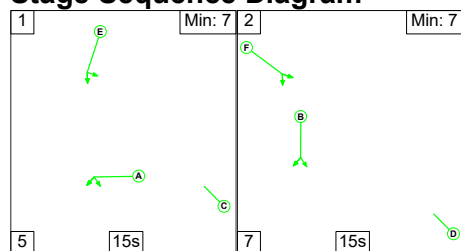
15/2+15/3	882	882	-	-	-	1.3	1.8	-	3.1	12.8	5.7	1.8	7.6
16/1	686	686	-	-	-	3.2	5.6	-	8.8	46.0	7.5	5.6	13.1
16/2+16/3	896	896	-	-	-	3.3	0.8	-	4.0	16.2	16.8	0.8	17.5
17/1	901	901	-	-	-	0.0	0.4	-	0.4	1.8	0.0	0.4	0.4
17/2	438	438	-	-	-	0.0	0.1	-	0.1	1.2	0.5	0.1	0.7
17/3	987	987	-	-	-	0.0	0.5	-	0.5	2.0	2.8	0.5	3.3
18/1	427	427	-	-	-	0.2	0.5	-	0.7	6.0	0.4	0.5	0.9
18/2+18/3	603	603	-	-	-	2.5	1.2	-	3.8	22.5	6.5	1.2	7.8
19/1	1153	1153	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
20/1	1348	1348	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
C1 - Eastside E36308 C2 - Westside E36309			PRC for Signalled Lanes (%): PRC for Signalled Lanes (%): PRC Over All Lanes (%):		-3.5 4.6 -3.5	Total Delay for Signalled Lanes (pcuHr): Total Delay for Signalled Lanes (pcuHr): Total Delay Over All Lanes(pcuHr):			30.18 21.50 59.71	Cycle Time (s): Cycle Time (s):		42 42	

Full Input Data And Results

Scenario 8: '2038 WoD PM' (FG8: '2038 WoD Flows PM', Plan 1: 'Network Control Plan 1')

Controller :C1 - Eastside E36308

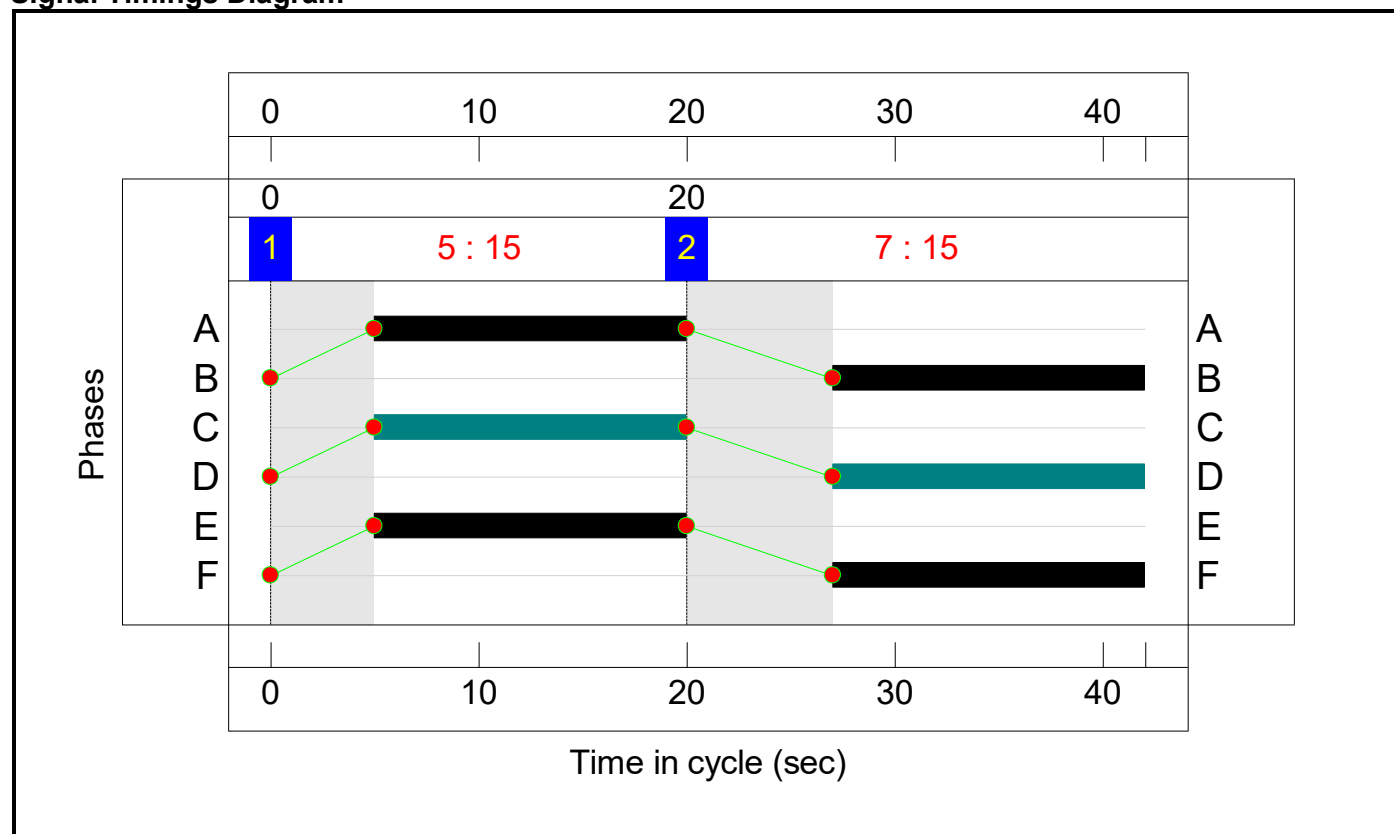
Stage Sequence Diagram



Stage Timings

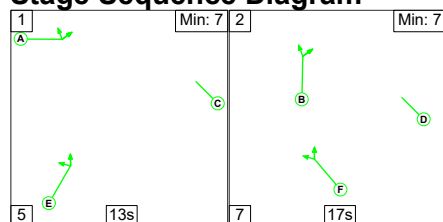
Stage	1	2
Duration	15	15
Change Point	0	20

Signal Timings Diagram



Controller :C2 - Westside E36309

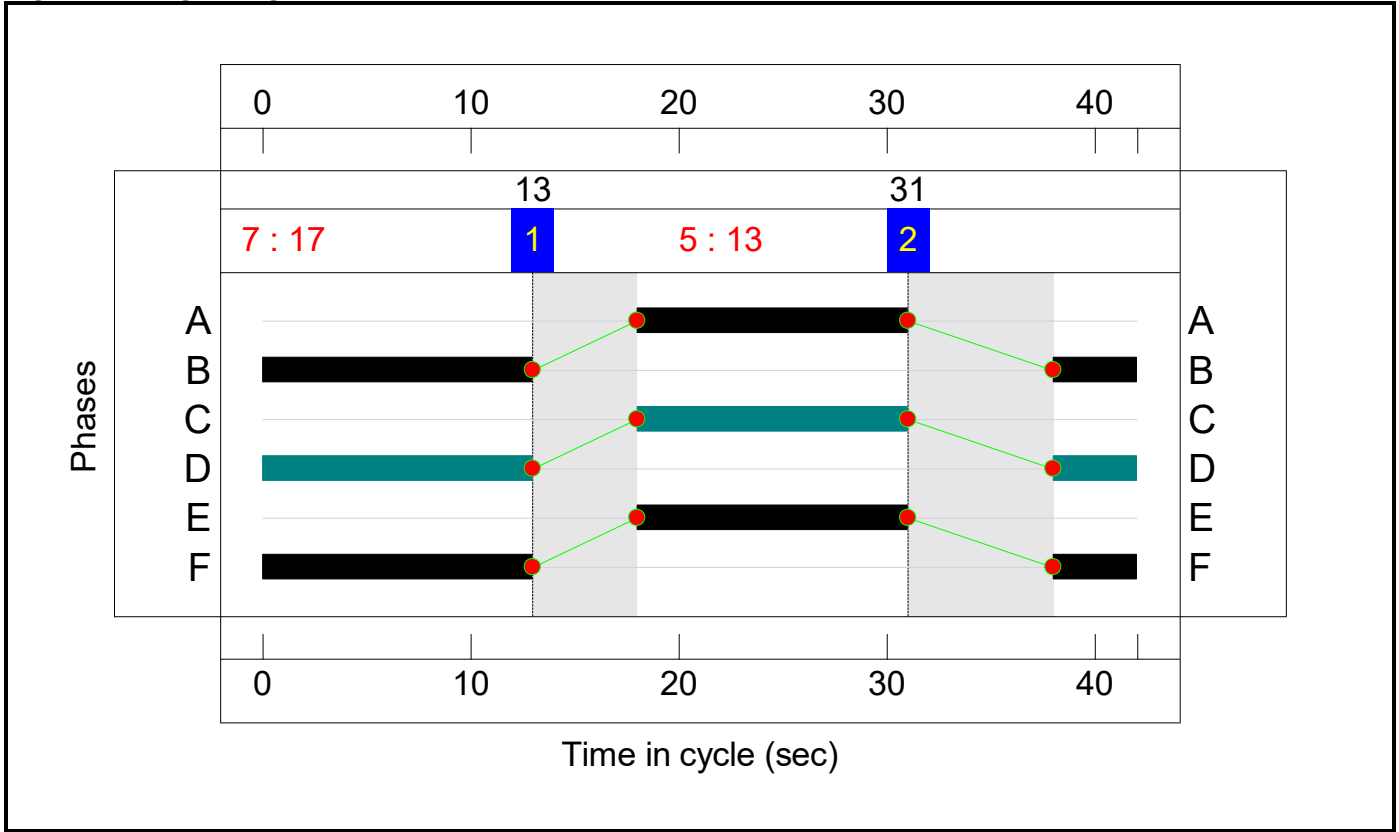
Stage Sequence Diagram



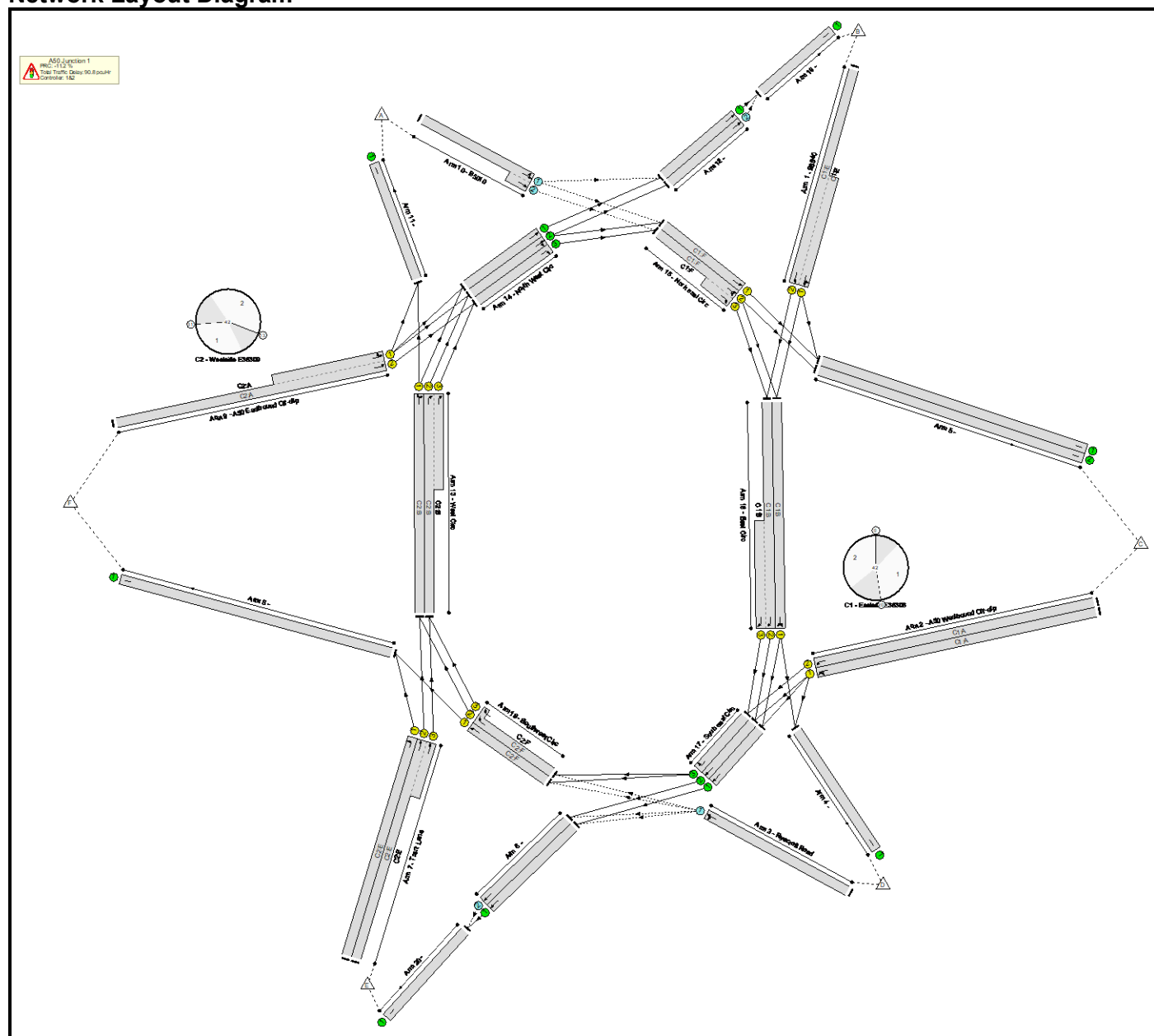
Stage Timings

Stage	1	2
Duration	13	17
Change Point	13	31

Signal Timings Diagram



Network Layout Diagram



Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network: A50 Junction 1	-	-	N/A	-	-		-	-	-	-	-	-	100.1%
A50 Junction 1	-	-	N/A	-	-		-	-	-	-	-	-	100.1%
1/2+1/1	B6540 Left Ahead	U	N/A	N/A	C1:E		1	15	-	1352	2088:1950	795+743	77.6 : 98.9%
2/1	A50 Westbound Off-slip Left Ahead	U	N/A	N/A	C1:A		1	15	-	365	1907	726	50.2%
2/2	A50 Westbound Off-slip Ahead	U	N/A	N/A	C1:A		1	15	-	579	2049	781	74.2%
3/1	Ryecroft Road Left Ahead	O	N/A	N/A	-		-	-	-	107	1886	379	28.3%
4/1		U	N/A	N/A	-		-	-	-	228	Inf	Inf	0.0%
5/1		U	N/A	N/A	-		-	-	-	1102	Inf	Inf	0.0%
5/2		U	N/A	N/A	-		-	-	-	113	Inf	Inf	0.0%
6/1	Ahead	U	N/A	N/A	-		-	-	-	736	1980	1980	37.2%
6/2	Ahead	O	N/A	N/A	-		-	-	-	289	1980	553	52.3%
7/1	Trent Lane Left	U	N/A	N/A	C2:E		1	13	-	548	1923	641	85.5%
7/2+7/3	Trent Lane Ahead	U	N/A	N/A	C2:E		1	13	-	973	2063:2101	272+700	100.1 : 100.1%
8/1		U	N/A	N/A	-		-	-	-	1043	Inf	Inf	0.0%
9/2+9/1	A50 Eastbound Off-slip Left Ahead	U	N/A	N/A	C2:A		1	13	-	906	1995:1853	665+618	72.8 : 68.3%
10/1+10/2	B5010 Left Ahead	O	N/A	N/A	-		-	-	-	328	1894:2034	306+306	53.5 : 53.5%
11/1		U	N/A	N/A	-		-	-	-	371	Inf	Inf	0.0%
12/1	Ahead	U	N/A	N/A	-		-	-	-	928	1965	1965	47.2%
12/2	Ahead	O	N/A	N/A	-		-	-	-	348	1965	511	68.1%
13/1	West Circ Ahead Right	U	N/A	N/A	C2:B		1	17	-	797	1944	833	95.7%

Full Input Data And Results

13/2+13/3	West Circ Right	U	N/A	N/A	C2:B		1	17	-	940	1942:1940	832+176	93.2 : 93.2%
14/1	North West Circ Ahead	U	N/A	N/A	-		-	-	-	848	1930	1930	43.9%
14/2	North West Circ Ahead Right	U	N/A	N/A	-		-	-	-	776	1926	1926	40.3%
14/3	North West Circ Right	U	N/A	N/A	-		-	-	-	648	1923	1923	33.7%
15/1	Northeast Circ Ahead	U	N/A	N/A	C1:F		1	15	-	512	1932	736	69.5%
15/2+15/3	Northeast Circ Ahead Right	U	N/A	N/A	C1:F		1	15	-	812	1929:1926	660+308	83.9 : 83.9%
16/1	East Circ Ahead Ahead2	U	N/A	N/A	C1:B		1	15	-	586	1933	736	79.6%
16/2+16/3	East Circ Ahead	U	N/A	N/A	C1:B		1	15	-	875	1930:1927	365+734	79.2 : 79.8%
17/1	Southeast Circ Ahead	U	N/A	N/A	-		-	-	-	723	1912	1912	37.8%
17/2	Southeast Circ Ahead	U	N/A	N/A	-		-	-	-	289	1907	1907	15.2%
17/3	Southeast Circ Right	U	N/A	N/A	-		-	-	-	1165	1899	1899	61.3%
18/1	Southwest Circ Ahead	U	N/A	N/A	C2:F		1	17	-	495	1937	830	59.6%
18/2+18/3	Southwest Circ Right	U	N/A	N/A	C2:F		1	17	-	764	1935:1930	592+269	88.7 : 88.7%
19/1		U	N/A	N/A	-		-	-	-	1276	Inf	Inf	0.0%
20/1		U	N/A	N/A	-		-	-	-	1025	Inf	Inf	0.0%

Full Input Data And Results

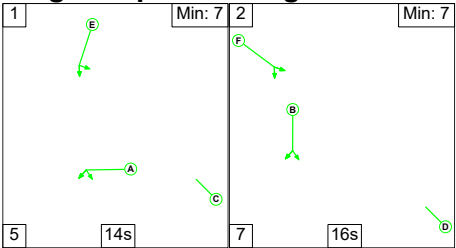
Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network: A50 Junction 1	-	-	1400	0	0	34.9	55.9	0.0	90.8	-	-	-	-
A50 Junction 1	-	-	1400	0	0	34.9	55.9	0.0	90.8	-	-	-	-
1/2+1/1	1352	1352	-	-	-	4.6	3.5	-	8.1	21.6	8.4	3.5	11.9
2/1	365	365	-	-	-	1.0	0.5	-	1.5	14.9	3.2	0.5	3.7
2/2	579	579	-	-	-	1.8	1.4	-	3.2	20.0	5.8	1.4	7.2
3/1	107	107	107	0	0	0.1	0.2	-	0.3	9.3	0.4	0.2	0.6
4/1	228	228	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1	1102	1102	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/2	113	113	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	736	736	-	-	-	0.0	0.3	-	0.3	1.4	0.0	0.3	0.3
6/2	289	289	289	0	0	0.3	0.5	-	0.9	11.0	3.1	0.5	3.7
7/1	548	548	-	-	-	2.0	2.8	-	4.8	31.3	5.9	2.8	8.7
7/2+7/3	973	972	-	-	-	3.6	15.8	-	19.4	71.7	8.2	15.8	24.0
8/1	1043	1043	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
9/2+9/1	906	906	-	-	-	3.1	1.2	-	4.3	17.0	4.8	1.2	6.0
10/1+10/2	328	328	656	0	0	0.5	0.6	-	1.0	11.4	0.9	0.6	1.5
11/1	371	371	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
12/1	928	928	-	-	-	0.0	0.4	-	0.4	1.7	0.0	0.4	0.4
12/2	348	348	348	0	0	0.3	1.1	-	1.4	14.4	3.8	1.1	4.8
13/1	797	797	-	-	-	3.2	7.7	-	11.0	49.5	8.7	7.7	16.4
13/2+13/3	939	939	-	-	-	2.2	5.8	-	8.0	30.8	15.3	5.8	21.1
14/1	848	848	-	-	-	0.0	0.4	-	0.4	1.7	0.0	0.4	0.4
14/2	775	775	-	-	-	0.0	0.3	-	0.3	1.6	4.8	0.3	5.2
14/3	648	648	-	-	-	0.0	0.3	-	0.3	1.4	2.7	0.3	3.0
15/1	512	512	-	-	-	2.0	1.1	-	3.1	21.9	5.8	1.1	6.9

Full Input Data And Results

15/2+15/3	812	812	-	-	-	1.3	2.5	-	3.8	16.9	4.4	2.5	6.9
16/1	586	586	-	-	-	2.9	1.9	-	4.8	29.5	6.4	1.9	8.3
16/2+16/3	875	875	-	-	-	2.5	1.9	-	4.4	18.0	16.9	1.9	18.8
17/1	723	723	-	-	-	0.0	0.3	-	0.3	1.5	0.0	0.3	0.3
17/2	289	289	-	-	-	0.0	0.1	-	0.1	1.1	0.0	0.1	0.1
17/3	1165	1165	-	-	-	0.0	0.8	-	0.8	2.5	3.8	0.8	4.6
18/1	495	495	-	-	-	0.2	0.7	-	0.9	6.8	0.7	0.7	1.4
18/2+18/3	764	764	-	-	-	3.4	3.7	-	7.0	33.2	8.1	3.7	11.7
19/1	1276	1276	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
20/1	1025	1025	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
C1 - Eastside E36308 C2 - Westside E36309			PRC for Signalled Lanes (%): PRC for Signalled Lanes (%): PRC Over All Lanes (%):		-9.9 -11.2 -11.2	Total Delay for Signalled Lanes (pcuHr): Total Delay for Signalled Lanes (pcuHr): Total Delay Over All Lanes(pcuHr):		28.94 55.38 90.84	Cycle Time (s): Cycle Time (s):		42 42		

Full Input Data And Results
Scenario 9: '2038 WD AM' (FG9: '2038 WD Flows AM', Plan 1: 'Network Control Plan 1')
Controller :C1 - Eastside E36308

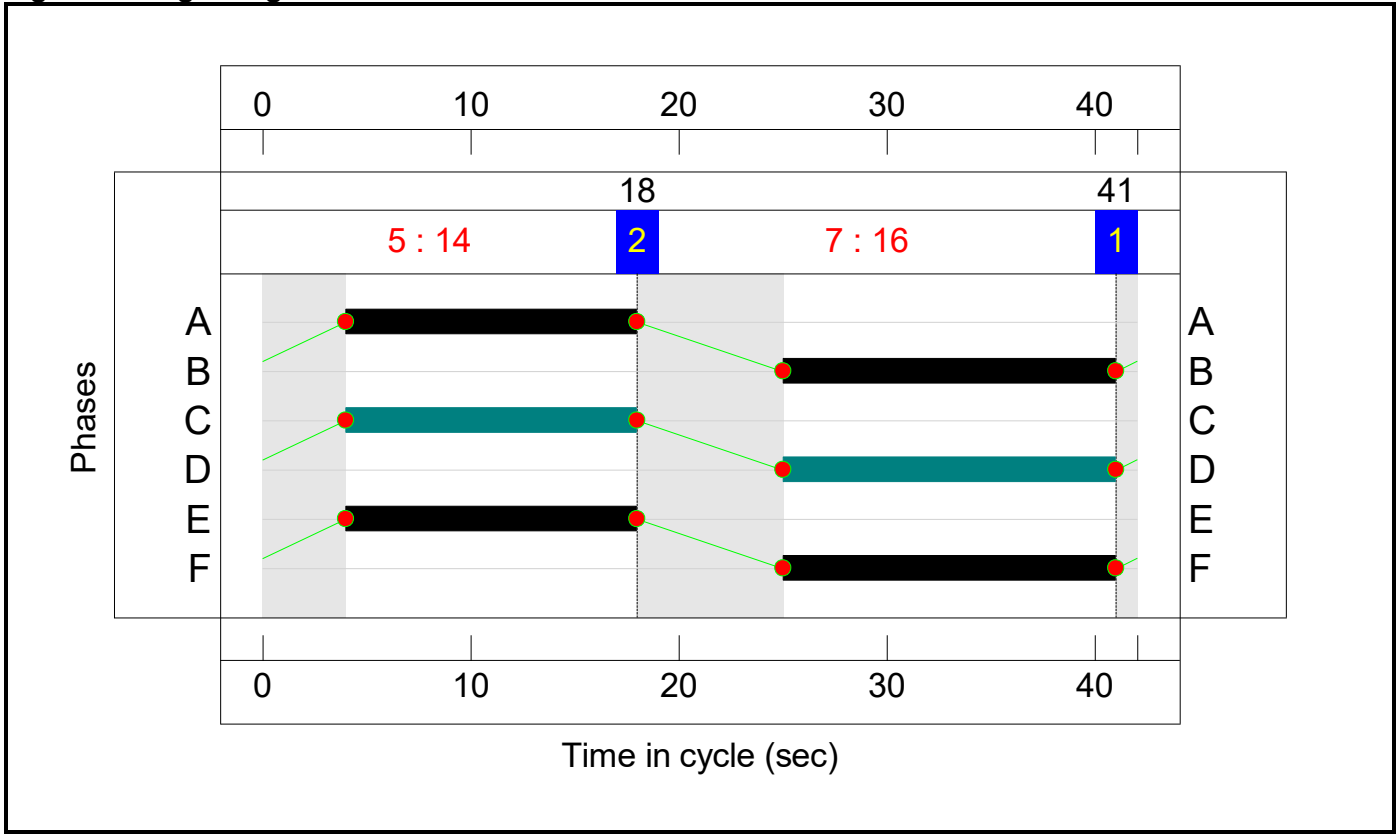
Stage Sequence Diagram



Stage Timings

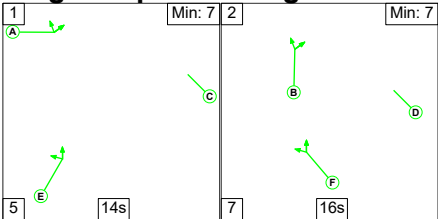
Stage	1	2
Duration	14	16
Change Point	41	18

Signal Timings Diagram



Controller :C2 - Westside E36309

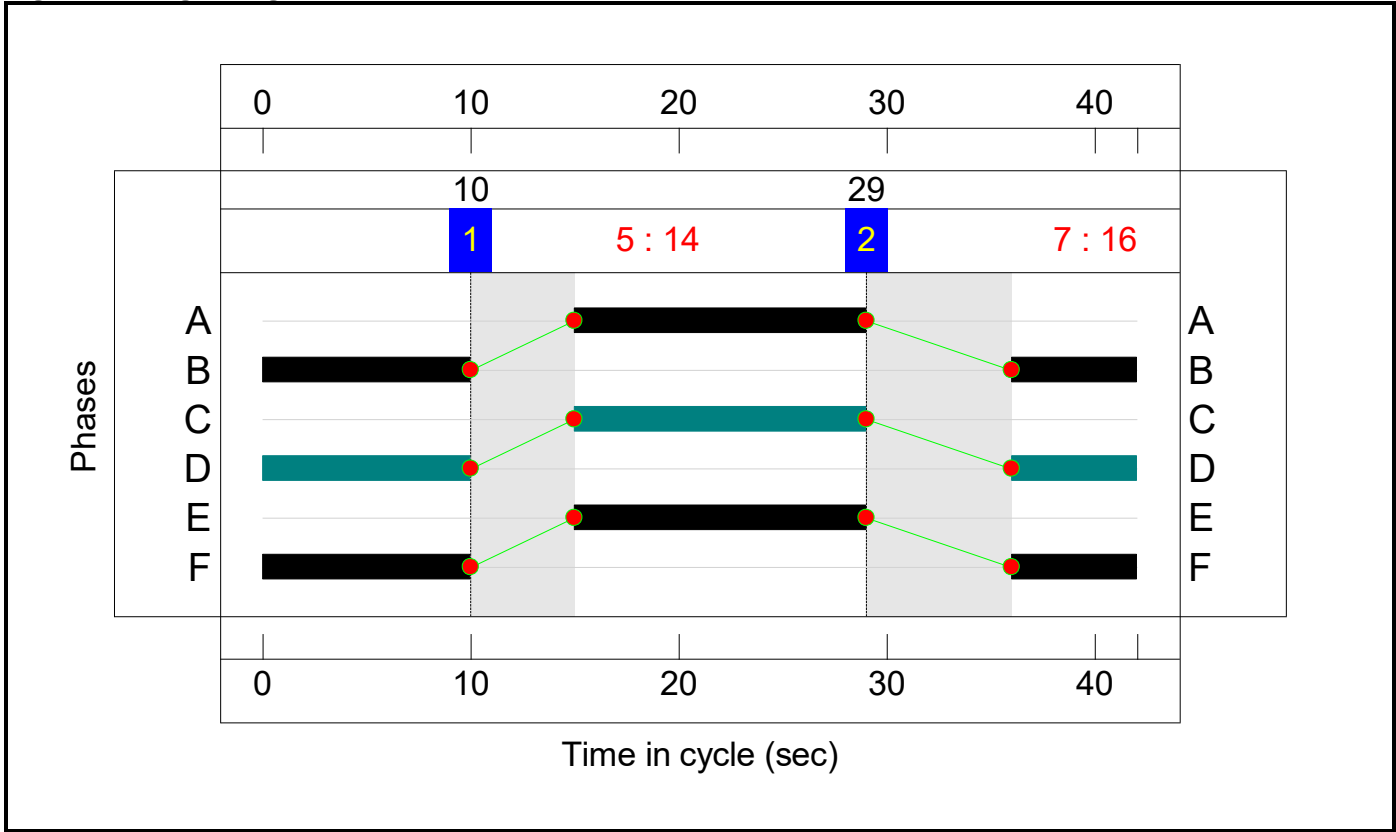
Stage Sequence Diagram



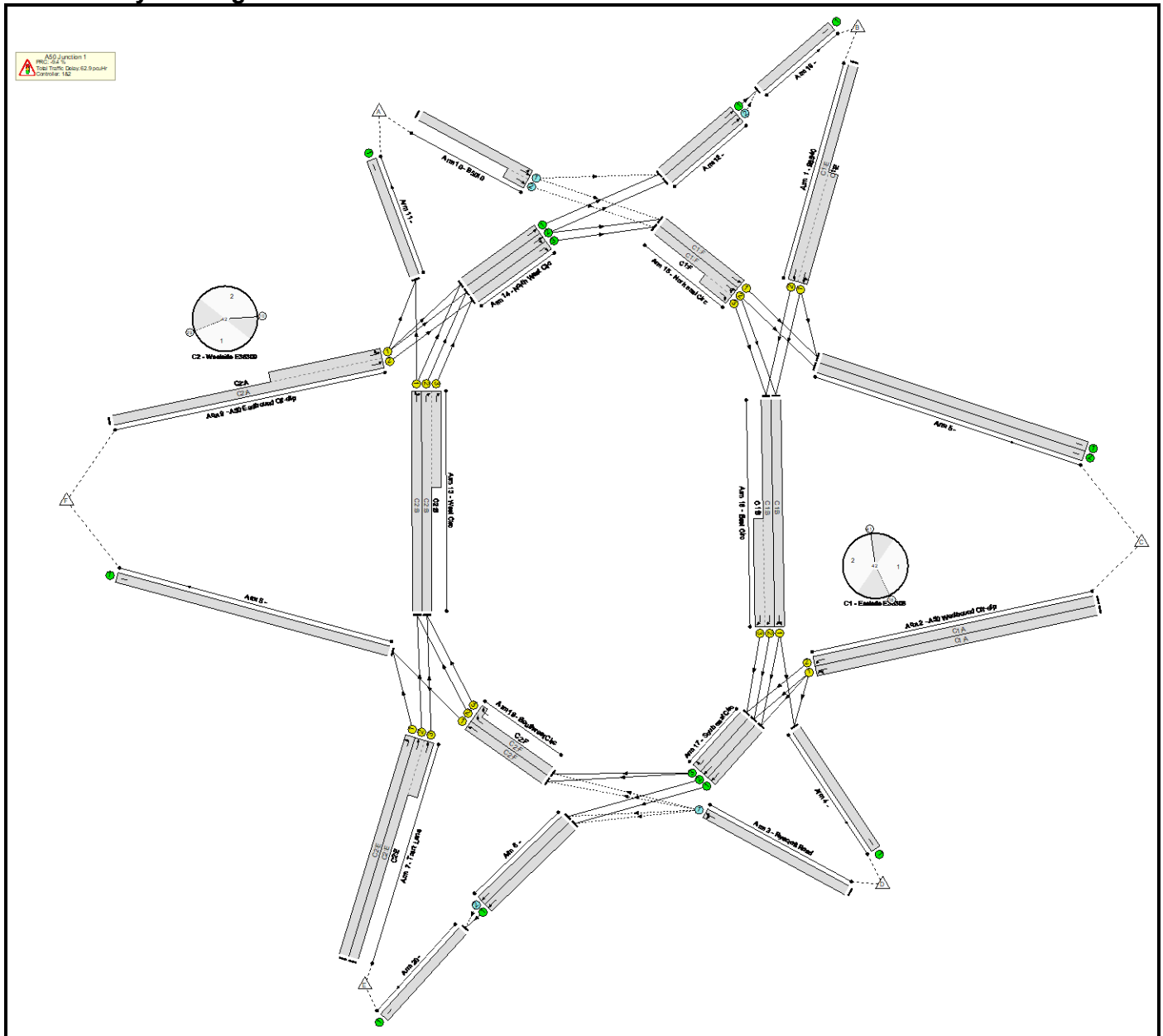
Stage Timings

Stage	1	2
Duration	14	16
Change Point	10	29

Signal Timings Diagram



Network Layout Diagram



Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network: A50 Junction 1	-	-	N/A	-	-		-	-	-	-	-	-	98.5%
A50 Junction 1	-	-	N/A	-	-		-	-	-	-	-	-	98.5%
1/2+1/1	B6540 Left Ahead	U	N/A	N/A	C1:E		1	14	-	1179	2088:1950	746+696	66.1 : 98.5%
2/1	A50 Westbound Off-slip Left Ahead	U	N/A	N/A	C1:A		1	14	-	579	1907	681	85.0%
2/2	A50 Westbound Off-slip Ahead	U	N/A	N/A	C1:A		1	14	-	519	2049	732	70.9%
3/1	Ryecroft Road Left Ahead	O	N/A	N/A	-		-	-	-	53	1886	341	15.5%
4/1		U	N/A	N/A	-		-	-	-	351	Inf	Inf	0.0%
5/1		U	N/A	N/A	-		-	-	-	891	Inf	Inf	0.0%
5/2		U	N/A	N/A	-		-	-	-	35	Inf	Inf	0.0%
6/1	Ahead	U	N/A	N/A	-		-	-	-	969	1980	1980	48.9%
6/2	Ahead	O	N/A	N/A	-		-	-	-	428	1980	502	85.3%
7/1	Trent Lane Left	U	N/A	N/A	C2:E		1	14	-	457	1923	687	66.5%
7/2+7/3	Trent Lane Ahead	U	N/A	N/A	C2:E		1	14	-	686	2063:2101	206+750	71.7 : 71.7%
8/1		U	N/A	N/A	-		-	-	-	872	Inf	Inf	0.0%
9/2+9/1	A50 Eastbound Off-slip Left Ahead	U	N/A	N/A	C2:A		1	14	-	1013	1995:1853	713+662	84.5 : 62.1%
10/1+10/2	B5010 Left Ahead	O	N/A	N/A	-		-	-	-	390	1894:2034	360+360	49.7 : 58.6%
11/1		U	N/A	N/A	-		-	-	-	180	Inf	Inf	0.0%
12/1	Ahead	U	N/A	N/A	-		-	-	-	940	1965	1965	47.8%
12/2	Ahead	O	N/A	N/A	-		-	-	-	210	1965	508	41.3%
13/1	West Circ Ahead Right	U	N/A	N/A	C2:B		1	16	-	620	1944	787	78.8%

Full Input Data And Results

13/2+13/3	West Circ Right	U	N/A	N/A	C2:B		1	16	-	659	1942:1940	786+142	71.0 : 71.0%
14/1	North West Circ Ahead	U	N/A	N/A	-		-	-	-	851	1930	1930	44.1%
14/2	North West Circ Ahead Right	U	N/A	N/A	-		-	-	-	558	1926	1926	29.0%
14/3	North West Circ Right	U	N/A	N/A	-		-	-	-	703	1923	1923	36.6%
15/1	Northeast Circ Ahead	U	N/A	N/A	C1:F		1	16	-	438	1932	782	56.0%
15/2+15/3	Northeast Circ Ahead Right	U	N/A	N/A	C1:F		1	16	-	914	1929:1926	657+467	81.3 : 81.3%
16/1	East Circ Ahead Ahead2	U	N/A	N/A	C1:B		1	16	-	732	1933	782	93.6%
16/2+16/3	East Circ Ahead	U	N/A	N/A	C1:B		1	16	-	873	1930:1927	781+780	54.8 : 57.1%
17/1	Southeast Circ Ahead	U	N/A	N/A	-		-	-	-	960	1912	1912	50.2%
17/2	Southeast Circ Ahead	U	N/A	N/A	-		-	-	-	428	1907	1907	22.4%
17/3	Southeast Circ Right	U	N/A	N/A	-		-	-	-	964	1899	1899	50.8%
18/1	Southwest Circ Ahead	U	N/A	N/A	C2:F		1	16	-	415	1937	784	52.9%
18/2+18/3	Southwest Circ Right	U	N/A	N/A	C2:F		1	16	-	593	1935:1930	635+163	74.3 : 74.3%
19/1		U	N/A	N/A	-		-	-	-	1150	Inf	Inf	0.0%
20/1		U	N/A	N/A	-		-	-	-	1397	Inf	Inf	0.0%

Full Input Data And Results

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network: A50 Junction 1	-	-	1471	0	0	32.1	30.8	0.0	62.9	-	-	-	-
A50 Junction 1	-	-	1471	0	0	32.1	30.8	0.0	62.9	-	-	-	-
1/2+1/1	1179	1179	-	-	-	4.1	2.2	-	6.3	19.3	7.8	2.2	10.0
2/1	579	579	-	-	-	2.0	2.7	-	4.7	29.2	6.1	2.7	8.8
2/2	519	519	-	-	-	1.7	1.2	-	2.9	20.0	5.2	1.2	6.4
3/1	53	53	53	0	0	0.0	0.1	-	0.1	8.3	0.2	0.1	0.3
4/1	351	351	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1	891	891	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/2	35	35	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	969	969	-	-	-	0.0	0.5	-	0.5	1.8	0.0	0.5	0.5
6/2	428	428	428	0	0	1.0	2.7	-	3.7	31.2	4.8	2.7	7.5
7/1	457	457	-	-	-	1.4	1.0	-	2.4	19.2	4.4	1.0	5.4
7/2+7/3	686	686	-	-	-	2.1	1.3	-	3.4	17.8	5.4	1.3	6.6
8/1	872	872	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
9/2+9/1	1013	1013	-	-	-	3.4	1.4	-	4.7	16.9	6.4	1.4	7.7
10/1+10/2	390	390	780	0	0	0.4	0.6	-	1.0	9.3	1.0	0.6	1.6
11/1	180	180	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
12/1	940	940	-	-	-	0.0	0.5	-	0.5	1.8	0.0	0.5	0.5
12/2	210	210	210	0	0	0.0	0.4	-	0.4	6.7	1.8	0.4	2.2
13/1	620	620	-	-	-	2.7	1.8	-	4.5	26.1	5.7	1.8	7.5
13/2+13/3	659	659	-	-	-	1.5	1.2	-	2.7	14.8	15.0	1.2	16.3
14/1	851	851	-	-	-	0.0	0.4	-	0.4	1.7	0.0	0.4	0.4
14/2	558	558	-	-	-	0.0	0.2	-	0.2	1.3	2.2	0.2	2.4
14/3	703	703	-	-	-	0.0	0.3	-	0.3	1.5	4.3	0.3	4.6
15/1	438	438	-	-	-	1.9	0.6	-	2.5	20.6	4.9	0.6	5.5

Full Input Data And Results

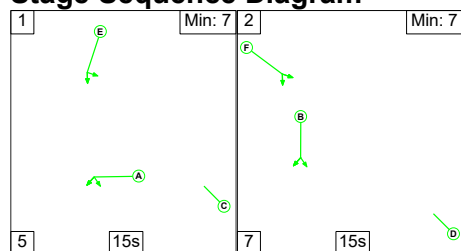
[illegible]

Full Input Data And Results

Scenario 10: '2038 WD PM' (FG10: '2038 WD Flows PM', Plan 1: 'Network Control Plan 1')

Controller :C1 - Eastside E36308

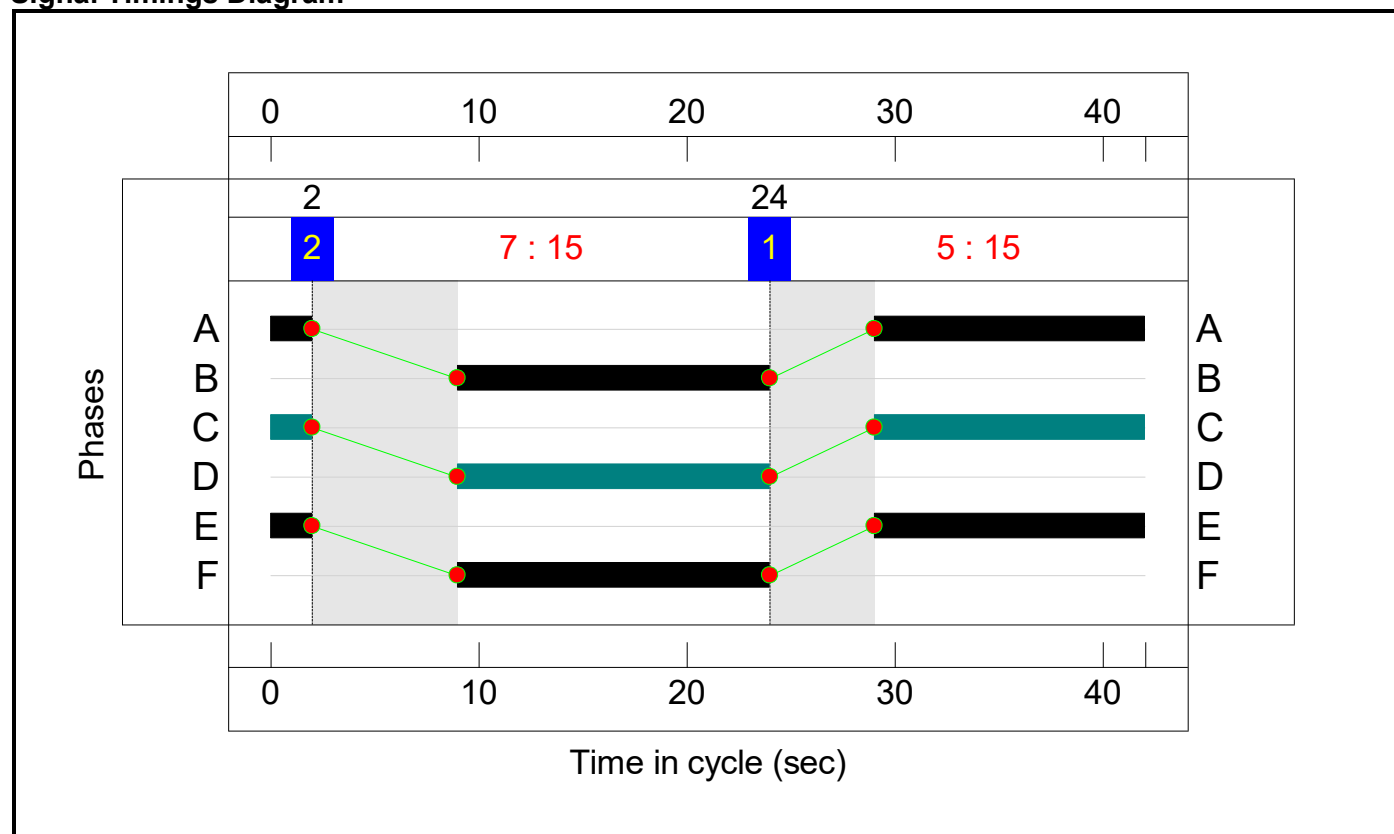
Stage Sequence Diagram



Stage Timings

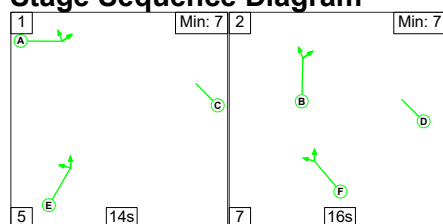
Stage	1	2
Duration	15	15
Change Point	24	2

Signal Timings Diagram



Controller :C2 - Westside E36309

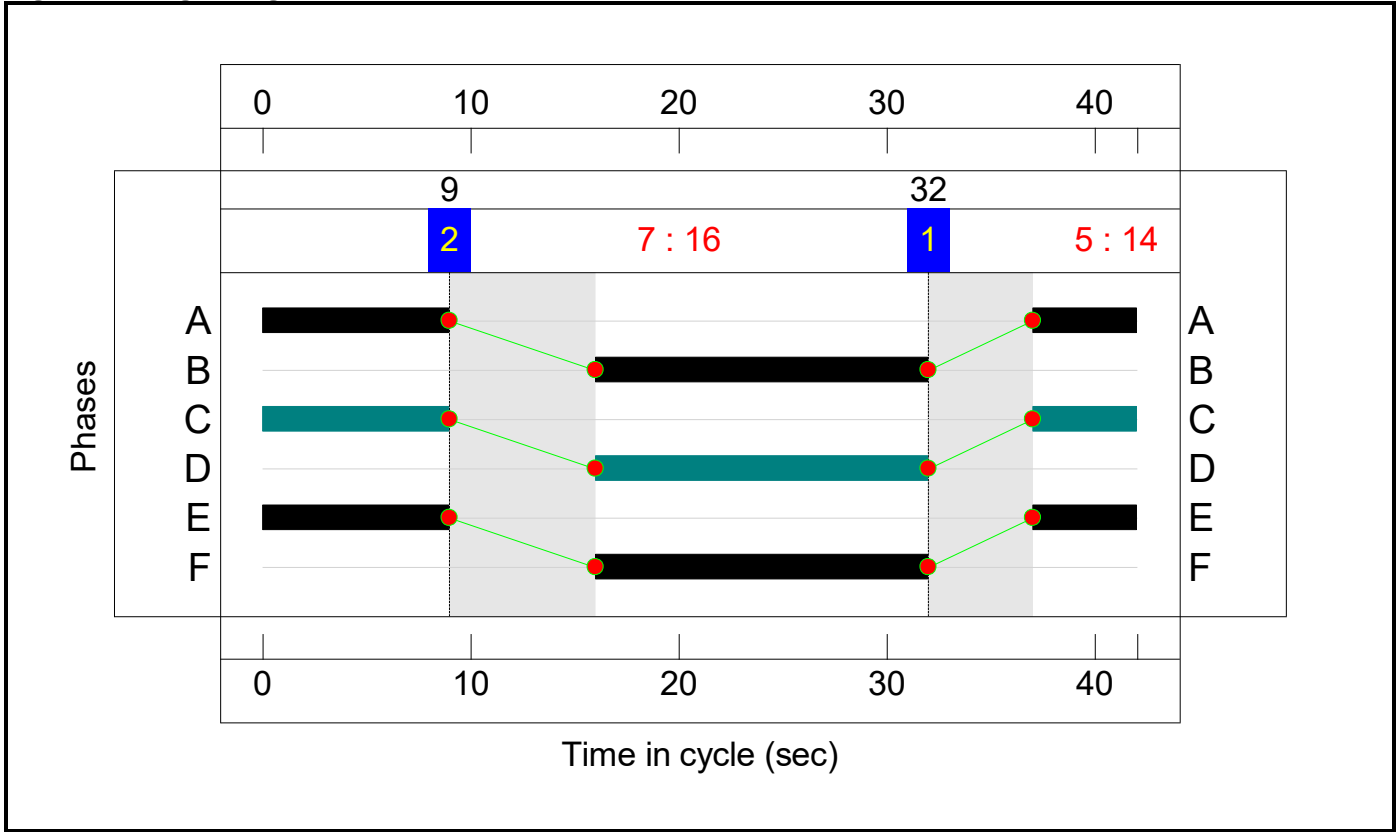
Stage Sequence Diagram



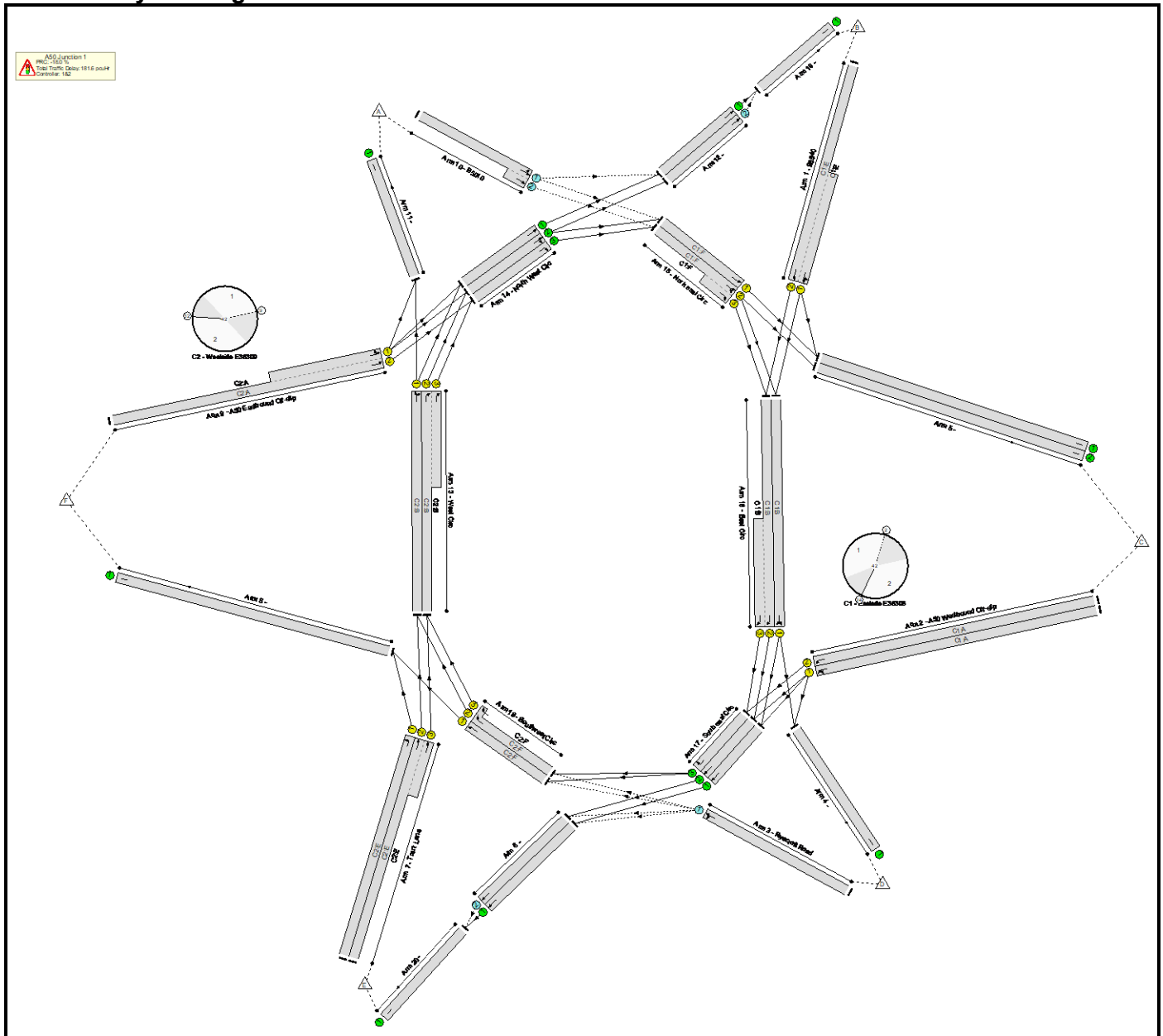
Stage Timings

Stage	1	2
Duration	14	16
Change Point	32	9

Signal Timings Diagram



Network Layout Diagram



Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network: A50 Junction 1	-	-	N/A	-	-		-	-	-	-	-	-	106.2%
A50 Junction 1	-	-	N/A	-	-		-	-	-	-	-	-	106.2%
1/2+1/1	B6540 Left Ahead	U	N/A	N/A	C1:E		1	15	-	1437	2088:1950	795+743	87.1 : 100.2%
2/1	A50 Westbound Off-slip Left Ahead	U	N/A	N/A	C1:A		1	15	-	439	1907	726	60.4%
2/2	A50 Westbound Off-slip Ahead	U	N/A	N/A	C1:A		1	15	-	633	2049	781	81.1%
3/1	Ryecroft Road Left Ahead	O	N/A	N/A	-		-	-	-	155	1886	357	43.4%
4/1		U	N/A	N/A	-		-	-	-	278	Inf	Inf	0.0%
5/1		U	N/A	N/A	-		-	-	-	1204	Inf	Inf	0.0%
5/2		U	N/A	N/A	-		-	-	-	165	Inf	Inf	0.0%
6/1	Ahead	U	N/A	N/A	-		-	-	-	758	1980	1980	38.3%
6/2	Ahead	O	N/A	N/A	-		-	-	-	359	1980	548	65.5%
7/1	Trent Lane Left	U	N/A	N/A	C2:E		1	14	-	606	1923	687	88.2%
7/2+7/3	Trent Lane Ahead	U	N/A	N/A	C2:E		1	14	-	1078	2063:2101	265+750	106.2 : 106.2%
8/1		U	N/A	N/A	-		-	-	-	1105	Inf	Inf	0.0%
9/2+9/1	A50 Eastbound Off-slip Left Ahead	U	N/A	N/A	C2:A		1	14	-	933	1995:1853	713+662	71.3 : 64.2%
10/1+10/2	B5010 Left Ahead	O	N/A	N/A	-		-	-	-	332	1894:2034	300+300	54.1 : 56.7%
11/1		U	N/A	N/A	-		-	-	-	387	Inf	Inf	0.0%
12/1	Ahead	U	N/A	N/A	-		-	-	-	984	1965	1965	48.8%
12/2	Ahead	O	N/A	N/A	-		-	-	-	373	1965	504	70.6%
13/1	West Circ Ahead Right	U	N/A	N/A	C2:B		1	16	-	866	1944	787	103.1%

Full Input Data And Results

13/2+13/3	West Circ Right	U	N/A	N/A	C2:B		1	16	-	1061	1942:1940	786+214	101.6 : 100.2%
14/1	North West Circ Ahead	U	N/A	N/A	-		-	-	-	904	1930	1930	45.6%
14/2	North West Circ Ahead Right	U	N/A	N/A	-		-	-	-	834	1926	1926	40.8%
14/3	North West Circ Right	U	N/A	N/A	-		-	-	-	735	1923	1923	37.6%
15/1	Northeast Circ Ahead	U	N/A	N/A	C1:F		1	15	-	543	1932	736	69.6%
15/2+15/3	Northeast Circ Ahead Right	U	N/A	N/A	C1:F		1	15	-	905	1929:1926	675+249	96.0 : 97.9%
16/1	East Circ Ahead Ahead2	U	N/A	N/A	C1:B		1	15	-	579	1933	736	78.1%
16/2+16/3	East Circ Ahead	U	N/A	N/A	C1:B		1	15	-	937	1930:1927	599+734	59.9 : 78.7%
17/1	Southeast Circ Ahead	U	N/A	N/A	-		-	-	-	740	1912	1912	38.7%
17/2	Southeast Circ Ahead	U	N/A	N/A	-		-	-	-	359	1907	1907	18.8%
17/3	Southeast Circ Right	U	N/A	N/A	-		-	-	-	1211	1899	1899	63.8%
18/1	Southwest Circ Ahead	U	N/A	N/A	C2:F		1	16	-	499	1937	784	63.6%
18/2+18/3	Southwest Circ Right	U	N/A	N/A	C2:F		1	16	-	849	1935:1930	562+253	104.2 : 104.2%
19/1		U	N/A	N/A	-		-	-	-	1357	Inf	Inf	0.0%
20/1		U	N/A	N/A	-		-	-	-	1117	Inf	Inf	0.0%

Full Input Data And Results

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network: A50 Junction 1	-	-	1534	0	0	42.1	139.5	0.0	181.6	-	-	-	-
A50 Junction 1	-	-	1534	0	0	42.1	139.5	0.0	181.6	-	-	-	-
1/2+1/1	1437	1436	-	-	-	5.0	6.9	-	11.9	29.8	8.7	6.9	15.6
2/1	439	439	-	-	-	1.3	0.8	-	2.0	16.7	4.0	0.8	4.8
2/2	633	633	-	-	-	2.0	2.1	-	4.1	23.5	6.5	2.1	8.6
3/1	155	155	155	0	0	0.1	0.4	-	0.5	12.2	0.6	0.4	1.0
4/1	274	274	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1	1172	1172	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/2	156	156	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	758	758	-	-	-	0.0	0.3	-	0.3	1.5	0.0	0.3	0.3
6/2	359	359	359	0	0	0.6	0.9	-	1.6	15.6	4.0	0.9	4.9
7/1	606	606	-	-	-	2.1	3.5	-	5.6	33.2	6.6	3.5	10.0
7/2+7/3	1078	1015	-	-	-	5.1	38.5	-	43.6	145.7	11.7	38.5	50.2
8/1	1105	1105	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
9/2+9/1	933	933	-	-	-	3.0	1.1	-	4.0	15.5	5.1	1.1	6.1
10/1+10/2	332	332	664	0	0	0.5	0.6	-	1.1	12.1	1.6	0.6	2.2
11/1	333	333	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
12/1	959	959	-	-	-	0.0	0.5	-	0.5	1.8	0.0	0.5	0.5
12/2	356	356	356	0	0	0.6	1.2	-	1.8	17.8	3.9	1.2	5.1
13/1	811	787	-	-	-	4.1	21.6	-	25.7	114.0	9.7	21.6	31.3
13/2+13/3	1013	1000	-	-	-	3.0	19.6	-	22.5	80.0	15.3	19.6	34.9
14/1	879	879	-	-	-	0.0	0.4	-	0.4	1.7	0.0	0.4	0.4
14/2	786	786	-	-	-	0.0	0.3	-	0.3	1.6	5.4	0.3	5.7
14/3	722	722	-	-	-	0.0	0.3	-	0.3	1.5	2.7	0.3	3.0
15/1	512	512	-	-	-	2.3	1.1	-	3.4	24.0	5.8	1.1	6.9

Full Input Data And Results

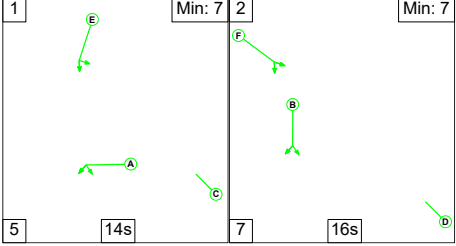
[illegible]

Full Input Data And Results

Scenario 11: '2b 2028 WD AM' (FG11: '2b 2028 WD Flows AM', Plan 1: 'Network Control Plan 1')

Controller :C1 - Eastside E36308

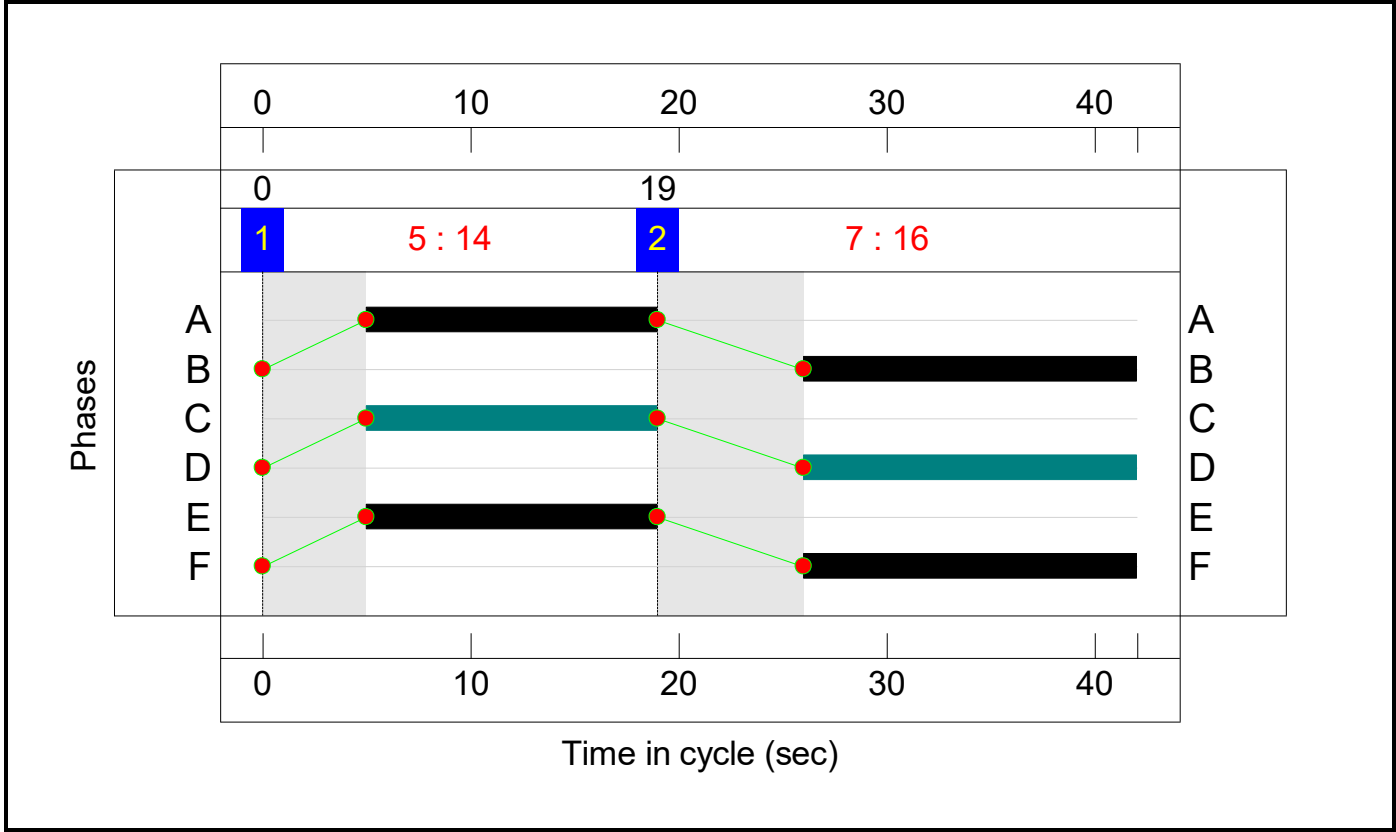
Stage Sequence Diagram



Stage Timings

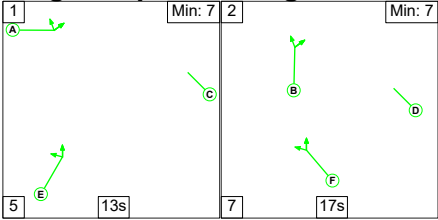
Stage	1	2
Duration	14	16
Change Point	0	19

Signal Timings Diagram



Controller :C2 - Westside E36309

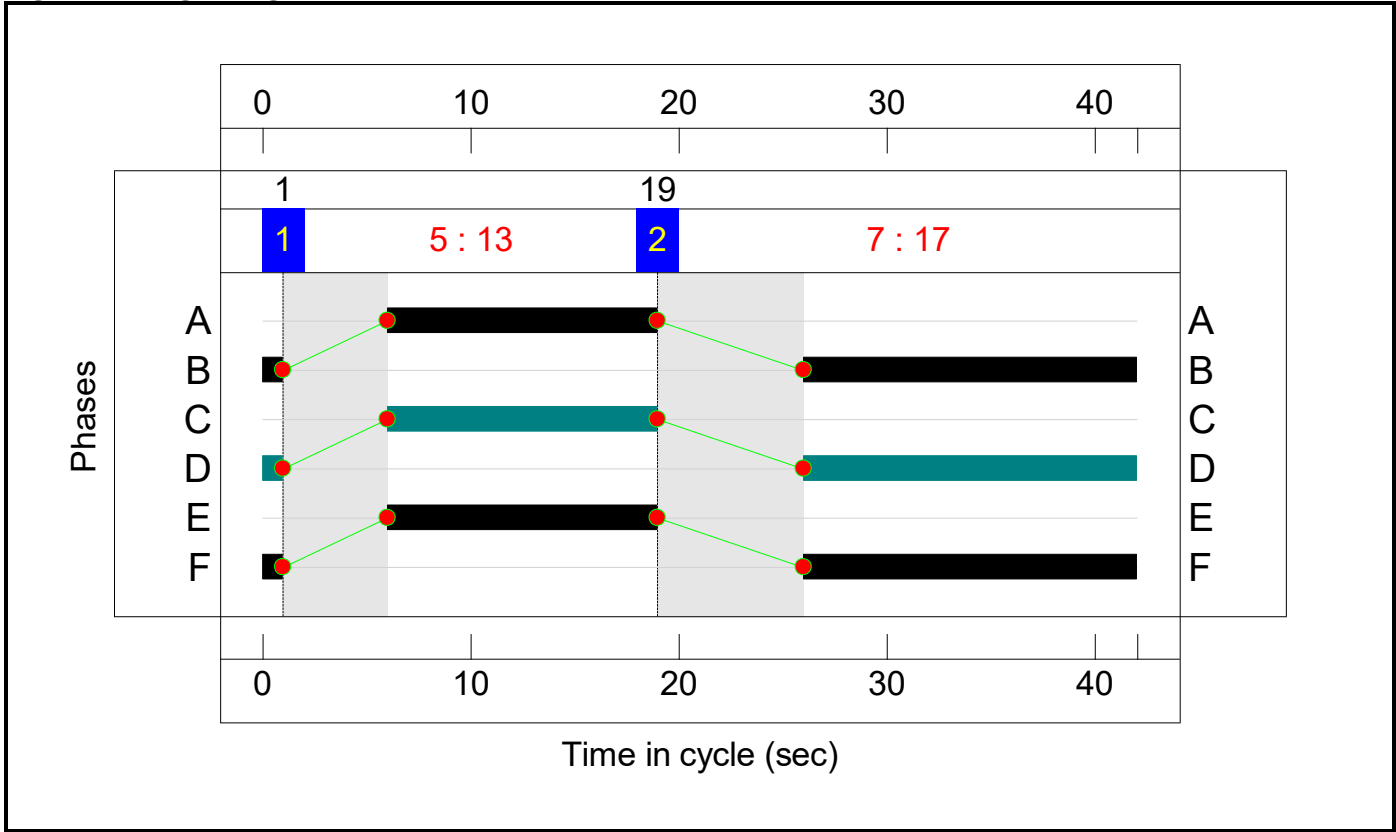
Stage Sequence Diagram



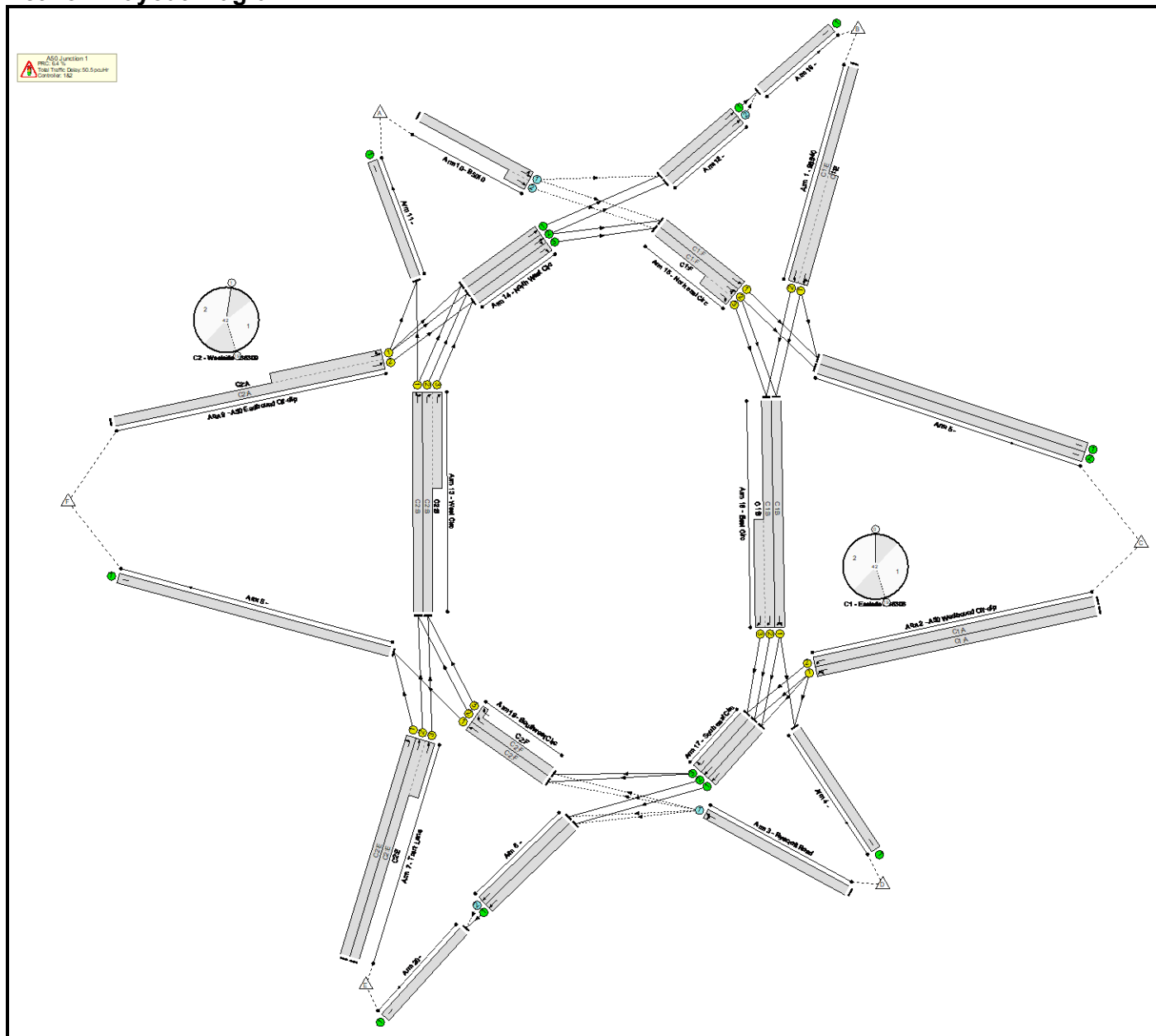
Stage Timings

Stage	1	2
Duration	13	17
Change Point	1	19

Signal Timings Diagram



Network Layout Diagram



Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network: A50 Junction 1	-	-	N/A	-	-		-	-	-	-	-	-	84.6%
A50 Junction 1	-	-	N/A	-	-		-	-	-	-	-	-	84.6%
1/2+1/1	B6540 Left Ahead	U	N/A	N/A	C1:E		1	14	-	1009	2088:1950	746+696	56.3 : 84.6%
2/1	A50 Westbound Off-slip Left Ahead	U	N/A	N/A	C1:A		1	14	-	549	1907	681	80.6%
2/2	A50 Westbound Off-slip Ahead	U	N/A	N/A	C1:A		1	14	-	544	2049	732	74.3%
3/1	Ryecroft Road Left Ahead	O	N/A	N/A	-		-	-	-	52	1886	356	14.6%
4/1		U	N/A	N/A	-		-	-	-	121	Inf	Inf	0.0%
5/1		U	N/A	N/A	-		-	-	-	838	Inf	Inf	0.0%
5/2		U	N/A	N/A	-		-	-	-	106	Inf	Inf	0.0%
6/1	Ahead	U	N/A	N/A	-		-	-	-	1047	1980	1980	52.9%
6/2	Ahead	O	N/A	N/A	-		-	-	-	323	1980	485	66.7%
7/1	Trent Lane Left	U	N/A	N/A	C2:E		1	13	-	427	1923	641	66.6%
7/2+7/3	Trent Lane Ahead	U	N/A	N/A	C2:E		1	13	-	611	2063:2101	206+700	67.4 : 67.4%
8/1		U	N/A	N/A	-		-	-	-	812	Inf	Inf	0.0%
9/2+9/1	A50 Eastbound Off-slip Left Ahead	U	N/A	N/A	C2:A		1	13	-	955	1995:1853	665+618	82.1 : 66.2%
10/1+10/2	B5010 Left Ahead	O	N/A	N/A	-		-	-	-	419	1894:2034	408+408	51.9 : 50.7%
11/1		U	N/A	N/A	-		-	-	-	167	Inf	Inf	0.0%
12/1	Ahead	U	N/A	N/A	-		-	-	-	1001	1965	1965	50.9%
12/2	Ahead	O	N/A	N/A	-		-	-	-	151	1965	495	30.5%
13/1	West Circ Ahead Right	U	N/A	N/A	C2:B		1	17	-	661	1944	833	79.3%

Full Input Data And Results

13/2+13/3	West Circ Right	U	N/A	N/A	C2:B		1	17	-	559	1942:1940	832+240	52.1 : 52.1%
14/1	North West Circ Ahead	U	N/A	N/A	-		-	-	-	903	1930	1930	46.8%
14/2	North West Circ Ahead Right	U	N/A	N/A	-		-	-	-	434	1926	1926	22.5%
14/3	North West Circ Right	U	N/A	N/A	-		-	-	-	671	1923	1923	34.9%
15/1	Northeast Circ Ahead	U	N/A	N/A	C1:F		1	16	-	397	1932	782	50.8%
15/2+15/3	Northeast Circ Ahead Right	U	N/A	N/A	C1:F		1	16	-	878	1929:1926	679+371	83.6 : 83.6%
16/1	East Circ Ahead Ahead2	U	N/A	N/A	C1:B		1	16	-	610	1933	782	78.0%
16/2+16/3	East Circ Ahead	U	N/A	N/A	C1:B		1	16	-	730	1930:1927	781+780	41.3 : 52.2%
17/1	Southeast Circ Ahead	U	N/A	N/A	-		-	-	-	1038	1912	1912	54.3%
17/2	Southeast Circ Ahead	U	N/A	N/A	-		-	-	-	323	1907	1907	16.9%
17/3	Southeast Circ Right	U	N/A	N/A	-		-	-	-	951	1899	1899	50.1%
18/1	Southwest Circ Ahead	U	N/A	N/A	C2:F		1	17	-	385	1937	830	46.4%
18/2+18/3	Southwest Circ Right	U	N/A	N/A	C2:F		1	17	-	609	1935:1930	717+120	72.8 : 72.8%
19/1		U	N/A	N/A	-		-	-	-	1152	Inf	Inf	0.0%
20/1		U	N/A	N/A	-		-	-	-	1370	Inf	Inf	0.0%

Full Input Data And Results

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network: A50 Junction 1	-	-	1364	0	0	28.1	22.4	0.0	50.5	-	-	-	-
A50 Junction 1	-	-	1364	0	0	28.1	22.4	0.0	50.5	-	-	-	-
1/2+1/1	1009	1009	-	-	-	3.3	1.2	-	4.5	15.9	6.2	1.2	7.4
2/1	549	549	-	-	-	1.9	2.0	-	3.9	25.4	5.6	2.0	7.7
2/2	544	544	-	-	-	1.8	1.4	-	3.2	21.3	5.4	1.4	6.9
3/1	52	52	52	0	0	0.0	0.1	-	0.1	8.0	0.1	0.1	0.2
4/1	121	121	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1	838	838	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/2	106	106	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	1047	1047	-	-	-	0.0	0.6	-	0.6	1.9	0.0	0.6	0.6
6/2	323	323	323	0	0	0.5	1.0	-	1.5	16.3	3.5	1.0	4.5
7/1	427	427	-	-	-	1.4	1.0	-	2.4	20.3	4.2	1.0	5.1
7/2+7/3	611	611	-	-	-	2.0	1.0	-	3.0	17.6	4.7	1.0	5.7
8/1	812	812	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
9/2+9/1	955	955	-	-	-	3.3	1.4	-	4.8	17.9	5.8	1.4	7.2
10/1+10/2	419	419	838	0	0	0.4	0.5	-	0.9	7.6	0.8	0.5	1.4
11/1	167	167	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
12/1	1001	1001	-	-	-	0.0	0.5	-	0.5	1.9	0.0	0.5	0.5
12/2	151	151	151	0	0	0.0	0.2	-	0.2	5.3	0.9	0.2	1.1
13/1	661	661	-	-	-	2.6	1.9	-	4.5	24.6	5.8	1.9	7.7
13/2+13/3	559	559	-	-	-	0.9	0.5	-	1.5	9.4	15.0	0.5	15.5
14/1	903	903	-	-	-	0.0	0.4	-	0.4	1.8	0.0	0.4	0.4
14/2	434	434	-	-	-	0.0	0.1	-	0.1	1.2	0.5	0.1	0.7
14/3	671	671	-	-	-	0.0	0.3	-	0.3	1.5	3.8	0.3	4.0
15/1	397	397	-	-	-	1.2	0.5	-	1.7	15.6	2.4	0.5	3.0

Full Input Data And Results

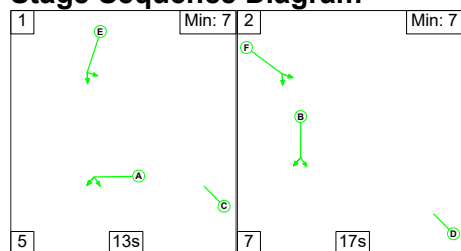
15/2+15/3	878	878	-	-	-	1.7	2.5	-	4.1	17.0	5.8	2.5	8.2
16/1	610	610	-	-	-	2.7	1.7	-	4.4	26.1	6.0	1.7	7.7
16/2+16/3	730	730	-	-	-	2.2	0.4	-	2.6	12.8	16.7	0.4	17.1
17/1	1038	1038	-	-	-	0.0	0.6	-	0.6	2.1	0.0	0.6	0.6
17/2	323	323	-	-	-	0.0	0.1	-	0.1	1.1	0.0	0.1	0.1
17/3	951	951	-	-	-	0.0	0.5	-	0.5	1.9	3.3	0.5	3.8
18/1	385	385	-	-	-	1.0	0.4	-	1.5	13.8	2.1	0.4	2.6
18/2+18/3	609	609	-	-	-	1.3	1.3	-	2.6	15.3	6.6	1.3	7.9
19/1	1152	1152	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
20/1	1370	1370	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
C1 - Eastside E36308 C2 - Westside E36309			PRC for Signalled Lanes (%): PRC for Signalled Lanes (%): PRC Over All Lanes (%):		6.4 9.6 6.4	Total Delay for Signalled Lanes (pcuHr): Total Delay for Signalled Lanes (pcuHr): Total Delay Over All Lanes(pcuHr):		24.44 20.19 50.47	Cycle Time (s): Cycle Time (s):		42 42		

Full Input Data And Results

Scenario 12: '2b 2028 WD PM' (FG12: '2b 2028 WD Flows PM', Plan 1: 'Network Control Plan 1')

Controller :C1 - Eastside E36308

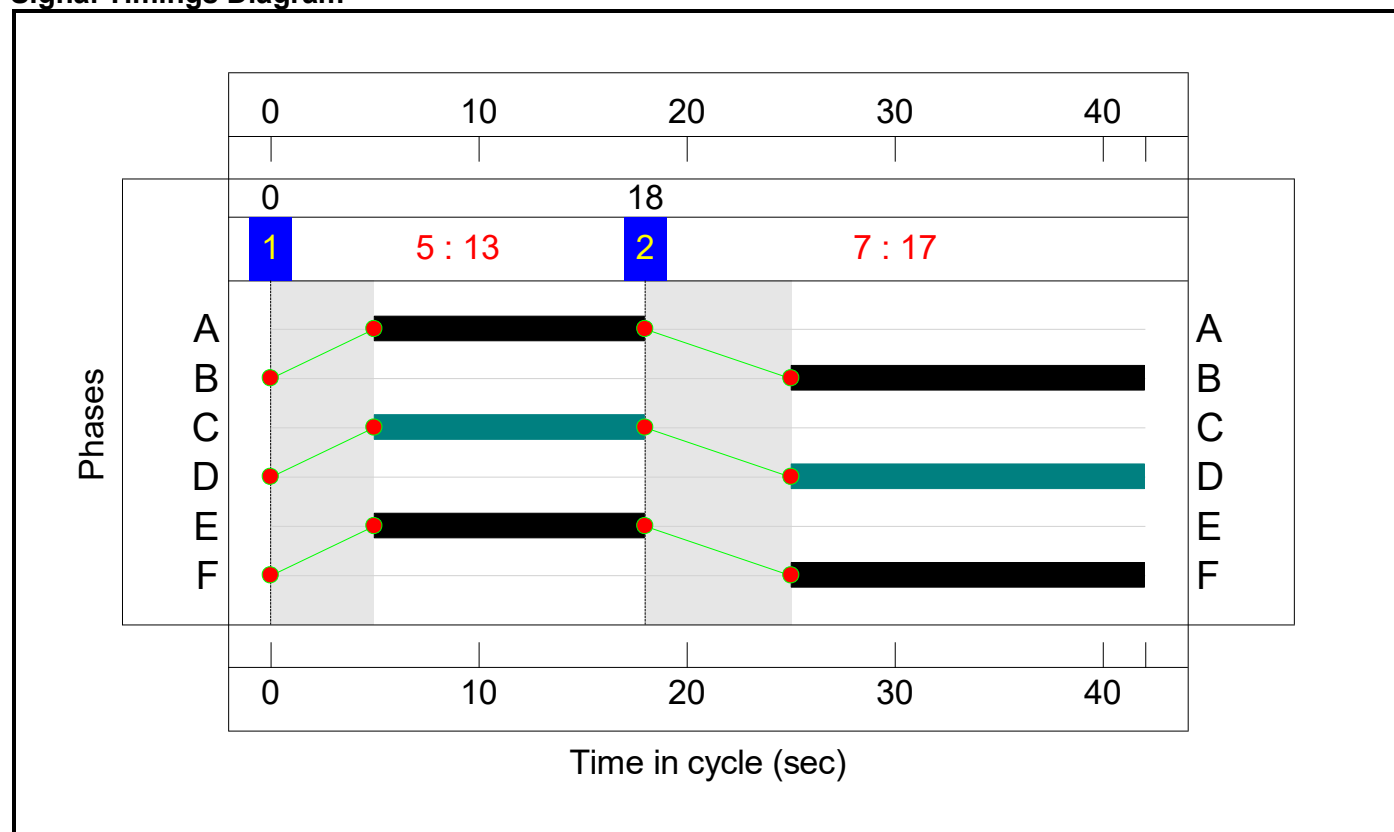
Stage Sequence Diagram



Stage Timings

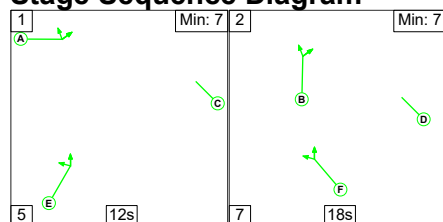
Stage	1	2
Duration	13	17
Change Point	0	18

Signal Timings Diagram



Controller :C2 - Westside E36309

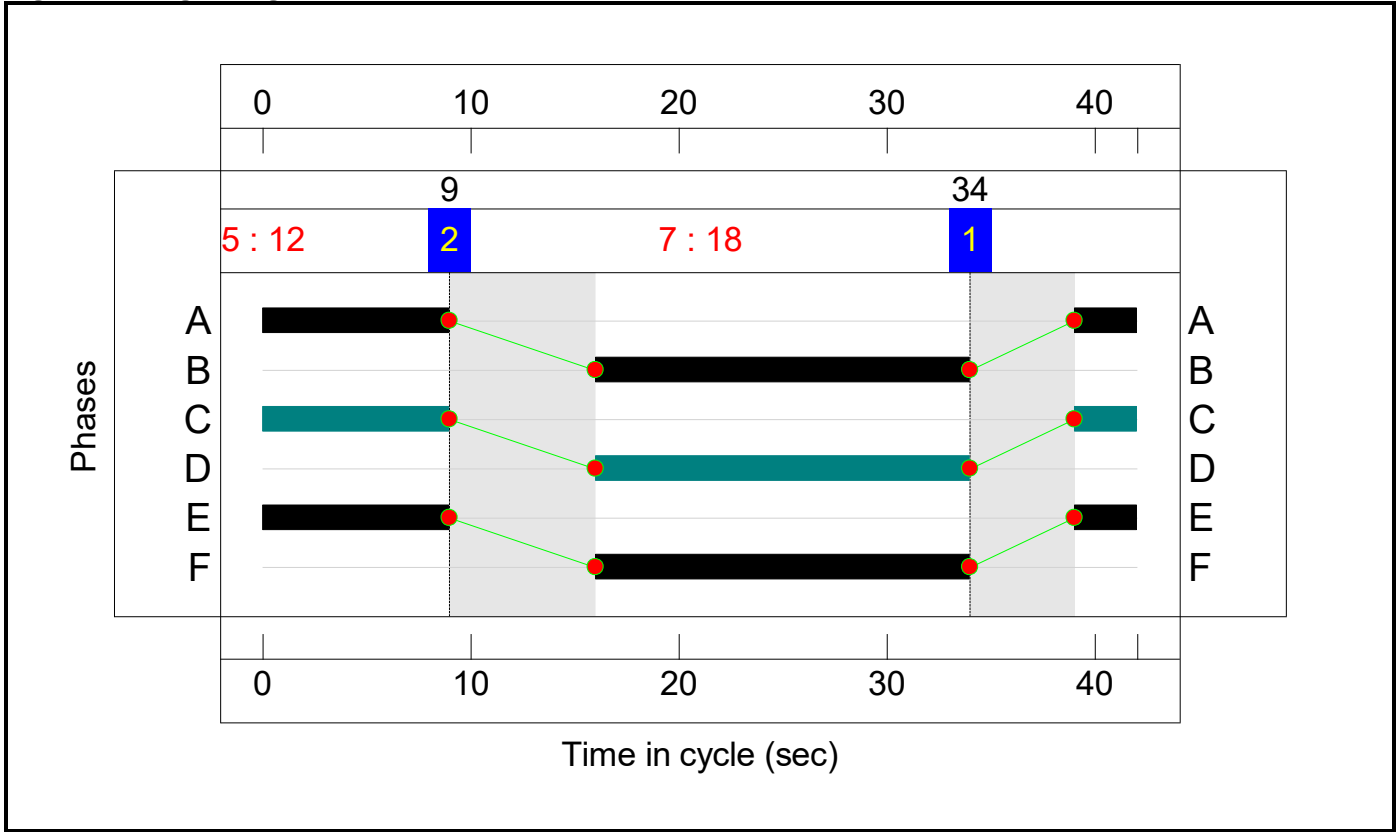
Stage Sequence Diagram



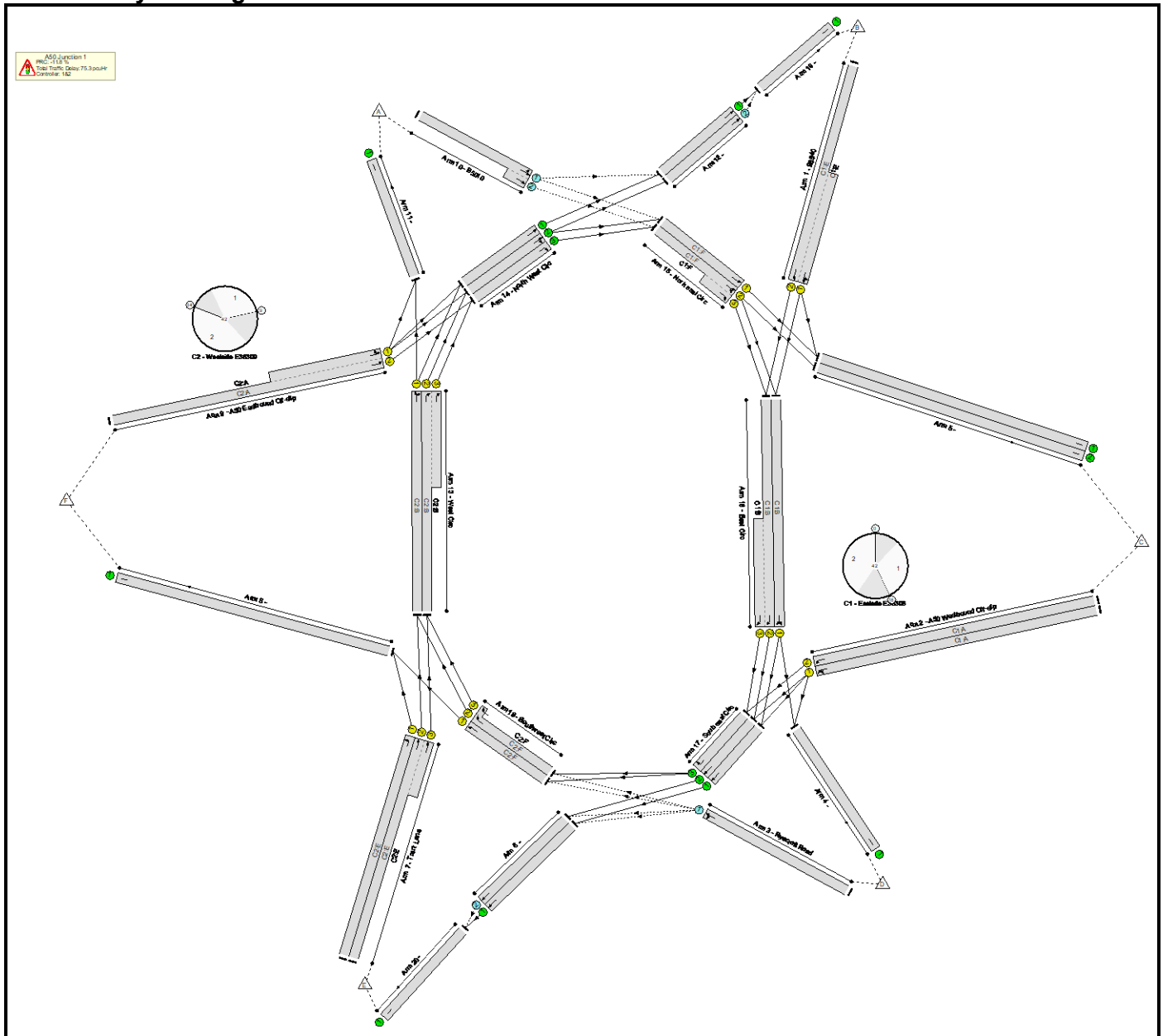
Stage Timings

Stage	1	2
Duration	12	18
Change Point	34	9

Signal Timings Diagram



Network Layout Diagram



Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network: A50 Junction 1	-	-	N/A	-	-		-	-	-	-	-	-	100.6%
A50 Junction 1	-	-	N/A	-	-		-	-	-	-	-	-	100.6%
1/2+1/1	B6540 Left Ahead	U	N/A	N/A	C1:E		1	13	-	1061	2088:1950	696+650	78.9 : 78.8%
2/1	A50 Westbound Off-slip Left Ahead	U	N/A	N/A	C1:A		1	13	-	362	1907	636	56.9%
2/2	A50 Westbound Off-slip Ahead	U	N/A	N/A	C1:A		1	13	-	539	2049	683	78.9%
3/1	Ryecroft Road Left Ahead	O	N/A	N/A	-		-	-	-	62	1886	407	15.2%
4/1		U	N/A	N/A	-		-	-	-	121	Inf	Inf	0.0%
5/1		U	N/A	N/A	-		-	-	-	968	Inf	Inf	0.0%
5/2		U	N/A	N/A	-		-	-	-	135	Inf	Inf	0.0%
6/1	Ahead	U	N/A	N/A	-		-	-	-	796	1980	1980	40.2%
6/2	Ahead	O	N/A	N/A	-		-	-	-	270	1980	540	50.0%
7/1	Trent Lane Left	U	N/A	N/A	C2:E		1	12	-	573	1923	595	96.3%
7/2+7/3	Trent Lane Ahead	U	N/A	N/A	C2:E		1	12	-	943	2063:2101	429+650	87.3 : 87.3%
8/1		U	N/A	N/A	-		-	-	-	964	Inf	Inf	0.0%
9/2+9/1	A50 Eastbound Off-slip Left Ahead	U	N/A	N/A	C2:A		1	12	-	918	1995:1853	618+574	82.4 : 71.3%
10/1+10/2	B5010 Left Ahead	O	N/A	N/A	-		-	-	-	298	1894:2034	214+346	53.2 : 53.2%
11/1		U	N/A	N/A	-		-	-	-	325	Inf	Inf	0.0%
12/1	Ahead	U	N/A	N/A	-		-	-	-	1034	1965	1965	52.4%
12/2	Ahead	O	N/A	N/A	-		-	-	-	143	1965	488	29.3%
13/1	West Circ Ahead Right	U	N/A	N/A	C2:B		1	18	-	885	1944	879	100.6%

Full Input Data And Results

13/2+13/3	West Circ Right	U	N/A	N/A	C2:B		1	18	-	718	1942:1940	879+200	66.6 : 66.6%
14/1	North West Circ Ahead	U	N/A	N/A	-		-	-	-	969	1930	1930	50.0%
14/2	North West Circ Ahead Right	U	N/A	N/A	-		-	-	-	585	1926	1926	30.4%
14/3	North West Circ Right	U	N/A	N/A	-		-	-	-	642	1923	1923	33.4%
15/1	Northeast Circ Ahead	U	N/A	N/A	C1:F		1	17	-	491	1932	828	59.3%
15/2+15/3	Northeast Circ Ahead Right	U	N/A	N/A	C1:F		1	17	-	826	1929:1926	764+210	84.8 : 84.8%
16/1	East Circ Ahead Ahead2	U	N/A	N/A	C1:B		1	17	-	548	1933	828	66.1%
16/2+16/3	East Circ Ahead	U	N/A	N/A	C1:B		1	17	-	727	1930:1927	574+826	46.7 : 55.6%
17/1	Southeast Circ Ahead	U	N/A	N/A	-		-	-	-	787	1912	1912	41.2%
17/2	Southeast Circ Ahead	U	N/A	N/A	-		-	-	-	270	1907	1907	14.2%
17/3	Southeast Circ Right	U	N/A	N/A	-		-	-	-	998	1899	1899	52.6%
18/1	Southwest Circ Ahead	U	N/A	N/A	C2:F		1	18	-	391	1937	876	44.6%
18/2+18/3	Southwest Circ Right	U	N/A	N/A	C2:F		1	18	-	660	1935:1930	691+203	73.9 : 73.9%
19/1		U	N/A	N/A	-		-	-	-	1177	Inf	Inf	0.0%
20/1		U	N/A	N/A	-		-	-	-	1066	Inf	Inf	0.0%

Full Input Data And Results

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network: A50 Junction 1	-	-	1071	0	0	30.2	45.2	0.0	75.3	-	-	-	-
A50 Junction 1	-	-	1071	0	0	30.2	45.2	0.0	75.3	-	-	-	-
1/2+1/1	1061	1061	-	-	-	3.7	1.8	-	5.6	18.9	5.6	1.8	7.5
2/1	362	362	-	-	-	1.2	0.7	-	1.8	18.1	3.4	0.7	4.1
2/2	539	539	-	-	-	1.9	1.8	-	3.7	24.9	5.5	1.8	7.4
3/1	62	62	62	0	0	0.0	0.1	-	0.1	6.9	0.2	0.1	0.3
4/1	121	121	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1	968	968	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/2	135	135	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	796	796	-	-	-	0.0	0.3	-	0.3	1.5	0.0	0.3	0.3
6/2	270	270	270	0	0	0.1	0.5	-	0.6	8.5	2.5	0.5	3.0
7/1	573	573	-	-	-	2.3	7.6	-	9.9	62.3	6.5	7.6	14.2
7/2+7/3	943	943	-	-	-	3.4	3.3	-	6.7	25.7	6.2	3.3	9.4
8/1	964	964	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
9/2+9/1	918	918	-	-	-	3.4	1.7	-	5.0	19.7	5.4	1.7	7.0
10/1+10/2	298	298	596	0	0	0.3	0.6	-	0.9	10.5	1.0	0.6	1.5
11/1	323	323	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
12/1	1031	1031	-	-	-	0.0	0.6	-	0.6	1.9	0.0	0.6	0.6
12/2	143	143	143	0	0	0.0	0.2	-	0.2	5.3	0.7	0.2	0.9
13/1	885	879	-	-	-	3.3	16.3	-	19.6	79.7	10.4	16.3	26.7
13/2+13/3	718	718	-	-	-	1.3	1.0	-	2.3	11.4	15.1	1.0	16.1
14/1	966	966	-	-	-	0.0	0.5	-	0.5	1.9	0.0	0.5	0.5
14/2	585	585	-	-	-	0.0	0.2	-	0.2	1.3	2.2	0.2	2.4
14/3	642	642	-	-	-	0.0	0.3	-	0.3	1.4	3.3	0.3	3.5
15/1	491	491	-	-	-	0.3	0.7	-	1.0	7.2	0.7	0.7	1.4

Full Input Data And Results

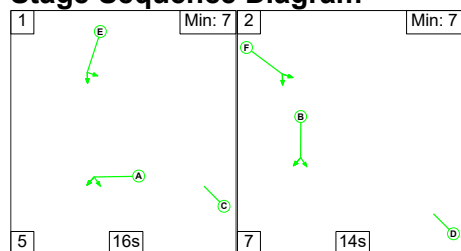
15/2+15/3	826	826	-	-	-	3.3	2.7	-	6.0	26.1	8.2	2.7	10.9
16/1	548	548	-	-	-	2.4	1.0	-	3.4	22.3	4.9	1.0	5.9
16/2+16/3	727	727	-	-	-	0.9	0.5	-	1.4	7.1	16.8	0.5	17.4
17/1	787	787	-	-	-	0.0	0.3	-	0.3	1.6	0.0	0.3	0.3
17/2	270	270	-	-	-	0.0	0.1	-	0.1	1.1	0.0	0.1	0.1
17/3	998	998	-	-	-	0.0	0.6	-	0.6	2.0	3.7	0.6	4.3
18/1	391	391	-	-	-	1.9	0.4	-	2.3	21.3	4.5	0.4	4.9
18/2+18/3	660	660	-	-	-	0.5	1.4	-	1.9	10.4	2.2	1.4	3.6
19/1	1174	1174	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
20/1	1066	1066	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
C1 - Eastside E36308 C2 - Westside E36309			PRC for Signalled Lanes (%): PRC for Signalled Lanes (%): PRC Over All Lanes (%):			6.1 -11.8 -11.8	Total Delay for Signalled Lanes (pcuHr): Total Delay for Signalled Lanes (pcuHr): Total Delay Over All Lanes(pcuHr):			22.90 47.74 75.33	Cycle Time (s): Cycle Time (s): 42		

Full Input Data And Results

Scenario 13: '2b 2038 WD AM' (FG13: '2b 2038 WD Flows AM', Plan 1: 'Network Control Plan 1')

Controller :C1 - Eastside E36308

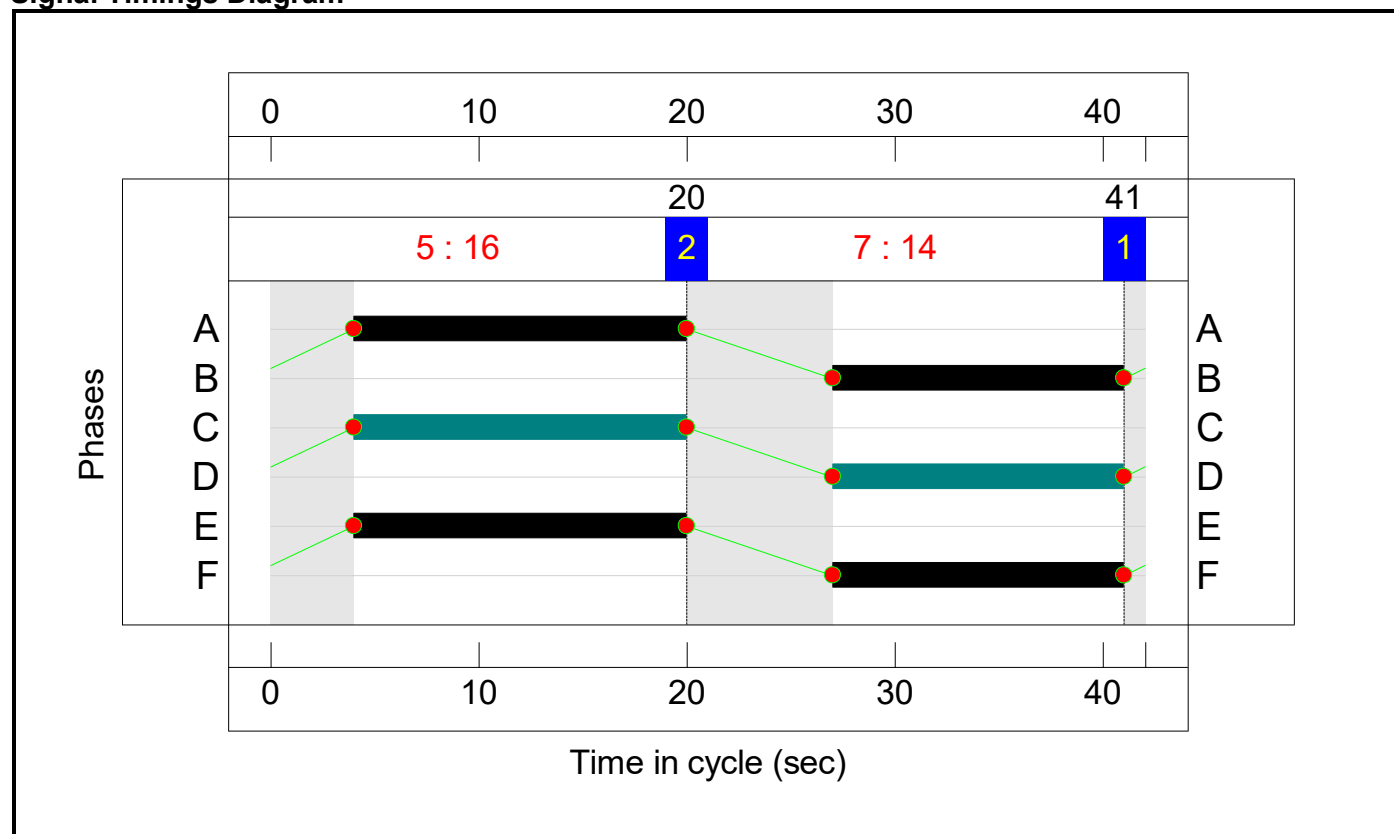
Stage Sequence Diagram



Stage Timings

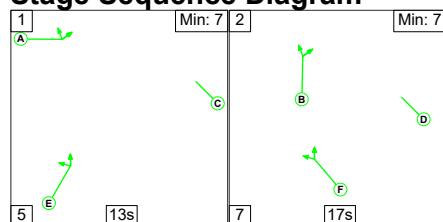
Stage	1	2
Duration	16	14
Change Point	41	20

Signal Timings Diagram



Controller :C2 - Westside E36309

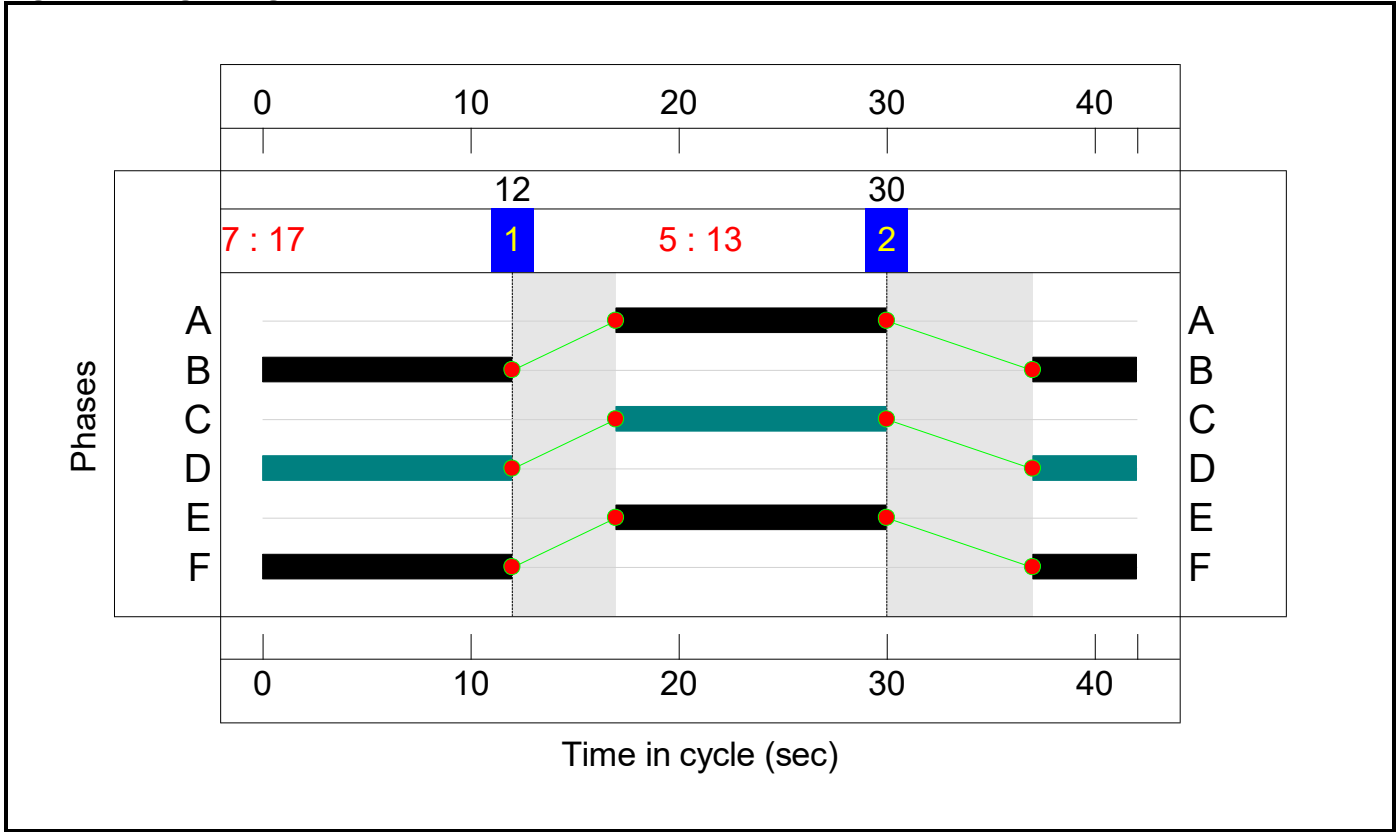
Stage Sequence Diagram



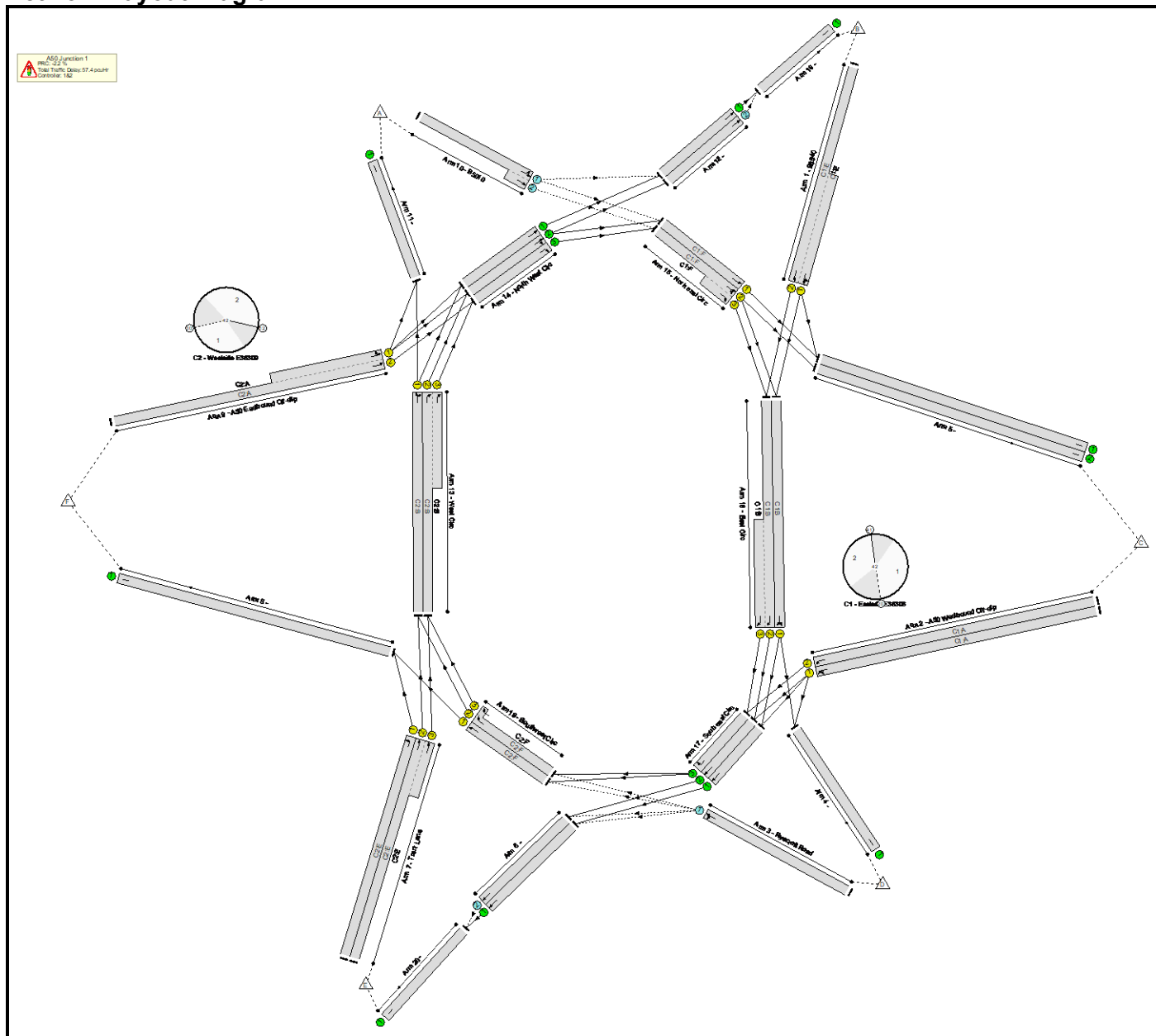
Stage Timings

Stage	1	2
Duration	13	17
Change Point	12	30

Signal Timings Diagram



Network Layout Diagram



Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network: A50 Junction 1	-	-	N/A	-	-		-	-	-	-	-	-	92.0%
A50 Junction 1	-	-	N/A	-	-		-	-	-	-	-	-	92.0%
1/2+1/1	B6540 Left Ahead	U	N/A	N/A	C1:E		1	16	-	1165	2088:1950	696+789	67.6 : 88.1%
2/1	A50 Westbound Off-slip Left Ahead	U	N/A	N/A	C1:A		1	16	-	518	1907	772	67.1%
2/2	A50 Westbound Off-slip Ahead	U	N/A	N/A	C1:A		1	16	-	528	2049	829	63.7%
3/1	Ryecroft Road Left Ahead	O	N/A	N/A	-		-	-	-	49	1886	376	13.0%
4/1		U	N/A	N/A	-		-	-	-	225	Inf	Inf	0.0%
5/1		U	N/A	N/A	-		-	-	-	940	Inf	Inf	0.0%
5/2		U	N/A	N/A	-		-	-	-	67	Inf	Inf	0.0%
6/1	Ahead	U	N/A	N/A	-		-	-	-	936	1980	1980	47.3%
6/2	Ahead	O	N/A	N/A	-		-	-	-	363	1980	509	71.3%
7/1	Trent Lane Left	U	N/A	N/A	C2:E		1	13	-	447	1923	641	69.7%
7/2+7/3	Trent Lane Ahead	U	N/A	N/A	C2:E		1	13	-	663	2063:2101	181+700	75.2 : 75.2%
8/1		U	N/A	N/A	-		-	-	-	871	Inf	Inf	0.0%
9/2+9/1	A50 Eastbound Off-slip Left Ahead	U	N/A	N/A	C2:A		1	13	-	975	1995:1853	665+618	82.9 : 68.6%
10/1+10/2	B5010 Left Ahead	O	N/A	N/A	-		-	-	-	394	1894:2034	380+380	50.3 : 53.4%
11/1		U	N/A	N/A	-		-	-	-	180	Inf	Inf	0.0%
12/1	Ahead	U	N/A	N/A	-		-	-	-	960	1965	1965	48.9%
12/2	Ahead	O	N/A	N/A	-		-	-	-	197	1965	504	39.1%
13/1	West Circ Ahead Right	U	N/A	N/A	C2:B		1	17	-	626	1944	833	75.1%

Full Input Data And Results

13/2+13/3	West Circ Right	U	N/A	N/A	C2:B		1	17	-	637	1942:1940	832+157	64.4 : 64.4%
14/1	North West Circ Ahead	U	N/A	N/A	-		-	-	-	870	1930	1930	45.1%
14/2	North West Circ Ahead Right	U	N/A	N/A	-		-	-	-	536	1926	1926	27.8%
14/3	North West Circ Right	U	N/A	N/A	-		-	-	-	652	1923	1923	33.9%
15/1	Northeast Circ Ahead	U	N/A	N/A	C1:F		1	14	-	440	1932	690	63.8%
15/2+15/3	Northeast Circ Ahead Right	U	N/A	N/A	C1:F		1	14	-	855	1929:1926	606+416	83.7 : 83.7%
16/1	East Circ Ahead Ahead2	U	N/A	N/A	C1:B		1	14	-	635	1933	690	92.0%
16/2+16/3	East Circ Ahead	U	N/A	N/A	C1:B		1	14	-	818	1930:1927	689+688	52.7 : 66.1%
17/1	Southeast Circ Ahead	U	N/A	N/A	-		-	-	-	928	1912	1912	48.5%
17/2	Southeast Circ Ahead	U	N/A	N/A	-		-	-	-	363	1907	1907	19.0%
17/3	Southeast Circ Right	U	N/A	N/A	-		-	-	-	983	1899	1899	51.8%
18/1	Southwest Circ Ahead	U	N/A	N/A	C2:F		1	17	-	424	1937	830	51.1%
18/2+18/3	Southwest Circ Right	U	N/A	N/A	C2:F		1	17	-	600	1935:1930	687+154	71.3 : 71.3%
19/1		U	N/A	N/A	-		-	-	-	1157	Inf	Inf	0.0%
20/1		U	N/A	N/A	-		-	-	-	1299	Inf	Inf	0.0%

Full Input Data And Results

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network: A50 Junction 1	-	-	1397	0	0	31.4	26.1	0.0	57.4	-	-	-	-
A50 Junction 1	-	-	1397	0	0	31.4	26.1	0.0	57.4	-	-	-	-
1/2+1/1	1165	1165	-	-	-	3.5	1.8	-	5.3	16.3	7.3	1.8	9.1
2/1	518	518	-	-	-	1.5	1.0	-	2.5	17.3	4.9	1.0	5.9
2/2	528	528	-	-	-	1.5	0.9	-	2.3	16.0	4.8	0.9	5.7
3/1	49	49	49	0	0	0.0	0.1	-	0.1	7.6	0.1	0.1	0.2
4/1	225	225	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1	940	940	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/2	67	67	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	936	936	-	-	-	0.0	0.4	-	0.4	1.7	0.0	0.4	0.4
6/2	363	363	363	0	0	0.7	1.2	-	1.9	19.2	4.0	1.2	5.3
7/1	447	447	-	-	-	1.5	1.1	-	2.6	21.3	4.5	1.1	5.6
7/2+7/3	663	663	-	-	-	2.2	1.5	-	3.7	20.1	5.4	1.5	6.9
8/1	871	871	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
9/2+9/1	975	975	-	-	-	3.4	1.6	-	5.0	18.3	5.8	1.6	7.4
10/1+10/2	394	394	788	0	0	0.4	0.5	-	0.9	8.3	0.8	0.5	1.4
11/1	180	180	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
12/1	960	960	-	-	-	0.0	0.5	-	0.5	1.8	0.0	0.5	0.5
12/2	197	197	197	0	0	0.0	0.3	-	0.3	6.2	1.4	0.3	1.7
13/1	626	626	-	-	-	2.4	1.5	-	3.9	22.5	5.4	1.5	6.9
13/2+13/3	637	637	-	-	-	1.2	0.9	-	2.1	11.9	15.0	0.9	15.9
14/1	870	870	-	-	-	0.0	0.4	-	0.4	1.7	0.0	0.4	0.4
14/2	536	536	-	-	-	0.0	0.2	-	0.2	1.3	1.6	0.2	1.8
14/3	652	652	-	-	-	0.0	0.3	-	0.3	1.4	3.8	0.3	4.0
15/1	440	440	-	-	-	2.1	0.9	-	3.0	24.4	5.0	0.9	5.9

Full Input Data And Results

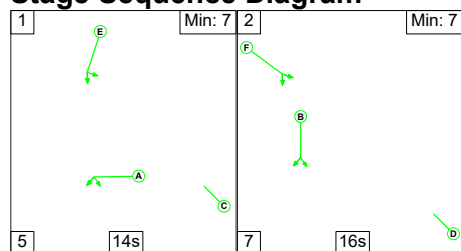
15/2+15/3	855	855	-	-	-	1.5	2.5	-	4.0	16.9	3.8	2.5	6.3
16/1	635	635	-	-	-	3.2	4.9	-	8.1	46.0	7.1	4.9	12.0
16/2+16/3	818	818	-	-	-	3.3	0.7	-	4.0	17.8	16.7	0.7	17.4
17/1	928	928	-	-	-	0.0	0.5	-	0.5	1.8	0.0	0.5	0.5
17/2	363	363	-	-	-	0.0	0.1	-	0.1	1.2	0.0	0.1	0.1
17/3	983	983	-	-	-	0.0	0.5	-	0.5	2.0	2.7	0.5	3.2
18/1	424	424	-	-	-	0.1	0.5	-	0.6	5.1	0.2	0.5	0.7
18/2+18/3	600	600	-	-	-	2.8	1.2	-	4.0	24.1	6.5	1.2	7.8
19/1	1157	1157	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
20/1	1299	1299	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
C1 - Eastside E36308 C2 - Westside E36309			PRC for Signalled Lanes (%): PRC for Signalled Lanes (%): PRC Over All Lanes (%):		-2.2 8.6 -2.2	Total Delay for Signalled Lanes (pcuHr): Total Delay for Signalled Lanes (pcuHr): Total Delay Over All Lanes(pcuHr):			29.27 21.96 57.44	Cycle Time (s): Cycle Time (s):		42 42	

Full Input Data And Results

Scenario 14: '2b 2038 WD PM' (FG14: '2b 2038 WD Flows PM', Plan 1: 'Network Control Plan 1')

Controller :C1 - Eastside E36308

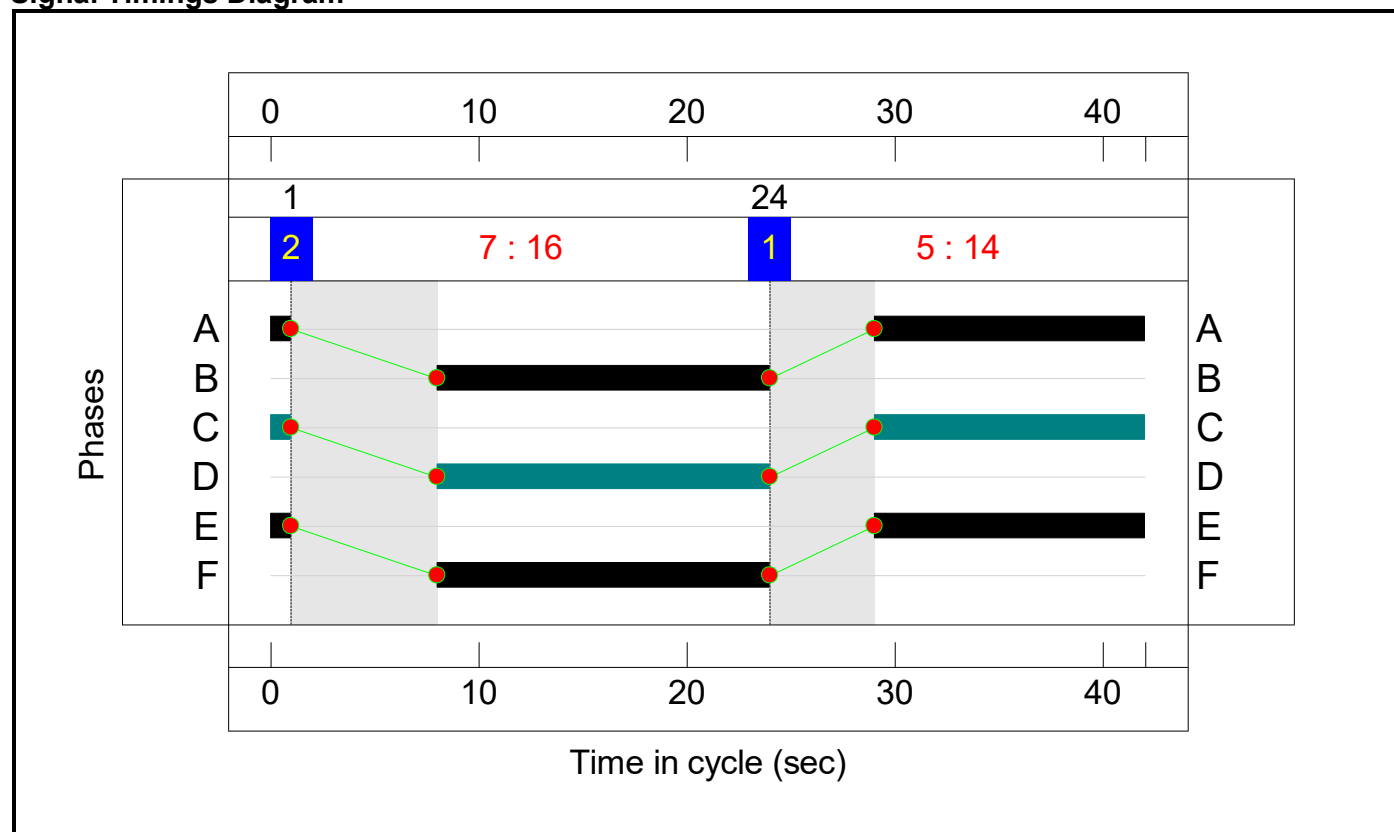
Stage Sequence Diagram



Stage Timings

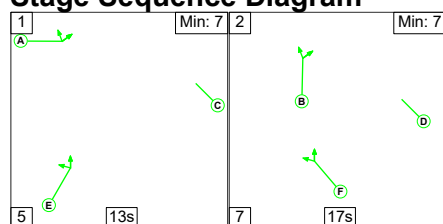
Stage	1	2
Duration	14	16
Change Point	24	1

Signal Timings Diagram



Controller :C2 - Westside E36309

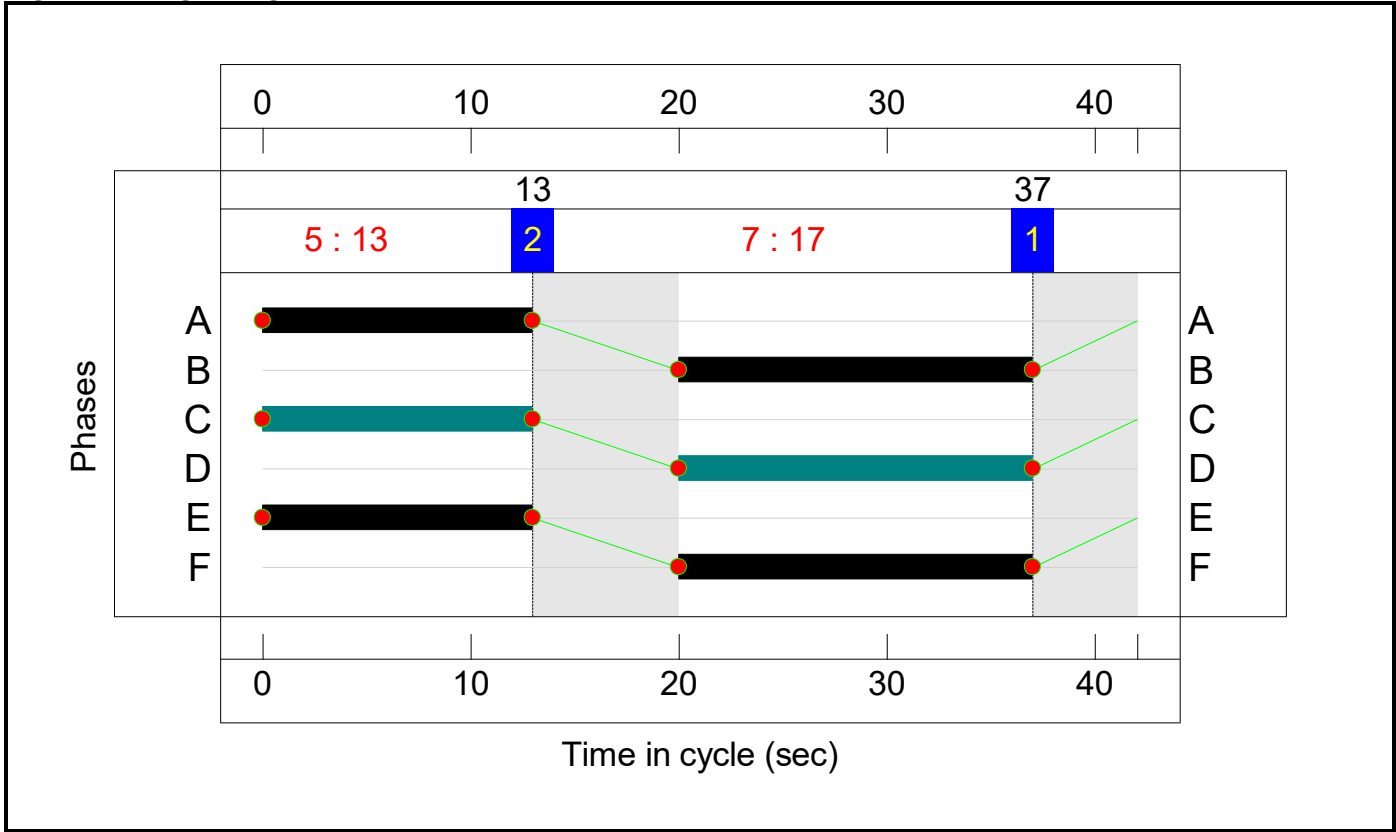
Stage Sequence Diagram



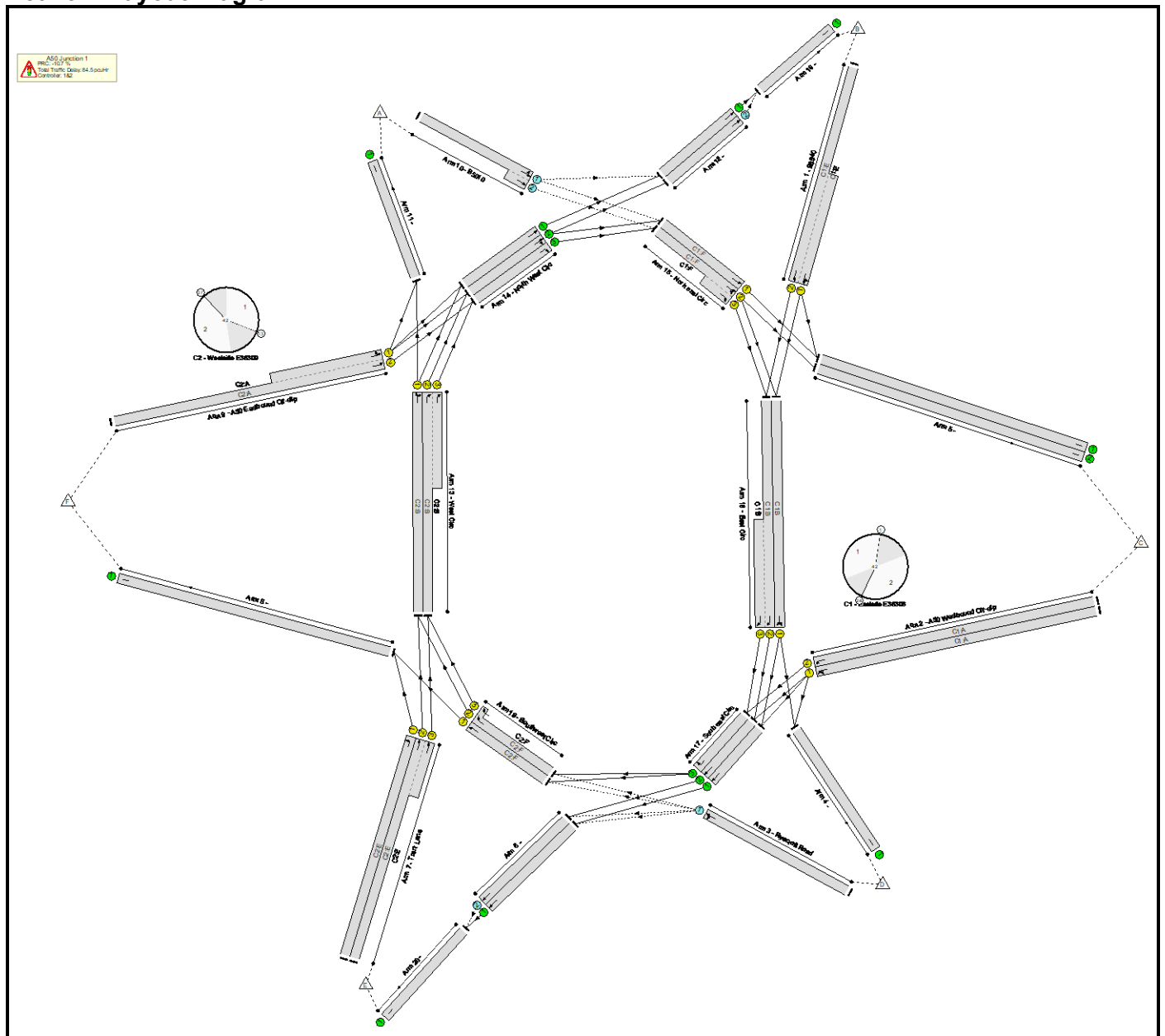
Stage Timings

Stage	1	2
Duration	13	17
Change Point	37	13

Signal Timings Diagram



Network Layout Diagram



Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network: A50 Junction 1	-	-	N/A	-	-		-	-	-	-	-	-	99.7%
A50 Junction 1	-	-	N/A	-	-		-	-	-	-	-	-	99.7%
1/2+1/1	B6540 Left Ahead	U	N/A	N/A	C1:E		1	14	-	1279	2088:1950	746+696	79.1 : 98.9%
2/1	A50 Westbound Off-slip Left Ahead	U	N/A	N/A	C1:A		1	14	-	326	1907	681	47.9%
2/2	A50 Westbound Off-slip Ahead	U	N/A	N/A	C1:A		1	14	-	545	2049	732	74.5%
3/1	Ryecroft Road Left Ahead	O	N/A	N/A	-		-	-	-	171	1886	408	41.9%
4/1		U	N/A	N/A	-		-	-	-	124	Inf	Inf	0.0%
5/1		U	N/A	N/A	-		-	-	-	1094	Inf	Inf	0.0%
5/2		U	N/A	N/A	-		-	-	-	153	Inf	Inf	0.0%
6/1	Ahead	U	N/A	N/A	-		-	-	-	748	1980	1980	37.8%
6/2	Ahead	O	N/A	N/A	-		-	-	-	271	1980	550	49.2%
7/1	Trent Lane Left	U	N/A	N/A	C2:E		1	13	-	545	1923	641	85.0%
7/2+7/3	Trent Lane Ahead	U	N/A	N/A	C2:E		1	13	-	967	2063:2101	270+700	99.7 : 99.7%
8/1		U	N/A	N/A	-		-	-	-	1028	Inf	Inf	0.0%
9/2+9/1	A50 Eastbound Off-slip Left Ahead	U	N/A	N/A	C2:A		1	13	-	910	1995:1853	665+618	71.0 : 70.9%
10/1+10/2	B5010 Left Ahead	O	N/A	N/A	-		-	-	-	317	1894:2034	310+310	51.3 : 51.0%
11/1		U	N/A	N/A	-		-	-	-	358	Inf	Inf	0.0%
12/1	Ahead	U	N/A	N/A	-		-	-	-	948	1965	1965	48.2%
12/2	Ahead	O	N/A	N/A	-		-	-	-	336	1965	506	66.4%
13/1	West Circ Ahead Right	U	N/A	N/A	C2:B		1	17	-	789	1944	833	94.7%

Full Input Data And Results

13/2+13/3	West Circ Right	U	N/A	N/A	C2:B		1	17	-	943	1942:1940	832+188	92.4 : 92.4%
14/1	North West Circ Ahead	U	N/A	N/A	-		-	-	-	869	1930	1930	45.0%
14/2	North West Circ Ahead Right	U	N/A	N/A	-		-	-	-	769	1926	1926	39.9%
14/3	North West Circ Right	U	N/A	N/A	-		-	-	-	646	1923	1923	33.6%
15/1	Northeast Circ Ahead	U	N/A	N/A	C1:F		1	16	-	513	1932	782	65.6%
15/2+15/3	Northeast Circ Ahead Right	U	N/A	N/A	C1:F		1	16	-	804	1929:1926	702+285	81.5 : 81.5%
16/1	East Circ Ahead Ahead2	U	N/A	N/A	C1:B		1	16	-	527	1933	782	67.4%
16/2+16/3	East Circ Ahead	U	N/A	N/A	C1:B		1	16	-	822	1930:1927	444+780	61.1 : 70.6%
17/1	Southeast Circ Ahead	U	N/A	N/A	-		-	-	-	729	1912	1912	38.1%
17/2	Southeast Circ Ahead	U	N/A	N/A	-		-	-	-	271	1907	1907	14.2%
17/3	Southeast Circ Right	U	N/A	N/A	-		-	-	-	1096	1899	1899	57.7%
18/1	Southwest Circ Ahead	U	N/A	N/A	C2:F		1	17	-	483	1937	830	58.2%
18/2+18/3	Southwest Circ Right	U	N/A	N/A	C2:F		1	17	-	765	1935:1930	586+276	88.7 : 88.7%
19/1		U	N/A	N/A	-		-	-	-	1284	Inf	Inf	0.0%
20/1		U	N/A	N/A	-		-	-	-	1019	Inf	Inf	0.0%

Full Input Data And Results

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network: A50 Junction 1	-	-	1412	0	0	33.4	51.1	0.0	84.5	-	-	-	-
A50 Junction 1	-	-	1412	0	0	33.4	51.1	0.0	84.5	-	-	-	-
1/2+1/1	1279	1279	-	-	-	4.6	3.7	-	8.3	23.4	7.8	3.7	11.6
2/1	326	326	-	-	-	0.9	0.5	-	1.4	15.5	2.9	0.5	3.4
2/2	545	545	-	-	-	1.8	1.4	-	3.2	21.3	5.5	1.4	6.9
3/1	171	171	171	0	0	0.1	0.4	-	0.5	10.3	0.7	0.4	1.0
4/1	124	124	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1	1094	1094	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/2	153	153	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	748	748	-	-	-	0.0	0.3	-	0.3	1.5	0.0	0.3	0.3
6/2	271	271	271	0	0	0.3	0.5	-	0.8	10.0	2.9	0.5	3.4
7/1	545	545	-	-	-	2.0	2.7	-	4.7	30.8	5.9	2.7	8.6
7/2+7/3	967	967	-	-	-	3.5	14.8	-	18.3	68.0	7.9	14.8	22.7
8/1	1028	1028	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
9/2+9/1	910	910	-	-	-	3.1	1.2	-	4.3	17.0	4.7	1.2	5.9
10/1+10/2	317	317	634	0	0	0.4	0.5	-	1.0	10.9	0.9	0.5	1.4
11/1	358	358	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
12/1	948	948	-	-	-	0.0	0.5	-	0.5	1.8	0.0	0.5	0.5
12/2	336	336	336	0	0	0.3	1.0	-	1.3	13.6	3.6	1.0	4.6
13/1	789	789	-	-	-	3.2	6.8	-	10.0	45.6	8.3	6.8	15.1
13/2+13/3	943	943	-	-	-	2.2	5.3	-	7.5	28.7	15.2	5.3	20.6
14/1	869	869	-	-	-	0.0	0.4	-	0.4	1.7	0.0	0.4	0.4
14/2	769	769	-	-	-	0.0	0.3	-	0.3	1.6	4.8	0.3	5.2
14/3	646	646	-	-	-	0.0	0.3	-	0.3	1.4	2.2	0.3	2.4
15/1	513	513	-	-	-	1.9	0.9	-	2.8	19.9	5.8	0.9	6.7

Full Input Data And Results

15/2+15/3	804	804	-	-	-	1.2	2.1	-	3.3	15.0	3.4	2.1	5.5
16/1	527	527	-	-	-	2.5	1.0	-	3.5	24.1	5.7	1.0	6.7
16/2+16/3	822	822	-	-	-	1.8	1.0	-	2.8	12.3	16.8	1.0	17.9
17/1	729	729	-	-	-	0.0	0.3	-	0.3	1.5	0.0	0.3	0.3
17/2	271	271	-	-	-	0.0	0.1	-	0.1	1.1	0.0	0.1	0.1
17/3	1096	1096	-	-	-	0.0	0.7	-	0.7	2.3	3.3	0.7	4.0
18/1	483	483	-	-	-	0.2	0.7	-	0.9	6.8	1.2	0.7	1.9
18/2+18/3	765	765	-	-	-	3.4	3.6	-	7.0	33.1	8.0	3.6	11.6
19/1	1284	1284	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
20/1	1019	1019	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
C1 - Eastside E36308 C2 - Westside E36309			PRC for Signalled Lanes (%): PRC for Signalled Lanes (%): PRC Over All Lanes (%):		-9.9 -10.7 -10.7	Total Delay for Signalled Lanes (pcuHr): Total Delay for Signalled Lanes (pcuHr): Total Delay Over All Lanes(pcuHr):		25.46 52.70 84.49	Cycle Time (s): Cycle Time (s):		42 42		

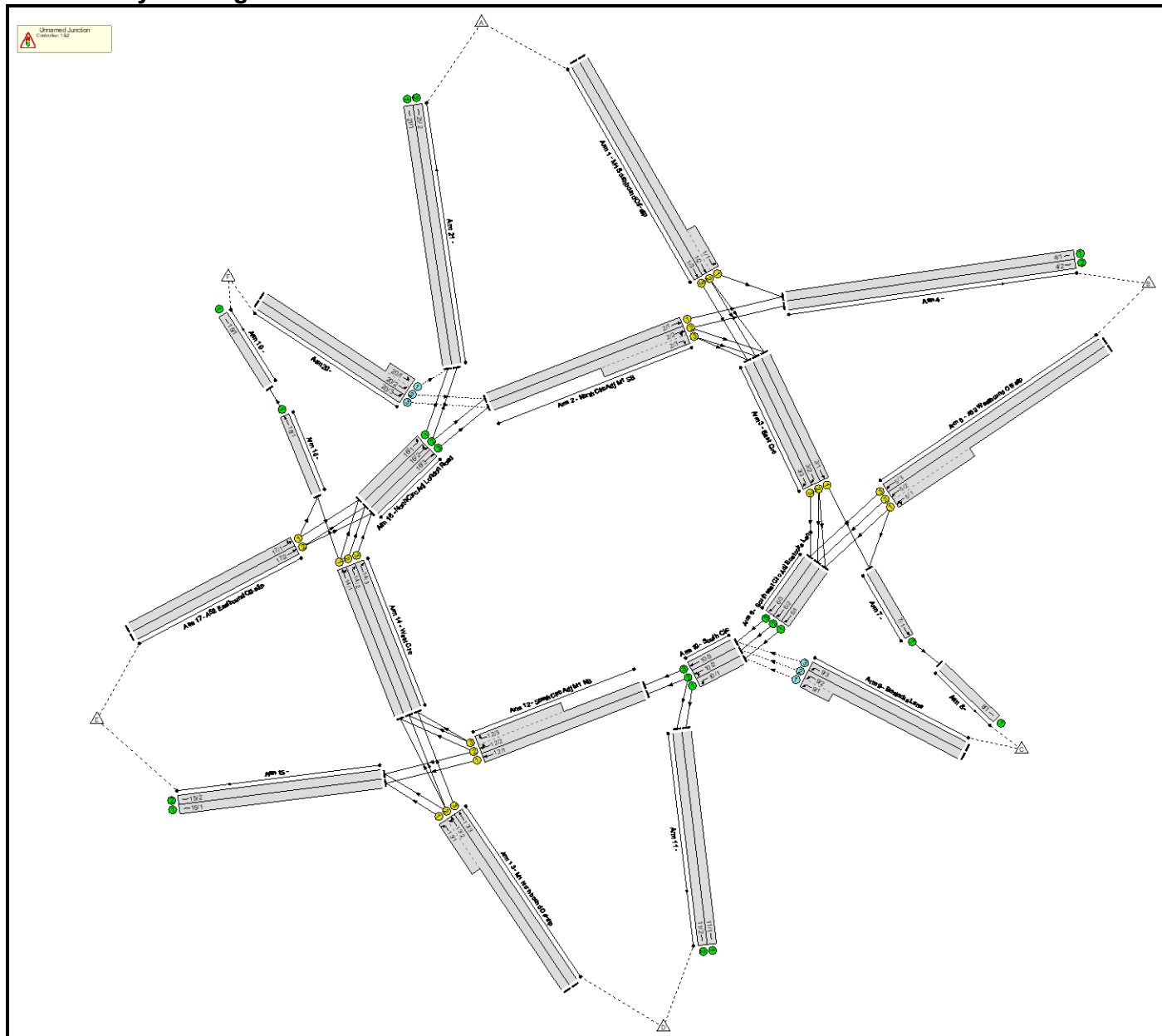
APPENDIX 68: Junction 14: M1 Junction 25 Stage 1B/2B Modelling Results

Detailed Input Data And Results
Detailed Input Data And Results

User and Project Details

Project:	M1 Junction 25
Title:	EMG2
Location:	
Client:	SERGO
Date Completed:	27/03/24
Checked By:	
Additional detail:	
File name:	250625 M1 Junction 25 Stage 1b+2b.lsg3x
Author:	
Company:	BWB
Address:	
Linsig Version:	3, 3, 0, 6

Network Layout Diagram



Scenarios

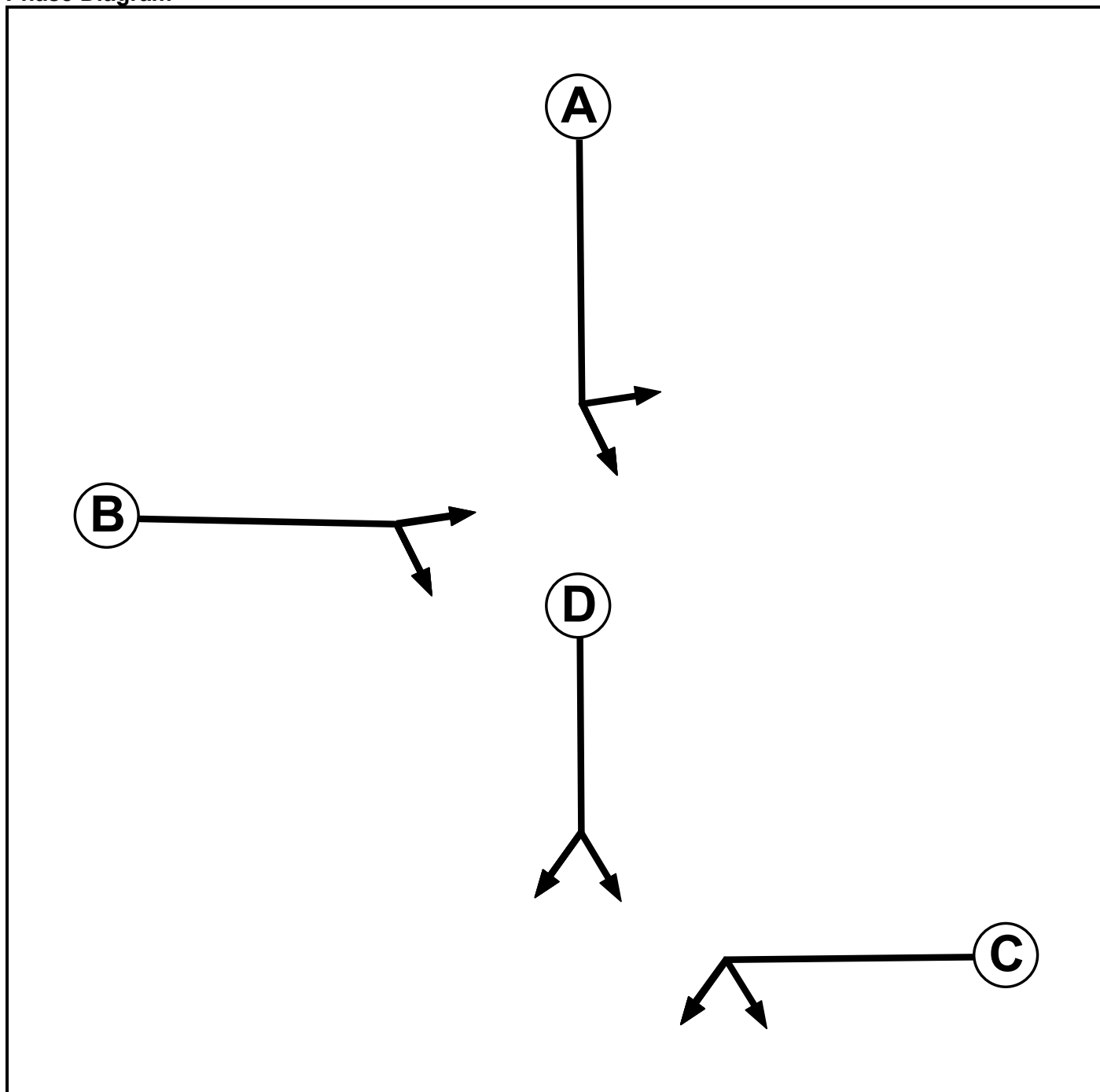
Number	Scenario Name	Flow Group	Network Control Plan	Time	Cycle Time (s)	PRC (%)	Delay (pcuHr)
1	2022 AM	2022 AM Base	Network Control Plan 1 AM	07:45 - 08:45	60/75	-44.3	432.10
2	2022 PM	2022 PM Base	Network Control Plan 2 PM	17:00 - 18:00	60/75	-10.4	90.78
3	2028 WoD AM	2028 WoD AM Base	Network Control Plan 1 AM	07:45 - 08:45	60/75	-71.5	718.14
4	2028 WoD PM	2028 WoD PM Base	Network Control Plan 2 PM	17:00 - 18:00	60/75	-30.5	273.89
5	2028 WD AM	2028 WD AM Base	Network Control Plan 1 AM	07:45 - 08:45	60/75	-54.0	639.45
6	2028 WD PM	2028 WD PM Base	Network Control Plan 2 PM	17:00 - 18:00	60/75	-30.5	284.11
7	2038 WoD AM	2038 WoD AM Base	Network Control Plan 1 AM	07:45 - 08:45	60/75	-70.3	936.81
8	2038 WoD PM	2038 WoD PM Base	Network Control Plan 2 PM	17:00 - 18:00	60/75	-75.6	1257.51
9	2038 WD AM	2038 WD AM Base	Network Control Plan 1 AM	07:45 - 08:45	60/75	-52.2	643.48
10	2038 WD PM	2038 WD PM Base	Network Control Plan 2 PM	17:00 - 18:00	60/75	-82.9	875.61
11	2b 2028 WD AM	2b 2028 WD AM Base	Network Control Plan 1 AM	07:45 - 08:45	60/75	-86.3	494.82
12	2b 2028 WD PM	2b 2028 WD PM Base	Network Control Plan 2 PM	17:00 - 18:00	60/75	-29.1	269.58
13	2b 2038 WD AM	2b 2038 WD AM Base	Network Control Plan 1 AM	07:45 - 08:45	60/75	-84.0	743.68
14	2b 2038 WD PM	2b 2038 WD PM Base	Network Control Plan 2 PM	17:00 - 18:00	60/75	-40.9	463.99

Controller Summary

Controller	Type	SCN	Stage Stream	Num Phases	Num Stages	Controls Junctions	Controller Notes
C1 - East Side T7772E06	Gen		Stage Stream 1	4	4	Unnamed Junction	
C2 - West Side T7771W07	Gen		Stage Stream 1	4	4	Unnamed Junction	

Controller :C1 - East Side T7772E06

Phase Diagram



Phase Input Data

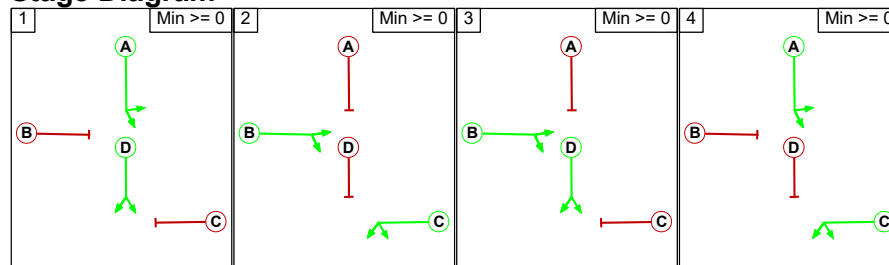
Phase Name	Phase Type	Assoc. Phase	Street Min (s)	Cont Min (s)
A	Traffic		7	7
B	Traffic		7	7
C	Traffic		7	7
D	Traffic		7	7

Phase Intergreens Matrix

Terminating Phase	Starting Phase				
		A	B	C	D
	A			6	-
	B	6		-	-
	C	-	-		6
	D	-	-	5	

Phases in Stage

Stage No.	Phases in Stage
1	A D
2	B C
3	B D
4	A C

Stage Diagram**Phase Delays**

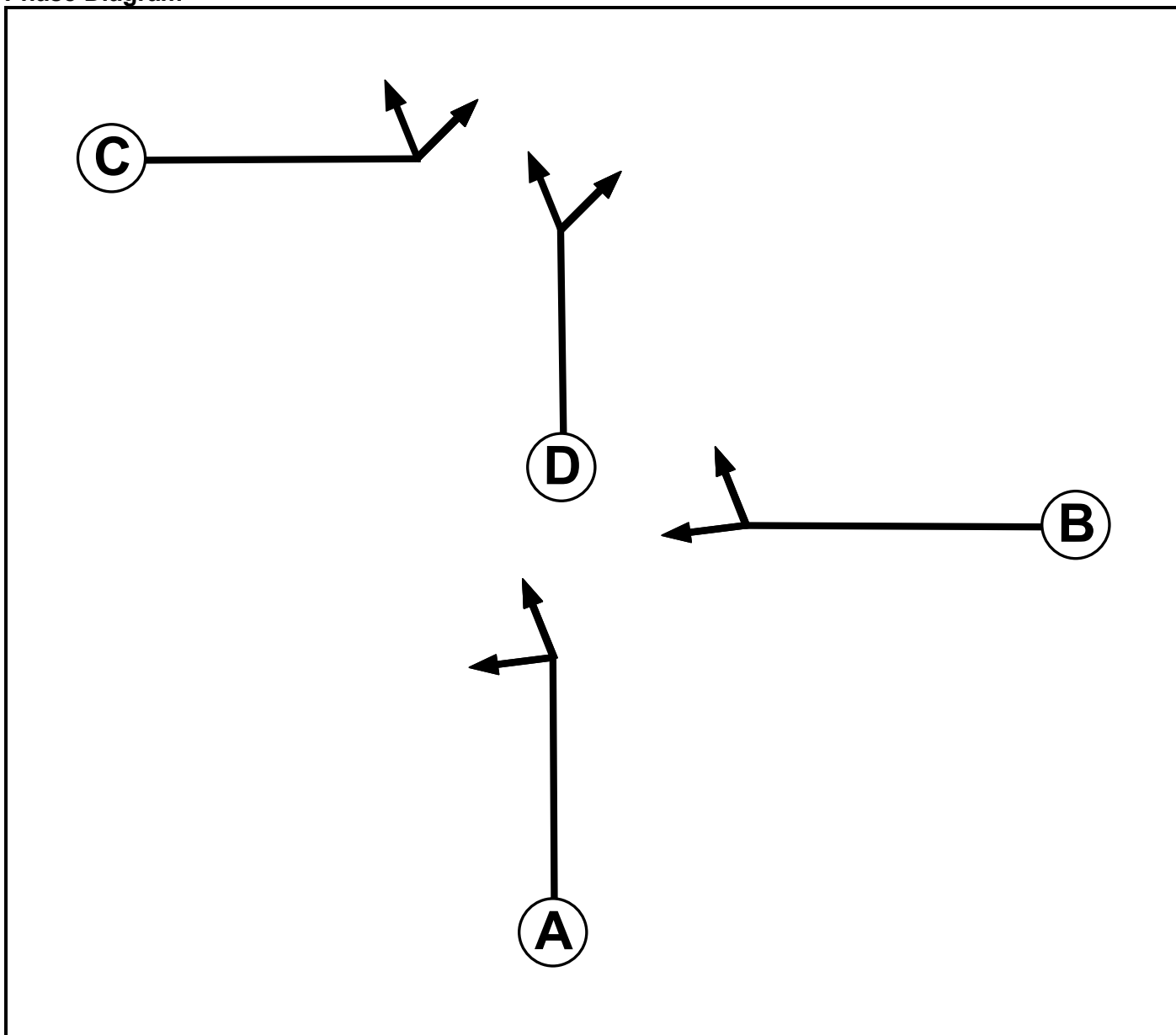
Term. Stage	Start Stage	Phase	Type	Value	Cont value
1	2	D	Losing	11	11
3	4	D	Losing	11	11

Prohibited Stage Change

From Stage	To Stage				
		1	2	3	4
	1		16	6	5
	2	6		6	6
	3	6	5		16
	4	6	6	6	

Controller :C2 - West Side T7771W07

Phase Diagram



Phase Input Data

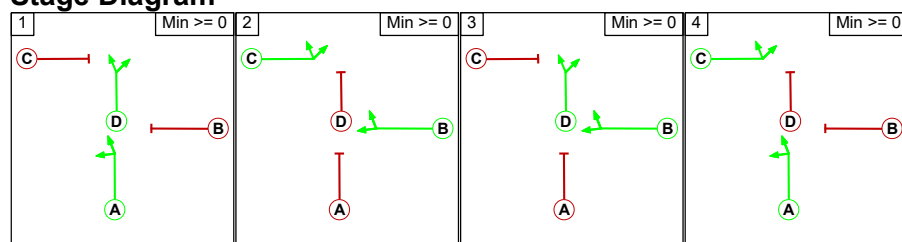
Phase Name	Phase Type	Assoc. Phase	Street Min (s)	Cont Min (s)
A	Traffic		7	7
B	Traffic		7	7
C	Traffic		7	7
D	Traffic		7	7

Phase Intergreens Matrix

Terminating Phase	Starting Phase				
		A	B	C	D
	A		6	-	-
	B	6		-	-
	C	-	-		6
	D	-	-	5	

Phases in Stage

Stage No.	Phases in Stage
1	A D
2	B C
3	B D
4	A C

Stage Diagram**Phase Delays**

Term. Stage	Start Stage	Phase	Type	Value	Cont value
1	2	D	Losing	11	11
3	4	D	Losing	11	11

Prohibited Stage Change

From Stage	To Stage				
		1	2	3	4
	1		16	6	5
	2	6		6	6
	3	6	5		16
	4	6	6	6	

Lane Input Data

Junction: Unnamed Junction												
Lane	Lane Type	Phases	Start Disp. (s)	End Disp. (s)	Physical Length (PCU)	Sat Flow Type	Def User Saturation Flow (PCU/Hr)	Lane Width (m)	Gradient (%)	Nearside Lane	Turns	Turning Radius (m)
1/1 (M1 Southbound Off-slip)	U	A	2	3	7.5	Geom	-	3.65	0.00	Y	Arm 4 Left	44.00
1/2 (M1 Southbound Off-slip)	U	A	2	3	60.0	Geom	-	3.65	0.00	N	Arm 3 Ahead	48.00
1/3 (M1 Southbound Off-slip)	U	A	2	3	60.0	Geom	-	3.65	0.00	N	Arm 3 Ahead	51.00
2/1 (North Circ Adj M1 SB)	U	B	2	3	23.5	Geom	-	3.30	0.00	Y	Arm 4 Ahead	77.00
2/2 (North Circ Adj M1 SB)	U	B	2	3	23.5	Geom	-	3.30	0.00	Y	Arm 3 Right	74.00
											Arm 4 Ahead	74.00
2/3 (North Circ Adj M1 SB)	U	B	2	3	14.8	Geom	-	3.30	0.00	Y	Arm 3 Right	70.00
3/1 (East Circ)	U	D	2	3	17.4	Geom	-	3.65	0.00	Y	Arm 7 Ahead	86.00
3/2 (East Circ)	U	D	2	3	17.4	Geom	-	3.65	0.00	Y	Arm 6 Right	83.00
3/3 (East Circ)	U	D	2	3	17.4	Geom	-	3.65	0.00	Y	Arm 6 Right	79.00
4/1	U		2	3	60.0	Inf	-	-	-	-	-	-
4/2	U		2	3	60.0	Inf	-	-	-	-	-	-
5/1 (A52 Westbound Off-slip)	U	C	2	3	14.8	Geom	-	3.50	0.00	Y	Arm 6 Ahead	68.00
											Arm 7 Left	68.00
5/2 (A52 Westbound Off-slip)	U	C	2	3	60.0	Geom	-	3.50	0.00	N	Arm 6 Ahead	71.00
5/3 (A52 Westbound Off-slip)	U	C	2	3	60.0	Geom	-	3.50	0.00	N	Arm 6 Ahead	75.00
6/1 (Southeast Circ Adj Bostocks Lane)	U		2	3	8.7	Geom	-	3.65	0.00	Y	Arm 10 Ahead	107.00

Detailed Input Data And Results

6/2 (Southeast Circ Adj Bostocks Lane)	U		2	3	8.7	Geom	-	3.65	0.00	Y	Arm 10 Ahead	104.00
6/3 (Southeast Circ Adj Bostocks Lane)	U		2	3	8.7	Geom	-	3.65	0.00	Y	Arm 10 Ahead	100.00
7/1	U		2	3	7.8	Geom	-	3.65	0.00	Y	Arm 8 Ahead	Inf
8/1	U		2	3	60.0	Inf	-	-	-	-	-	-
9/1 (Bostocks Lane)	O		2	3	5.2	Geom	-	3.65	0.00	Y	Arm 10 Left	47.00
9/2 (Bostocks Lane)	O		2	3	60.0	Geom	-	3.65	0.00	Y	Arm 10 Left	51.00
9/3 (Bostocks Lane)	O		2	3	29.6	Geom	-	3.65	0.00	Y	Arm 10 Left	54.00
10/1 (South Circ)	U		2	3	4.3	Geom	-	3.65	0.00	Y	Arm 11 Left	Inf
10/2 (South Circ)	U		2	3	4.3	Geom	-	3.65	0.00	Y	Arm 11 Left	Inf
											Arm 12 Ahead	Inf
10/3 (South Circ)	U		2	3	4.3	Geom	-	3.65	0.00	Y	Arm 12 Ahead	Inf
11/1	U		2	3	60.0	Inf	-	-	-	-	-	-
11/2	U		2	3	60.0	Inf	-	-	-	-	-	-
12/1 (South Circ Adj M1 NB)	U	B	2	3	20.9	Geom	-	3.65	0.00	Y	Arm 15 Ahead	66.00
12/2 (South Circ Adj M1 NB)	U	B	2	3	20.9	Geom	-	3.65	0.00	Y	Arm 14 Right	58.00
											Arm 15 Ahead	62.00
12/3 (South Circ Adj M1 NB)	U	B	2	3	14.8	Geom	-	3.65	0.00	Y	Arm 14 Right	59.00
13/1 (M1 Northbound Off-slip)	U	A	2	3	9.6	Geom	-	3.65	0.00	Y	Arm 15 Left	42.00
13/2 (M1 Northbound Off-slip)	U	A	2	3	60.0	Geom	-	3.65	0.00	N	Arm 14 Ahead	46.00
											Arm 15 Left	46.00
13/3 (M1 Northbound Off-slip)	U	A	2	3	60.0	Geom	-	3.65	0.00	N	Arm 14 Ahead	49.00

Detailed Input Data And Results

14/1 (West Circ)	U	D	2	3	13.0	Geom	-	3.65	0.00	Y	Arm 16 Right	68.00
											Arm 18 Ahead	68.00
14/2 (West Circ)	U	D	2	3	13.0	Geom	-	3.65	0.00	Y	Arm 16 Right	65.00
14/3 (West Circ)	U	D	2	3	13.0	Geom	-	3.65	0.00	Y	Arm 16 Right	61.00
15/1	U		2	3	60.0	Inf	-	-	-	-	-	-
15/2	U		2	3	60.0	Inf	-	-	-	-	-	-
16/1 (North Circ Adj London Road)	U		2	3	7.8	Geom	-	3.65	0.00	Y	Arm 21 Left	103.00
16/2 (North Circ Adj London Road)	U		2	3	7.8	Geom	-	3.65	0.00	Y	Arm 2 Ahead	99.00
											Arm 21 Left	99.00
16/3 (North Circ Adj London Road)	U		2	3	7.8	Geom	-	3.65	0.00	Y	Arm 2 Ahead	96.00
17/1 (A52 Eastbound Off-slip)	U	C	2	3	60.0	Geom	-	3.65	0.00	Y	Arm 16 Ahead	56.00
											Arm 18 Left	56.00
17/2 (A52 Eastbound Off-slip)	U	C	2	3	60.0	Geom	-	3.65	0.00	N	Arm 16 Ahead	59.00
18/1	U		2	3	9.6	Geom	-	3.65	0.00	Y	Arm 19 Ahead	Inf
19/1	U		2	3	60.0	Inf	-	-	-	-	-	-
20/1	O		2	3	4.7	Geom	-	3.65	0.00	Y	Arm 21 Left	49.00
20/2	O		2	3	60.0	Geom	-	3.65	0.00	N	Arm 2 Left	52.00
20/3	O		2	3	9.6	Geom	-	3.65	0.00	Y	Arm 2 Left	56.00
21/1	U		2	3	60.0	Inf	-	-	-	-	-	-
21/2	U		2	3	60.0	Inf	-	-	-	-	-	-

Give-Way Lane Input Data

Junction: Unnamed Junction											
Lane	Movement	Max Flow when Giving Way (PCU/Hr)	Min Flow when Giving Way (PCU/Hr)	Opposing Lane	Opp. Lane Coeff.	Opp. Mvmnts.	Right Turn Storage (PCU)	Non-Blocking Storage (PCU)	RTF	Right Turn Move up (s)	Max Turns in Intergreen (PCU)
9/1 (Bostocks Lane)	10/1 (Left)	1000	0	6/1	0.33	All	-	-	-	-	-
				6/2	0.33	All					
				6/3	0.33	All					
9/2 (Bostocks Lane)	10/2 (Left)	1000	0	6/1	0.33	All	-	-	-	-	-
				6/2	0.33	All					
				6/3	0.33	All					
9/3 (Bostocks Lane)	10/3 (Left)	1000	0	6/1	0.33	All	-	-	-	-	-
				6/2	0.33	All					
				6/3	0.33	All					
20/1	21/1 (Left)	1000	0	16/1	0.33	All	-	-	-	-	-
				16/2	0.33	All					
				16/3	0.33	All					
20/2	2/1 (Left)	1000	0	16/1	0.33	All	-	-	-	-	-
				16/2	0.33	All					
				16/3	0.33	All					
20/3	2/2 (Left)	1000	0	16/1	0.33	All	-	-	-	-	-
				16/2	0.33	All					
				16/3	0.33	All					

Detailed Input Data And Results

Lane Connector Input Data

Junction: Unnamed Junction				
Org Lane	Dest Lane	Junction	Modelled Mean Cruise Time (s)	Platoon Dispersion
1/1	4/1	Internal	5	35
1/2	3/1	Internal	10	35
1/2	3/2	Internal	10	35
1/3	3/3	Internal	10	35
2/1	4/1	Internal	5	35
2/2	3/1	Internal	10	35
2/2	4/2	Internal	5	35
2/3	3/2	Internal	10	35
2/3	3/3	Internal	10	35
3/1	7/1	Internal	5	35
3/2	6/1	Internal	5	35
3/2	6/2	Internal	5	35
3/3	6/3	Internal	5	35
5/1	6/1	Internal	5	35
5/1	7/1	Internal	5	35
5/2	6/2	Internal	5	35
5/3	6/3	Internal	5	35
6/1	10/1	Internal	3	35
6/2	10/2	Internal	3	35
6/3	10/3	Internal	3	35
7/1	8/1	Internal	5	35
9/1	10/1	Internal	3	35
9/2	10/2	Internal	3	35
9/3	10/3	Internal	3	35
10/1	11/1	Internal	5	35
10/2	11/2	Internal	5	35
10/2	12/1	Internal	12	35
10/3	12/2	Internal	12	35
12/1	15/1	Internal	5	35
12/2	14/1	Internal	8	35
12/2	15/2	Internal	5	35
12/3	14/2	Internal	8	35
12/3	14/3	Internal	8	35
13/1	15/1	Internal	5	35
13/2	14/1	Internal	8	35
13/2	14/2	Internal	8	35
13/2	15/2	Internal	5	35

Detailed Input Data And Results

13/3	14/3	Internal	8	35
14/1	16/1	Internal	5	35
14/1	18/1	Internal	6	35
14/2	16/2	Internal	5	35
14/3	16/3	Internal	5	35
16/1	21/1	Internal	5	35
16/2	2/1	Internal	14	35
16/2	21/2	Internal	5	35
16/3	2/2	Internal	14	35
17/1	16/1	Internal	5	35
17/1	18/1	Internal	6	35
17/2	16/2	Internal	5	35
17/2	16/3	Internal	5	35
18/1	19/1	Internal	5	35
20/1	21/1	Internal	5	35
20/2	2/1	Internal	14	35
20/3	2/2	Internal	14	35

Scenario 1: '2022 AM' (FG1: '2022 AM Base', Plan 1: 'Network Control Plan 1 AM')**Lane Saturation Flows**

Junction: Unnamed Junction								
Lane	Lane Width (m)	Gradient (%)	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
1/1 (M1 Southbound Off-slip)	3.65	0.00	Y	Arm 4 Left	44.00	100.0 %	1915	1915
1/2 (M1 Southbound Off-slip)	3.65	0.00	N	Arm 3 Ahead	48.00	100.0 %	2056	2056
1/3 (M1 Southbound Off-slip)	3.65	0.00	N	Arm 3 Ahead	51.00	100.0 %	2059	2059
2/1 (North Circ Adj M1 SB)	3.30	0.00	Y	Arm 4 Ahead	77.00	100.0 %	1908	1908
2/2 (North Circ Adj M1 SB)	3.30	0.00	Y	Arm 3 Right	74.00	68.9 %	1906	1906
				Arm 4 Ahead	74.00	31.1 %		
2/3 (North Circ Adj M1 SB)	3.30	0.00	Y	Arm 3 Right	70.00	100.0 %	1904	1904
3/1 (East Circ)	3.65	0.00	Y	Arm 7 Ahead	86.00	100.0 %	1946	1946
3/2 (East Circ)	3.65	0.00	Y	Arm 6 Right	83.00	100.0 %	1945	1945
3/3 (East Circ)	3.65	0.00	Y	Arm 6 Right	79.00	100.0 %	1943	1943
4/1	Infinite Saturation Flow						Inf	Inf
4/2	Infinite Saturation Flow						Inf	Inf
5/1 (A52 Westbound Off-slip)	3.50	0.00	Y	Arm 6 Ahead	68.00	40.3 %	1923	1923
				Arm 7 Left	68.00	59.7 %		
5/2 (A52 Westbound Off-slip)	3.50	0.00	N	Arm 6 Ahead	71.00	100.0 %	2061	2061
5/3 (A52 Westbound Off-slip)	3.50	0.00	N	Arm 6 Ahead	75.00	100.0 %	2064	2064
6/1 (Southeast Circ Adj Bostocks Lane)	3.65	0.00	Y	Arm 10 Ahead	107.00	100.0 %	1953	1953
6/2 (Southeast Circ Adj Bostocks Lane)	3.65	0.00	Y	Arm 10 Ahead	104.00	100.0 %	1952	1952
6/3 (Southeast Circ Adj Bostocks Lane)	3.65	0.00	Y	Arm 10 Ahead	100.00	100.0 %	1951	1951
7/1	3.65	0.00	Y	Arm 8 Ahead	Inf	100.0 %	1980	1980
8/1	Infinite Saturation Flow						Inf	Inf
9/1 (Bostocks Lane)	3.65	0.00	Y	Arm 10 Left	47.00	100.0 %	1919	1919
9/2 (Bostocks Lane)	3.65	0.00	Y	Arm 10 Left	51.00	100.0 %	1923	1923
9/3 (Bostocks Lane)	3.65	0.00	Y	Arm 10 Left	54.00	100.0 %	1926	1926

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10/1 (South Circ)	3.65	0.00	Y	Arm 11 Left	Inf	100.0 %	1980	1980
10/2 (South Circ)	3.65	0.00	Y	Arm 11 Left	Inf	39.1 %	1980	1980
10/3 (South Circ)	3.65	0.00	Y	Arm 12 Ahead	Inf	60.9 %		
11/1	Infinite Saturation Flow						Inf	Inf
11/2	Infinite Saturation Flow						Inf	Inf
12/1 (South Circ Adj M1 NB)	3.65	0.00	Y	Arm 15 Ahead	66.00	100.0 %	1936	1936
12/2 (South Circ Adj M1 NB)	3.65	0.00	Y	Arm 14 Right	58.00	53.7 %	1932	1932
				Arm 15 Ahead	62.00	46.3 %		
12/3 (South Circ Adj M1 NB)	3.65	0.00	Y	Arm 14 Right	59.00	100.0 %	1931	1931
13/1 (M1 Northbound Off-slip)	3.65	0.00	Y	Arm 15 Left	42.00	100.0 %	1912	1912
13/2 (M1 Northbound Off-slip)	3.65	0.00	N	Arm 14 Ahead	46.00	89.8 %	2053	2053
				Arm 15 Left	46.00	10.2 %		
13/3 (M1 Northbound Off-slip)	3.65	0.00	N	Arm 14 Ahead	49.00	100.0 %	2057	2057
14/1 (West Circ)	3.65	0.00	Y	Arm 16 Right	68.00	29.5 %	1937	1937
				Arm 18 Ahead	68.00	70.5 %		
14/2 (West Circ)	3.65	0.00	Y	Arm 16 Right	65.00	100.0 %	1935	1935
14/3 (West Circ)	3.65	0.00	Y	Arm 16 Right	61.00	100.0 %	1932	1932
15/1	Infinite Saturation Flow						Inf	Inf
15/2	Infinite Saturation Flow						Inf	Inf
16/1 (North Circ Adj London Road)	3.65	0.00	Y	Arm 21 Left	103.00	100.0 %	1952	1952
16/2 (North Circ Adj London Road)	3.65	0.00	Y	Arm 2 Ahead	99.00	54.2 %	1950	1950
				Arm 21 Left	99.00	45.8 %		
16/3 (North Circ Adj London Road)	3.65	0.00	Y	Arm 2 Ahead	96.00	100.0 %	1950	1950
17/1 (A52 Eastbound Off-slip)	3.65	0.00	Y	Arm 16 Ahead	56.00	70.2 %	1928	1928
				Arm 18 Left	56.00	29.8 %		
17/2 (A52 Eastbound Off-slip)	3.65	0.00	N	Arm 16 Ahead	59.00	100.0 %	2067	2067
18/1	3.65	0.00	Y	Arm 19 Ahead	Inf	100.0 %	1980	1980
19/1	Infinite Saturation Flow						Inf	Inf
20/1	3.65	0.00	Y	Arm 21 Left	49.00	100.0 %	1921	1921

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20/2	3.65	0.00	N	Arm 2 Left	52.00	100.0 %	2061	2061
20/3	3.65	0.00	Y	Arm 2 Left	56.00	100.0 %	1928	1928
21/1	Infinite Saturation Flow						Inf	Inf
21/2	Infinite Saturation Flow						Inf	Inf

Bonus Green Times

No Bonus Greens are defined For Scenario 1

Scenario 2: '2022 PM' (FG2: '2022 PM Base', Plan 2: 'Network Control Plan 2 PM')**Lane Saturation Flows**

Junction: Unnamed Junction								
Lane	Lane Width (m)	Gradient (%)	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
1/1 (M1 Southbound Off-slip)	3.65	0.00	Y	Arm 4 Left	44.00	100.0 %	1915	1915
1/2 (M1 Southbound Off-slip)	3.65	0.00	N	Arm 3 Ahead	48.00	100.0 %	2056	2056
1/3 (M1 Southbound Off-slip)	3.65	0.00	N	Arm 3 Ahead	51.00	100.0 %	2059	2059
2/1 (North Circ Adj M1 SB)	3.30	0.00	Y	Arm 4 Ahead	77.00	100.0 %	1908	1908
2/2 (North Circ Adj M1 SB)	3.30	0.00	Y	Arm 3 Right	74.00	57.8 %	1906	1906
				Arm 4 Ahead	74.00	42.2 %		
2/3 (North Circ Adj M1 SB)	3.30	0.00	Y	Arm 3 Right	70.00	100.0 %	1904	1904
3/1 (East Circ)	3.65	0.00	Y	Arm 7 Ahead	86.00	100.0 %	1946	1946
3/2 (East Circ)	3.65	0.00	Y	Arm 6 Right	83.00	100.0 %	1945	1945
3/3 (East Circ)	3.65	0.00	Y	Arm 6 Right	79.00	100.0 %	1943	1943
4/1	Infinite Saturation Flow						Inf	Inf
4/2	Infinite Saturation Flow						Inf	Inf
5/1 (A52 Westbound Off-slip)	3.50	0.00	Y	Arm 6 Ahead	68.00	12.9 %	1923	1923
				Arm 7 Left	68.00	87.1 %		
5/2 (A52 Westbound Off-slip)	3.50	0.00	N	Arm 6 Ahead	71.00	100.0 %	2061	2061
5/3 (A52 Westbound Off-slip)	3.50	0.00	N	Arm 6 Ahead	75.00	100.0 %	2064	2064
6/1 (Southeast Circ Adj Bostocks Lane)	3.65	0.00	Y	Arm 10 Ahead	107.00	100.0 %	1953	1953
6/2 (Southeast Circ Adj Bostocks Lane)	3.65	0.00	Y	Arm 10 Ahead	104.00	100.0 %	1952	1952
6/3 (Southeast Circ Adj Bostocks Lane)	3.65	0.00	Y	Arm 10 Ahead	100.00	100.0 %	1951	1951
7/1	3.65	0.00	Y	Arm 8 Ahead	Inf	100.0 %	1980	1980
8/1	Infinite Saturation Flow						Inf	Inf
9/1 (Bostocks Lane)	3.65	0.00	Y	Arm 10 Left	47.00	100.0 %	1919	1919
9/2 (Bostocks Lane)	3.65	0.00	Y	Arm 10 Left	51.00	100.0 %	1923	1923

Detailed Input Data And Results

9/3 (Bostocks Lane)	3.65	0.00	Y	Arm 10 Left	54.00	100.0 %	1926	1926
10/1 (South Circ)	3.65	0.00	Y	Arm 11 Left	Inf	100.0 %	1980	1980
10/2 (South Circ)	3.65	0.00	Y	Arm 11 Left	Inf	52.5 %	1980	1980
				Arm 12 Ahead	Inf	47.5 %		
10/3 (South Circ)	3.65	0.00	Y	Arm 12 Ahead	Inf	100.0 %	1980	1980
11/1	Infinite Saturation Flow						Inf	Inf
11/2	Infinite Saturation Flow						Inf	Inf
12/1 (South Circ Adj M1 NB)	3.65	0.00	Y	Arm 15 Ahead	66.00	100.0 %	1936	1936
12/2 (South Circ Adj M1 NB)	3.65	0.00	Y	Arm 14 Right	58.00	67.1 %	1931	1931
				Arm 15 Ahead	62.00	32.9 %		
12/3 (South Circ Adj M1 NB)	3.65	0.00	Y	Arm 14 Right	59.00	100.0 %	1931	1931
13/1 (M1 Northbound Off-slip)	3.65	0.00	Y	Arm 15 Left	42.00	100.0 %	1912	1912
13/2 (M1 Northbound Off-slip)	3.65	0.00	N	Arm 14 Ahead	46.00	100.0 %	2053	2053
				Arm 15 Left	46.00	0.0 %		
13/3 (M1 Northbound Off-slip)	3.65	0.00	N	Arm 14 Ahead	49.00	100.0 %	2057	2057
14/1 (West Circ)	3.65	0.00	Y	Arm 16 Right	68.00	13.8 %	1937	1937
				Arm 18 Ahead	68.00	86.2 %		
14/2 (West Circ)	3.65	0.00	Y	Arm 16 Right	65.00	100.0 %	1935	1935
14/3 (West Circ)	3.65	0.00	Y	Arm 16 Right	61.00	100.0 %	1932	1932
15/1	Infinite Saturation Flow						Inf	Inf
15/2	Infinite Saturation Flow						Inf	Inf
16/1 (North Circ Adj London Road)	3.65	0.00	Y	Arm 21 Left	103.00	100.0 %	1952	1952
16/2 (North Circ Adj London Road)	3.65	0.00	Y	Arm 2 Ahead	99.00	34.1 %	1950	1950
				Arm 21 Left	99.00	65.9 %		
16/3 (North Circ Adj London Road)	3.65	0.00	Y	Arm 2 Ahead	96.00	100.0 %	1950	1950
17/1 (A52 Eastbound Off-slip)	3.65	0.00	Y	Arm 16 Ahead	56.00	78.5 %	1928	1928
				Arm 18 Left	56.00	21.5 %		
17/2 (A52 Eastbound Off-slip)	3.65	0.00	N	Arm 16 Ahead	59.00	100.0 %	2067	2067
18/1	3.65	0.00	Y	Arm 19 Ahead	Inf	100.0 %	1980	1980
19/1	Infinite Saturation Flow						Inf	Inf

Detailed Input Data And Results

20/1	3.65	0.00	Y	Arm 21 Left	49.00	100.0 %	1921	1921
20/2	3.65	0.00	N	Arm 2 Left	52.00	100.0 %	2061	2061
20/3	3.65	0.00	Y	Arm 2 Left	56.00	100.0 %	1928	1928
21/1	Infinite Saturation Flow						Inf	Inf
21/2	Infinite Saturation Flow						Inf	Inf

Bonus Green Times

No Bonus Greens are defined For Scenario 2

Scenario 3: '2028 WoD AM' (FG3: '2028 WoD AM Base', Plan 1: 'Network Control Plan 1 AM')**Lane Saturation Flows**

Junction: Unnamed Junction								
Lane	Lane Width (m)	Gradient (%)	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
1/1 (M1 Southbound Off-slip)	3.65	0.00	Y	Arm 4 Left	44.00	100.0 %	1915	1915
1/2 (M1 Southbound Off-slip)	3.65	0.00	N	Arm 3 Ahead	48.00	100.0 %	2056	2056
1/3 (M1 Southbound Off-slip)	3.65	0.00	N	Arm 3 Ahead	51.00	100.0 %	2059	2059
2/1 (North Circ Adj M1 SB)	3.30	0.00	Y	Arm 4 Ahead	77.00	100.0 %	1908	1908
2/2 (North Circ Adj M1 SB)	3.30	0.00	Y	Arm 3 Right	74.00	62.3 %	1906	1906
				Arm 4 Ahead	74.00	37.7 %		
2/3 (North Circ Adj M1 SB)	3.30	0.00	Y	Arm 3 Right	70.00	100.0 %	1904	1904
3/1 (East Circ)	3.65	0.00	Y	Arm 7 Ahead	86.00	100.0 %	1946	1946
3/2 (East Circ)	3.65	0.00	Y	Arm 6 Right	83.00	100.0 %	1945	1945
3/3 (East Circ)	3.65	0.00	Y	Arm 6 Right	79.00	100.0 %	1943	1943
4/1	Infinite Saturation Flow						Inf	Inf
4/2	Infinite Saturation Flow						Inf	Inf
5/1 (A52 Westbound Off-slip)	3.50	0.00	Y	Arm 6 Ahead	68.00	44.1 %	1923	1923
				Arm 7 Left	68.00	55.9 %		
5/2 (A52 Westbound Off-slip)	3.50	0.00	N	Arm 6 Ahead	71.00	100.0 %	2061	2061
5/3 (A52 Westbound Off-slip)	3.50	0.00	N	Arm 6 Ahead	75.00	100.0 %	2064	2064
6/1 (Southeast Circ Adj Bostocks Lane)	3.65	0.00	Y	Arm 10 Ahead	107.00	100.0 %	1953	1953
6/2 (Southeast Circ Adj Bostocks Lane)	3.65	0.00	Y	Arm 10 Ahead	104.00	100.0 %	1952	1952
6/3 (Southeast Circ Adj Bostocks Lane)	3.65	0.00	Y	Arm 10 Ahead	100.00	100.0 %	1951	1951
7/1	3.65	0.00	Y	Arm 8 Ahead	Inf	100.0 %	1980	1980
8/1	Infinite Saturation Flow						Inf	Inf
9/1 (Bostocks Lane)	3.65	0.00	Y	Arm 10 Left	47.00	100.0 %	1919	1919
9/2 (Bostocks Lane)	3.65	0.00	Y	Arm 10 Left	51.00	100.0 %	1923	1923

Detailed Input Data And Results

9/3 (Bostocks Lane)	3.65	0.00	Y	Arm 10 Left	54.00	100.0 %	1926	1926
10/1 (South Circ)	3.65	0.00	Y	Arm 11 Left	Inf	100.0 %	1980	1980
10/2 (South Circ)	3.65	0.00	Y	Arm 11 Left	Inf	49.3 %	1980	1980
				Arm 12 Ahead	Inf	50.7 %		
10/3 (South Circ)	3.65	0.00	Y	Arm 12 Ahead	Inf	100.0 %	1980	1980
11/1	Infinite Saturation Flow						Inf	Inf
11/2	Infinite Saturation Flow						Inf	Inf
12/1 (South Circ Adj M1 NB)	3.65	0.00	Y	Arm 15 Ahead	66.00	100.0 %	1936	1936
12/2 (South Circ Adj M1 NB)	3.65	0.00	Y	Arm 14 Right	58.00	50.3 %	1932	1932
				Arm 15 Ahead	62.00	49.7 %		
12/3 (South Circ Adj M1 NB)	3.65	0.00	Y	Arm 14 Right	59.00	100.0 %	1931	1931
13/1 (M1 Northbound Off-slip)	3.65	0.00	Y	Arm 15 Left	42.00	100.0 %	1912	1912
13/2 (M1 Northbound Off-slip)	3.65	0.00	N	Arm 14 Ahead	46.00	96.4 %	2053	2053
				Arm 15 Left	46.00	3.6 %		
13/3 (M1 Northbound Off-slip)	3.65	0.00	N	Arm 14 Ahead	49.00	100.0 %	2057	2057
14/1 (West Circ)	3.65	0.00	Y	Arm 16 Right	68.00	37.6 %	1937	1937
				Arm 18 Ahead	68.00	62.4 %		
14/2 (West Circ)	3.65	0.00	Y	Arm 16 Right	65.00	100.0 %	1935	1935
14/3 (West Circ)	3.65	0.00	Y	Arm 16 Right	61.00	100.0 %	1932	1932
15/1	Infinite Saturation Flow						Inf	Inf
15/2	Infinite Saturation Flow						Inf	Inf
16/1 (North Circ Adj London Road)	3.65	0.00	Y	Arm 21 Left	103.00	100.0 %	1952	1952
16/2 (North Circ Adj London Road)	3.65	0.00	Y	Arm 2 Ahead	99.00	45.5 %	1950	1950
				Arm 21 Left	99.00	54.5 %		
16/3 (North Circ Adj London Road)	3.65	0.00	Y	Arm 2 Ahead	96.00	100.0 %	1950	1950
17/1 (A52 Eastbound Off-slip)	3.65	0.00	Y	Arm 16 Ahead	56.00	74.5 %	1928	1928
				Arm 18 Left	56.00	25.5 %		
17/2 (A52 Eastbound Off-slip)	3.65	0.00	N	Arm 16 Ahead	59.00	100.0 %	2067	2067
18/1	3.65	0.00	Y	Arm 19 Ahead	Inf	100.0 %	1980	1980
19/1	Infinite Saturation Flow						Inf	Inf

Detailed Input Data And Results

20/1	3.65	0.00	Y	Arm 21 Left	49.00	100.0 %	1921	1921
20/2	3.65	0.00	N	Arm 2 Left	52.00	100.0 %	2061	2061
20/3	3.65	0.00	Y	Arm 2 Left	56.00	100.0 %	1928	1928
21/1	Infinite Saturation Flow						Inf	Inf
21/2	Infinite Saturation Flow						Inf	Inf

Bonus Green Times

No Bonus Greens are defined For Scenario 3

Scenario 4: '2028 WoD PM' (FG4: '2028 WoD PM Base', Plan 2: 'Network Control Plan 2 PM')**Lane Saturation Flows**

Junction: Unnamed Junction								
Lane	Lane Width (m)	Gradient (%)	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
1/1 (M1 Southbound Off-slip)	3.65	0.00	Y	Arm 4 Left	44.00	100.0 %	1915	1915
1/2 (M1 Southbound Off-slip)	3.65	0.00	N	Arm 3 Ahead	48.00	100.0 %	2056	2056
1/3 (M1 Southbound Off-slip)	3.65	0.00	N	Arm 3 Ahead	51.00	100.0 %	2059	2059
2/1 (North Circ Adj M1 SB)	3.30	0.00	Y	Arm 4 Ahead	77.00	100.0 %	1908	1908
2/2 (North Circ Adj M1 SB)	3.30	0.00	Y	Arm 3 Right	74.00	44.3 %	1906	1906
				Arm 4 Ahead	74.00	55.7 %		
2/3 (North Circ Adj M1 SB)	3.30	0.00	Y	Arm 3 Right	70.00	100.0 %	1904	1904
3/1 (East Circ)	3.65	0.00	Y	Arm 7 Ahead	86.00	100.0 %	1946	1946
3/2 (East Circ)	3.65	0.00	Y	Arm 6 Right	83.00	100.0 %	1945	1945
3/3 (East Circ)	3.65	0.00	Y	Arm 6 Right	79.00	100.0 %	1943	1943
4/1	Infinite Saturation Flow						Inf	Inf
4/2	Infinite Saturation Flow						Inf	Inf
5/1 (A52 Westbound Off-slip)	3.50	0.00	Y	Arm 6 Ahead	68.00	41.8 %	1923	1923
				Arm 7 Left	68.00	58.2 %		
5/2 (A52 Westbound Off-slip)	3.50	0.00	N	Arm 6 Ahead	71.00	100.0 %	2061	2061
5/3 (A52 Westbound Off-slip)	3.50	0.00	N	Arm 6 Ahead	75.00	100.0 %	2064	2064
6/1 (Southeast Circ Adj Bostocks Lane)	3.65	0.00	Y	Arm 10 Ahead	107.00	100.0 %	1953	1953
6/2 (Southeast Circ Adj Bostocks Lane)	3.65	0.00	Y	Arm 10 Ahead	104.00	100.0 %	1952	1952
6/3 (Southeast Circ Adj Bostocks Lane)	3.65	0.00	Y	Arm 10 Ahead	100.00	100.0 %	1951	1951
7/1	3.65	0.00	Y	Arm 8 Ahead	Inf	100.0 %	1980	1980
8/1	Infinite Saturation Flow						Inf	Inf
9/1 (Bostocks Lane)	3.65	0.00	Y	Arm 10 Left	47.00	100.0 %	1919	1919
9/2 (Bostocks Lane)	3.65	0.00	Y	Arm 10 Left	51.00	100.0 %	1923	1923

Detailed Input Data And Results

9/3 (Bostocks Lane)	3.65	0.00	Y	Arm 10 Left	54.00	100.0 %	1926	1926
10/1 (South Circ)	3.65	0.00	Y	Arm 11 Left	Inf	100.0 %	1980	1980
10/2 (South Circ)	3.65	0.00	Y	Arm 11 Left	Inf	50.9 %	1980	1980
				Arm 12 Ahead	Inf	49.1 %		
10/3 (South Circ)	3.65	0.00	Y	Arm 12 Ahead	Inf	100.0 %	1980	1980
11/1	Infinite Saturation Flow						Inf	Inf
11/2	Infinite Saturation Flow						Inf	Inf
12/1 (South Circ Adj M1 NB)	3.65	0.00	Y	Arm 15 Ahead	66.00	100.0 %	1936	1936
12/2 (South Circ Adj M1 NB)	3.65	0.00	Y	Arm 14 Right	58.00	61.1 %	1931	1931
				Arm 15 Ahead	62.00	38.9 %		
12/3 (South Circ Adj M1 NB)	3.65	0.00	Y	Arm 14 Right	59.00	100.0 %	1931	1931
13/1 (M1 Northbound Off-slip)	3.65	0.00	Y	Arm 15 Left	42.00	100.0 %	1912	1912
13/2 (M1 Northbound Off-slip)	3.65	0.00	N	Arm 14 Ahead	46.00	100.0 %	2053	2053
				Arm 15 Left	46.00	0.0 %		
13/3 (M1 Northbound Off-slip)	3.65	0.00	N	Arm 14 Ahead	49.00	100.0 %	2057	2057
14/1 (West Circ)	3.65	0.00	Y	Arm 16 Right	68.00	26.8 %	1937	1937
				Arm 18 Ahead	68.00	73.2 %		
14/2 (West Circ)	3.65	0.00	Y	Arm 16 Right	65.00	100.0 %	1935	1935
14/3 (West Circ)	3.65	0.00	Y	Arm 16 Right	61.00	100.0 %	1932	1932
15/1	Infinite Saturation Flow						Inf	Inf
15/2	Infinite Saturation Flow						Inf	Inf
16/1 (North Circ Adj London Road)	3.65	0.00	Y	Arm 21 Left	103.00	100.0 %	1952	1952
16/2 (North Circ Adj London Road)	3.65	0.00	Y	Arm 2 Ahead	99.00	33.7 %	1950	1950
				Arm 21 Left	99.00	66.3 %		
16/3 (North Circ Adj London Road)	3.65	0.00	Y	Arm 2 Ahead	96.00	100.0 %	1950	1950
17/1 (A52 Eastbound Off-slip)	3.65	0.00	Y	Arm 16 Ahead	56.00	86.3 %	1928	1928
				Arm 18 Left	56.00	13.7 %		
17/2 (A52 Eastbound Off-slip)	3.65	0.00	N	Arm 16 Ahead	59.00	100.0 %	2067	2067
18/1	3.65	0.00	Y	Arm 19 Ahead	Inf	100.0 %	1980	1980
19/1	Infinite Saturation Flow						Inf	Inf

Detailed Input Data And Results

20/1	3.65	0.00	Y	Arm 21 Left	49.00	100.0 %	1921	1921
20/2	3.65	0.00	N	Arm 2 Left	52.00	100.0 %	2061	2061
20/3	3.65	0.00	Y	Arm 2 Left	56.00	100.0 %	1928	1928
21/1	Infinite Saturation Flow						Inf	Inf
21/2	Infinite Saturation Flow						Inf	Inf

Bonus Green Times

No Bonus Greens are defined For Scenario 4

Scenario 5: '2028 WD AM' (FG5: '2028 WD AM Base', Plan 1: 'Network Control Plan 1 AM')**Lane Saturation Flows**

Junction: Unnamed Junction								
Lane	Lane Width (m)	Gradient (%)	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
1/1 (M1 Southbound Off-slip)	3.65	0.00	Y	Arm 4 Left	44.00	100.0 %	1915	1915
1/2 (M1 Southbound Off-slip)	3.65	0.00	N	Arm 3 Ahead	48.00	100.0 %	2056	2056
1/3 (M1 Southbound Off-slip)	3.65	0.00	N	Arm 3 Ahead	51.00	100.0 %	2059	2059
2/1 (North Circ Adj M1 SB)	3.30	0.00	Y	Arm 4 Ahead	77.00	100.0 %	1908	1908
2/2 (North Circ Adj M1 SB)	3.30	0.00	Y	Arm 3 Right	74.00	61.6 %	1906	1906
				Arm 4 Ahead	74.00	38.4 %		
2/3 (North Circ Adj M1 SB)	3.30	0.00	Y	Arm 3 Right	70.00	100.0 %	1904	1904
3/1 (East Circ)	3.65	0.00	Y	Arm 7 Ahead	86.00	100.0 %	1946	1946
3/2 (East Circ)	3.65	0.00	Y	Arm 6 Right	83.00	100.0 %	1945	1945
3/3 (East Circ)	3.65	0.00	Y	Arm 6 Right	79.00	100.0 %	1943	1943
4/1	Infinite Saturation Flow						Inf	Inf
4/2	Infinite Saturation Flow						Inf	Inf
5/1 (A52 Westbound Off-slip)	3.50	0.00	Y	Arm 6 Ahead	68.00	43.9 %	1923	1923
				Arm 7 Left	68.00	56.1 %		
5/2 (A52 Westbound Off-slip)	3.50	0.00	N	Arm 6 Ahead	71.00	100.0 %	2061	2061
5/3 (A52 Westbound Off-slip)	3.50	0.00	N	Arm 6 Ahead	75.00	100.0 %	2064	2064
6/1 (Southeast Circ Adj Bostocks Lane)	3.65	0.00	Y	Arm 10 Ahead	107.00	100.0 %	1953	1953
6/2 (Southeast Circ Adj Bostocks Lane)	3.65	0.00	Y	Arm 10 Ahead	104.00	100.0 %	1952	1952
6/3 (Southeast Circ Adj Bostocks Lane)	3.65	0.00	Y	Arm 10 Ahead	100.00	100.0 %	1951	1951
7/1	3.65	0.00	Y	Arm 8 Ahead	Inf	100.0 %	1980	1980
8/1	Infinite Saturation Flow						Inf	Inf
9/1 (Bostocks Lane)	3.65	0.00	Y	Arm 10 Left	47.00	100.0 %	1919	1919
9/2 (Bostocks Lane)	3.65	0.00	Y	Arm 10 Left	51.00	100.0 %	1923	1923

Detailed Input Data And Results

9/3 (Bostocks Lane)	3.65	0.00	Y	Arm 10 Left	54.00	100.0 %	1926	1926
10/1 (South Circ)	3.65	0.00	Y	Arm 11 Left	Inf	100.0 %	1980	1980
10/2 (South Circ)	3.65	0.00	Y	Arm 11 Left	Inf	46.3 %	1980	1980
				Arm 12 Ahead	Inf	53.7 %		
10/3 (South Circ)	3.65	0.00	Y	Arm 12 Ahead	Inf	100.0 %	1980	1980
11/1	Infinite Saturation Flow						Inf	Inf
11/2	Infinite Saturation Flow						Inf	Inf
12/1 (South Circ Adj M1 NB)	3.65	0.00	Y	Arm 15 Ahead	66.00	100.0 %	1936	1936
12/2 (South Circ Adj M1 NB)	3.65	0.00	Y	Arm 14 Right	58.00	60.8 %	1931	1931
				Arm 15 Ahead	62.00	39.2 %		
12/3 (South Circ Adj M1 NB)	3.65	0.00	Y	Arm 14 Right	59.00	100.0 %	1931	1931
13/1 (M1 Northbound Off-slip)	3.65	0.00	Y	Arm 15 Left	42.00	100.0 %	1912	1912
13/2 (M1 Northbound Off-slip)	3.65	0.00	N	Arm 14 Ahead	46.00	99.5 %	2053	2053
				Arm 15 Left	46.00	0.5 %		
13/3 (M1 Northbound Off-slip)	3.65	0.00	N	Arm 14 Ahead	49.00	100.0 %	2057	2057
14/1 (West Circ)	3.65	0.00	Y	Arm 16 Right	68.00	43.3 %	1937	1937
				Arm 18 Ahead	68.00	56.7 %		
14/2 (West Circ)	3.65	0.00	Y	Arm 16 Right	65.00	100.0 %	1935	1935
14/3 (West Circ)	3.65	0.00	Y	Arm 16 Right	61.00	100.0 %	1932	1932
15/1	Infinite Saturation Flow						Inf	Inf
15/2	Infinite Saturation Flow						Inf	Inf
16/1 (North Circ Adj London Road)	3.65	0.00	Y	Arm 21 Left	103.00	100.0 %	1952	1952
16/2 (North Circ Adj London Road)	3.65	0.00	Y	Arm 2 Ahead	99.00	47.9 %	1950	1950
				Arm 21 Left	99.00	52.1 %		
16/3 (North Circ Adj London Road)	3.65	0.00	Y	Arm 2 Ahead	96.00	100.0 %	1950	1950
17/1 (A52 Eastbound Off-slip)	3.65	0.00	Y	Arm 16 Ahead	56.00	75.6 %	1928	1928
				Arm 18 Left	56.00	24.4 %		
17/2 (A52 Eastbound Off-slip)	3.65	0.00	N	Arm 16 Ahead	59.00	100.0 %	2067	2067
18/1	3.65	0.00	Y	Arm 19 Ahead	Inf	100.0 %	1980	1980
19/1	Infinite Saturation Flow						Inf	Inf

Detailed Input Data And Results

20/1	3.65	0.00	Y	Arm 21 Left	49.00	100.0 %	1921	1921
20/2	3.65	0.00	N	Arm 2 Left	52.00	100.0 %	2061	2061
20/3	3.65	0.00	Y	Arm 2 Left	56.00	100.0 %	1928	1928
21/1	Infinite Saturation Flow						Inf	Inf
21/2	Infinite Saturation Flow						Inf	Inf

Bonus Green Times

No Bonus Greens are defined For Scenario 5

Scenario 6: '2028 WD PM' (FG6: '2028 WD PM Base', Plan 2: 'Network Control Plan 2 PM')**Lane Saturation Flows**

Junction: Unnamed Junction								
Lane	Lane Width (m)	Gradient (%)	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
1/1 (M1 Southbound Off-slip)	3.65	0.00	Y	Arm 4 Left	44.00	100.0 %	1915	1915
1/2 (M1 Southbound Off-slip)	3.65	0.00	N	Arm 3 Ahead	48.00	100.0 %	2056	2056
1/3 (M1 Southbound Off-slip)	3.65	0.00	N	Arm 3 Ahead	51.00	100.0 %	2059	2059
2/1 (North Circ Adj M1 SB)	3.30	0.00	Y	Arm 4 Ahead	77.00	100.0 %	1908	1908
2/2 (North Circ Adj M1 SB)	3.30	0.00	Y	Arm 3 Right	74.00	43.7 %	1906	1906
				Arm 4 Ahead	74.00	56.3 %		
2/3 (North Circ Adj M1 SB)	3.30	0.00	Y	Arm 3 Right	70.00	100.0 %	1904	1904
3/1 (East Circ)	3.65	0.00	Y	Arm 7 Ahead	86.00	100.0 %	1946	1946
3/2 (East Circ)	3.65	0.00	Y	Arm 6 Right	83.00	100.0 %	1945	1945
3/3 (East Circ)	3.65	0.00	Y	Arm 6 Right	79.00	100.0 %	1943	1943
4/1	Infinite Saturation Flow						Inf	Inf
4/2	Infinite Saturation Flow						Inf	Inf
5/1 (A52 Westbound Off-slip)	3.50	0.00	Y	Arm 6 Ahead	68.00	46.8 %	1923	1923
				Arm 7 Left	68.00	53.2 %		
5/2 (A52 Westbound Off-slip)	3.50	0.00	N	Arm 6 Ahead	71.00	100.0 %	2061	2061
5/3 (A52 Westbound Off-slip)	3.50	0.00	N	Arm 6 Ahead	75.00	100.0 %	2064	2064
6/1 (Southeast Circ Adj Bostocks Lane)	3.65	0.00	Y	Arm 10 Ahead	107.00	100.0 %	1953	1953
6/2 (Southeast Circ Adj Bostocks Lane)	3.65	0.00	Y	Arm 10 Ahead	104.00	100.0 %	1952	1952
6/3 (Southeast Circ Adj Bostocks Lane)	3.65	0.00	Y	Arm 10 Ahead	100.00	100.0 %	1951	1951
7/1	3.65	0.00	Y	Arm 8 Ahead	Inf	100.0 %	1980	1980
8/1	Infinite Saturation Flow						Inf	Inf
9/1 (Bostocks Lane)	3.65	0.00	Y	Arm 10 Left	47.00	100.0 %	1919	1919
9/2 (Bostocks Lane)	3.65	0.00	Y	Arm 10 Left	51.00	100.0 %	1923	1923

Detailed Input Data And Results

9/3 (Bostocks Lane)	3.65	0.00	Y	Arm 10 Left	54.00	100.0 %	1926	1926
10/1 (South Circ)	3.65	0.00	Y	Arm 11 Left	Inf	100.0 %	1980	1980
10/2 (South Circ)	3.65	0.00	Y	Arm 11 Left	Inf	50.5 %	1980	1980
				Arm 12 Ahead	Inf	49.5 %		
10/3 (South Circ)	3.65	0.00	Y	Arm 12 Ahead	Inf	100.0 %	1980	1980
11/1	Infinite Saturation Flow						Inf	Inf
11/2	Infinite Saturation Flow						Inf	Inf
12/1 (South Circ Adj M1 NB)	3.65	0.00	Y	Arm 15 Ahead	66.00	100.0 %	1936	1936
12/2 (South Circ Adj M1 NB)	3.65	0.00	Y	Arm 14 Right	58.00	60.1 %	1931	1931
				Arm 15 Ahead	62.00	39.9 %		
12/3 (South Circ Adj M1 NB)	3.65	0.00	Y	Arm 14 Right	59.00	100.0 %	1931	1931
13/1 (M1 Northbound Off-slip)	3.65	0.00	Y	Arm 15 Left	42.00	100.0 %	1912	1912
13/2 (M1 Northbound Off-slip)	3.65	0.00	N	Arm 14 Ahead	46.00	100.0 %	2053	2053
				Arm 15 Left	46.00	0.0 %		
13/3 (M1 Northbound Off-slip)	3.65	0.00	N	Arm 14 Ahead	49.00	100.0 %	2057	2057
14/1 (West Circ)	3.65	0.00	Y	Arm 16 Right	68.00	25.6 %	1937	1937
				Arm 18 Ahead	68.00	74.4 %		
14/2 (West Circ)	3.65	0.00	Y	Arm 16 Right	65.00	100.0 %	1935	1935
14/3 (West Circ)	3.65	0.00	Y	Arm 16 Right	61.00	100.0 %	1932	1932
15/1	Infinite Saturation Flow						Inf	Inf
15/2	Infinite Saturation Flow						Inf	Inf
16/1 (North Circ Adj London Road)	3.65	0.00	Y	Arm 21 Left	103.00	100.0 %	1952	1952
16/2 (North Circ Adj London Road)	3.65	0.00	Y	Arm 2 Ahead	99.00	34.2 %	1950	1950
				Arm 21 Left	99.00	65.8 %		
16/3 (North Circ Adj London Road)	3.65	0.00	Y	Arm 2 Ahead	96.00	100.0 %	1950	1950
17/1 (A52 Eastbound Off-slip)	3.65	0.00	Y	Arm 16 Ahead	56.00	86.3 %	1928	1928
				Arm 18 Left	56.00	13.7 %		
17/2 (A52 Eastbound Off-slip)	3.65	0.00	N	Arm 16 Ahead	59.00	100.0 %	2067	2067
18/1	3.65	0.00	Y	Arm 19 Ahead	Inf	100.0 %	1980	1980
19/1	Infinite Saturation Flow						Inf	Inf

Detailed Input Data And Results

20/1	3.65	0.00	Y	Arm 21 Left	49.00	100.0 %	1921	1921
20/2	3.65	0.00	N	Arm 2 Left	52.00	100.0 %	2061	2061
20/3	3.65	0.00	Y	Arm 2 Left	56.00	100.0 %	1928	1928
21/1	Infinite Saturation Flow						Inf	Inf
21/2	Infinite Saturation Flow						Inf	Inf

Bonus Green Times

No Bonus Greens are defined For Scenario 6

Scenario 7: '2038 WoD AM' (FG7: '2038 WoD AM Base', Plan 1: 'Network Control Plan 1 AM')**Lane Saturation Flows**

Junction: Unnamed Junction								
Lane	Lane Width (m)	Gradient (%)	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
1/1 (M1 Southbound Off-slip)	3.65	0.00	Y	Arm 4 Left	44.00	100.0 %	1915	1915
1/2 (M1 Southbound Off-slip)	3.65	0.00	N	Arm 3 Ahead	48.00	100.0 %	2056	2056
1/3 (M1 Southbound Off-slip)	3.65	0.00	N	Arm 3 Ahead	51.00	100.0 %	2059	2059
2/1 (North Circ Adj M1 SB)	3.30	0.00	Y	Arm 4 Ahead	77.00	100.0 %	1908	1908
2/2 (North Circ Adj M1 SB)	3.30	0.00	Y	Arm 3 Right	74.00	49.4 %	1906	1906
				Arm 4 Ahead	74.00	50.6 %		
2/3 (North Circ Adj M1 SB)	3.30	0.00	Y	Arm 3 Right	70.00	100.0 %	1904	1904
3/1 (East Circ)	3.65	0.00	Y	Arm 7 Ahead	86.00	100.0 %	1946	1946
3/2 (East Circ)	3.65	0.00	Y	Arm 6 Right	83.00	100.0 %	1945	1945
3/3 (East Circ)	3.65	0.00	Y	Arm 6 Right	79.00	100.0 %	1943	1943
4/1	Infinite Saturation Flow						Inf	Inf
4/2	Infinite Saturation Flow						Inf	Inf
5/1 (A52 Westbound Off-slip)	3.50	0.00	Y	Arm 6 Ahead	68.00	54.0 %	1923	1923
				Arm 7 Left	68.00	46.0 %		
5/2 (A52 Westbound Off-slip)	3.50	0.00	N	Arm 6 Ahead	71.00	100.0 %	2061	2061
5/3 (A52 Westbound Off-slip)	3.50	0.00	N	Arm 6 Ahead	75.00	100.0 %	2064	2064
6/1 (Southeast Circ Adj Bostocks Lane)	3.65	0.00	Y	Arm 10 Ahead	107.00	100.0 %	1953	1953
6/2 (Southeast Circ Adj Bostocks Lane)	3.65	0.00	Y	Arm 10 Ahead	104.00	100.0 %	1952	1952
6/3 (Southeast Circ Adj Bostocks Lane)	3.65	0.00	Y	Arm 10 Ahead	100.00	100.0 %	1951	1951
7/1	3.65	0.00	Y	Arm 8 Ahead	Inf	100.0 %	1980	1980
8/1	Infinite Saturation Flow						Inf	Inf
9/1 (Bostocks Lane)	3.65	0.00	Y	Arm 10 Left	47.00	100.0 %	1919	1919
9/2 (Bostocks Lane)	3.65	0.00	Y	Arm 10 Left	51.00	100.0 %	1923	1923

Detailed Input Data And Results

9/3 (Bostocks Lane)	3.65	0.00	Y	Arm 10 Left	54.00	100.0 %	1926	1926
10/1 (South Circ)	3.65	0.00	Y	Arm 11 Left	Inf	100.0 %	1980	1980
10/2 (South Circ)	3.65	0.00	Y	Arm 11 Left	Inf	44.0 %	1980	1980
				Arm 12 Ahead	Inf	56.0 %		
10/3 (South Circ)	3.65	0.00	Y	Arm 12 Ahead	Inf	100.0 %	1980	1980
11/1	Infinite Saturation Flow						Inf	Inf
11/2	Infinite Saturation Flow						Inf	Inf
12/1 (South Circ Adj M1 NB)	3.65	0.00	Y	Arm 15 Ahead	66.00	100.0 %	1936	1936
12/2 (South Circ Adj M1 NB)	3.65	0.00	Y	Arm 14 Right	58.00	59.6 %	1931	1931
				Arm 15 Ahead	62.00	40.4 %		
12/3 (South Circ Adj M1 NB)	3.65	0.00	Y	Arm 14 Right	59.00	100.0 %	1931	1931
13/1 (M1 Northbound Off-slip)	3.65	0.00	Y	Arm 15 Left	42.00	100.0 %	1912	1912
13/2 (M1 Northbound Off-slip)	3.65	0.00	N	Arm 14 Ahead	46.00	80.7 %	2053	2053
				Arm 15 Left	46.00	19.3 %		
13/3 (M1 Northbound Off-slip)	3.65	0.00	N	Arm 14 Ahead	49.00	100.0 %	2057	2057
14/1 (West Circ)	3.65	0.00	Y	Arm 16 Right	68.00	39.1 %	1937	1937
				Arm 18 Ahead	68.00	60.9 %		
14/2 (West Circ)	3.65	0.00	Y	Arm 16 Right	65.00	100.0 %	1935	1935
14/3 (West Circ)	3.65	0.00	Y	Arm 16 Right	61.00	100.0 %	1932	1932
15/1	Infinite Saturation Flow						Inf	Inf
15/2	Infinite Saturation Flow						Inf	Inf
16/1 (North Circ Adj London Road)	3.65	0.00	Y	Arm 21 Left	103.00	100.0 %	1952	1952
16/2 (North Circ Adj London Road)	3.65	0.00	Y	Arm 2 Ahead	99.00	56.3 %	1950	1950
				Arm 21 Left	99.00	43.7 %		
16/3 (North Circ Adj London Road)	3.65	0.00	Y	Arm 2 Ahead	96.00	100.0 %	1950	1950
17/1 (A52 Eastbound Off-slip)	3.65	0.00	Y	Arm 16 Ahead	56.00	78.4 %	1928	1928
				Arm 18 Left	56.00	21.6 %		
17/2 (A52 Eastbound Off-slip)	3.65	0.00	N	Arm 16 Ahead	59.00	100.0 %	2067	2067
18/1	3.65	0.00	Y	Arm 19 Ahead	Inf	100.0 %	1980	1980
19/1	Infinite Saturation Flow						Inf	Inf

Detailed Input Data And Results

20/1	3.65	0.00	Y	Arm 21 Left	49.00	100.0 %	1921	1921
20/2	3.65	0.00	N	Arm 2 Left	52.00	100.0 %	2061	2061
20/3	3.65	0.00	Y	Arm 2 Left	56.00	100.0 %	1928	1928
21/1	Infinite Saturation Flow						Inf	Inf
21/2	Infinite Saturation Flow						Inf	Inf

Bonus Green Times

No Bonus Greens are defined For Scenario 7

Scenario 8: '2038 WoD PM' (FG8: '2038 WoD PM Base', Plan 2: 'Network Control Plan 2 PM')**Lane Saturation Flows**

Junction: Unnamed Junction								
Lane	Lane Width (m)	Gradient (%)	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
1/1 (M1 Southbound Off-slip)	3.65	0.00	Y	Arm 4 Left	44.00	100.0 %	1915	1915
1/2 (M1 Southbound Off-slip)	3.65	0.00	N	Arm 3 Ahead	48.00	100.0 %	2056	2056
1/3 (M1 Southbound Off-slip)	3.65	0.00	N	Arm 3 Ahead	51.00	100.0 %	2059	2059
2/1 (North Circ Adj M1 SB)	3.30	0.00	Y	Arm 4 Ahead	77.00	100.0 %	1908	1908
2/2 (North Circ Adj M1 SB)	3.30	0.00	Y	Arm 3 Right	74.00	44.6 %	1906	1906
				Arm 4 Ahead	74.00	55.4 %		
2/3 (North Circ Adj M1 SB)	3.30	0.00	Y	Arm 3 Right	70.00	100.0 %	1904	1904
3/1 (East Circ)	3.65	0.00	Y	Arm 7 Ahead	86.00	100.0 %	1946	1946
3/2 (East Circ)	3.65	0.00	Y	Arm 6 Right	83.00	100.0 %	1945	1945
3/3 (East Circ)	3.65	0.00	Y	Arm 6 Right	79.00	100.0 %	1943	1943
4/1	Infinite Saturation Flow						Inf	Inf
4/2	Infinite Saturation Flow						Inf	Inf
5/1 (A52 Westbound Off-slip)	3.50	0.00	Y	Arm 6 Ahead	68.00	30.8 %	1923	1923
				Arm 7 Left	68.00	69.2 %		
5/2 (A52 Westbound Off-slip)	3.50	0.00	N	Arm 6 Ahead	71.00	100.0 %	2061	2061
5/3 (A52 Westbound Off-slip)	3.50	0.00	N	Arm 6 Ahead	75.00	100.0 %	2064	2064
6/1 (Southeast Circ Adj Bostocks Lane)	3.65	0.00	Y	Arm 10 Ahead	107.00	100.0 %	1953	1953
6/2 (Southeast Circ Adj Bostocks Lane)	3.65	0.00	Y	Arm 10 Ahead	104.00	100.0 %	1952	1952
6/3 (Southeast Circ Adj Bostocks Lane)	3.65	0.00	Y	Arm 10 Ahead	100.00	100.0 %	1951	1951
7/1	3.65	0.00	Y	Arm 8 Ahead	Inf	100.0 %	1980	1980
8/1	Infinite Saturation Flow						Inf	Inf
9/1 (Bostocks Lane)	3.65	0.00	Y	Arm 10 Left	47.00	100.0 %	1919	1919
9/2 (Bostocks Lane)	3.65	0.00	Y	Arm 10 Left	51.00	100.0 %	1923	1923

Detailed Input Data And Results

9/3 (Bostocks Lane)	3.65	0.00	Y	Arm 10 Left	54.00	100.0 %	1926	1926
10/1 (South Circ)	3.65	0.00	Y	Arm 11 Left	Inf	100.0 %	1980	1980
10/2 (South Circ)	3.65	0.00	Y	Arm 11 Left	Inf	48.4 %	1980	1980
				Arm 12 Ahead	Inf	51.6 %		
10/3 (South Circ)	3.65	0.00	Y	Arm 12 Ahead	Inf	100.0 %	1980	1980
11/1	Infinite Saturation Flow						Inf	Inf
11/2	Infinite Saturation Flow						Inf	Inf
12/1 (South Circ Adj M1 NB)	3.65	0.00	Y	Arm 15 Ahead	66.00	100.0 %	1936	1936
12/2 (South Circ Adj M1 NB)	3.65	0.00	Y	Arm 14 Right	58.00	52.7 %	1932	1932
				Arm 15 Ahead	62.00	47.3 %		
12/3 (South Circ Adj M1 NB)	3.65	0.00	Y	Arm 14 Right	59.00	100.0 %	1931	1931
13/1 (M1 Northbound Off-slip)	3.65	0.00	Y	Arm 15 Left	42.00	100.0 %	1912	1912
13/2 (M1 Northbound Off-slip)	3.65	0.00	N	Arm 14 Ahead	46.00	100.0 %	2053	2053
				Arm 15 Left	46.00	0.0 %		
13/3 (M1 Northbound Off-slip)	3.65	0.00	N	Arm 14 Ahead	49.00	100.0 %	2057	2057
14/1 (West Circ)	3.65	0.00	Y	Arm 16 Right	68.00	61.6 %	1937	1937
				Arm 18 Ahead	68.00	38.4 %		
14/2 (West Circ)	3.65	0.00	Y	Arm 16 Right	65.00	100.0 %	1935	1935
14/3 (West Circ)	3.65	0.00	Y	Arm 16 Right	61.00	100.0 %	1932	1932
15/1	Infinite Saturation Flow						Inf	Inf
15/2	Infinite Saturation Flow						Inf	Inf
16/1 (North Circ Adj London Road)	3.65	0.00	Y	Arm 21 Left	103.00	100.0 %	1952	1952
16/2 (North Circ Adj London Road)	3.65	0.00	Y	Arm 2 Ahead	99.00	43.5 %	1950	1950
				Arm 21 Left	99.00	56.5 %		
16/3 (North Circ Adj London Road)	3.65	0.00	Y	Arm 2 Ahead	96.00	100.0 %	1950	1950
17/1 (A52 Eastbound Off-slip)	3.65	0.00	Y	Arm 16 Ahead	56.00	93.9 %	1928	1928
				Arm 18 Left	56.00	6.1 %		
17/2 (A52 Eastbound Off-slip)	3.65	0.00	N	Arm 16 Ahead	59.00	100.0 %	2067	2067
18/1	3.65	0.00	Y	Arm 19 Ahead	Inf	100.0 %	1980	1980
19/1	Infinite Saturation Flow						Inf	Inf

Detailed Input Data And Results

20/1	3.65	0.00	Y	Arm 21 Left	49.00	100.0 %	1921	1921
20/2	3.65	0.00	N	Arm 2 Left	52.00	100.0 %	2061	2061
20/3	3.65	0.00	Y	Arm 2 Left	56.00	100.0 %	1928	1928
21/1	Infinite Saturation Flow						Inf	Inf
21/2	Infinite Saturation Flow						Inf	Inf

Bonus Green Times

No Bonus Greens are defined For Scenario 8

Scenario 9: '2038 WD AM' (FG9: '2038 WD AM Base', Plan 1: 'Network Control Plan 1 AM')**Lane Saturation Flows**

Junction: Unnamed Junction								
Lane	Lane Width (m)	Gradient (%)	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
1/1 (M1 Southbound Off-slip)	3.65	0.00	Y	Arm 4 Left	44.00	100.0 %	1915	1915
1/2 (M1 Southbound Off-slip)	3.65	0.00	N	Arm 3 Ahead	48.00	100.0 %	2056	2056
1/3 (M1 Southbound Off-slip)	3.65	0.00	N	Arm 3 Ahead	51.00	100.0 %	2059	2059
2/1 (North Circ Adj M1 SB)	3.30	0.00	Y	Arm 4 Ahead	77.00	100.0 %	1908	1908
2/2 (North Circ Adj M1 SB)	3.30	0.00	Y	Arm 3 Right	74.00	50.3 %	1906	1906
				Arm 4 Ahead	74.00	49.7 %		
2/3 (North Circ Adj M1 SB)	3.30	0.00	Y	Arm 3 Right	70.00	100.0 %	1904	1904
3/1 (East Circ)	3.65	0.00	Y	Arm 7 Ahead	86.00	100.0 %	1946	1946
3/2 (East Circ)	3.65	0.00	Y	Arm 6 Right	83.00	100.0 %	1945	1945
3/3 (East Circ)	3.65	0.00	Y	Arm 6 Right	79.00	100.0 %	1943	1943
4/1	Infinite Saturation Flow						Inf	Inf
4/2	Infinite Saturation Flow						Inf	Inf
5/1 (A52 Westbound Off-slip)	3.50	0.00	Y	Arm 6 Ahead	68.00	56.5 %	1923	1923
				Arm 7 Left	68.00	43.5 %		
5/2 (A52 Westbound Off-slip)	3.50	0.00	N	Arm 6 Ahead	71.00	100.0 %	2061	2061
5/3 (A52 Westbound Off-slip)	3.50	0.00	N	Arm 6 Ahead	75.00	100.0 %	2064	2064
6/1 (Southeast Circ Adj Bostocks Lane)	3.65	0.00	Y	Arm 10 Ahead	107.00	100.0 %	1953	1953
6/2 (Southeast Circ Adj Bostocks Lane)	3.65	0.00	Y	Arm 10 Ahead	104.00	100.0 %	1952	1952
6/3 (Southeast Circ Adj Bostocks Lane)	3.65	0.00	Y	Arm 10 Ahead	100.00	100.0 %	1951	1951
7/1	3.65	0.00	Y	Arm 8 Ahead	Inf	100.0 %	1980	1980
8/1	Infinite Saturation Flow						Inf	Inf
9/1 (Bostocks Lane)	3.65	0.00	Y	Arm 10 Left	47.00	100.0 %	1919	1919
9/2 (Bostocks Lane)	3.65	0.00	Y	Arm 10 Left	51.00	100.0 %	1923	1923

Detailed Input Data And Results

9/3 (Bostocks Lane)	3.65	0.00	Y	Arm 10 Left	54.00	100.0 %	1926	1926
10/1 (South Circ)	3.65	0.00	Y	Arm 11 Left	Inf	100.0 %	1980	1980
10/2 (South Circ)	3.65	0.00	Y	Arm 11 Left	Inf	41.3 %	1980	1980
				Arm 12 Ahead	Inf	58.7 %		
10/3 (South Circ)	3.65	0.00	Y	Arm 12 Ahead	Inf	100.0 %	1980	1980
11/1	Infinite Saturation Flow						Inf	Inf
11/2	Infinite Saturation Flow						Inf	Inf
12/1 (South Circ Adj M1 NB)	3.65	0.00	Y	Arm 15 Ahead	66.00	100.0 %	1936	1936
12/2 (South Circ Adj M1 NB)	3.65	0.00	Y	Arm 14 Right	58.00	55.8 %	1931	1931
				Arm 15 Ahead	62.00	44.2 %		
12/3 (South Circ Adj M1 NB)	3.65	0.00	Y	Arm 14 Right	59.00	100.0 %	1931	1931
13/1 (M1 Northbound Off-slip)	3.65	0.00	Y	Arm 15 Left	42.00	100.0 %	1912	1912
13/2 (M1 Northbound Off-slip)	3.65	0.00	N	Arm 14 Ahead	46.00	81.9 %	2053	2053
				Arm 15 Left	46.00	18.1 %		
13/3 (M1 Northbound Off-slip)	3.65	0.00	N	Arm 14 Ahead	49.00	100.0 %	2057	2057
14/1 (West Circ)	3.65	0.00	Y	Arm 16 Right	68.00	33.9 %	1937	1937
				Arm 18 Ahead	68.00	66.1 %		
14/2 (West Circ)	3.65	0.00	Y	Arm 16 Right	65.00	100.0 %	1935	1935
14/3 (West Circ)	3.65	0.00	Y	Arm 16 Right	61.00	100.0 %	1932	1932
15/1	Infinite Saturation Flow						Inf	Inf
15/2	Infinite Saturation Flow						Inf	Inf
16/1 (North Circ Adj London Road)	3.65	0.00	Y	Arm 21 Left	103.00	100.0 %	1952	1952
16/2 (North Circ Adj London Road)	3.65	0.00	Y	Arm 2 Ahead	99.00	59.8 %	1950	1950
				Arm 21 Left	99.00	40.2 %		
16/3 (North Circ Adj London Road)	3.65	0.00	Y	Arm 2 Ahead	96.00	100.0 %	1950	1950
17/1 (A52 Eastbound Off-slip)	3.65	0.00	Y	Arm 16 Ahead	56.00	77.9 %	1928	1928
				Arm 18 Left	56.00	22.1 %		
17/2 (A52 Eastbound Off-slip)	3.65	0.00	N	Arm 16 Ahead	59.00	100.0 %	2067	2067
18/1	3.65	0.00	Y	Arm 19 Ahead	Inf	100.0 %	1980	1980
19/1	Infinite Saturation Flow						Inf	Inf

Detailed Input Data And Results

20/1	3.65	0.00	Y	Arm 21 Left	49.00	100.0 %	1921	1921
20/2	3.65	0.00	N	Arm 2 Left	52.00	100.0 %	2061	2061
20/3	3.65	0.00	Y	Arm 2 Left	56.00	100.0 %	1928	1928
21/1	Infinite Saturation Flow						Inf	Inf
21/2	Infinite Saturation Flow						Inf	Inf

Bonus Green Times

No Bonus Greens are defined For Scenario 9

Scenario 10: '2038 WD PM' (FG10: '2038 WD PM Base', Plan 2: 'Network Control Plan 2 PM')**Lane Saturation Flows**

Junction: Unnamed Junction								
Lane	Lane Width (m)	Gradient (%)	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
1/1 (M1 Southbound Off-slip)	3.65	0.00	Y	Arm 4 Left	44.00	100.0 %	1915	1915
1/2 (M1 Southbound Off-slip)	3.65	0.00	N	Arm 3 Ahead	48.00	100.0 %	2056	2056
1/3 (M1 Southbound Off-slip)	3.65	0.00	N	Arm 3 Ahead	51.00	100.0 %	2059	2059
2/1 (North Circ Adj M1 SB)	3.30	0.00	Y	Arm 4 Ahead	77.00	100.0 %	1908	1908
2/2 (North Circ Adj M1 SB)	3.30	0.00	Y	Arm 3 Right	74.00	46.4 %	1906	1906
				Arm 4 Ahead	74.00	53.6 %		
2/3 (North Circ Adj M1 SB)	3.30	0.00	Y	Arm 3 Right	70.00	100.0 %	1904	1904
3/1 (East Circ)	3.65	0.00	Y	Arm 7 Ahead	86.00	100.0 %	1946	1946
3/2 (East Circ)	3.65	0.00	Y	Arm 6 Right	83.00	100.0 %	1945	1945
3/3 (East Circ)	3.65	0.00	Y	Arm 6 Right	79.00	100.0 %	1943	1943
4/1	Infinite Saturation Flow						Inf	Inf
4/2	Infinite Saturation Flow						Inf	Inf
5/1 (A52 Westbound Off-slip)	3.50	0.00	Y	Arm 6 Ahead	68.00	19.2 %	1923	1923
				Arm 7 Left	68.00	80.8 %		
5/2 (A52 Westbound Off-slip)	3.50	0.00	N	Arm 6 Ahead	71.00	100.0 %	2061	2061
5/3 (A52 Westbound Off-slip)	3.50	0.00	N	Arm 6 Ahead	75.00	100.0 %	2064	2064
6/1 (Southeast Circ Adj Bostocks Lane)	3.65	0.00	Y	Arm 10 Ahead	107.00	100.0 %	1953	1953
6/2 (Southeast Circ Adj Bostocks Lane)	3.65	0.00	Y	Arm 10 Ahead	104.00	100.0 %	1952	1952
6/3 (Southeast Circ Adj Bostocks Lane)	3.65	0.00	Y	Arm 10 Ahead	100.00	100.0 %	1951	1951
7/1	3.65	0.00	Y	Arm 8 Ahead	Inf	100.0 %	1980	1980
8/1	Infinite Saturation Flow						Inf	Inf
9/1 (Bostocks Lane)	3.65	0.00	Y	Arm 10 Left	47.00	100.0 %	1919	1919
9/2 (Bostocks Lane)	3.65	0.00	Y	Arm 10 Left	51.00	100.0 %	1923	1923

Detailed Input Data And Results

9/3 (Bostocks Lane)	3.65	0.00	Y	Arm 10 Left	54.00	100.0 %	1926	1926
10/1 (South Circ)	3.65	0.00	Y	Arm 11 Left	Inf	100.0 %	1980	1980
10/2 (South Circ)	3.65	0.00	Y	Arm 11 Left	Inf	49.9 %	1980	1980
				Arm 12 Ahead	Inf	50.1 %		
10/3 (South Circ)	3.65	0.00	Y	Arm 12 Ahead	Inf	100.0 %	1980	1980
11/1	Infinite Saturation Flow						Inf	Inf
11/2	Infinite Saturation Flow						Inf	Inf
12/1 (South Circ Adj M1 NB)	3.65	0.00	Y	Arm 15 Ahead	66.00	100.0 %	1936	1936
12/2 (South Circ Adj M1 NB)	3.65	0.00	Y	Arm 14 Right	58.00	56.0 %	1931	1931
				Arm 15 Ahead	62.00	44.0 %		
12/3 (South Circ Adj M1 NB)	3.65	0.00	Y	Arm 14 Right	59.00	100.0 %	1931	1931
13/1 (M1 Northbound Off-slip)	3.65	0.00	Y	Arm 15 Left	42.00	100.0 %	1912	1912
13/2 (M1 Northbound Off-slip)	3.65	0.00	N	Arm 14 Ahead	46.00	99.2 %	2053	2053
				Arm 15 Left	46.00	0.8 %		
13/3 (M1 Northbound Off-slip)	3.65	0.00	N	Arm 14 Ahead	49.00	100.0 %	2057	2057
14/1 (West Circ)	3.65	0.00	Y	Arm 16 Right	68.00	65.2 %	1937	1937
				Arm 18 Ahead	68.00	34.8 %		
14/2 (West Circ)	3.65	0.00	Y	Arm 16 Right	65.00	100.0 %	1935	1935
14/3 (West Circ)	3.65	0.00	Y	Arm 16 Right	61.00	100.0 %	1932	1932
15/1	Infinite Saturation Flow						Inf	Inf
15/2	Infinite Saturation Flow						Inf	Inf
16/1 (North Circ Adj London Road)	3.65	0.00	Y	Arm 21 Left	103.00	100.0 %	1952	1952
16/2 (North Circ Adj London Road)	3.65	0.00	Y	Arm 2 Ahead	99.00	48.5 %	1950	1950
				Arm 21 Left	99.00	51.5 %		
16/3 (North Circ Adj London Road)	3.65	0.00	Y	Arm 2 Ahead	96.00	100.0 %	1950	1950
17/1 (A52 Eastbound Off-slip)	3.65	0.00	Y	Arm 16 Ahead	56.00	94.1 %	1928	1928
				Arm 18 Left	56.00	5.9 %		
17/2 (A52 Eastbound Off-slip)	3.65	0.00	N	Arm 16 Ahead	59.00	100.0 %	2067	2067
18/1	3.65	0.00	Y	Arm 19 Ahead	Inf	100.0 %	1980	1980
19/1	Infinite Saturation Flow						Inf	Inf

Detailed Input Data And Results

20/1	3.65	0.00	Y	Arm 21 Left	49.00	100.0 %	1921	1921
20/2	3.65	0.00	N	Arm 2 Left	52.00	100.0 %	2061	2061
20/3	3.65	0.00	Y	Arm 2 Left	56.00	100.0 %	1928	1928
21/1	Infinite Saturation Flow						Inf	Inf
21/2	Infinite Saturation Flow						Inf	Inf

Bonus Green Times

No Bonus Greens are defined For Scenario 10

Scenario 11: '2b 2028 WD AM' (FG11: '2b 2028 WD AM Base', Plan 1: 'Network Control Plan 1 AM')**Lane Saturation Flows**

Junction: Unnamed Junction								
Lane	Lane Width (m)	Gradient (%)	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
1/1 (M1 Southbound Off-slip)	3.65	0.00	Y	Arm 4 Left	44.00	100.0 %	1915	1915
1/2 (M1 Southbound Off-slip)	3.65	0.00	N	Arm 3 Ahead	48.00	100.0 %	2056	2056
1/3 (M1 Southbound Off-slip)	3.65	0.00	N	Arm 3 Ahead	51.00	100.0 %	2059	2059
2/1 (North Circ Adj M1 SB)	3.30	0.00	Y	Arm 4 Ahead	77.00	100.0 %	1908	1908
2/2 (North Circ Adj M1 SB)	3.30	0.00	Y	Arm 3 Right	74.00	63.9 %	1906	1906
				Arm 4 Ahead	74.00	36.1 %		
2/3 (North Circ Adj M1 SB)	3.30	0.00	Y	Arm 3 Right	70.00	100.0 %	1904	1904
3/1 (East Circ)	3.65	0.00	Y	Arm 7 Ahead	86.00	100.0 %	1946	1946
3/2 (East Circ)	3.65	0.00	Y	Arm 6 Right	83.00	100.0 %	1945	1945
3/3 (East Circ)	3.65	0.00	Y	Arm 6 Right	79.00	100.0 %	1943	1943
4/1	Infinite Saturation Flow						Inf	Inf
4/2	Infinite Saturation Flow						Inf	Inf
5/1 (A52 Westbound Off-slip)	3.50	0.00	Y	Arm 6 Ahead	68.00	44.1 %	1923	1923
				Arm 7 Left	68.00	55.9 %		
5/2 (A52 Westbound Off-slip)	3.50	0.00	N	Arm 6 Ahead	71.00	100.0 %	2061	2061
5/3 (A52 Westbound Off-slip)	3.50	0.00	N	Arm 6 Ahead	75.00	100.0 %	2064	2064
6/1 (Southeast Circ Adj Bostocks Lane)	3.65	0.00	Y	Arm 10 Ahead	107.00	100.0 %	1953	1953
6/2 (Southeast Circ Adj Bostocks Lane)	3.65	0.00	Y	Arm 10 Ahead	104.00	100.0 %	1952	1952
6/3 (Southeast Circ Adj Bostocks Lane)	3.65	0.00	Y	Arm 10 Ahead	100.00	100.0 %	1951	1951
7/1	3.65	0.00	Y	Arm 8 Ahead	Inf	100.0 %	1980	1980
8/1	Infinite Saturation Flow						Inf	Inf
9/1 (Bostocks Lane)	3.65	0.00	Y	Arm 10 Left	47.00	100.0 %	1919	1919
9/2 (Bostocks Lane)	3.65	0.00	Y	Arm 10 Left	51.00	100.0 %	1923	1923

Detailed Input Data And Results

9/3 (Bostocks Lane)	3.65	0.00	Y	Arm 10 Left	54.00	100.0 %	1926	1926
10/1 (South Circ)	3.65	0.00	Y	Arm 11 Left	Inf	100.0 %	1980	1980
10/2 (South Circ)	3.65	0.00	Y	Arm 11 Left	Inf	47.0 %	1980	1980
				Arm 12 Ahead	Inf	53.0 %		
10/3 (South Circ)	3.65	0.00	Y	Arm 12 Ahead	Inf	100.0 %	1980	1980
11/1	Infinite Saturation Flow						Inf	Inf
11/2	Infinite Saturation Flow						Inf	Inf
12/1 (South Circ Adj M1 NB)	3.65	0.00	Y	Arm 15 Ahead	66.00	100.0 %	1936	1936
12/2 (South Circ Adj M1 NB)	3.65	0.00	Y	Arm 14 Right	58.00	58.9 %	1931	1931
				Arm 15 Ahead	62.00	41.1 %		
12/3 (South Circ Adj M1 NB)	3.65	0.00	Y	Arm 14 Right	59.00	100.0 %	1931	1931
13/1 (M1 Northbound Off-slip)	3.65	0.00	Y	Arm 15 Left	42.00	100.0 %	1912	1912
13/2 (M1 Northbound Off-slip)	3.65	0.00	N	Arm 14 Ahead	46.00	100.0 %	2053	2053
				Arm 15 Left	46.00	0.0 %		
13/3 (M1 Northbound Off-slip)	3.65	0.00	N	Arm 14 Ahead	49.00	100.0 %	2057	2057
14/1 (West Circ)	3.65	0.00	Y	Arm 16 Right	68.00	41.4 %	1937	1937
				Arm 18 Ahead	68.00	58.6 %		
14/2 (West Circ)	3.65	0.00	Y	Arm 16 Right	65.00	100.0 %	1935	1935
14/3 (West Circ)	3.65	0.00	Y	Arm 16 Right	61.00	100.0 %	1932	1932
15/1	Infinite Saturation Flow						Inf	Inf
15/2	Infinite Saturation Flow						Inf	Inf
16/1 (North Circ Adj London Road)	3.65	0.00	Y	Arm 21 Left	103.00	100.0 %	1952	1952
16/2 (North Circ Adj London Road)	3.65	0.00	Y	Arm 2 Ahead	99.00	47.1 %	1950	1950
				Arm 21 Left	99.00	52.9 %		
16/3 (North Circ Adj London Road)	3.65	0.00	Y	Arm 2 Ahead	96.00	100.0 %	1950	1950
17/1 (A52 Eastbound Off-slip)	3.65	0.00	Y	Arm 16 Ahead	56.00	75.4 %	1928	1928
				Arm 18 Left	56.00	24.6 %		
17/2 (A52 Eastbound Off-slip)	3.65	0.00	N	Arm 16 Ahead	59.00	100.0 %	2067	2067
18/1	3.65	0.00	Y	Arm 19 Ahead	Inf	100.0 %	1980	1980
19/1	Infinite Saturation Flow						Inf	Inf

Detailed Input Data And Results

20/1	3.65	0.00	Y	Arm 21 Left	49.00	100.0 %	1921	1921
20/2	3.65	0.00	N	Arm 2 Left	52.00	100.0 %	2061	2061
20/3	3.65	0.00	Y	Arm 2 Left	56.00	100.0 %	1928	1928
21/1	Infinite Saturation Flow						Inf	Inf
21/2	Infinite Saturation Flow						Inf	Inf

Bonus Green Times

No Bonus Greens are defined For Scenario 11

Scenario 12: '2b 2028 WD PM' (FG12: '2b 2028 WD PM Base', Plan 2: 'Network Control Plan 2 PM')**Lane Saturation Flows**

Junction: Unnamed Junction								
Lane	Lane Width (m)	Gradient (%)	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
1/1 (M1 Southbound Off-slip)	3.65	0.00	Y	Arm 4 Left	44.00	100.0 %	1915	1915
1/2 (M1 Southbound Off-slip)	3.65	0.00	N	Arm 3 Ahead	48.00	100.0 %	2056	2056
1/3 (M1 Southbound Off-slip)	3.65	0.00	N	Arm 3 Ahead	51.00	100.0 %	2059	2059
2/1 (North Circ Adj M1 SB)	3.30	0.00	Y	Arm 4 Ahead	77.00	100.0 %	1908	1908
2/2 (North Circ Adj M1 SB)	3.30	0.00	Y	Arm 3 Right	74.00	45.3 %	1906	1906
				Arm 4 Ahead	74.00	54.7 %		
2/3 (North Circ Adj M1 SB)	3.30	0.00	Y	Arm 3 Right	70.00	100.0 %	1904	1904
3/1 (East Circ)	3.65	0.00	Y	Arm 7 Ahead	86.00	100.0 %	1946	1946
3/2 (East Circ)	3.65	0.00	Y	Arm 6 Right	83.00	100.0 %	1945	1945
3/3 (East Circ)	3.65	0.00	Y	Arm 6 Right	79.00	100.0 %	1943	1943
4/1	Infinite Saturation Flow						Inf	Inf
4/2	Infinite Saturation Flow						Inf	Inf
5/1 (A52 Westbound Off-slip)	3.50	0.00	Y	Arm 6 Ahead	68.00	40.5 %	1923	1923
				Arm 7 Left	68.00	59.5 %		
5/2 (A52 Westbound Off-slip)	3.50	0.00	N	Arm 6 Ahead	71.00	100.0 %	2061	2061
5/3 (A52 Westbound Off-slip)	3.50	0.00	N	Arm 6 Ahead	75.00	100.0 %	2064	2064
6/1 (Southeast Circ Adj Bostocks Lane)	3.65	0.00	Y	Arm 10 Ahead	107.00	100.0 %	1953	1953
6/2 (Southeast Circ Adj Bostocks Lane)	3.65	0.00	Y	Arm 10 Ahead	104.00	100.0 %	1952	1952
6/3 (Southeast Circ Adj Bostocks Lane)	3.65	0.00	Y	Arm 10 Ahead	100.00	100.0 %	1951	1951
7/1	3.65	0.00	Y	Arm 8 Ahead	Inf	100.0 %	1980	1980
8/1	Infinite Saturation Flow						Inf	Inf
9/1 (Bostocks Lane)	3.65	0.00	Y	Arm 10 Left	47.00	100.0 %	1919	1919
9/2 (Bostocks Lane)	3.65	0.00	Y	Arm 10 Left	51.00	100.0 %	1923	1923

Detailed Input Data And Results

9/3 (Bostocks Lane)	3.65	0.00	Y	Arm 10 Left	54.00	100.0 %	1926	1926
10/1 (South Circ)	3.65	0.00	Y	Arm 11 Left	Inf	100.0 %	1980	1980
10/2 (South Circ)	3.65	0.00	Y	Arm 11 Left	Inf	49.7 %	1980	1980
				Arm 12 Ahead	Inf	50.3 %		
10/3 (South Circ)	3.65	0.00	Y	Arm 12 Ahead	Inf	100.0 %	1980	1980
11/1	Infinite Saturation Flow						Inf	Inf
11/2	Infinite Saturation Flow						Inf	Inf
12/1 (South Circ Adj M1 NB)	3.65	0.00	Y	Arm 15 Ahead	66.00	100.0 %	1936	1936
12/2 (South Circ Adj M1 NB)	3.65	0.00	Y	Arm 14 Right	58.00	61.6 %	1931	1931
				Arm 15 Ahead	62.00	38.4 %		
12/3 (South Circ Adj M1 NB)	3.65	0.00	Y	Arm 14 Right	59.00	100.0 %	1931	1931
13/1 (M1 Northbound Off-slip)	3.65	0.00	Y	Arm 15 Left	42.00	100.0 %	1912	1912
13/2 (M1 Northbound Off-slip)	3.65	0.00	N	Arm 14 Ahead	46.00	100.0 %	2053	2053
				Arm 15 Left	46.00	0.0 %		
13/3 (M1 Northbound Off-slip)	3.65	0.00	N	Arm 14 Ahead	49.00	100.0 %	2057	2057
14/1 (West Circ)	3.65	0.00	Y	Arm 16 Right	68.00	28.1 %	1937	1937
				Arm 18 Ahead	68.00	71.9 %		
14/2 (West Circ)	3.65	0.00	Y	Arm 16 Right	65.00	100.0 %	1935	1935
14/3 (West Circ)	3.65	0.00	Y	Arm 16 Right	61.00	100.0 %	1932	1932
15/1	Infinite Saturation Flow						Inf	Inf
15/2	Infinite Saturation Flow						Inf	Inf
16/1 (North Circ Adj London Road)	3.65	0.00	Y	Arm 21 Left	103.00	100.0 %	1952	1952
16/2 (North Circ Adj London Road)	3.65	0.00	Y	Arm 2 Ahead	99.00	34.8 %	1950	1950
				Arm 21 Left	99.00	65.2 %		
16/3 (North Circ Adj London Road)	3.65	0.00	Y	Arm 2 Ahead	96.00	100.0 %	1950	1950
17/1 (A52 Eastbound Off-slip)	3.65	0.00	Y	Arm 16 Ahead	56.00	86.6 %	1928	1928
				Arm 18 Left	56.00	13.4 %		
17/2 (A52 Eastbound Off-slip)	3.65	0.00	N	Arm 16 Ahead	59.00	100.0 %	2067	2067
18/1	3.65	0.00	Y	Arm 19 Ahead	Inf	100.0 %	1980	1980
19/1	Infinite Saturation Flow						Inf	Inf

Detailed Input Data And Results

20/1	3.65	0.00	Y	Arm 21 Left	49.00	100.0 %	1921	1921
20/2	3.65	0.00	N	Arm 2 Left	52.00	100.0 %	2061	2061
20/3	3.65	0.00	Y	Arm 2 Left	56.00	100.0 %	1928	1928
21/1	Infinite Saturation Flow						Inf	Inf
21/2	Infinite Saturation Flow						Inf	Inf

Bonus Green Times

No Bonus Greens are defined For Scenario 12

Scenario 13: '2b 2038 WD AM' (FG13: '2b 2038 WD AM Base', Plan 1: 'Network Control Plan 1 AM')**Lane Saturation Flows**

Junction: Unnamed Junction								
Lane	Lane Width (m)	Gradient (%)	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
1/1 (M1 Southbound Off-slip)	3.65	0.00	Y	Arm 4 Left	44.00	100.0 %	1915	1915
1/2 (M1 Southbound Off-slip)	3.65	0.00	N	Arm 3 Ahead	48.00	100.0 %	2056	2056
1/3 (M1 Southbound Off-slip)	3.65	0.00	N	Arm 3 Ahead	51.00	100.0 %	2059	2059
2/1 (North Circ Adj M1 SB)	3.30	0.00	Y	Arm 4 Ahead	77.00	100.0 %	1908	1908
2/2 (North Circ Adj M1 SB)	3.30	0.00	Y	Arm 3 Right	74.00	50.9 %	1906	1906
				Arm 4 Ahead	74.00	49.1 %		
2/3 (North Circ Adj M1 SB)	3.30	0.00	Y	Arm 3 Right	70.00	100.0 %	1904	1904
3/1 (East Circ)	3.65	0.00	Y	Arm 7 Ahead	86.00	100.0 %	1946	1946
3/2 (East Circ)	3.65	0.00	Y	Arm 6 Right	83.00	100.0 %	1945	1945
3/3 (East Circ)	3.65	0.00	Y	Arm 6 Right	79.00	100.0 %	1943	1943
4/1	Infinite Saturation Flow						Inf	Inf
4/2	Infinite Saturation Flow						Inf	Inf
5/1 (A52 Westbound Off-slip)	3.50	0.00	Y	Arm 6 Ahead	68.00	54.5 %	1923	1923
				Arm 7 Left	68.00	45.5 %		
5/2 (A52 Westbound Off-slip)	3.50	0.00	N	Arm 6 Ahead	71.00	100.0 %	2061	2061
5/3 (A52 Westbound Off-slip)	3.50	0.00	N	Arm 6 Ahead	75.00	100.0 %	2064	2064
6/1 (Southeast Circ Adj Bostocks Lane)	3.65	0.00	Y	Arm 10 Ahead	107.00	100.0 %	1953	1953
6/2 (Southeast Circ Adj Bostocks Lane)	3.65	0.00	Y	Arm 10 Ahead	104.00	100.0 %	1952	1952
6/3 (Southeast Circ Adj Bostocks Lane)	3.65	0.00	Y	Arm 10 Ahead	100.00	100.0 %	1951	1951
7/1	3.65	0.00	Y	Arm 8 Ahead	Inf	100.0 %	1980	1980
8/1	Infinite Saturation Flow						Inf	Inf
9/1 (Bostocks Lane)	3.65	0.00	Y	Arm 10 Left	47.00	100.0 %	1919	1919
9/2 (Bostocks Lane)	3.65	0.00	Y	Arm 10 Left	51.00	100.0 %	1923	1923

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9/3 (Bostocks Lane)	3.65	0.00	Y	Arm 10 Left	54.00	100.0 %	1926	1926
10/1 (South Circ)	3.65	0.00	Y	Arm 11 Left	Inf	100.0 %	1980	1980
10/2 (South Circ)	3.65	0.00	Y	Arm 11 Left	Inf	44.1 %	1980	1980
				Arm 12 Ahead	Inf	55.9 %		
10/3 (South Circ)	3.65	0.00	Y	Arm 12 Ahead	Inf	100.0 %	1980	1980
11/1	Infinite Saturation Flow						Inf	Inf
11/2	Infinite Saturation Flow						Inf	Inf
12/1 (South Circ Adj M1 NB)	3.65	0.00	Y	Arm 15 Ahead	66.00	100.0 %	1936	1936
12/2 (South Circ Adj M1 NB)	3.65	0.00	Y	Arm 14 Right	58.00	50.8 %	1932	1932
				Arm 15 Ahead	62.00	49.2 %		
12/3 (South Circ Adj M1 NB)	3.65	0.00	Y	Arm 14 Right	59.00	100.0 %	1931	1931
13/1 (M1 Northbound Off-slip)	3.65	0.00	Y	Arm 15 Left	42.00	100.0 %	1912	1912
13/2 (M1 Northbound Off-slip)	3.65	0.00	N	Arm 14 Ahead	46.00	80.0 %	2053	2053
				Arm 15 Left	46.00	20.0 %		
13/3 (M1 Northbound Off-slip)	3.65	0.00	N	Arm 14 Ahead	49.00	100.0 %	2057	2057
14/1 (West Circ)	3.65	0.00	Y	Arm 16 Right	68.00	36.5 %	1937	1937
				Arm 18 Ahead	68.00	63.5 %		
14/2 (West Circ)	3.65	0.00	Y	Arm 16 Right	65.00	100.0 %	1935	1935
14/3 (West Circ)	3.65	0.00	Y	Arm 16 Right	61.00	100.0 %	1932	1932
15/1	Infinite Saturation Flow						Inf	Inf
15/2	Infinite Saturation Flow						Inf	Inf
16/1 (North Circ Adj London Road)	3.65	0.00	Y	Arm 21 Left	103.00	100.0 %	1952	1952
16/2 (North Circ Adj London Road)	3.65	0.00	Y	Arm 2 Ahead	99.00	58.4 %	1950	1950
				Arm 21 Left	99.00	41.6 %		
16/3 (North Circ Adj London Road)	3.65	0.00	Y	Arm 2 Ahead	96.00	100.0 %	1950	1950
17/1 (A52 Eastbound Off-slip)	3.65	0.00	Y	Arm 16 Ahead	56.00	79.7 %	1928	1928
				Arm 18 Left	56.00	20.3 %		
17/2 (A52 Eastbound Off-slip)	3.65	0.00	N	Arm 16 Ahead	59.00	100.0 %	2067	2067
18/1	3.65	0.00	Y	Arm 19 Ahead	Inf	100.0 %	1980	1980
19/1	Infinite Saturation Flow						Inf	Inf

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20/1	3.65	0.00	Y	Arm 21 Left	49.00	100.0 %	1921	1921
20/2	3.65	0.00	N	Arm 2 Left	52.00	100.0 %	2061	2061
20/3	3.65	0.00	Y	Arm 2 Left	56.00	100.0 %	1928	1928
21/1	Infinite Saturation Flow						Inf	Inf
21/2	Infinite Saturation Flow						Inf	Inf

Bonus Green Times

No Bonus Greens are defined For Scenario 13

Scenario 14: '2b 2038 WD PM' (FG14: '2b 2038 WD PM Base', Plan 2: 'Network Control Plan 2 PM')**Lane Saturation Flows**

Junction: Unnamed Junction								
Lane	Lane Width (m)	Gradient (%)	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
1/1 (M1 Southbound Off-slip)	3.65	0.00	Y	Arm 4 Left	44.00	100.0 %	1915	1915
1/2 (M1 Southbound Off-slip)	3.65	0.00	N	Arm 3 Ahead	48.00	100.0 %	2056	2056
1/3 (M1 Southbound Off-slip)	3.65	0.00	N	Arm 3 Ahead	51.00	100.0 %	2059	2059
2/1 (North Circ Adj M1 SB)	3.30	0.00	Y	Arm 4 Ahead	77.00	100.0 %	1908	1908
2/2 (North Circ Adj M1 SB)	3.30	0.00	Y	Arm 3 Right	74.00	41.9 %	1906	1906
				Arm 4 Ahead	74.00	58.1 %		
2/3 (North Circ Adj M1 SB)	3.30	0.00	Y	Arm 3 Right	70.00	100.0 %	1904	1904
3/1 (East Circ)	3.65	0.00	Y	Arm 7 Ahead	86.00	100.0 %	1946	1946
3/2 (East Circ)	3.65	0.00	Y	Arm 6 Right	83.00	100.0 %	1945	1945
3/3 (East Circ)	3.65	0.00	Y	Arm 6 Right	79.00	100.0 %	1943	1943
4/1	Infinite Saturation Flow						Inf	Inf
4/2	Infinite Saturation Flow						Inf	Inf
5/1 (A52 Westbound Off-slip)	3.50	0.00	Y	Arm 6 Ahead	68.00	42.2 %	1923	1923
				Arm 7 Left	68.00	57.8 %		
5/2 (A52 Westbound Off-slip)	3.50	0.00	N	Arm 6 Ahead	71.00	100.0 %	2061	2061
5/3 (A52 Westbound Off-slip)	3.50	0.00	N	Arm 6 Ahead	75.00	100.0 %	2064	2064
6/1 (Southeast Circ Adj Bostocks Lane)	3.65	0.00	Y	Arm 10 Ahead	107.00	100.0 %	1953	1953
6/2 (Southeast Circ Adj Bostocks Lane)	3.65	0.00	Y	Arm 10 Ahead	104.00	100.0 %	1952	1952
6/3 (Southeast Circ Adj Bostocks Lane)	3.65	0.00	Y	Arm 10 Ahead	100.00	100.0 %	1951	1951
7/1	3.65	0.00	Y	Arm 8 Ahead	Inf	100.0 %	1980	1980
8/1	Infinite Saturation Flow						Inf	Inf
9/1 (Bostocks Lane)	3.65	0.00	Y	Arm 10 Left	47.00	100.0 %	1919	1919
9/2 (Bostocks Lane)	3.65	0.00	Y	Arm 10 Left	51.00	100.0 %	1923	1923

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9/3 (Bostocks Lane)	3.65	0.00	Y	Arm 10 Left	54.00	100.0 %	1926	1926
10/1 (South Circ)	3.65	0.00	Y	Arm 11 Left	Inf	100.0 %	1980	1980
10/2 (South Circ)	3.65	0.00	Y	Arm 11 Left	Inf	49.6 %	1980	1980
				Arm 12 Ahead	Inf	50.4 %		
10/3 (South Circ)	3.65	0.00	Y	Arm 12 Ahead	Inf	100.0 %	1980	1980
11/1	Infinite Saturation Flow						Inf	Inf
11/2	Infinite Saturation Flow						Inf	Inf
12/1 (South Circ Adj M1 NB)	3.65	0.00	Y	Arm 15 Ahead	66.00	100.0 %	1936	1936
12/2 (South Circ Adj M1 NB)	3.65	0.00	Y	Arm 14 Right	58.00	51.3 %	1932	1932
				Arm 15 Ahead	62.00	48.7 %		
12/3 (South Circ Adj M1 NB)	3.65	0.00	Y	Arm 14 Right	59.00	100.0 %	1931	1931
13/1 (M1 Northbound Off-slip)	3.65	0.00	Y	Arm 15 Left	42.00	100.0 %	1912	1912
13/2 (M1 Northbound Off-slip)	3.65	0.00	N	Arm 14 Ahead	46.00	95.0 %	2053	2053
				Arm 15 Left	46.00	5.0 %		
13/3 (M1 Northbound Off-slip)	3.65	0.00	N	Arm 14 Ahead	49.00	100.0 %	2057	2057
14/1 (West Circ)	3.65	0.00	Y	Arm 16 Right	68.00	24.3 %	1937	1937
				Arm 18 Ahead	68.00	75.7 %		
14/2 (West Circ)	3.65	0.00	Y	Arm 16 Right	65.00	100.0 %	1935	1935
14/3 (West Circ)	3.65	0.00	Y	Arm 16 Right	61.00	100.0 %	1932	1932
15/1	Infinite Saturation Flow						Inf	Inf
15/2	Infinite Saturation Flow						Inf	Inf
16/1 (North Circ Adj London Road)	3.65	0.00	Y	Arm 21 Left	103.00	100.0 %	1952	1952
16/2 (North Circ Adj London Road)	3.65	0.00	Y	Arm 2 Ahead	99.00	38.9 %	1950	1950
				Arm 21 Left	99.00	61.1 %		
16/3 (North Circ Adj London Road)	3.65	0.00	Y	Arm 2 Ahead	96.00	100.0 %	1950	1950
17/1 (A52 Eastbound Off-slip)	3.65	0.00	Y	Arm 16 Ahead	56.00	88.9 %	1928	1928
				Arm 18 Left	56.00	11.1 %		
17/2 (A52 Eastbound Off-slip)	3.65	0.00	N	Arm 16 Ahead	59.00	100.0 %	2067	2067
18/1	3.65	0.00	Y	Arm 19 Ahead	Inf	100.0 %	1980	1980
19/1	Infinite Saturation Flow						Inf	Inf

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20/1	3.65	0.00	Y	Arm 21 Left	49.00	100.0 %	1921	1921
20/2	3.65	0.00	N	Arm 2 Left	52.00	100.0 %	2061	2061
20/3	3.65	0.00	Y	Arm 2 Left	56.00	100.0 %	1928	1928
21/1	Infinite Saturation Flow						Inf	Inf
21/2	Infinite Saturation Flow						Inf	Inf

Bonus Green Times

No Bonus Greens are defined For Scenario 14

Traffic Flow Groups

Flow Group	Start Time	End Time	Duration	Formula
1: '2022 AM Base'	07:45	08:45	01:00	
2: '2022 PM Base'	17:00	18:00	01:00	
3: '2028 WoD AM Base'	07:45	08:45	01:00	
4: '2028 WoD PM Base'	17:00	18:00	01:00	
5: '2028 WD AM Base'	07:45	08:45	01:00	
6: '2028 WD PM Base'	17:00	18:00	01:00	
7: '2038 WoD AM Base'	07:45	08:45	01:00	
8: '2038 WoD PM Base'	17:00	18:00	01:00	
9: '2038 WD AM Base'	07:45	08:45	01:00	
10: '2038 WD PM Base'	17:00	18:00	01:00	
11: '2b 2028 WD AM Base'	07:45	08:45	01:00	
12: '2b 2028 WD PM Base'	17:00	18:00	01:00	
13: '2b 2038 WD AM Base'	07:45	08:45	01:00	
14: '2b 2038 WD PM Base'	17:00	18:00	01:00	

Traffic Flows, Desired**FG1: '2022 AM Base'****Desired Flow :**

	Destination							
Origin		A	B	C	D	E	F	Tot.
	A	0	357	308	0	642	160	1467
	B	342	0	197	480	0	100	1119
	C	208	167	0	239	223	57	894
	D	0	457	220	0	313	200	1190
	E	373	0	142	377	0	148	1040
	F	215	163	83	280	195	0	936
	Tot.	1138	1144	950	1376	1373	665	6646

FG2: '2022 PM Base'**Desired Flow :**

	Destination							
Origin		A	B	C	D	E	F	Tot.
	A	0	262	242	0	338	158	1000
	B	368	0	373	387	0	133	1261
	C	219	132	0	101	177	76	705
	D	0	494	203	0	177	313	1187
	E	563	0	131	244	0	108	1046
	F	170	136	66	126	88	0	586
	Tot.	1320	1024	1015	858	780	788	5785

Detailed Input Data And Results

FG3: '2028 WoD AM Base'

Desired Flow :

	Destination							
		A	B	C	D	E	F	Tot.
Origin	A	0	337	280	0	678	141	1436
	B	573	0	251	653	0	123	1600
	C	215	134	0	197	205	42	793
	D	0	580	265	0	444	229	1518
	E	422	0	123	354	0	126	1025
	F	270	164	79	288	219	0	1020
	Tot.	1480	1215	998	1492	1546	661	7392

FG4: '2028 WoD PM Base'

Desired Flow :

	Destination							
		A	B	C	D	E	F	Tot.
Origin	A	0	316	233	0	612	159	1320
	B	598	0	318	731	0	124	1771
	C	208	84	0	106	172	41	611
	D	0	620	197	0	332	328	1477
	E	366	0	46	180	0	42	634
	F	215	116	46	187	117	0	681
	Tot.	1387	1136	840	1204	1233	694	6494

FG5: '2028 WD AM Base'

Desired Flow :

	Destination							
		A	B	C	D	E	F	Tot.
Origin	A	0	334	277	0	695	132	1438
	B	591	0	250	673	0	118	1632
	C	209	127	0	192	202	37	767
	D	0	593	271	0	470	226	1560
	E	419	0	119	347	0	117	1002
	F	272	159	78	290	222	0	1021
	Tot.	1491	1213	995	1502	1589	630	7420

Detailed Input Data And Results

FG6: '2028 WD PM Base'

Desired Flow :

	Destination							
		A	B	C	D	E	F	Tot.
Origin	A	0	311	226	0	623	154	1314
	B	595	0	312	751	0	126	1784
	C	203	82	0	108	172	40	605
	D	0	643	206	0	357	341	1547
	E	350	0	44	182	0	41	617
	F	214	113	45	191	119	0	682
	Tot.	1362	1149	833	1232	1271	702	6549

FG7: '2038 WoD AM Base'

Desired Flow :

	Destination							
		A	B	C	D	E	F	Tot.
Origin	A	0	353	247	0	667	126	1393
	B	478	0	179	627	0	88	1372
	C	217	132	0	234	203	37	823
	D	0	853	326	0	619	289	2087
	E	366	0	88	347	0	92	893
	F	265	158	68	338	201	0	1030
	Tot.	1326	1496	908	1546	1690	632	7598

FG8: '2038 WoD PM Base'

Desired Flow :

	Destination							
		A	B	C	D	E	F	Tot.
Origin	A	0	667	439	0	825	121	2052
	B	729	0	406	605	0	54	1794
	C	440	205	0	153	288	30	1116
	D	0	835	240	0	284	147	1506
	E	516	0	70	171	0	23	780
	F	212	138	50	117	89	0	606
	Tot.	1897	1845	1205	1046	1486	375	7854

Detailed Input Data And Results

FG9: '2038 WD AM Base'

Desired Flow :

	Destination							
Origin		A	B	C	D	E	F	Tot.
	A	0	352	241	0	679	123	1395
	B	432	0	186	669	0	92	1379
	C	192	137	0	244	211	38	822
	D	0	868	324	0	639	283	2114
	E	347	0	95	381	0	96	919
	F	205	135	58	302	175	0	875
	Tot.	1176	1492	904	1596	1704	632	7504

FG10: '2038 WD PM Base'

Desired Flow :

	Destination							
Origin		A	B	C	D	E	F	Tot.
	A	0	661	422	0	852	113	2048
	B	716	0	396	617	0	54	1783
	C	426	200	0	151	296	29	1102
	D	0	858	244	0	307	148	1557
	E	557	0	75	192	0	24	848
	F	208	135	49	121	94	0	607
	Tot.	1907	1854	1186	1081	1549	368	7945

FG11: '2b 2028 WD AM Base'

Desired Flow :

	Destination							
Origin		A	B	C	D	E	F	Tot.
	A	0	328	280	0	692	135	1435
	B	587	0	254	687	0	117	1645
	C	204	122	0	192	195	37	750
	D	0	570	265	0	453	223	1511
	E	420	0	121	357	0	120	1018
	F	271	159	78	297	220	0	1025
	Tot.	1482	1179	998	1533	1560	632	7384

Detailed Input Data And Results

FG12: '2b 2028 WD PM Base'

Desired Flow :

	Destination							
Origin		A	B	C	D	E	F	Tot.
	A	0	293	225	0	610	147	1275
	B	601	0	329	734	0	122	1786
	C	212	84	0	109	185	41	631
	D	0	644	214	0	372	339	1569
	E	373	0	49	185	0	42	649
	F	214	114	47	184	124	0	683
	Tot.	1400	1135	864	1212	1291	691	6593

FG13: '2b 2038 WD AM Base'

Desired Flow :

	Destination							
Origin		A	B	C	D	E	F	Tot.
	A	0	349	251	0	675	124	1399
	B	436	0	166	596	0	80	1278
	C	220	136	0	249	210	38	853
	D	0	885	349	0	651	291	2176
	E	389	0	97	382	0	93	961
	F	262	155	68	344	202	0	1031
	Tot.	1307	1525	931	1571	1738	626	7698

FG14: '2b 2038 WD PM Base'

Desired Flow :

	Destination							
Origin		A	B	C	D	E	F	Tot.
	A	0	420	281	0	779	170	1650
	B	579	0	308	792	0	100	1779
	C	220	94	0	126	198	37	675
	D	0	829	261	0	447	360	1897
	E	376	0	49	210	0	36	671
	F	205	110	46	193	119	0	673
	Tot.	1380	1453	945	1321	1543	703	7345

Detailed Input Data And Results

Scenario 1: '2022 AM' (FG1: '2022 AM Base', Plan 1: 'Network Control Plan 1 AM')

Traffic Flows, Actual

Actual Flow :

	Destination							
		A	B	C	D	E	F	Tot.
Origin	A	0	357	308	0	642	160	1467
	B	342	0	197	480	0	100	1119
	C	208	167	0	239	223	57	894
	D	0	457	220	0	313	200	1190
	E	373	0	142	377	0	148	1040
	F	215	163	83	280	195	0	936
	Tot.	1138	1144	950	1376	1373	665	6646

Traffic Flows, Difference

Difference :

	Destination							
		A	B	C	D	E	F	Tot.
Origin	A	0	0	0	0	0	0	0
	B	0	0	0	0	0	0	0
	C	0	0	0	0	0	0	0
	D	0	0	0	0	0	0	0
	E	0	0	0	0	0	0	0
	F	0	0	0	0	0	0	0
	Tot.	0	0	0	0	0	0	0

Scenario 2: '2022 PM' (FG2: '2022 PM Base', Plan 2: 'Network Control Plan 2 PM')

Traffic Flows, Actual

Actual Flow :

	Destination							
		A	B	C	D	E	F	Tot.
Origin	A	0	262	242	0	338	158	1000
	B	368	0	373	387	0	133	1261
	C	219	132	0	101	177	76	705
	D	0	494	203	0	177	313	1187
	E	563	0	131	244	0	108	1046
	F	170	136	66	126	88	0	586
	Tot.	1320	1024	1015	858	780	788	5785

Traffic Flows, Difference**Difference :**

	Destination							
		A	B	C	D	E	F	Tot.
Origin	A	0	0	0	0	0	0	0
	B	0	0	0	0	0	0	0
	C	0	0	0	0	0	0	0
	D	0	0	0	0	0	0	0
	E	0	0	0	0	0	0	0
	F	0	0	0	0	0	0	0
	Tot.	0	0	0	0	0	0	0

Scenario 3: '2028 WoD AM' (FG3: '2028 WoD AM Base', Plan 1: 'Network Control Plan 1 AM')**Traffic Flows, Actual****Actual Flow :**

	Destination							
		A	B	C	D	E	F	Tot.
Origin	A	0	337	280	0	678	141	1436
	B	573	0	251	653	0	123	1600
	C	215	134	0	197	205	42	793
	D	0	580	265	0	444	229	1518
	E	422	0	123	354	0	126	1025
	F	270	164	79	288	219	0	1020
	Tot.	1480	1215	998	1492	1546	661	7392

Traffic Flows, Difference**Difference :**

	Destination							
		A	B	C	D	E	F	Tot.
Origin	A	0	0	0	0	0	0	0
	B	0	0	0	0	0	0	0
	C	0	0	0	0	0	0	0
	D	0	0	0	0	0	0	0
	E	0	0	0	0	0	0	0
	F	0	0	0	0	0	0	0
	Tot.	0	0	0	0	0	0	0

Detailed Input Data And Results

Scenario 4: '2028 WoD PM' (FG4: '2028 WoD PM Base', Plan 2: 'Network Control Plan 2 PM')

Traffic Flows, Actual

Actual Flow :

	Destination							
		A	B	C	D	E	F	Tot.
Origin	A	0	316	233	0	612	159	1320
	B	598	0	318	731	0	124	1771
	C	208	84	0	106	172	41	611
	D	0	620	197	0	332	328	1477
	E	366	0	46	180	0	42	634
	F	215	116	46	187	117	0	681
	Tot.	1387	1136	840	1204	1233	694	6494

Traffic Flows, Difference

Difference :

	Destination							
		A	B	C	D	E	F	Tot.
Origin	A	0	0	0	0	0	0	0
	B	0	0	0	0	0	0	0
	C	0	0	0	0	0	0	0
	D	0	0	0	0	0	0	0
	E	0	0	0	0	0	0	0
	F	0	0	0	0	0	0	0
	Tot.	0	0	0	0	0	0	0

Scenario 5: '2028 WD AM' (FG5: '2028 WD AM Base', Plan 1: 'Network Control Plan 1 AM')

Traffic Flows, Actual

Actual Flow :

	Destination							
		A	B	C	D	E	F	Tot.
Origin	A	0	334	277	0	695	132	1438
	B	591	0	250	673	0	118	1632
	C	209	127	0	192	202	37	767
	D	0	593	271	0	470	226	1560
	E	419	0	119	347	0	117	1002
	F	272	159	78	290	222	0	1021
	Tot.	1491	1213	995	1502	1589	630	7420

Traffic Flows, Difference**Difference :**

	Destination							
		A	B	C	D	E	F	Tot.
Origin	A	0	0	0	0	0	0	0
	B	0	0	0	0	0	0	0
	C	0	0	0	0	0	0	0
	D	0	0	0	0	0	0	0
	E	0	0	0	0	0	0	0
	F	0	0	0	0	0	0	0
	Tot.	0	0	0	0	0	0	0

Scenario 6: '2028 WD PM' (FG6: '2028 WD PM Base', Plan 2: 'Network Control Plan 2 PM')**Traffic Flows, Actual****Actual Flow :**

	Destination							
		A	B	C	D	E	F	Tot.
Origin	A	0	311	226	0	623	154	1314
	B	595	0	312	751	0	126	1784
	C	203	82	0	108	172	40	605
	D	0	643	206	0	357	341	1547
	E	350	0	44	182	0	41	617
	F	214	113	45	191	119	0	682
	Tot.	1362	1149	833	1232	1271	702	6549

Traffic Flows, Difference**Difference :**

	Destination							
		A	B	C	D	E	F	Tot.
Origin	A	0	0	0	0	0	0	0
	B	0	0	0	0	0	0	0
	C	0	0	0	0	0	0	0
	D	0	0	0	0	0	0	0
	E	0	0	0	0	0	0	0
	F	0	0	0	0	0	0	0
	Tot.	0	0	0	0	0	0	0

Detailed Input Data And Results

Scenario 7: '2038 WoD AM' (FG7: '2038 WoD AM Base', Plan 1: 'Network Control Plan 1 AM')

Traffic Flows, Actual

Actual Flow :

	Destination							
		A	B	C	D	E	F	Tot.
Origin	A	0	353	247	0	667	126	1393
	B	478	0	179	627	0	88	1372
	C	217	132	0	234	203	37	823
	D	0	853	326	0	619	289	2087
	E	366	0	88	347	0	92	893
	F	265	158	68	338	201	0	1030
	Tot.	1326	1496	908	1546	1690	632	7598

Traffic Flows, Difference

Difference :

	Destination							
		A	B	C	D	E	F	Tot.
Origin	A	0	0	0	0	0	0	0
	B	0	0	0	0	0	0	0
	C	0	0	0	0	0	0	0
	D	0	0	0	0	0	0	0
	E	0	0	0	0	0	0	0
	F	0	0	0	0	0	0	0
	Tot.	0	0	0	0	0	0	0

Scenario 8: '2038 WoD PM' (FG8: '2038 WoD PM Base', Plan 2: 'Network Control Plan 2 PM')

Traffic Flows, Actual

Actual Flow :

	Destination							
		A	B	C	D	E	F	Tot.
Origin	A	0	667	439	0	825	121	2052
	B	729	0	406	605	0	54	1794
	C	440	205	0	153	288	30	1116
	D	0	835	240	0	284	147	1506
	E	516	0	70	171	0	23	780
	F	212	138	50	117	89	0	606
	Tot.	1897	1845	1205	1046	1486	375	7854

Traffic Flows, Difference**Difference :**

	Destination							
		A	B	C	D	E	F	Tot.
Origin	A	0	0	0	0	0	0	0
	B	0	0	0	0	0	0	0
	C	0	0	0	0	0	0	0
	D	0	0	0	0	0	0	0
	E	0	0	0	0	0	0	0
	F	0	0	0	0	0	0	0
	Tot.	0	0	0	0	0	0	0

Scenario 9: '2038 WD AM' (FG9: '2038 WD AM Base', Plan 1: 'Network Control Plan 1 AM')**Traffic Flows, Actual****Actual Flow :**

	Destination							
		A	B	C	D	E	F	Tot.
Origin	A	0	352	241	0	679	123	1395
	B	432	0	186	669	0	92	1379
	C	192	137	0	244	211	38	822
	D	0	868	324	0	639	283	2114
	E	347	0	95	381	0	96	919
	F	205	135	58	302	175	0	875
	Tot.	1176	1492	904	1596	1704	632	7504

Traffic Flows, Difference**Difference :**

	Destination							
		A	B	C	D	E	F	Tot.
Origin	A	0	0	0	0	0	0	0
	B	0	0	0	0	0	0	0
	C	0	0	0	0	0	0	0
	D	0	0	0	0	0	0	0
	E	0	0	0	0	0	0	0
	F	0	0	0	0	0	0	0
	Tot.	0	0	0	0	0	0	0

Detailed Input Data And Results

Scenario 10: '2038 WD PM' (FG10: '2038 WD PM Base', Plan 2: 'Network Control Plan 2 PM')

Traffic Flows, Actual

Actual Flow :

	Destination							
		A	B	C	D	E	F	Tot.
Origin	A	0	661	422	0	852	113	2048
	B	716	0	396	617	0	54	1783
	C	426	200	0	151	296	29	1102
	D	0	858	244	0	307	148	1557
	E	557	0	75	192	0	24	848
	F	208	135	49	121	94	0	607
	Tot.	1907	1854	1186	1081	1549	368	7945

Traffic Flows, Difference

Difference :

	Destination							
		A	B	C	D	E	F	Tot.
Origin	A	0	0	0	0	0	0	0
	B	0	0	0	0	0	0	0
	C	0	0	0	0	0	0	0
	D	0	0	0	0	0	0	0
	E	0	0	0	0	0	0	0
	F	0	0	0	0	0	0	0
	Tot.	0	0	0	0	0	0	0

Scenario 11: '2b 2028 WD AM' (FG11: '2b 2028 WD AM Base', Plan 1: 'Network Control Plan 1 AM')

Traffic Flows, Actual

Actual Flow :

	Destination							
		A	B	C	D	E	F	Tot.
Origin	A	0	328	280	0	692	135	1435
	B	587	0	254	687	0	117	1645
	C	204	122	0	192	195	37	750
	D	0	570	265	0	453	223	1511
	E	420	0	121	357	0	120	1018
	F	271	159	78	297	220	0	1025
	Tot.	1482	1179	998	1533	1560	632	7384

Traffic Flows, Difference**Difference :**

	Destination							
		A	B	C	D	E	F	Tot.
Origin	A	0	0	0	0	0	0	0
	B	0	0	0	0	0	0	0
	C	0	0	0	0	0	0	0
	D	0	0	0	0	0	0	0
	E	0	0	0	0	0	0	0
	F	0	0	0	0	0	0	0
	Tot.	0	0	0	0	0	0	0

Scenario 12: '2b 2028 WD PM' (FG12: '2b 2028 WD PM Base', Plan 2: 'Network Control Plan 2 PM')**Traffic Flows, Actual****Actual Flow :**

	Destination							
		A	B	C	D	E	F	Tot.
Origin	A	0	293	225	0	610	147	1275
	B	601	0	329	734	0	122	1786
	C	212	84	0	109	185	41	631
	D	0	644	214	0	372	339	1569
	E	373	0	49	185	0	42	649
	F	214	114	47	184	124	0	683
	Tot.	1400	1135	864	1212	1291	691	6593

Traffic Flows, Difference**Difference :**

	Destination							
		A	B	C	D	E	F	Tot.
Origin	A	0	0	0	0	0	0	0
	B	0	0	0	0	0	0	0
	C	0	0	0	0	0	0	0
	D	0	0	0	0	0	0	0
	E	0	0	0	0	0	0	0
	F	0	0	0	0	0	0	0
	Tot.	0	0	0	0	0	0	0

Detailed Input Data And Results

Scenario 13: '2b 2038 WD AM' (FG13: '2b 2038 WD AM Base', Plan 1: 'Network Control Plan 1 AM')

Traffic Flows, Actual

Actual Flow :

	Destination							
		A	B	C	D	E	F	Tot.
Origin	A	0	349	251	0	675	124	1399
	B	436	0	166	596	0	80	1278
	C	220	136	0	249	210	38	853
	D	0	885	349	0	651	291	2176
	E	389	0	97	382	0	93	961
	F	262	155	68	344	202	0	1031
	Tot.	1307	1525	931	1571	1738	626	7698

Traffic Flows, Difference

Difference :

	Destination							
		A	B	C	D	E	F	Tot.
Origin	A	0	0	0	0	0	0	0
	B	0	0	0	0	0	0	0
	C	0	0	0	0	0	0	0
	D	0	0	0	0	0	0	0
	E	0	0	0	0	0	0	0
	F	0	0	0	0	0	0	0
	Tot.	0	0	0	0	0	0	0

Scenario 14: '2b 2038 WD PM' (FG14: '2b 2038 WD PM Base', Plan 2: 'Network Control Plan 2 PM')

Traffic Flows, Actual

Actual Flow :

	Destination							
		A	B	C	D	E	F	Tot.
Origin	A	0	420	281	0	779	170	1650
	B	579	0	308	792	0	100	1779
	C	220	94	0	126	198	37	675
	D	0	829	261	0	447	360	1897
	E	376	0	49	210	0	36	671
	F	205	110	46	193	119	0	673
	Tot.	1380	1453	945	1321	1543	703	7345

Traffic Flows, Difference**Difference :**

	Destination							
		A	B	C	D	E	F	Tot.
Origin	A	0	0	0	0	0	0	0
	B	0	0	0	0	0	0	0
	C	0	0	0	0	0	0	0
	D	0	0	0	0	0	0	0
	E	0	0	0	0	0	0	0
	F	0	0	0	0	0	0	0
	Tot.	0	0	0	0	0	0	0

Traffic Lane Flows

Lane	Scenario 1: 2022 AM	Scenario 2: 2022 PM	Scenario 3: 2028 WoD AM	Scenario 4: 2028 WoD PM	Scenario 5: 2028 WD AM	Scenario 6: 2028 WD PM
Junction: Unnamed Junction						
1/1 (short)	357	262	337	316	334	311
1/2 (with short)	878(In) 521(Out)	649(In) 387(Out)	862(In) 525(Out)	804(In) 488(Out)	869(In) 535(Out)	798(In) 487(Out)
1/3	589	351	574	516	569	516
2/1	586	470	596	456	587	458
2/2 (with short)	1498(In) 646(Out)	1150(In) 692(Out)	1610(In) 749(Out)	1137(In) 653(Out)	1619(In) 760(Out)	1167(In) 675(Out)
2/3 (short)	852	458	861	484	859	492
3/1	753	642	747	522	745	521
3/2	1034	563	917	738	1117	752
3/3	620	391	763	517	569	517
4/1	943	732	933	772	921	769
4/2	201	292	282	364	292	380
5/1 (short)	330	428	449	546	446	587
5/2 (with short)	677(In) 347(Out)	760(In) 332(Out)	904(In) 455(Out)	1049(In) 503(Out)	923(In) 477(Out)	1063(In) 476(Out)
5/3	442	501	696	722	709	721
6/1	766	348	829	535	722	563
6/2	748	602	741	934	1068	940
6/3	1062	892	1459	1239	1278	1238
7/1	950	1015	998	840	995	833
8/1	950	1015	998	840	995	833
9/1 (short)	224	101	196	106	192	107
9/2 (with short)	462(In) 238(Out)	278(In) 177(Out)	402(In) 206(Out)	278(In) 172(Out)	394(In) 202(Out)	280(In) 173(Out)
9/3	432	427	391	333	373	325
10/1	990	449	1025	641	914	670
10/2	986	779	947	1106	1270	1113
10/3	1494	1319	1850	1572	1651	1563
11/1	990	449	1025	641	914	670
11/2	386	409	467	563	588	562
12/1	600	370	480	543	682	551
12/2 (with short)	1494(In) 993(Out)	1319(In) 709(Out)	1850(In) 1251(Out)	1572(In) 921(Out)	1651(In) 1116(Out)	1563(In) 910(Out)
12/3 (short)	501	610	599	651	535	653
13/1 (short)	261	177	424	332	467	357
13/2 (with short)	769(In) 508(Out)	696(In) 519(Out)	972(In) 548(Out)	923(In) 591(Out)	1036(In) 569(Out)	963(In) 606(Out)

Detailed Input Data And Results

13/3	421	491	546	554	524	584
14/1	733	789	858	891	905	888
14/2	757	812	897	907	836	916
14/3	421	495	547	561	563	586
15/1	861	547	904	875	1149	908
15/2	512	233	642	358	440	363
16/1	565	504	692	503	754	485
16/2	781	980	950	1009	893	1008
16/3	940	870	1024	787	1029	812
17/1	497	503	495	306	479	299
17/2	543	543	530	328	523	318
18/1	665	788	661	694	630	702
19/1	665	788	661	694	630	702
20/1 (short)	215	170	270	215	272	214
20/2 (with short)	378(In) 163(Out)	306(In) 136(Out)	434(In) 164(Out)	331(In) 116(Out)	431(In) 159(Out)	327(In) 113(Out)
20/3	558	280	586	350	590	355
21/1	780	674	962	718	1026	699
21/2	358	646	518	669	465	663

Detailed Input Data And Results

Lane	Scenario 7: 2038 WoD AM	Scenario 8: 2038 WoD PM	Scenario 9: 2038 WD AM	Scenario 10: 2038 WD PM	Scenario 11: 2b 2028 WD AM	Scenario 12: 2b 2028 WD PM
Junction: Unnamed Junction						
1/1 (short)	353	667	352	661	328	293
1/2 (with short)	862(In) 509(Out)	1242(In) 575(Out)	872(In) 520(Out)	1275(In) 614(Out)	848(In) 520(Out)	776(In) 483(Out)
1/3	531	810	523	773	587	499
2/1	649	730	668	768	589	467
2/2 (with short)	1862(In) 976(Out)	1185(In) 808(Out)	1807(In) 949(Out)	1200(In) 793(Out)	1600(In) 726(Out)	1178(In) 685(Out)
2/3 (short)	886	377	858	407	874	493
3/1	729	799	718	790	744	535
3/2	1148	513	1119	599	1112	751
3/3	531	810	541	773	589	499
4/1	1002	1397	1020	1429	917	760
4/2	494	448	472	425	262	375
5/1 (short)	389	587	428	490	454	553
5/2 (with short)	806(In) 417(Out)	1011(In) 424(Out)	855(In) 427(Out)	1013(In) 523(Out)	941(In) 487(Out)	1063(In) 510(Out)
5/3	566	783	524	770	704	723
6/1	803	411	912	351	764	542
6/2	972	707	876	865	1035	943
6/3	1097	1593	1065	1543	1293	1222
7/1	908	1205	904	1186	998	864
8/1	908	1205	904	1186	998	864
9/1 (short)	220	153	228	151	190	109
9/2 (with short)	437(In) 217(Out)	441(In) 288(Out)	455(In) 227(Out)	447(In) 296(Out)	387(In) 197(Out)	294(In) 185(Out)
9/3	386	675	367	655	363	337
10/1	1023	564	1140	502	954	651
10/2	1189	995	1103	1161	1232	1128
10/3	1483	2268	1432	2198	1656	1559
11/1	1023	564	1140	502	954	651
11/2	523	482	456	579	579	561
12/1	666	513	647	582	653	567
12/2 (with short)	1483(In) 1002(Out)	2268(In) 1458(Out)	1432(In) 946(Out)	2198(In) 1501(Out)	1656(In) 1105(Out)	1559(In) 916(Out)
12/3 (short)	481	810	486	697	551	643
13/1 (short)	464	284	489	302	453	372
13/2 (with short)	1267(In) 803(Out)	894(In) 610(Out)	1318(In) 829(Out)	926(In) 624(Out)	984(In) 531(Out)	982(In) 610(Out)

Detailed Input Data And Results

13/3	820	612	796	631	527	587
14/1	886	916	811	989	874	903
14/2	840	1197	882	1130	859	912
14/3	820	688	796	669	527	589
15/1	1130	797	1136	884	1106	939
15/2	560	689	568	665	454	352
16/1	680	916	613	1028	729	526
16/2	872	1361	891	1304	912	1013
16/3	1255	929	1272	936	1005	823
17/1	426	375	434	407	487	314
17/2	467	405	485	441	531	335
18/1	632	375	632	368	632	691
19/1	632	375	632	368	632	691
20/1 (short)	265	212	205	208	271	214
20/2 (with short)	423(In) 158(Out)	350(In) 138(Out)	340(In) 135(Out)	343(In) 135(Out)	430(In) 159(Out)	328(In) 114(Out)
20/3	607	256	535	264	595	355
21/1	945	1128	818	1236	1000	740
21/2	381	769	358	671	482	660

Detailed Input Data And Results

Lane	Scenario 13: 2b 2038 WD AM	Scenario 14: 2b 2038 WD PM
Junction: Unnamed Junction		
1/1 (short)	349	420
1/2 (with short)	841(In) 492(Out)	1007(In) 587(Out)
1/3	558	643
2/1	680	540
2/2 (with short)	1938(In) 1010(Out)	1371(In) 849(Out)
2/3 (short)	928	522
3/1	765	637
3/2	1073	807
3/3	654	664
4/1	1029	960
4/2	496	493
5/1 (short)	365	533
5/2 (with short)	762(In) 397(Out)	1100(In) 567(Out)
5/3	516	679
6/1	902	602
6/2	767	997
6/3	1170	1343
7/1	931	945
8/1	931	945
9/1 (short)	229	126
9/2 (with short)	459(In) 230(Out)	324(In) 198(Out)
9/3	394	351
10/1	1131	728
10/2	997	1195
10/3	1564	1694
11/1	1131	728
11/2	440	593
12/1	557	602
12/2 (with short)	1564(In) 1078(Out)	1694(In) 1015(Out)
12/3 (short)	486	679
13/1 (short)	481	410
13/2 (with short)	1331(In) 850(Out)	1143(In) 733(Out)

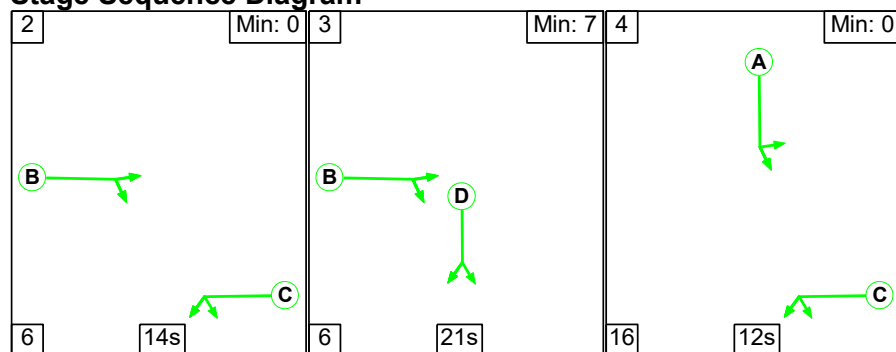
Detailed Input Data And Results

13/3	845	754
14/1	839	881
14/2	875	1015
14/3	845	754
15/1	1038	1012
15/2	700	531
16/1	671	501
16/2	899	1104
16/3	1324	1013
17/1	458	323
17/2	503	348
18/1	626	703
19/1	626	703
20/1 (short)	262	205
20/2 (with short)	417(In) 155(Out)	315(In) 110(Out)
20/3	614	358
21/1	933	706
21/2	374	674

Scenario 1: '2022 AM' (FG1: '2022 AM Base', Plan 1: 'Network Control Plan 1 AM')

Controller :C1 - East Side T7772E06

Stage Sequence Diagram

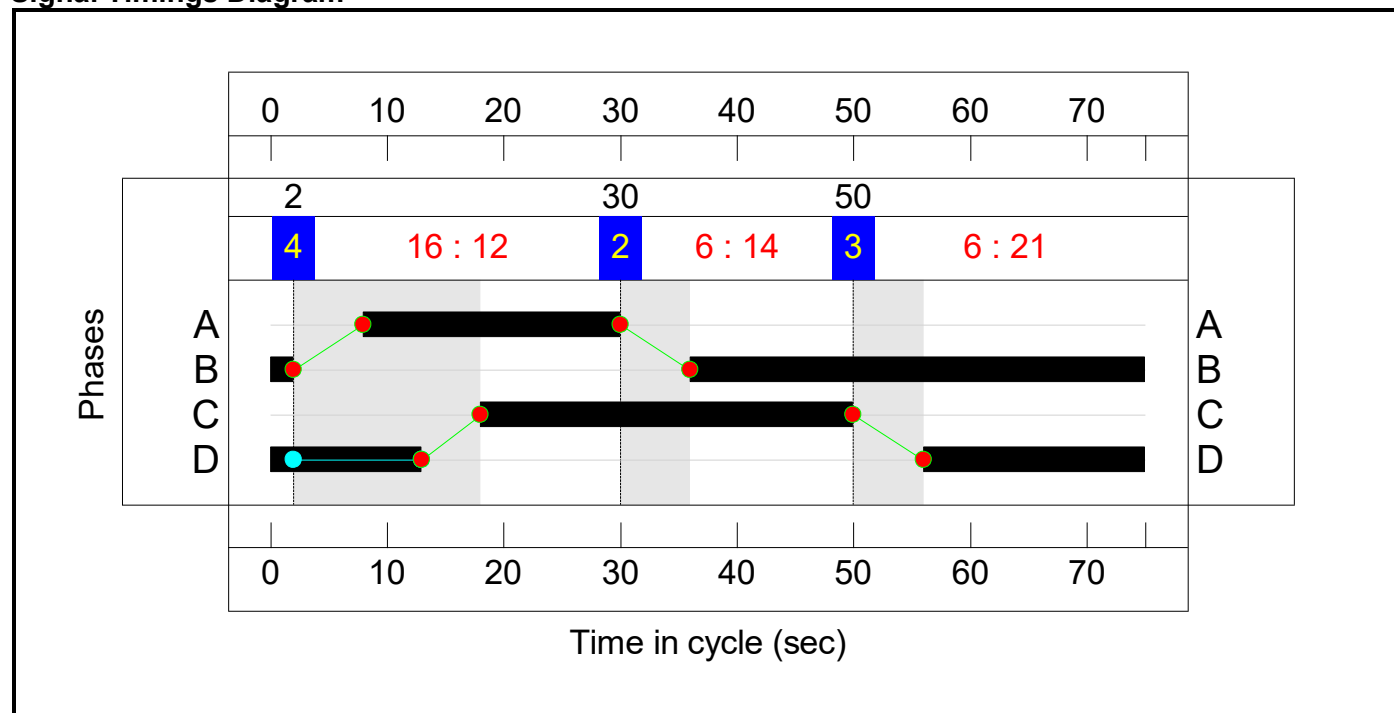


Stage Timings

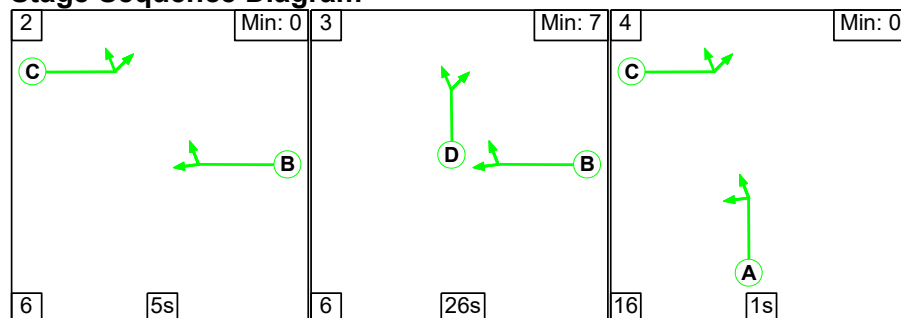
Stage	2	3	4
Duration	14	21	12
Change Point	30	50	2

Phase Timings

Phase Name	Description	Phase	Green Period 1		
			Total Green	Start Time	End Time
A	M1 Southbound Off-slip Ahead Left M1 Southbound Off-slip	Traffic	22	8	30
B	North Circ Adj M1 SB Right Ahead Eastbound Circ	Traffic	41	36	2
C	A52 Westbound Off-slip Ahead Left A52 Westbound	Traffic	32	18	50
D	East Circ Right Ahead East Circ	Traffic	32	56	13

Signal Timings Diagram

Controller :C2 - West Side T7771W07

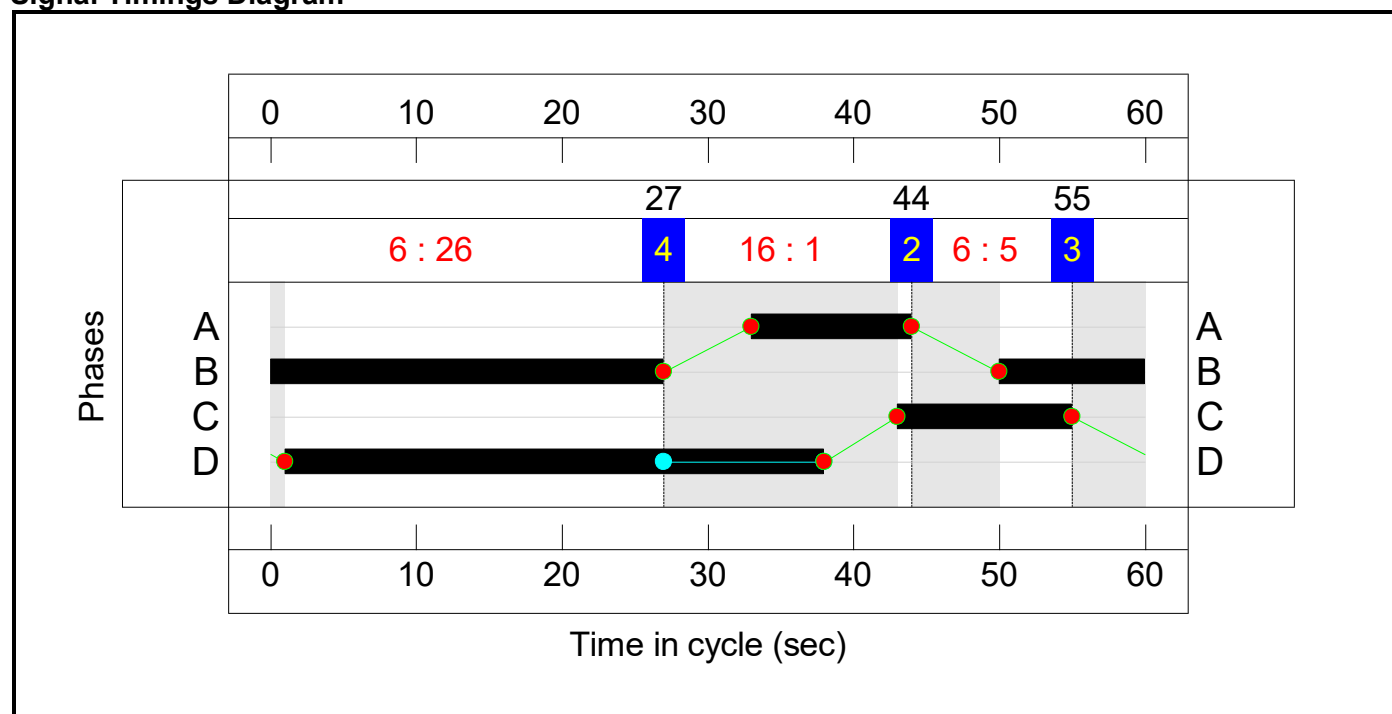
Stage Sequence Diagram

Stage Timings

Stage	2	3	4
Duration	5	26	1
Change Point	44	55	27

Phase Timings

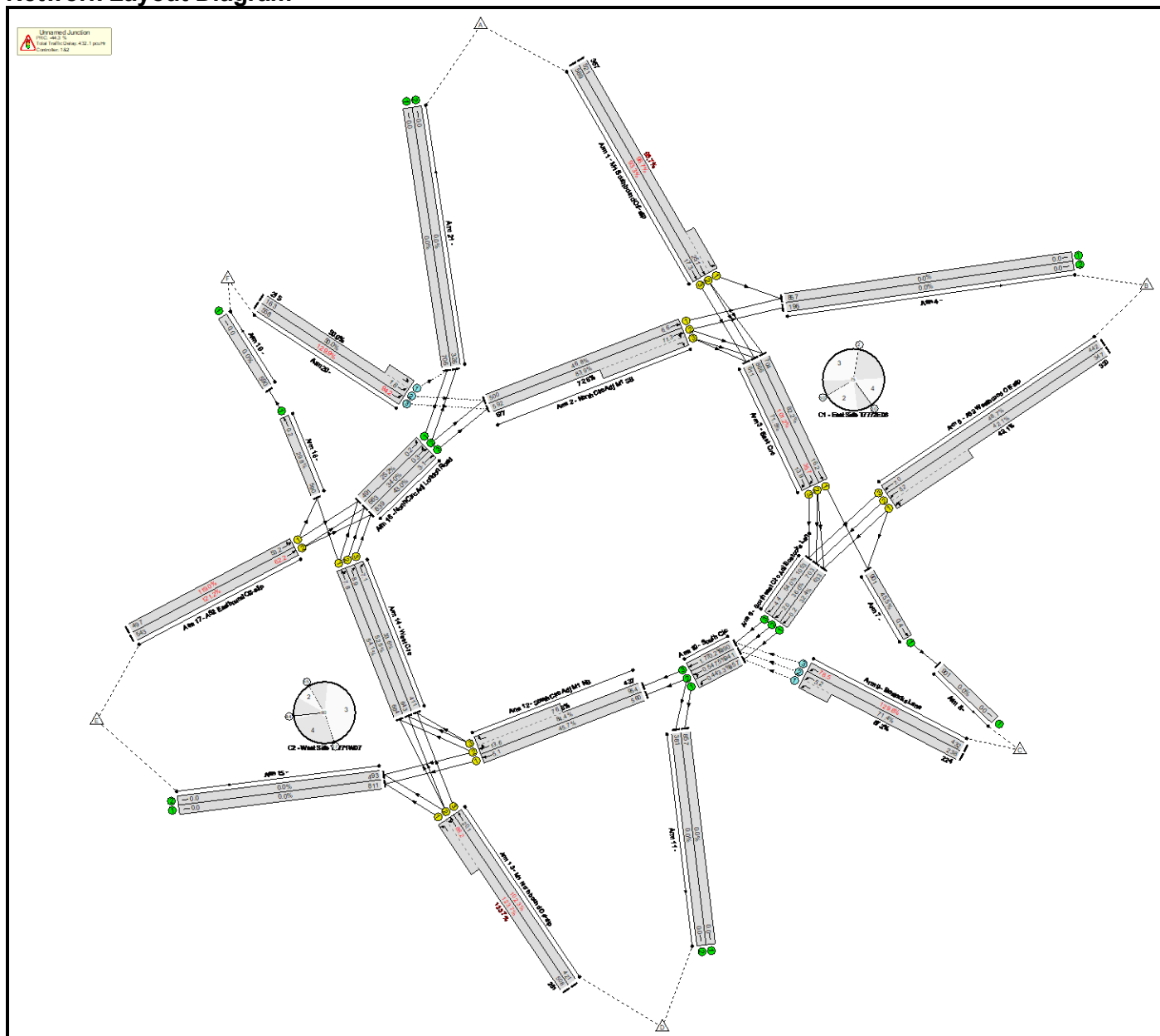
Phase Name	Description	Phase	Green Period 1		
			Total Green	Start Time	End Time
A	M1 Northbound Off-slip Ahead Left M1 Northbound Off-slip	Traffic	11	33	44
B	South Circ Adj M1 NB Right Ahead Westbound Circ	Traffic	37	50	27
C	A52 Eastbound Off-slip Ahead Left A52 Eastbound Entry	Traffic	12	43	55
D	West Circ Right Ahead West Circ	Traffic	37	1	38

Signal Timings Diagram

Lane Green Times

Junction: Unnamed Junction					
Lane	Description	Type	Phases	Start Green	End Green
1/1	M1 Southbound Off-slip Left	U	A	8	30
1/2	M1 Southbound Off-slip Ahead	U	A	8	30
1/3	M1 Southbound Off-slip Ahead	U	A	8	30
2/1	North Circ Adj M1 SB Ahead	U	B	36	2
2/2	North Circ Adj M1 SB Right Ahead	U	B	36	2
2/3	North Circ Adj M1 SB Right	U	B	36	2
3/1	East Circ Ahead	U	D	56	13
3/2	East Circ Right	U	D	56	13
3/3	East Circ Right	U	D	56	13
5/1	A52 Westbound Off-slip Ahead Left	U	C	18	50
5/2	A52 Westbound Off-slip Ahead	U	C	18	50
5/3	A52 Westbound Off-slip Ahead	U	C	18	50
12/1	South Circ Adj M1 NB Ahead	U	B	50	27
12/2	South Circ Adj M1 NB Right Ahead	U	B	50	27
12/3	South Circ Adj M1 NB Right	U	B	50	27
13/1	M1 Northbound Off-slip Left	U	A	33	44
13/2	M1 Northbound Off-slip Ahead Left	U	A	33	44
13/3	M1 Northbound Off-slip Ahead	U	A	33	44
14/1	West Circ Right Ahead	U	D	1	38
14/2	West Circ Right	U	D	1	38
14/3	West Circ Right	U	D	1	38
17/1	A52 Eastbound Off-slip Ahead Left	U	C	43	55
17/2	A52 Eastbound Off-slip Ahead	U	C	43	55

Network Layout Diagram



Detailed Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Bonus Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network: EMG2	-	-	N/A	-	-		-	-	-	-	-	-	-	129.9%
Unnamed Junction	-	-	N/A	-	-		-	-	-	-	-	-	-	129.9%
1/2+1/1	M1 Southbound Off-slip Ahead Left	U	N/A	N/A	C1:A		1	22	-	-	878	2056:1915	528+362	98.7 : 98.7%
1/3	M1 Southbound Off-slip Ahead	U	N/A	N/A	C1:A		1	22	-	-	589	2059	631	93.3%
2/1	North Circ Adj M1 SB Ahead	U	N/A	N/A	C1:B		1	41	-	-	586	1908	1068	46.8%
2/2+2/3	North Circ Adj M1 SB Right Ahead	U	N/A	N/A	C1:B		1	41	-	-	1498	1906:1904	706+931	83.9 : 72.6%
3/1	East Circ Ahead	U	N/A	N/A	C1:D		1	32	-	-	753	1946	856	82.2%
3/2	East Circ Right	U	N/A	N/A	C1:D		1	32	-	-	1034	1945	856	101.2%
3/3	East Circ Right	U	N/A	N/A	C1:D		1	32	-	-	620	1943	855	71.5%
4/1		U	N/A	N/A	-		-	-	-	-	943	Inf	Inf	0.0%
4/2		U	N/A	N/A	-		-	-	-	-	201	Inf	Inf	0.0%
5/2+5/1	A52 Westbound Off-slip Ahead Left	U	N/A	N/A	C1:C		1	32	-	-	677	2061:1923	824+783	42.1 : 42.1%
5/3	A52 Westbound Off-slip Ahead	U	N/A	N/A	C1:C		1	32	-	-	442	2064	908	48.7%
6/1	Southeast Circ Adj Bostocks Lane Ahead	U	N/A	N/A	-		-	-	-	-	766	1953	1953	32.4%
6/2	Southeast Circ Adj Bostocks Lane Ahead	U	N/A	N/A	-		-	-	-	-	748	1952	1952	36.0%
6/3	Southeast Circ Adj Bostocks Lane Ahead	U	N/A	N/A	-		-	-	-	-	1062	1951	1951	54.0%
7/1	Ahead	U	N/A	N/A	-		-	-	-	-	950	1980	1980	45.5%

Detailed Input Data And Results

8/1		U	N/A	N/A	-		-	-	-	-	950	Inf	Inf	0.0%
9/2+9/1	Bostocks Lane Left	O	N/A	N/A	-		-	-	-	-	462	1923:1919	333+333	71.4 : 67.2%
9/3	Bostocks Lane Left	O	N/A	N/A	-		-	-	-	-	432	1926	333	129.6%
10/1	South Circ Left	U	N/A	N/A	-		-	-	-	-	990	1980	1980	43.3%
10/2	South Circ Left Ahead	U	N/A	N/A	-		-	-	-	-	986	1980	1980	47.5%
10/3	South Circ Ahead	U	N/A	N/A	-		-	-	-	-	1494	1980	1980	70.2%
11/1		U	N/A	N/A	-		-	-	-	-	990	Inf	Inf	0.0%
11/2		U	N/A	N/A	-		-	-	-	-	386	Inf	Inf	0.0%
12/1	South Circ Adj M1 NB Ahead	U	N/A	N/A	C2:B		1	37	-	-	600	1936	1226	45.7%
12/2+12/3	South Circ Adj M1 NB Right Ahead	U	N/A	N/A	C2:B		1	37	-	-	1494	1932:1931	1129+570	84.4 : 76.6%
13/2+13/1	M1 Northbound Off-slip Ahead Left	U	N/A	N/A	C2:A		1	11	-	-	769	2053:1912	411+211	123.7 : 123.7%
13/3	M1 Northbound Off-slip Ahead	U	N/A	N/A	C2:A		1	11	-	-	421	2057	411	102.3%
14/1	West Circ Right Ahead	U	N/A	N/A	C2:D		1	37	-	-	733	1937	1227	54.1%
14/2	West Circ Right	U	N/A	N/A	C2:D		1	37	-	-	757	1935	1226	52.5%
14/3	West Circ Right	U	N/A	N/A	C2:D		1	37	-	-	421	1932	1224	33.6%
15/1		U	N/A	N/A	-		-	-	-	-	861	Inf	Inf	0.0%
15/2		U	N/A	N/A	-		-	-	-	-	512	Inf	Inf	0.0%
16/1	North Circ Adj London Road Left	U	N/A	N/A	-		-	-	-	-	565	1952	1952	25.2%
16/2	North Circ Adj London Road Ahead Left	U	N/A	N/A	-		-	-	-	-	781	1950	1950	34.0%

Detailed Input Data And Results

16/3	North Circ Adj London Road Ahead	U	N/A	N/A	-		-	-	-	-	940	1950	1950	43.0%
17/1	A52 Eastbound Off-slip Ahead Left	U	N/A	N/A	C2:C		1	12	-	-	497	1928	418	119.0%
17/2	A52 Eastbound Off-slip Ahead	U	N/A	N/A	C2:C		1	12	-	-	543	2067	448	121.2%
18/1	Ahead	U	N/A	N/A	-		-	-	-	-	665	1980	1980	29.8%
19/1		U	N/A	N/A	-		-	-	-	-	665	Inf	Inf	0.0%
20/2+20/1	Left Left2	O	N/A	N/A	-		-	-	-	-	378	2061:1921	326+430	50.0 : 50.0%
20/3	Left	O	N/A	N/A	-		-	-	-	-	558	1928	430	129.9%
21/1		U	N/A	N/A	-		-	-	-	-	780	Inf	Inf	0.0%
21/2		U	N/A	N/A	-		-	-	-	-	358	Inf	Inf	0.0%

Detailed Input Data And Results

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)	
Network: EMG2	-	-	2443	0	0	80.6	351.6	0.0	432.1	-	-	-	-	
Unnamed Junction	-	-	2443	0	0	80.6	351.6	0.0	432.1	-	-	-	-	
1/2+1/1	878	878	-	-	-	5.9	12.2	-	18.0	74.0	12.9	12.2	25.1	
1/3	589	589	-	-	-	4.1	5.5	-	9.6	58.9	11.8	5.5	17.3	
2/1	500	500	-	-	-	1.4	0.4	-	1.8	13.0	6.1	0.4	6.6	
2/2+2/3	1269	1269	-	-	-	3.9	1.7	-	5.6	15.8	9.6	1.7	11.3	
3/1	704	704	-	-	-	4.5	2.2	-	6.7	34.4	13.9	2.2	16.2	
3/2	866	856	-	-	-	5.0	17.4	-	22.4	93.3	18.2	17.4	35.7	
3/3	611	611	-	-	-	6.3	1.2	-	7.5	44.4	12.7	1.2	13.9	
4/1	857	857	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
4/2	196	196	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
5/2+5/1	677	677	-	-	-	2.7	0.4	-	3.0	16.1	4.8	0.4	5.2	
5/3	442	442	-	-	-	1.8	0.5	-	2.3	18.8	6.5	0.5	7.0	
6/1	633	633	-	-	-	0.0	0.2	-	0.2	1.4	0.0	0.2	0.2	
6/2	703	703	-	-	-	0.0	0.3	-	0.3	1.4	1.7	0.3	2.0	
6/3	1053	1053	-	-	-	0.0	0.6	-	0.6	2.0	3.9	0.6	4.4	
7/1	901	901	-	-	-	0.0	0.4	-	0.4	1.7	0.0	0.4	0.4	
8/1	901	901	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
9/2+9/1	462	462	924	0	0	1.5	1.1	-	2.6	20.1	4.0	1.1	5.2	
9/3	432	333	333	0	0	5.9	51.5	-	57.4	478.0	27.0	51.5	78.5	
10/1	857	857	-	-	-	0.0	0.4	-	0.4	1.6	0.0	0.4	0.4	
10/2	941	941	-	-	-	0.0	0.5	-	0.5	1.7	0.0	0.5	0.5	
10/3	1390	1390	-	-	-	0.0	1.2	-	1.2	3.0	0.6	1.2	1.7	
11/1	857	857	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	

Detailed Input Data And Results

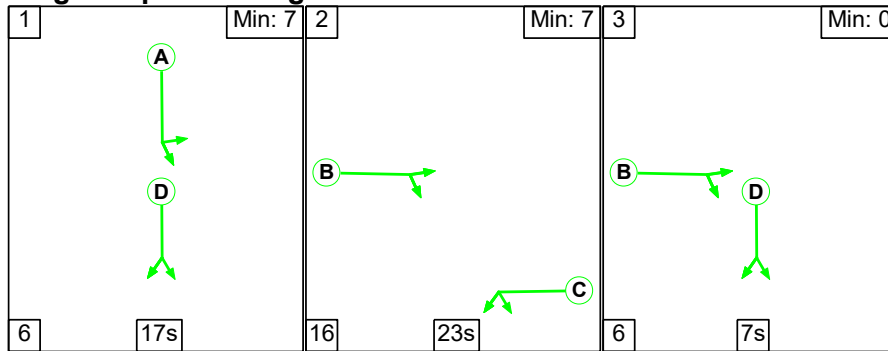
11/2	381	381	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
12/1	560	560	-	-	-	0.9	0.4	-	1.3	8.4	4.7	0.4	5.1	
12/2+12/3	1390	1390	-	-	-	2.7	2.2	-	5.0	12.8	11.4	2.2	13.6	
13/2+13/1	769	661	-	-	-	7.2	76.2	-	83.4	390.6	11.9	76.2	88.2	
13/3	421	411	-	-	-	3.0	12.9	-	16.0	136.4	7.2	12.9	20.1	
14/1	664	664	-	-	-	1.1	0.6	-	1.7	9.1	7.2	0.6	7.8	
14/2	643	643	-	-	-	1.7	0.6	-	2.2	12.4	8.3	0.6	8.9	
14/3	411	411	-	-	-	2.3	0.3	-	2.6	22.5	6.9	0.3	7.1	
15/1	811	811	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
15/2	493	493	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
16/1	491	491	-	-	-	0.0	0.2	-	0.2	1.2	0.0	0.2	0.2	
16/2	663	663	-	-	-	0.0	0.3	-	0.3	1.4	0.0	0.3	0.3	
16/3	839	839	-	-	-	0.0	0.4	-	0.4	1.6	2.7	0.4	3.1	
17/1	497	418	-	-	-	5.8	42.6	-	48.4	350.3	10.6	42.6	53.2	
17/2	543	448	-	-	-	6.7	50.3	-	56.9	377.4	11.9	50.3	62.2	
18/1	590	590	-	-	-	0.0	0.2	-	0.2	1.3	0.0	0.2	0.2	
19/1	590	590	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
20/2+20/1	378	378	756	0	0	0.4	0.5	-	0.9	8.7	1.3	0.5	1.8	
20/3	558	430	430	0	0	5.9	66.3	-	72.2	465.7	27.9	66.3	94.2	
21/1	706	706	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
21/2	326	326	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
C1 - East Side T7772E06 C2 - West Side T7771W07														
PRC for Signalled Lanes (%):					-12.4	Total Delay for Signalled Lanes (pcuHr):					77.10	Cycle Time (s): 75		
PRC for Signalled Lanes (%):					-37.5	Total Delay for Signalled Lanes (pcuHr):					217.40	Cycle Time (s): 60		
PRC Over All Lanes (%):					-44.3	Total Delay Over All Lanes(pcuHr):					432.10			

Detailed Input Data And Results

Scenario 2: '2022 PM' (FG2: '2022 PM Base', Plan 2: 'Network Control Plan 2 PM')

Controller :C1 - East Side T7772E06

Stage Sequence Diagram



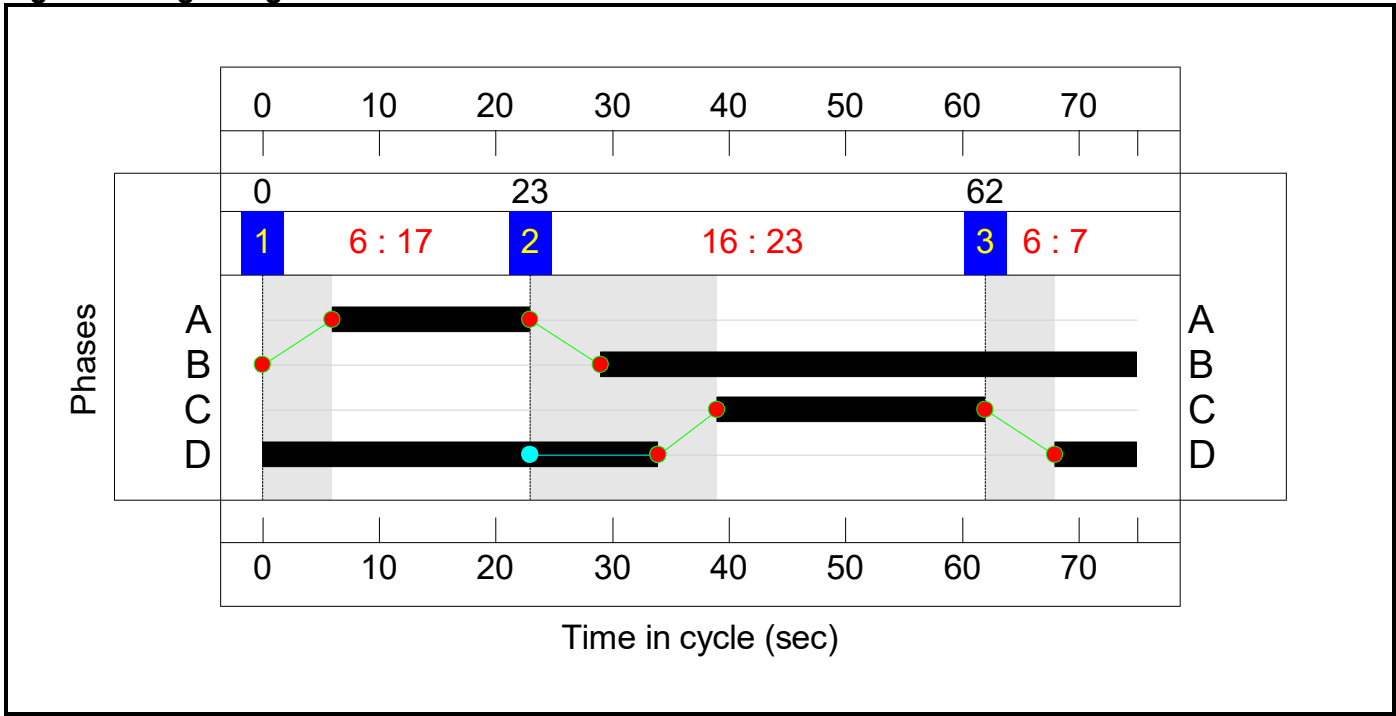
Stage Timings

Stage	1	2	3
Duration	17	23	7
Change Point	0	23	62

Phase Timings

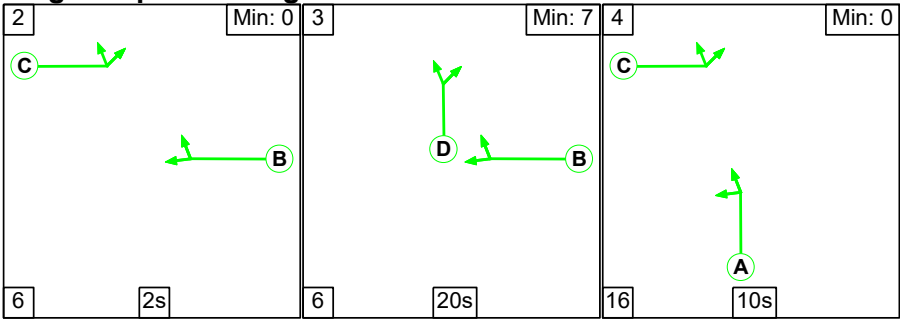
Phase Name	Description	Phase	Green Period 1		
			Total Green	Start Time	End Time
A	M1 Southbound Off-slip Ahead Left M1 Southbound Off-slip	Traffic	17	6	23
B	North Circ Adj M1 SB Right Ahead Eastbound Circ	Traffic	46	29	0
C	A52 Westbound Off-slip Ahead Left A52 Westbound	Traffic	23	39	62
D	East Circ Right Ahead East Circ	Traffic	41	68	34

Signal Timings Diagram



Controller :C2 - West Side T7771W07

Stage Sequence Diagram

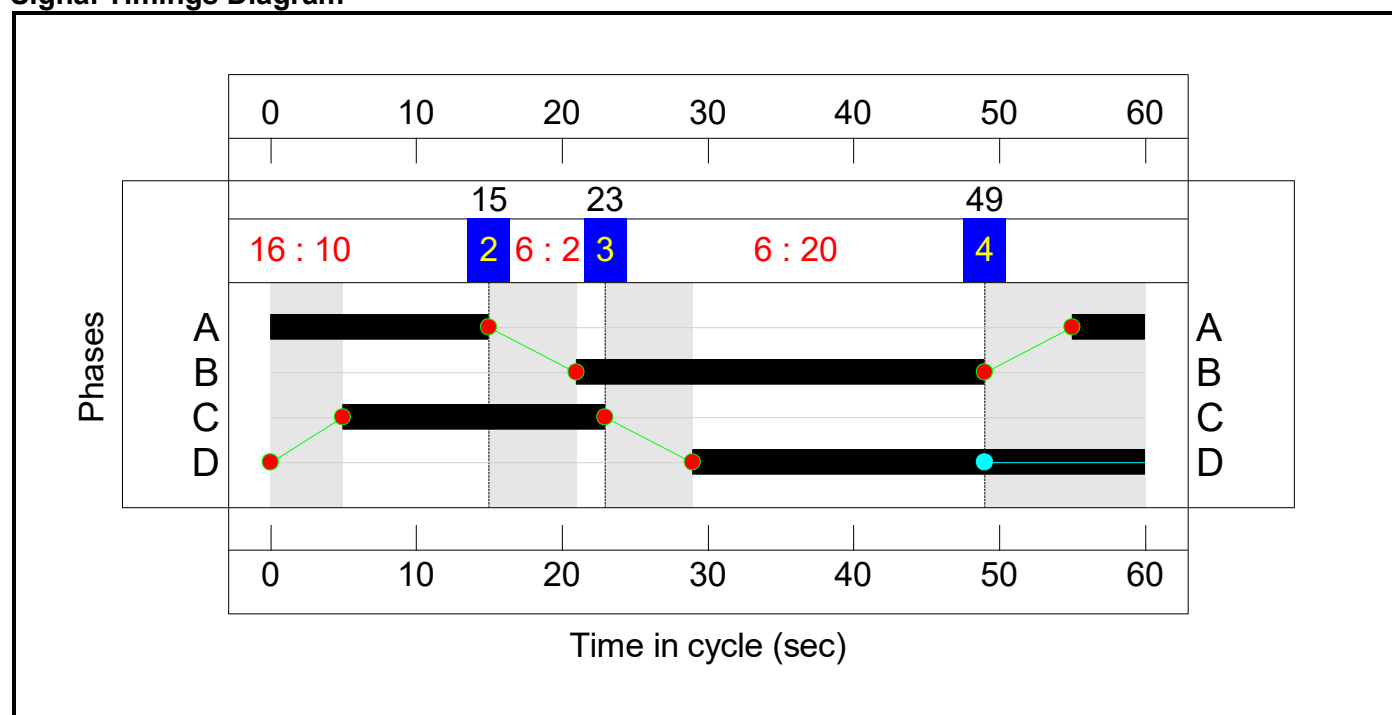


Stage Timings

Stage	2	3	4
Duration	2	20	10
Change Point	15	23	49

Phase Timings

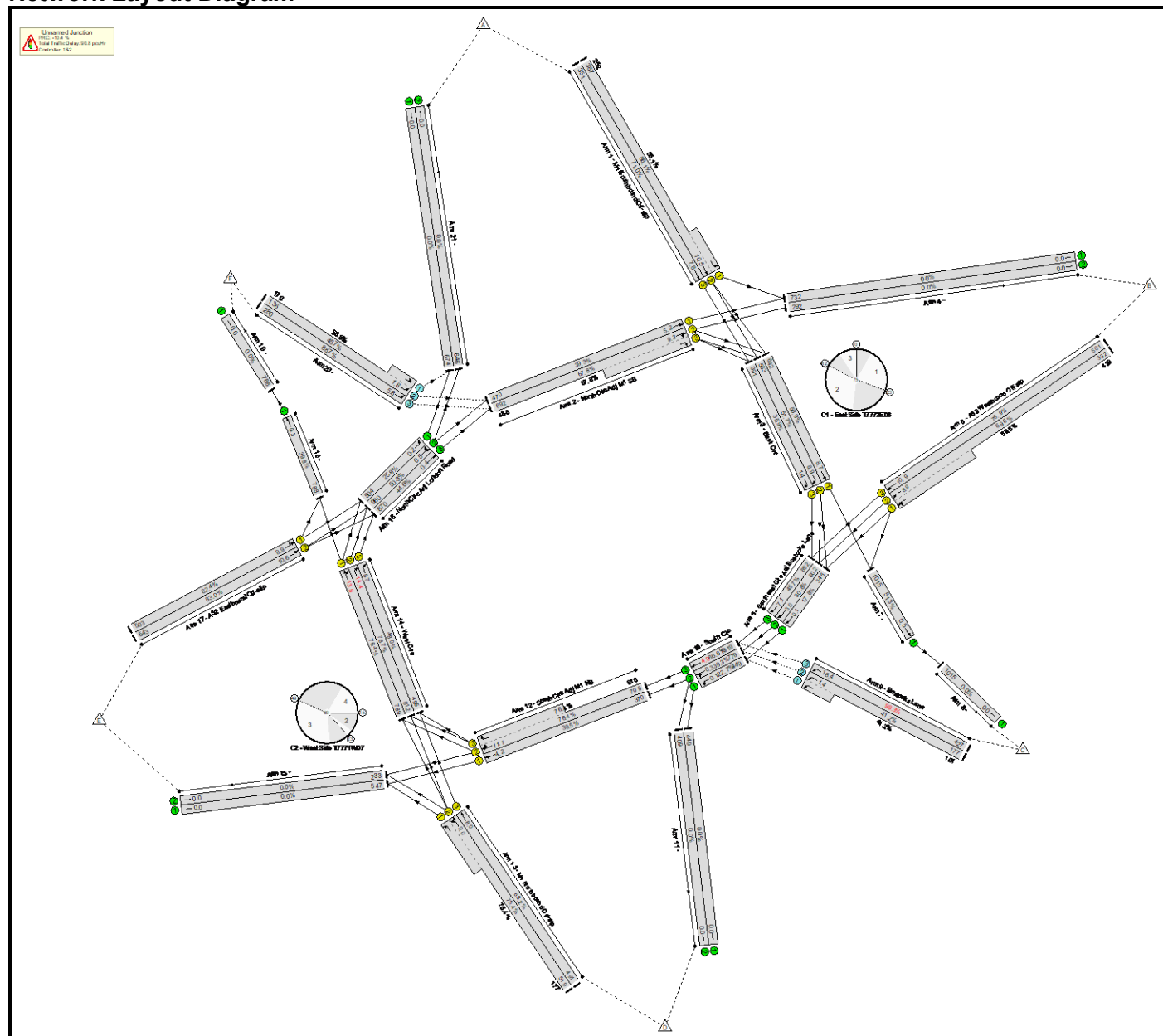
Phase Name	Description	Phase	Green Period 1		
			Total Green	Start Time	End Time
A	M1 Northbound Off-slip Ahead Left M1 Northbound Off-slip	Traffic	20	55	15
B	South Circ Adj M1 NB Right Ahead Westbound Circ	Traffic	28	21	49
C	A52 Eastbound Off-slip Ahead Left A52 Eastbound Entry	Traffic	18	5	23
D	West Circ Right Ahead West Circ	Traffic	31	29	0

Signal Timings Diagram

Lane Green Times

Junction: Unnamed Junction					
Lane	Description	Type	Phases	Start Green	End Green
1/1	M1 Southbound Off-slip Left	U	A	6	23
1/2	M1 Southbound Off-slip Ahead	U	A	6	23
1/3	M1 Southbound Off-slip Ahead	U	A	6	23
2/1	North Circ Adj M1 SB Ahead	U	B	29	0
2/2	North Circ Adj M1 SB Right Ahead	U	B	29	0
2/3	North Circ Adj M1 SB Right	U	B	29	0
3/1	East Circ Ahead	U	D	68	34
3/2	East Circ Right	U	D	68	34
3/3	East Circ Right	U	D	68	34
5/1	A52 Westbound Off-slip Ahead Left	U	C	39	62
5/2	A52 Westbound Off-slip Ahead	U	C	39	62
5/3	A52 Westbound Off-slip Ahead	U	C	39	62
12/1	South Circ Adj M1 NB Ahead	U	B	21	49
12/2	South Circ Adj M1 NB Right Ahead	U	B	21	49
12/3	South Circ Adj M1 NB Right	U	B	21	49
13/1	M1 Northbound Off-slip Left	U	A	55	15
13/2	M1 Northbound Off-slip Ahead Left	U	A	55	15
13/3	M1 Northbound Off-slip Ahead	U	A	55	15
14/1	West Circ Right Ahead	U	D	29	0
14/2	West Circ Right	U	D	29	0
14/3	West Circ Right	U	D	29	0
17/1	A52 Eastbound Off-slip Ahead Left	U	C	5	23
17/2	A52 Eastbound Off-slip Ahead	U	C	5	23

Network Layout Diagram



Detailed Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Bonus Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network: EMG2	-	-	N/A	-	-		-	-	-	-	-	-	-	99.3%
Unnamed Junction	-	-	N/A	-	-		-	-	-	-	-	-	-	99.3%
1/2+1/1	M1 Southbound Off-slip Ahead Left	U	N/A	N/A	C1:A		1	17	-	-	649	2056:1915	449+304	86.1 : 86.1%
1/3	M1 Southbound Off-slip Ahead	U	N/A	N/A	C1:A		1	17	-	-	351	2059	494	71.0%
2/1	North Circ Adj M1 SB Ahead	U	N/A	N/A	C1:B		1	46	-	-	470	1908	1196	39.3%
2/2+2/3	North Circ Adj M1 SB Right Ahead	U	N/A	N/A	C1:B		1	46	-	-	1150	1906:1904	1021+675	67.8 : 67.8%
3/1	East Circ Ahead	U	N/A	N/A	C1:D		1	41	-	-	642	1946	1090	58.9%
3/2	East Circ Right	U	N/A	N/A	C1:D		1	41	-	-	563	1945	1089	51.7%
3/3	East Circ Right	U	N/A	N/A	C1:D		1	41	-	-	391	1943	1088	35.9%
4/1		U	N/A	N/A	-		-	-	-	-	732	Inf	Inf	0.0%
4/2		U	N/A	N/A	-		-	-	-	-	292	Inf	Inf	0.0%
5/2+5/1	A52 Westbound Off-slip Ahead Left	U	N/A	N/A	C1:C		1	23	-	-	760	2061:1923	477+615	69.6 : 69.6%
5/3	A52 Westbound Off-slip Ahead	U	N/A	N/A	C1:C		1	23	-	-	501	2064	660	75.9%
6/1	Southeast Circ Adj Bostocks Lane Ahead	U	N/A	N/A	-		-	-	-	-	348	1953	1953	17.8%
6/2	Southeast Circ Adj Bostocks Lane Ahead	U	N/A	N/A	-		-	-	-	-	602	1952	1952	30.8%
6/3	Southeast Circ Adj Bostocks Lane Ahead	U	N/A	N/A	-		-	-	-	-	892	1951	1951	45.7%

Detailed Input Data And Results

7/1	Ahead	U	N/A	N/A	-		-	-	-	-	1015	1980	1980	51.3%
8/1		U	N/A	N/A	-		-	-	-	-	1015	Inf	Inf	0.0%
9/2+9/1	Bostocks Lane Left	O	N/A	N/A	-		-	-	-	-	278	1923:1919	430+245	41.2 : 41.2%
9/3	Bostocks Lane Left	O	N/A	N/A	-		-	-	-	-	427	1926	430	99.3%
10/1	South Circ Left	U	N/A	N/A	-		-	-	-	-	449	1980	1980	22.7%
10/2	South Circ Left Ahead	U	N/A	N/A	-		-	-	-	-	779	1980	1980	39.3%
10/3	South Circ Ahead	U	N/A	N/A	-		-	-	-	-	1319	1980	1980	66.6%
11/1		U	N/A	N/A	-		-	-	-	-	449	Inf	Inf	0.0%
11/2		U	N/A	N/A	-		-	-	-	-	409	Inf	Inf	0.0%
12/1	South Circ Adj M1 NB Ahead	U	N/A	N/A	C2:B		1	28	-	-	370	1936	936	39.5%
12/2+12/3	South Circ Adj M1 NB Right Ahead	U	N/A	N/A	C2:B		1	28	-	-	1319	1931:1931	928+798	76.4 : 76.4%
13/2+13/1	M1 Northbound Off-slip Ahead Left	U	N/A	N/A	C2:A		1	20	-	-	696	2053:1912	688+235	75.4 : 75.4%
13/3	M1 Northbound Off-slip Ahead	U	N/A	N/A	C2:A		1	20	-	-	491	2057	720	68.2%
14/1	West Circ Right Ahead	U	N/A	N/A	C2:D		1	31	-	-	789	1937	1033	76.4%
14/2	West Circ Right	U	N/A	N/A	C2:D		1	31	-	-	812	1935	1032	78.7%
14/3	West Circ Right	U	N/A	N/A	C2:D		1	31	-	-	495	1932	1030	48.0%
15/1		U	N/A	N/A	-		-	-	-	-	547	Inf	Inf	0.0%
15/2		U	N/A	N/A	-		-	-	-	-	233	Inf	Inf	0.0%
16/1	North Circ Adj London Road Left	U	N/A	N/A	-		-	-	-	-	504	1952	1952	25.8%
16/2	North Circ Adj London Road Ahead Left	U	N/A	N/A	-		-	-	-	-	980	1950	1950	50.3%

Detailed Input Data And Results

16/3	North Circ Adj London Road Ahead	U	N/A	N/A	-		-	-	-	-	870	1950	1950	44.6%
17/1	A52 Eastbound Off-slip Ahead Left	U	N/A	N/A	C2:C		1	18	-	-	503	1928	611	82.4%
17/2	A52 Eastbound Off-slip Ahead	U	N/A	N/A	C2:C		1	18	-	-	543	2067	655	83.0%
18/1	Ahead	U	N/A	N/A	-		-	-	-	-	788	1980	1980	39.8%
19/1		U	N/A	N/A	-		-	-	-	-	788	Inf	Inf	0.0%
20/2+20/1	Left Left2	O	N/A	N/A	-		-	-	-	-	306	2061:1921	298+316	45.7 : 53.8%
20/3	Left	O	N/A	N/A	-		-	-	-	-	280	1928	316	88.7%
21/1		U	N/A	N/A	-		-	-	-	-	674	Inf	Inf	0.0%
21/2		U	N/A	N/A	-		-	-	-	-	646	Inf	Inf	0.0%

Detailed Input Data And Results

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)	
Network: EMG2	-	-	1875	0	0	50.1	40.6	0.0	90.8	-	-	-	-	
Unnamed Junction	-	-	1875	0	0	50.1	40.6	0.0	90.8	-	-	-	-	
1/2+1/1	649	649	-	-	-	4.7	2.9	-	7.6	42.3	7.5	2.9	10.5	
1/3	351	351	-	-	-	2.5	1.2	-	3.8	38.5	6.6	1.2	7.8	
2/1	470	470	-	-	-	0.9	0.3	-	1.2	9.4	4.8	0.3	5.2	
2/2+2/3	1150	1150	-	-	-	2.5	1.0	-	3.5	11.0	8.3	1.0	9.3	
3/1	642	642	-	-	-	2.1	0.7	-	2.8	16.0	7.9	0.7	8.7	
3/2	563	563	-	-	-	2.4	0.5	-	2.9	18.6	8.4	0.5	8.9	
3/3	391	391	-	-	-	0.2	0.3	-	0.5	4.8	1.1	0.3	1.4	
4/1	732	732	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
4/2	292	292	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
5/2+5/1	760	760	-	-	-	4.6	1.1	-	5.7	27.0	7.7	1.1	8.9	
5/3	501	501	-	-	-	3.2	1.5	-	4.7	34.0	9.3	1.5	10.9	
6/1	348	348	-	-	-	0.0	0.1	-	0.1	1.1	0.0	0.1	0.1	
6/2	602	602	-	-	-	0.0	0.2	-	0.2	1.3	2.8	0.2	3.0	
6/3	892	892	-	-	-	0.0	0.4	-	0.4	1.8	6.7	0.4	7.1	
7/1	1015	1015	-	-	-	0.0	0.5	-	0.5	1.9	0.0	0.5	0.5	
8/1	1015	1015	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
9/2+9/1	278	278	556	0	0	0.1	0.3	-	0.5	6.5	1.0	0.3	1.4	
9/3	427	427	427	0	0	0.8	9.6	-	10.5	88.4	8.8	9.6	18.4	
10/1	449	449	-	-	-	0.0	0.1	-	0.1	1.2	0.0	0.1	0.1	
10/2	779	779	-	-	-	0.0	0.3	-	0.3	1.5	0.0	0.3	0.3	
10/3	1319	1319	-	-	-	0.0	1.0	-	1.0	2.7	3.9	1.0	4.9	
11/1	449	449	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	

Detailed Input Data And Results

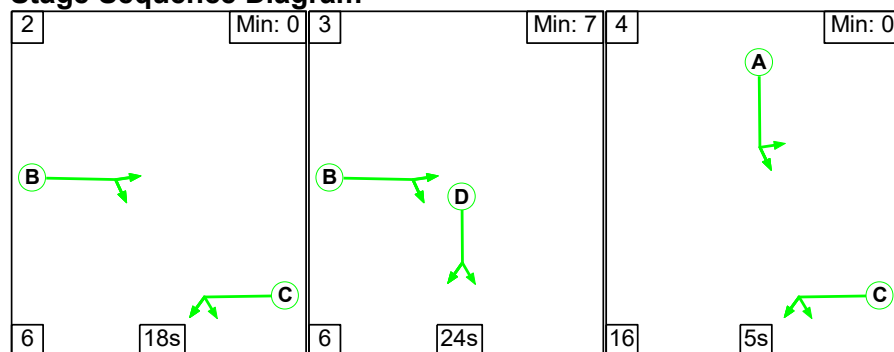
11/2	409	409	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
12/1	370	370	-	-	-	1.0	0.3	-	1.3	13.1	3.9	0.3	4.2	
12/2+12/3	1319	1319	-	-	-	4.5	1.6	-	6.1	16.6	9.5	1.6	11.1	
13/2+13/1	696	696	-	-	-	3.1	1.5	-	4.6	24.0	7.5	1.5	9.0	
13/3	491	491	-	-	-	2.3	1.1	-	3.3	24.4	7.0	1.1	8.0	
14/1	789	789	-	-	-	2.8	1.6	-	4.4	19.9	12.2	1.6	13.8	
14/2	812	812	-	-	-	2.1	1.8	-	3.9	17.5	12.5	1.8	14.4	
14/3	495	495	-	-	-	3.5	0.5	-	4.0	29.1	8.2	0.5	8.7	
15/1	547	547	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
15/2	233	233	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
16/1	504	504	-	-	-	0.0	0.2	-	0.2	1.2	0.0	0.2	0.2	
16/2	980	980	-	-	-	0.0	0.5	-	0.5	1.9	0.0	0.5	0.5	
16/3	870	870	-	-	-	0.0	0.4	-	0.4	1.7	0.0	0.4	0.4	
17/1	503	503	-	-	-	2.6	2.2	-	4.9	35.0	7.7	2.2	9.9	
17/2	543	543	-	-	-	2.9	2.3	-	5.2	34.5	8.3	2.3	10.6	
18/1	788	788	-	-	-	0.0	0.3	-	0.3	1.5	0.0	0.3	0.3	
19/1	788	788	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
20/2+20/1	306	306	612	0	0	0.5	0.5	-	1.0	12.1	1.3	0.5	1.8	
20/3	280	280	280	0	0	0.7	3.3	-	4.0	50.9	2.5	3.3	5.8	
21/1	674	674	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
21/2	646	646	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
C1 - East Side T7772E06			PRC for Signalled Lanes (%):			4.5	Total Delay for Signalled Lanes (pcuHr):			32.81	Cycle Time (s):		75	
C2 - West Side T7771W07			PRC for Signalled Lanes (%):			8.5	Total Delay for Signalled Lanes (pcuHr):			37.80	Cycle Time (s):		60	
			PRC Over All Lanes (%):			-10.4	Total Delay Over All Lanes(pcuHr):			90.78				

Detailed Input Data And Results

Scenario 3: '2028 WoD AM' (FG3: '2028 WoD AM Base', Plan 1: 'Network Control Plan 1 AM')

Controller :C1 - East Side T7772E06

Stage Sequence Diagram



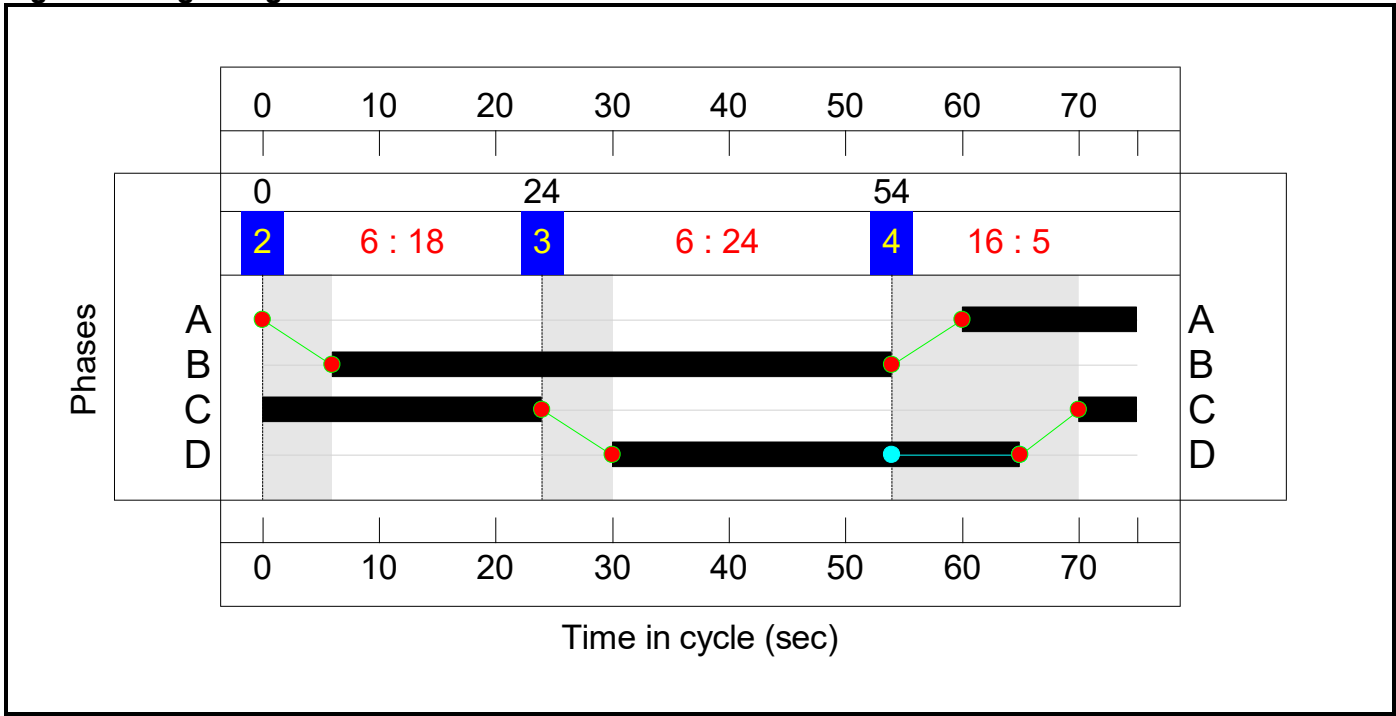
Stage Timings

Stage	2	3	4
Duration	18	24	5
Change Point	0	24	54

Phase Timings

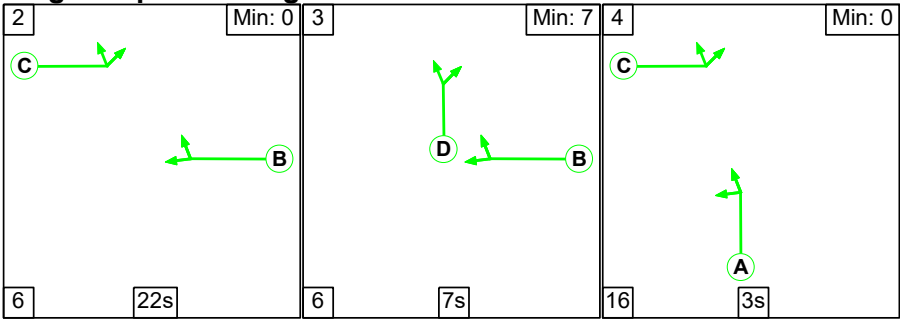
Phase Name	Description	Phase	Green Period 1		
			Total Green	Start Time	End Time
A	M1 Southbound Off-slip Ahead Left M1 Southbound Off-slip	Traffic	15	60	0
B	North Circ Adj M1 SB Right Ahead Eastbound Circ	Traffic	48	6	54
C	A52 Westbound Off-slip Ahead Left A52 Westbound	Traffic	29	70	24
D	East Circ Right Ahead East Circ	Traffic	35	30	65

Signal Timings Diagram



Controller :C2 - West Side T7771W07

Stage Sequence Diagram

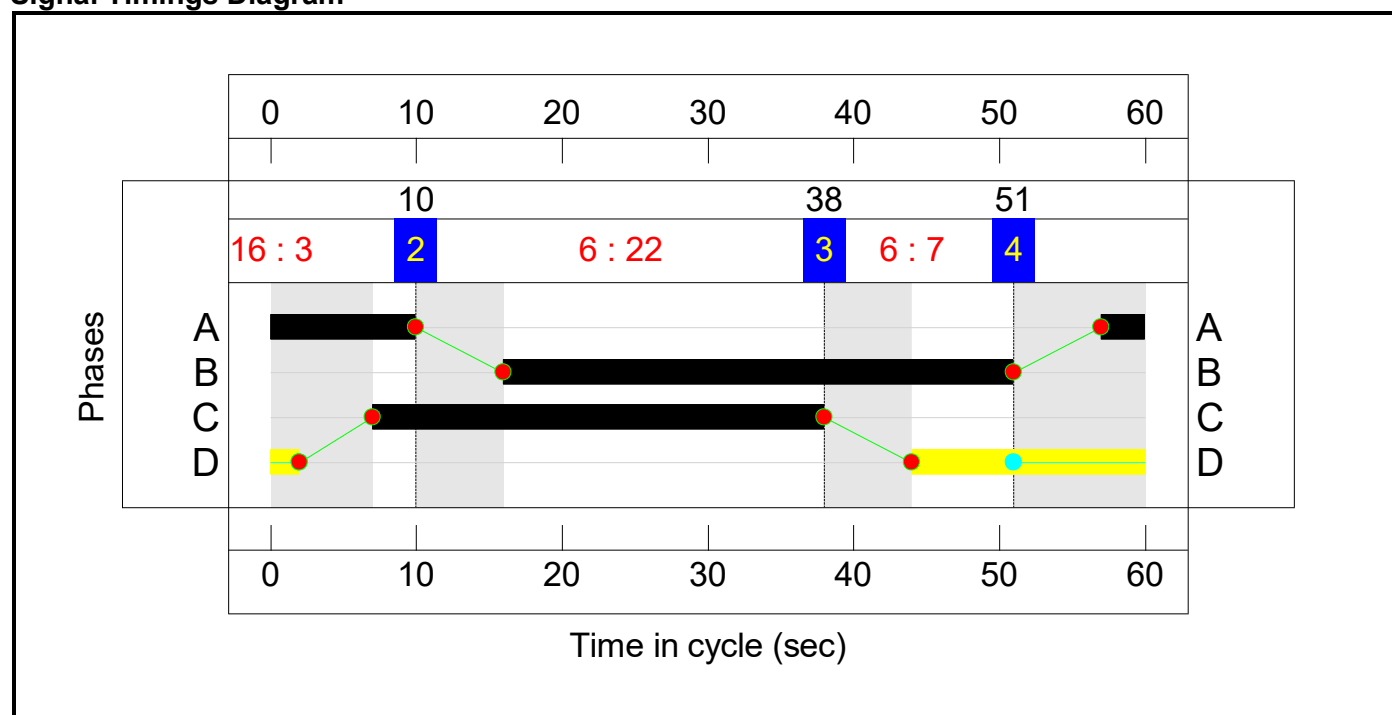


Stage Timings

Stage	2	3	4
Duration	22	7	3
Change Point	10	38	51

Phase Timings

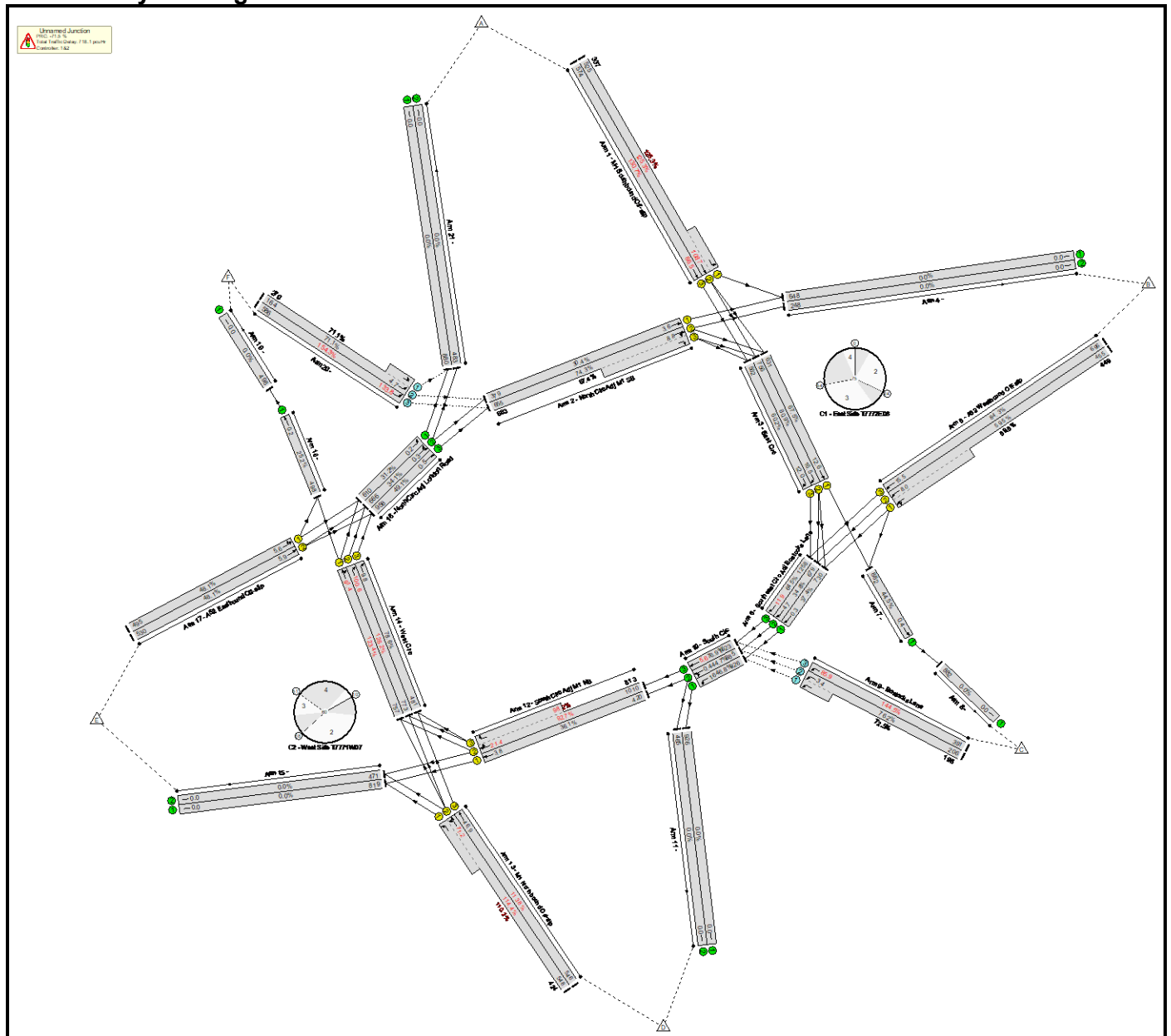
Phase Name	Description	Phase	Green Period 1		
			Total Green	Start Time	End Time
A	M1 Northbound Off-slip Ahead Left M1 Northbound Off-slip	Traffic	13	57	10
B	South Circ Adj M1 NB Right Ahead Westbound Circ	Traffic	35	16	51
C	A52 Eastbound Off-slip Ahead Left A52 Eastbound Entry	Traffic	31	7	38
D	West Circ Right Ahead West Circ	Traffic	18	44	2

Signal Timings Diagram

Lane Green Times

Junction: Unnamed Junction					
Lane	Description	Type	Phases	Start Green	End Green
1/1	M1 Southbound Off-slip Left	U	A	60	0
1/2	M1 Southbound Off-slip Ahead	U	A	60	0
1/3	M1 Southbound Off-slip Ahead	U	A	60	0
2/1	North Circ Adj M1 SB Ahead	U	B	6	54
2/2	North Circ Adj M1 SB Right Ahead	U	B	6	54
2/3	North Circ Adj M1 SB Right	U	B	6	54
3/1	East Circ Ahead	U	D	30	65
3/2	East Circ Right	U	D	30	65
3/3	East Circ Right	U	D	30	65
5/1	A52 Westbound Off-slip Ahead Left	U	C	70	24
5/2	A52 Westbound Off-slip Ahead	U	C	70	24
5/3	A52 Westbound Off-slip Ahead	U	C	70	24
12/1	South Circ Adj M1 NB Ahead	U	B	16	51
12/2	South Circ Adj M1 NB Right Ahead	U	B	16	51
12/3	South Circ Adj M1 NB Right	U	B	16	51
13/1	M1 Northbound Off-slip Left	U	A	57	10
13/2	M1 Northbound Off-slip Ahead Left	U	A	57	10
13/3	M1 Northbound Off-slip Ahead	U	A	57	10
14/1	West Circ Right Ahead	U	D	44	2
14/2	West Circ Right	U	D	44	2
14/3	West Circ Right	U	D	44	2
17/1	A52 Eastbound Off-slip Ahead Left	U	C	7	38
17/2	A52 Eastbound Off-slip Ahead	U	C	7	38

Network Layout Diagram



Detailed Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Bonus Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network: EMG2	-	-	N/A	-	-		-	-	-	-	-	-	-	154.3%
Unnamed Junction	-	-	N/A	-	-		-	-	-	-	-	-	-	154.3%
1/2+1/1	M1 Southbound Off-slip Ahead Left	U	N/A	N/A	C1:A		1	15	-	-	862	2056:1915	419+269	125.3 : 125.3%
1/3	M1 Southbound Off-slip Ahead	U	N/A	N/A	C1:A		1	15	-	-	574	2059	439	130.7%
2/1	North Circ Adj M1 SB Ahead	U	N/A	N/A	C1:B		1	48	-	-	596	1908	1247	30.4%
2/2+2/3	North Circ Adj M1 SB Right Ahead	U	N/A	N/A	C1:B		1	48	-	-	1610	1906:1904	881+1013	74.3 : 67.4%
3/1	East Circ Ahead	U	N/A	N/A	C1:D		1	35	-	-	747	1946	934	67.5%
3/2	East Circ Right	U	N/A	N/A	C1:D		1	35	-	-	917	1945	934	80.9%
3/3	East Circ Right	U	N/A	N/A	C1:D		1	35	-	-	763	1943	933	60.2%
4/1		U	N/A	N/A	-		-	-	-	-	933	Inf	Inf	0.0%
4/2		U	N/A	N/A	-		-	-	-	-	282	Inf	Inf	0.0%
5/2+5/1	A52 Westbound Off-slip Ahead Left	U	N/A	N/A	C1:C		1	29	-	-	904	2061:1923	764+754	59.5 : 59.5%
5/3	A52 Westbound Off-slip Ahead	U	N/A	N/A	C1:C		1	29	-	-	696	2064	826	84.3%
6/1	Southeast Circ Adj Bostocks Lane Ahead	U	N/A	N/A	-		-	-	-	-	829	1953	1953	37.4%
6/2	Southeast Circ Adj Bostocks Lane Ahead	U	N/A	N/A	-		-	-	-	-	741	1952	1952	34.8%
6/3	Southeast Circ Adj Bostocks Lane Ahead	U	N/A	N/A	-		-	-	-	-	1459	1951	1951	64.5%
7/1	Ahead	U	N/A	N/A	-		-	-	-	-	998	1980	1980	44.5%

Detailed Input Data And Results

8/1		U	N/A	N/A	-		-	-	-	-	998	Inf	Inf	0.0%
9/2+9/1	Bostocks Lane Left	O	N/A	N/A	-		-	-	-	-	402	1923:1919	270+270	76.2 : 72.5%
9/3	Bostocks Lane Left	O	N/A	N/A	-		-	-	-	-	391	1926	270	144.5%
10/1	South Circ Left	U	N/A	N/A	-		-	-	-	-	1025	1980	1980	46.8%
10/2	South Circ Left Ahead	U	N/A	N/A	-		-	-	-	-	947	1980	1980	44.7%
10/3	South Circ Ahead	U	N/A	N/A	-		-	-	-	-	1850	1980	1980	76.9%
11/1		U	N/A	N/A	-		-	-	-	-	1025	Inf	Inf	0.0%
11/2		U	N/A	N/A	-		-	-	-	-	467	Inf	Inf	0.0%
12/1	South Circ Adj M1 NB Ahead	U	N/A	N/A	C2:B		1	35	-	-	480	1936	1162	36.1%
12/2+12/3	South Circ Adj M1 NB Right Ahead	U	N/A	N/A	C2:B		1	35	-	-	1850	1932:1931	1090+522	92.7 : 98.2%
13/2+13/1	M1 Northbound Off-slip Ahead Left	U	N/A	N/A	C2:A		1	13	-	-	972	2053:1912	479+385	114.4 : 110.2%
13/3	M1 Northbound Off-slip Ahead	U	N/A	N/A	C2:A		1	13	-	-	546	2057	480	113.8%
14/1	West Circ Right Ahead	U	N/A	N/A	C2:D		1	18	-	-	858	1937	613	123.4%
14/2	West Circ Right	U	N/A	N/A	C2:D		1	18	-	-	897	1935	613	126.2%
14/3	West Circ Right	U	N/A	N/A	C2:D		1	18	-	-	547	1932	612	78.6%
15/1		U	N/A	N/A	-		-	-	-	-	904	Inf	Inf	0.0%
15/2		U	N/A	N/A	-		-	-	-	-	642	Inf	Inf	0.0%
16/1	North Circ Adj London Road Left	U	N/A	N/A	-		-	-	-	-	692	1952	1952	31.2%
16/2	North Circ Adj London Road Ahead Left	U	N/A	N/A	-		-	-	-	-	950	1950	1950	34.1%

Detailed Input Data And Results

16/3	North Circ Adj London Road Ahead	U	N/A	N/A	-		-	-	-	-	1024	1950	1950	49.1%
17/1	A52 Eastbound Off-slip Ahead Left	U	N/A	N/A	C2:C		1	31	-	-	495	1928	1028	48.1%
17/2	A52 Eastbound Off-slip Ahead	U	N/A	N/A	C2:C		1	31	-	-	530	2067	1102	48.1%
18/1	Ahead	U	N/A	N/A	-		-	-	-	-	661	1980	1980	25.2%
19/1		U	N/A	N/A	-		-	-	-	-	661	Inf	Inf	0.0%
20/2+20/1	Left Left2	O	N/A	N/A	-		-	-	-	-	434	2061:1921	231+380	71.1 : 71.1%
20/3	Left	O	N/A	N/A	-		-	-	-	-	586	1928	380	154.3%
21/1		U	N/A	N/A	-		-	-	-	-	962	Inf	Inf	0.0%
21/2		U	N/A	N/A	-		-	-	-	-	518	Inf	Inf	0.0%

Detailed Input Data And Results

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)	
Network: EMG2	-	-	2322	0	0	113.7	604.5	0.0	718.1	-	-	-	-	
Unnamed Junction	-	-	2322	0	0	113.7	604.5	0.0	718.1	-	-	-	-	
1/2+1/1	862	688	-	-	-	14.0	89.5	-	103.6	432.5	19.2	89.5	108.7	
1/3	574	439	-	-	-	10.5	69.4	-	80.0	501.5	17.1	69.4	86.5	
2/1	379	379	-	-	-	0.6	0.2	-	0.8	7.7	3.4	0.2	3.6	
2/2+2/3	1337	1337	-	-	-	2.6	1.2	-	3.8	10.2	7.6	1.2	8.8	
3/1	631	631	-	-	-	3.4	1.0	-	4.5	25.4	11.6	1.0	12.6	
3/2	756	756	-	-	-	3.9	2.1	-	6.0	28.4	14.4	2.1	16.5	
3/3	562	562	-	-	-	4.8	0.8	-	5.5	35.5	11.2	0.8	12.0	
4/1	648	648	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
4/2	248	248	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
5/2+5/1	904	904	-	-	-	4.4	0.7	-	5.1	20.4	7.2	0.7	8.0	
5/3	696	696	-	-	-	3.9	2.6	-	6.5	33.7	13.0	2.6	15.5	
6/1	730	730	-	-	-	0.0	0.3	-	0.3	1.5	0.0	0.3	0.3	
6/2	679	679	-	-	-	0.0	0.3	-	0.3	1.5	4.5	0.3	4.7	
6/3	1258	1258	-	-	-	0.1	0.9	-	1.0	2.8	11.0	0.9	11.9	
7/1	882	882	-	-	-	0.0	0.4	-	0.4	1.6	0.0	0.4	0.4	
8/1	882	882	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
9/2+9/1	402	402	804	0	0	1.1	1.4	-	2.5	22.8	1.9	1.4	3.4	
9/3	391	270	270	0	0	7.2	61.8	-	69.1	635.8	24.1	61.8	85.9	
10/1	926	926	-	-	-	0.0	0.4	-	0.4	1.7	1.1	0.4	1.6	
10/2	885	885	-	-	-	0.0	0.4	-	0.4	1.6	0.0	0.4	0.4	
10/3	1523	1523	-	-	-	0.0	1.7	-	1.7	3.9	3.9	1.7	5.6	
11/1	926	926	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	

Detailed Input Data And Results

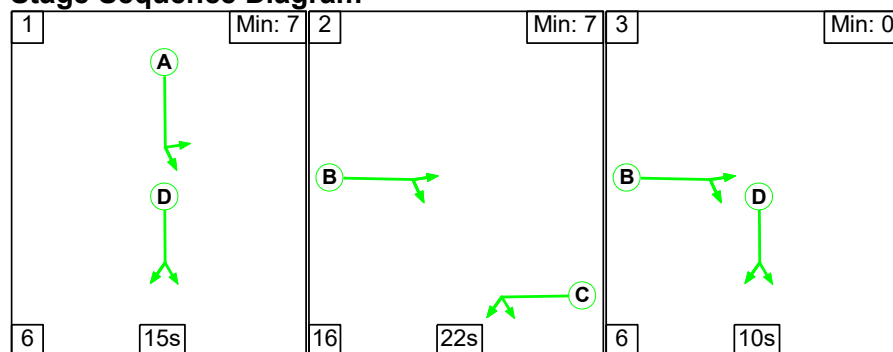
11/2	465	465	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
12/1	420	420	-	-	-	0.7	0.3	-	1.0	8.6	3.5	0.3	3.8	
12/2+12/3	1523	1523	-	-	-	3.8	7.4	-	11.1	26.3	14.0	7.4	21.4	
13/2+13/1	972	878	-	-	-	8.7	58.3	-	67.0	248.3	12.8	58.3	71.2	
13/3	546	480	-	-	-	5.6	36.7	-	42.3	279.0	10.2	36.7	46.9	
14/1	757	613	-	-	-	9.4	74.3	-	83.7	398.1	17.1	74.3	91.4	
14/2	773	613	-	-	-	11.0	82.6	-	93.7	436.0	18.0	82.6	100.6	
14/3	481	481	-	-	-	5.3	1.8	-	7.0	52.7	8.0	1.8	9.8	
15/1	819	819	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
15/2	471	471	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
16/1	610	610	-	-	-	0.0	0.2	-	0.2	1.3	0.0	0.2	0.2	
16/2	666	666	-	-	-	0.0	0.3	-	0.3	1.4	0.0	0.3	0.3	
16/3	958	958	-	-	-	0.0	0.5	-	0.5	1.8	0.0	0.5	0.5	
17/1	495	495	-	-	-	1.2	0.5	-	1.7	12.2	5.1	0.5	5.6	
17/2	530	530	-	-	-	1.3	0.5	-	1.8	11.9	5.4	0.5	5.9	
18/1	498	498	-	-	-	0.0	0.2	-	0.2	1.2	0.0	0.2	0.2	
19/1	498	498	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
20/2+20/1	434	434	868	0	0	0.9	1.2	-	2.1	17.5	3.5	1.2	4.7	
20/3	586	380	380	0	0	9.3	104.5	-	113.8	699.2	29.3	104.5	133.8	
21/1	880	880	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
21/2	483	483	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
C1 - East Side T7772E06 C2 - West Side T7771W07														
PRC for Signalled Lanes (%):						-45.2	Total Delay for Signalled Lanes (pcuHr):				215.71	Cycle Time (s): 75		
PRC for Signalled Lanes (%):						-40.2	Total Delay for Signalled Lanes (pcuHr):				309.32	Cycle Time (s): 60		
PRC Over All Lanes (%):						-71.5	Total Delay Over All Lanes(pcuHr):				718.14			

Detailed Input Data And Results

Scenario 4: '2028 WoD PM' (FG4: '2028 WoD PM Base', Plan 2: 'Network Control Plan 2 PM')

Controller :C1 - East Side T7772E06

Stage Sequence Diagram



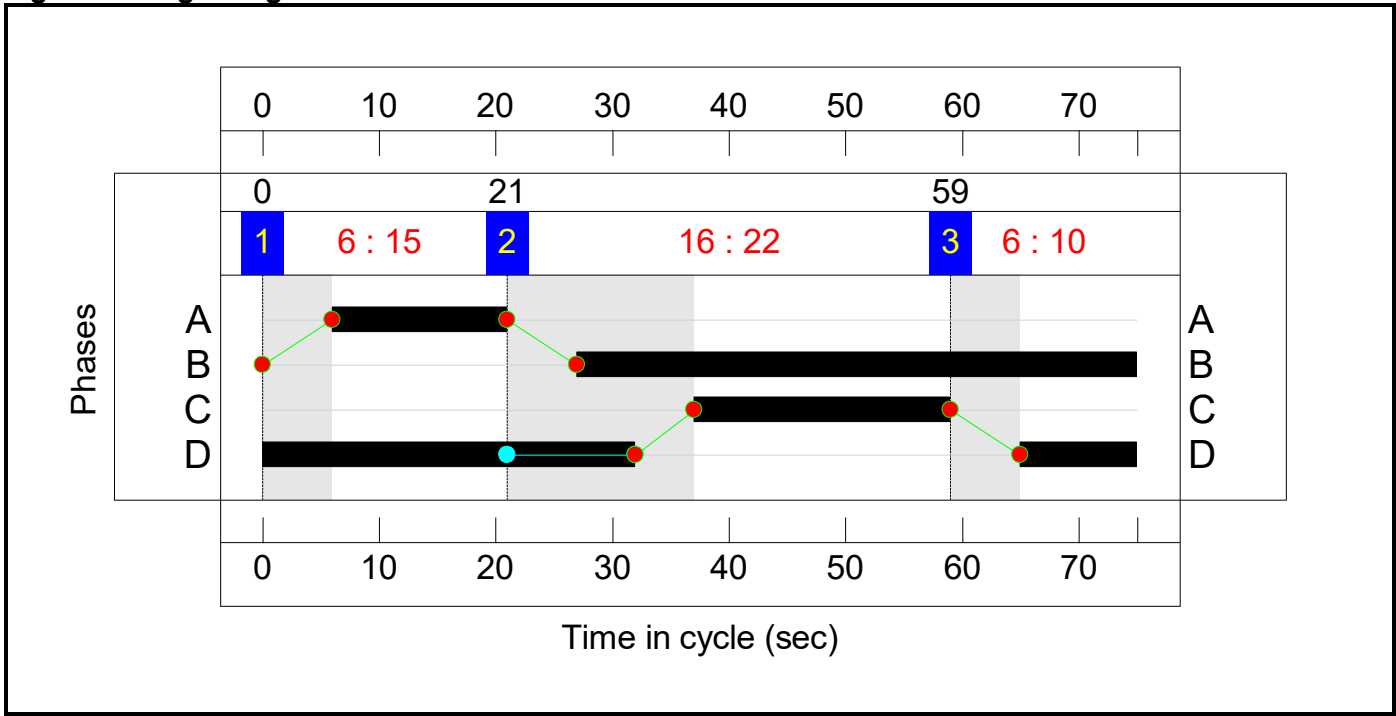
Stage Timings

Stage	1	2	3
Duration	15	22	10
Change Point	0	21	59

Phase Timings

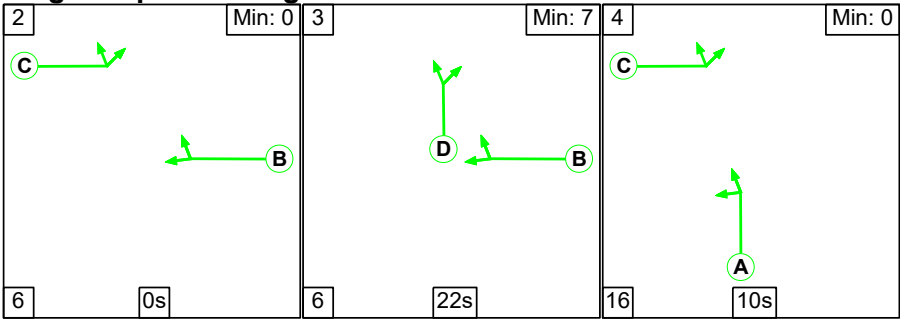
Phase Name	Description	Phase	Green Period 1		
			Total Green	Start Time	End Time
A	M1 Southbound Off-slip Ahead Left M1 Southbound Off-slip	Traffic	15	6	21
B	North Circ Adj M1 SB Right Ahead Eastbound Circ	Traffic	48	27	0
C	A52 Westbound Off-slip Ahead Left A52 Westbound	Traffic	22	37	59
D	East Circ Right Ahead East Circ	Traffic	42	65	32

Signal Timings Diagram



Controller :C2 - West Side T7771W07

Stage Sequence Diagram

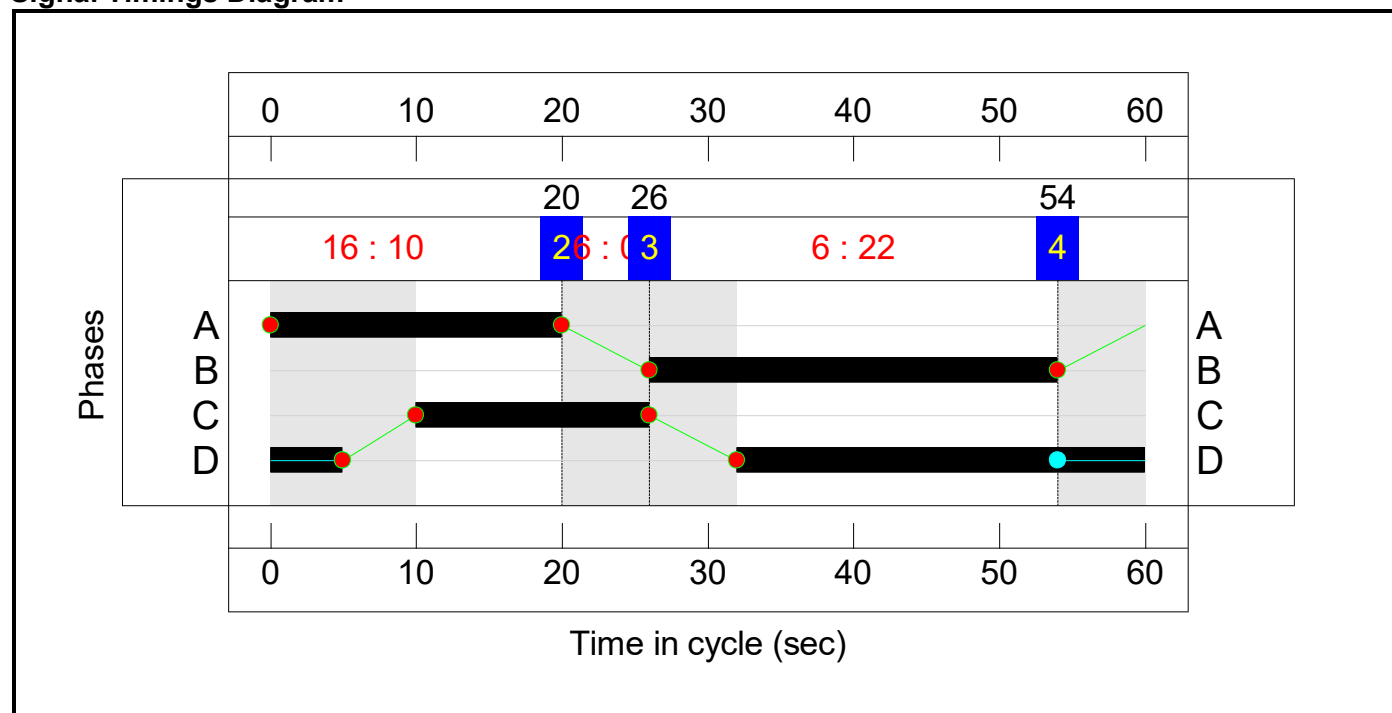


Stage Timings

Stage	2	3	4
Duration	0	22	10
Change Point	20	26	54

Phase Timings

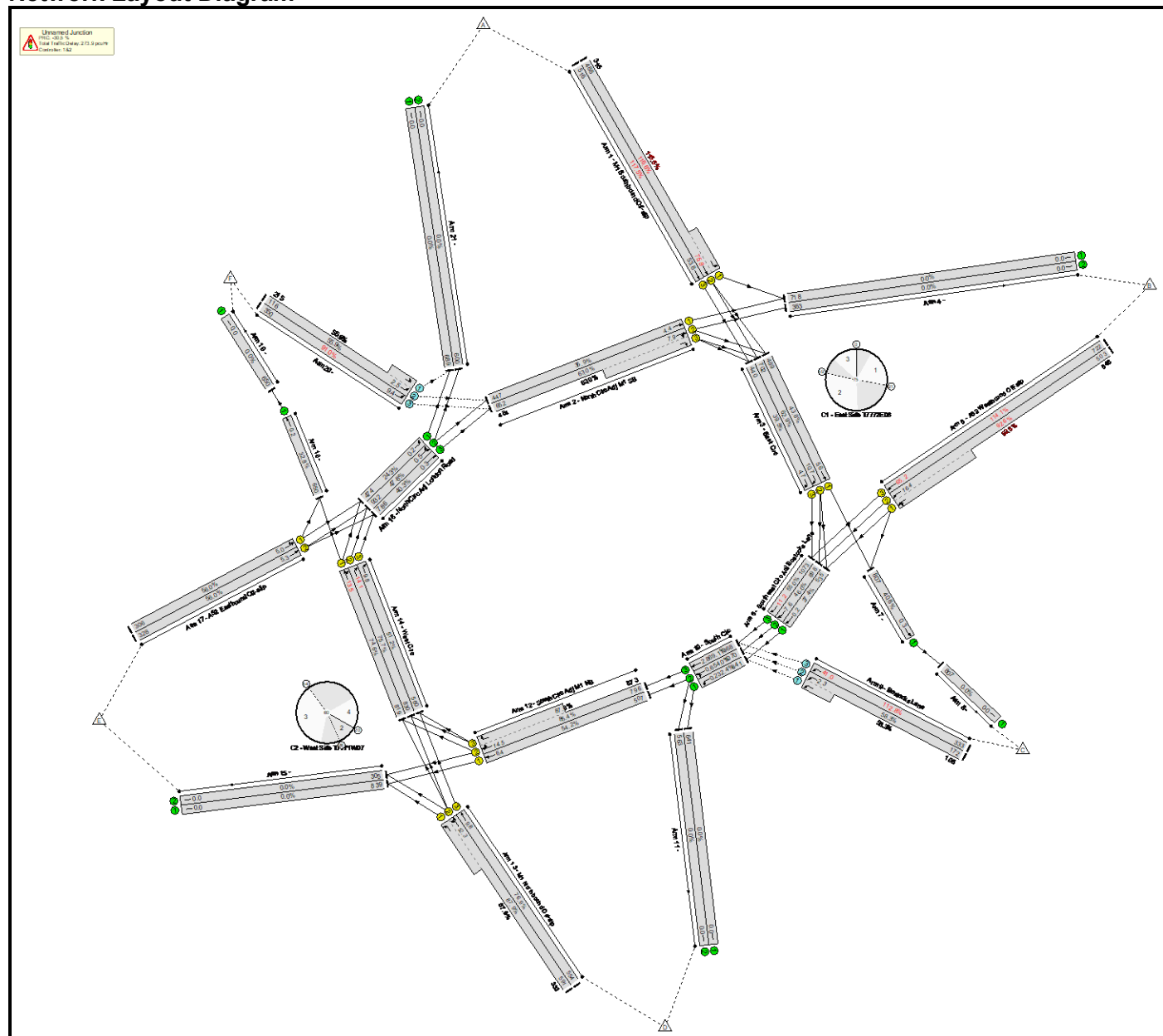
Phase Name	Description	Phase	Green Period 1		
			Total Green	Start Time	End Time
A	M1 Northbound Off-slip Ahead Left M1 Northbound Off-slip	Traffic	20	0	20
B	South Circ Adj M1 NB Right Ahead Westbound Circ	Traffic	28	26	54
C	A52 Eastbound Off-slip Ahead Left A52 Eastbound Entry	Traffic	16	10	26
D	West Circ Right Ahead West Circ	Traffic	33	32	5

Signal Timings Diagram

Lane Green Times

Junction: Unnamed Junction					
Lane	Description	Type	Phases	Start Green	End Green
1/1	M1 Southbound Off-slip Left	U	A	6	21
1/2	M1 Southbound Off-slip Ahead	U	A	6	21
1/3	M1 Southbound Off-slip Ahead	U	A	6	21
2/1	North Circ Adj M1 SB Ahead	U	B	27	0
2/2	North Circ Adj M1 SB Right Ahead	U	B	27	0
2/3	North Circ Adj M1 SB Right	U	B	27	0
3/1	East Circ Ahead	U	D	65	32
3/2	East Circ Right	U	D	65	32
3/3	East Circ Right	U	D	65	32
5/1	A52 Westbound Off-slip Ahead Left	U	C	37	59
5/2	A52 Westbound Off-slip Ahead	U	C	37	59
5/3	A52 Westbound Off-slip Ahead	U	C	37	59
12/1	South Circ Adj M1 NB Ahead	U	B	26	54
12/2	South Circ Adj M1 NB Right Ahead	U	B	26	54
12/3	South Circ Adj M1 NB Right	U	B	26	54
13/1	M1 Northbound Off-slip Left	U	A	0	20
13/2	M1 Northbound Off-slip Ahead Left	U	A	0	20
13/3	M1 Northbound Off-slip Ahead	U	A	0	20
14/1	West Circ Right Ahead	U	D	32	5
14/2	West Circ Right	U	D	32	5
14/3	West Circ Right	U	D	32	5
17/1	A52 Eastbound Off-slip Ahead Left	U	C	10	26
17/2	A52 Eastbound Off-slip Ahead	U	C	10	26

Network Layout Diagram



Detailed Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Bonus Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network: EMG2	-	-	N/A	-	-		-	-	-	-	-	-	-	117.5%
Unnamed Junction	-	-	N/A	-	-		-	-	-	-	-	-	-	117.5%
1/2+1/1	M1 Southbound Off-slip Ahead Left	U	N/A	N/A	C1:A		1	15	-	-	804	2056:1915	419+271	116.6 : 116.6%
1/3	M1 Southbound Off-slip Ahead	U	N/A	N/A	C1:A		1	15	-	-	516	2059	439	117.5%
2/1	North Circ Adj M1 SB Ahead	U	N/A	N/A	C1:B		1	48	-	-	456	1908	1247	35.9%
2/2+2/3	North Circ Adj M1 SB Right Ahead	U	N/A	N/A	C1:B		1	48	-	-	1137	1906:1904	1036+768	63.0 : 63.0%
3/1	East Circ Ahead	U	N/A	N/A	C1:D		1	42	-	-	522	1946	1116	43.8%
3/2	East Circ Right	U	N/A	N/A	C1:D		1	42	-	-	738	1945	1115	62.9%
3/3	East Circ Right	U	N/A	N/A	C1:D		1	42	-	-	517	1943	1114	39.5%
4/1		U	N/A	N/A	-		-	-	-	-	772	Inf	Inf	0.0%
4/2		U	N/A	N/A	-		-	-	-	-	364	Inf	Inf	0.0%
5/2+5/1	A52 Westbound Off-slip Ahead Left	U	N/A	N/A	C1:C		1	22	-	-	1049	2061:1923	543+590	92.6 : 92.6%
5/3	A52 Westbound Off-slip Ahead	U	N/A	N/A	C1:C		1	22	-	-	722	2064	633	114.1%
6/1	Southeast Circ Adj Bostocks Lane Ahead	U	N/A	N/A	-		-	-	-	-	535	1953	1953	27.4%
6/2	Southeast Circ Adj Bostocks Lane Ahead	U	N/A	N/A	-		-	-	-	-	934	1952	1952	46.0%
6/3	Southeast Circ Adj Bostocks Lane Ahead	U	N/A	N/A	-		-	-	-	-	1239	1951	1951	55.0%
7/1	Ahead	U	N/A	N/A	-		-	-	-	-	840	1980	1980	40.8%

Detailed Input Data And Results

8/1		U	N/A	N/A	-		-	-	-	-	840	Inf	Inf	0.0%
9/2+9/1	Bostocks Lane Left	O	N/A	N/A	-		-	-	-	-	278	1923:1919	295+182	58.3 : 58.3%
9/3	Bostocks Lane Left	O	N/A	N/A	-		-	-	-	-	333	1926	295	112.8%
10/1	South Circ Left	U	N/A	N/A	-		-	-	-	-	641	1980	1980	32.4%
10/2	South Circ Left Ahead	U	N/A	N/A	-		-	-	-	-	1106	1980	1980	54.0%
10/3	South Circ Ahead	U	N/A	N/A	-		-	-	-	-	1572	1980	1980	69.1%
11/1		U	N/A	N/A	-		-	-	-	-	641	Inf	Inf	0.0%
11/2		U	N/A	N/A	-		-	-	-	-	563	Inf	Inf	0.0%
12/1	South Circ Adj M1 NB Ahead	U	N/A	N/A	C2:B		1	28	-	-	543	1936	936	54.2%
12/2+12/3	South Circ Adj M1 NB Right Ahead	U	N/A	N/A	C2:B		1	28	-	-	1572	1931:1931	931+658	85.4 : 87.0%
13/2+13/1	M1 Northbound Off-slip Ahead Left	U	N/A	N/A	C2:A		1	20	-	-	923	2053:1912	672+378	87.9 : 87.9%
13/3	M1 Northbound Off-slip Ahead	U	N/A	N/A	C2:A		1	20	-	-	554	2057	720	76.9%
14/1	West Circ Right Ahead	U	N/A	N/A	C2:D		1	33	-	-	891	1937	1098	74.6%
14/2	West Circ Right	U	N/A	N/A	C2:D		1	33	-	-	907	1935	1096	75.7%
14/3	West Circ Right	U	N/A	N/A	C2:D		1	33	-	-	561	1932	1095	51.2%
15/1		U	N/A	N/A	-		-	-	-	-	875	Inf	Inf	0.0%
15/2		U	N/A	N/A	-		-	-	-	-	358	Inf	Inf	0.0%
16/1	North Circ Adj London Road Left	U	N/A	N/A	-		-	-	-	-	503	1952	1952	24.3%
16/2	North Circ Adj London Road Ahead Left	U	N/A	N/A	-		-	-	-	-	1009	1950	1950	47.8%

Detailed Input Data And Results

16/3	North Circ Adj London Road Ahead	U	N/A	N/A	-		-	-	-	-	787	1950	1950	40.3%
17/1	A52 Eastbound Off-slip Ahead Left	U	N/A	N/A	C2:C		1	16	-	-	306	1928	546	56.0%
17/2	A52 Eastbound Off-slip Ahead	U	N/A	N/A	C2:C		1	16	-	-	328	2067	586	56.0%
18/1	Ahead	U	N/A	N/A	-		-	-	-	-	694	1980	1980	32.8%
19/1		U	N/A	N/A	-		-	-	-	-	694	Inf	Inf	0.0%
20/2+20/1	Left Left2	O	N/A	N/A	-		-	-	-	-	331	2061:1921	208+385	55.9 : 55.9%
20/3	Left	O	N/A	N/A	-		-	-	-	-	350	1928	385	91.0%
21/1		U	N/A	N/A	-		-	-	-	-	718	Inf	Inf	0.0%
21/2		U	N/A	N/A	-		-	-	-	-	669	Inf	Inf	0.0%

Detailed Input Data And Results

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)	
Network: EMG2	-	-	1863	0	0	69.3	204.5	0.0	273.9	-	-	-	-	
Unnamed Junction	-	-	1863	0	0	69.3	204.5	0.0	273.9	-	-	-	-	
1/2+1/1	804	690	-	-	-	10.8	60.4	-	71.2	318.8	15.4	60.4	75.8	
1/3	516	439	-	-	-	7.1	41.5	-	48.6	338.9	12.3	41.5	53.8	
2/1	447	447	-	-	-	0.7	0.3	-	1.0	8.1	4.1	0.3	4.4	
2/2+2/3	1136	1136	-	-	-	2.1	0.8	-	2.9	9.2	7.1	0.8	7.9	
3/1	489	489	-	-	-	1.4	0.4	-	1.8	12.9	5.2	0.4	5.6	
3/2	702	702	-	-	-	2.7	0.8	-	3.6	18.4	9.8	0.8	10.7	
3/3	440	440	-	-	-	0.3	0.3	-	0.6	4.8	4.3	0.3	4.7	
4/1	718	718	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
4/2	363	363	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
5/2+5/1	1049	1049	-	-	-	7.2	5.5	-	12.7	43.5	10.9	5.5	16.4	
5/3	722	633	-	-	-	7.7	48.3	-	55.9	279.0	16.9	48.3	65.2	
6/1	535	535	-	-	-	0.0	0.2	-	0.2	1.3	0.0	0.2	0.2	
6/2	898	898	-	-	-	0.0	0.4	-	0.5	1.8	7.1	0.4	7.6	
6/3	1073	1073	-	-	-	0.1	0.6	-	0.7	2.3	10.6	0.6	11.2	
7/1	807	807	-	-	-	0.0	0.3	-	0.3	1.5	0.0	0.3	0.3	
8/1	807	807	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
9/2+9/1	278	278	556	0	0	0.4	0.7	-	1.1	14.1	1.6	0.7	2.3	
9/3	333	295	295	0	0	2.6	22.6	-	25.2	272.5	18.4	22.6	41.0	
10/1	641	641	-	-	-	0.0	0.2	-	0.2	1.3	0.0	0.2	0.2	
10/2	1070	1070	-	-	-	0.0	0.6	-	0.6	2.0	0.0	0.6	0.6	
10/3	1368	1368	-	-	-	0.0	1.1	-	1.1	2.9	1.7	1.1	2.8	
11/1	641	641	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	

Detailed Input Data And Results

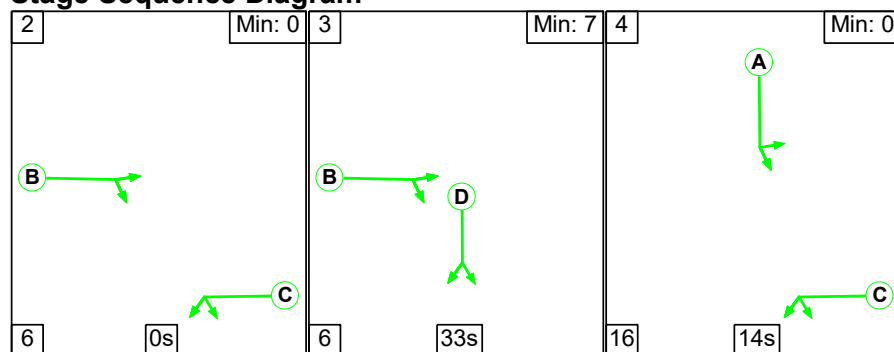
11/2	563	563	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
12/1	507	507	-	-	-	1.5	0.6	-	2.1	15.0	5.8	0.6	6.4	
12/2+12/3	1368	1368	-	-	-	4.8	3.0	-	7.8	20.6	11.5	3.0	14.5	
13/2+13/1	923	923	-	-	-	4.3	3.4	-	7.8	30.4	8.9	3.4	12.3	
13/3	554	554	-	-	-	2.7	1.6	-	4.3	28.0	8.2	1.6	9.8	
14/1	819	819	-	-	-	2.4	1.5	-	3.8	16.7	12.1	1.5	13.5	
14/2	830	830	-	-	-	2.2	1.5	-	3.7	16.2	12.6	1.5	14.1	
14/3	560	560	-	-	-	3.7	0.5	-	4.3	27.3	9.3	0.5	9.8	
15/1	839	839	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
15/2	305	305	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
16/1	474	474	-	-	-	0.0	0.2	-	0.2	1.2	0.0	0.2	0.2	
16/2	932	932	-	-	-	0.0	0.5	-	0.5	1.8	0.0	0.5	0.5	
16/3	786	786	-	-	-	0.0	0.3	-	0.3	1.5	0.0	0.3	0.3	
17/1	306	306	-	-	-	1.6	0.6	-	2.2	25.8	4.3	0.6	5.0	
17/2	328	328	-	-	-	1.7	0.6	-	2.3	25.3	4.6	0.6	5.3	
18/1	650	650	-	-	-	0.0	0.2	-	0.2	1.4	0.0	0.2	0.2	
19/1	650	650	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
20/2+20/1	331	331	662	0	0	0.6	0.6	-	1.2	13.0	1.9	0.6	2.5	
20/3	350	350	350	0	0	0.9	4.1	-	5.0	51.7	5.3	4.1	9.4	
21/1	689	689	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
21/2	600	600	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
C1 - East Side T7772E06 C2 - West Side T7771W07			PRC for Signalled Lanes (%): PRC for Signalled Lanes (%): PRC Over All Lanes (%):		-30.5 2.4 -30.5	Total Delay for Signalled Lanes (pcuHr): Total Delay for Signalled Lanes (pcuHr): Total Delay Over All Lanes(pcuHr):		198.24 38.33 273.89	Cycle Time (s): Cycle Time (s):		75 60			

Detailed Input Data And Results

Scenario 5: '2028 WD AM' (FG5: '2028 WD AM Base', Plan 1: 'Network Control Plan 1 AM')

Controller :C1 - East Side T7772E06

Stage Sequence Diagram



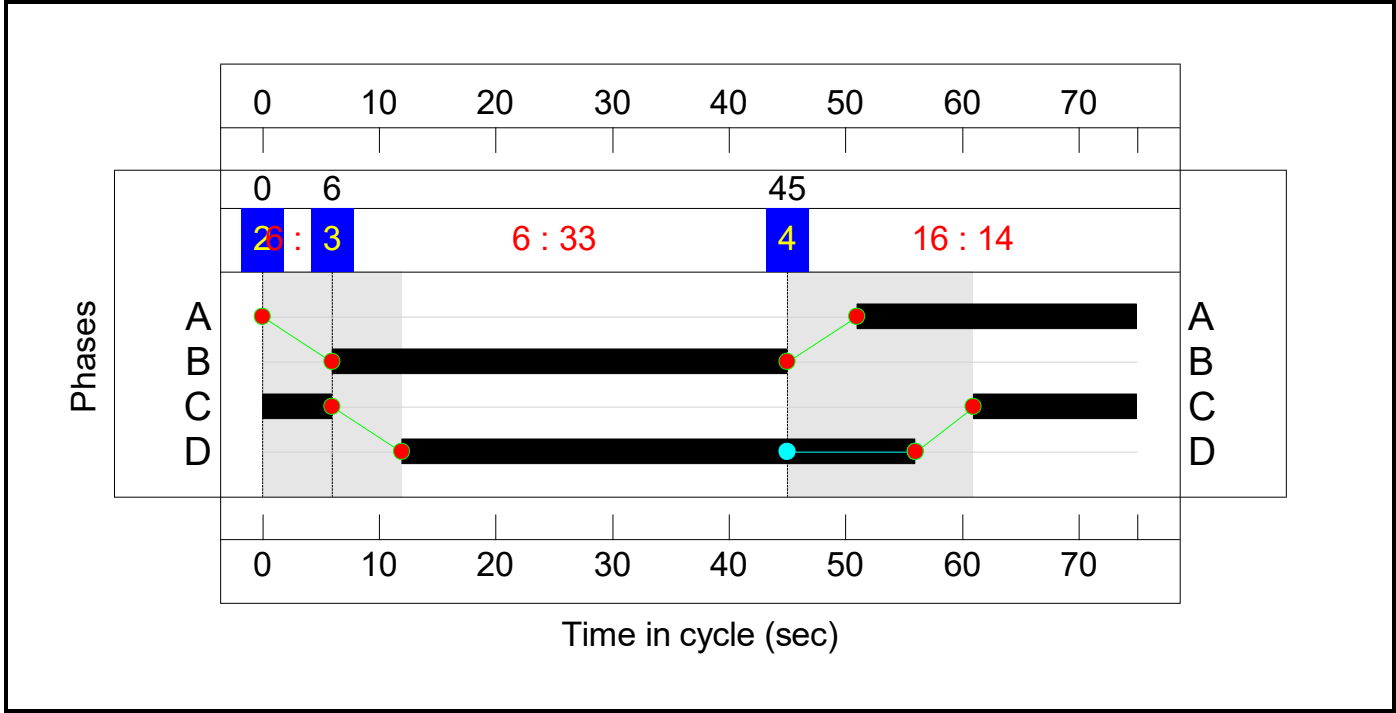
Stage Timings

Stage	2	3	4
Duration	0	33	14
Change Point	0	6	45

Phase Timings

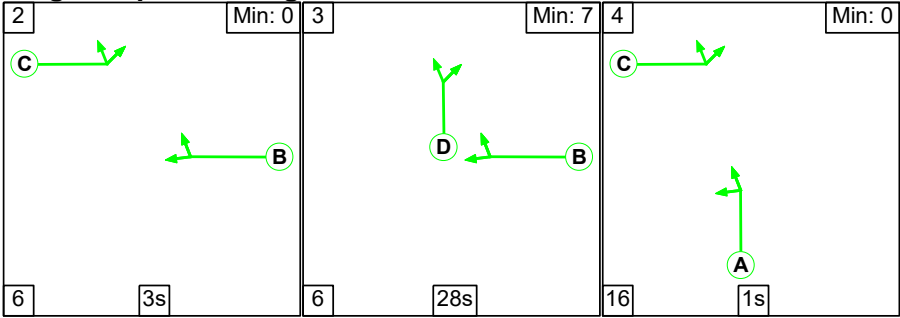
Phase Name	Description	Phase	Green Period 1		
			Total Green	Start Time	End Time
A	M1 Southbound Off-slip Ahead Left M1 Southbound Off-slip	Traffic	24	51	0
B	North Circ Adj M1 SB Right Ahead Eastbound Circ	Traffic	39	6	45
C	A52 Westbound Off-slip Ahead Left A52 Westbound	Traffic	20	61	6
D	East Circ Right Ahead East Circ	Traffic	44	12	56

Signal Timings Diagram



Controller :C2 - West Side T7771W07

Stage Sequence Diagram

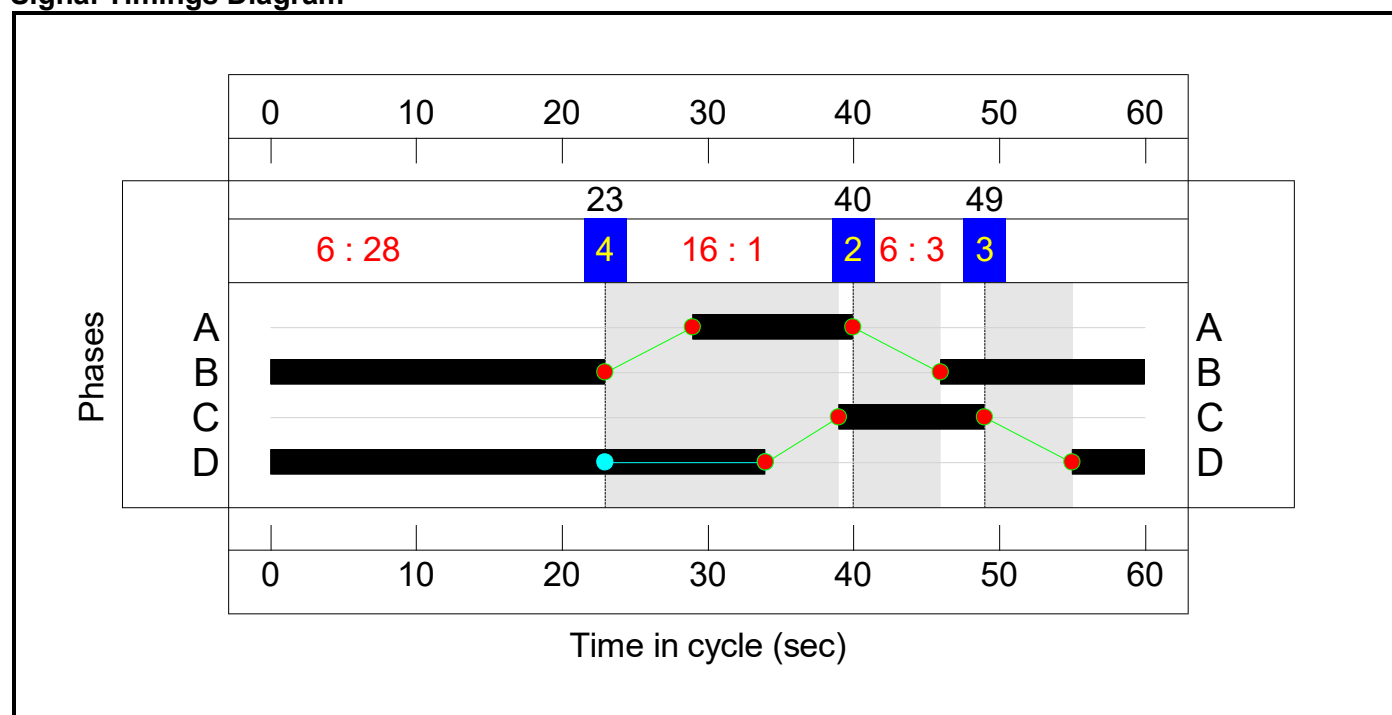


Stage Timings

Stage	2	3	4
Duration	3	28	1
Change Point	40	49	23

Phase Timings

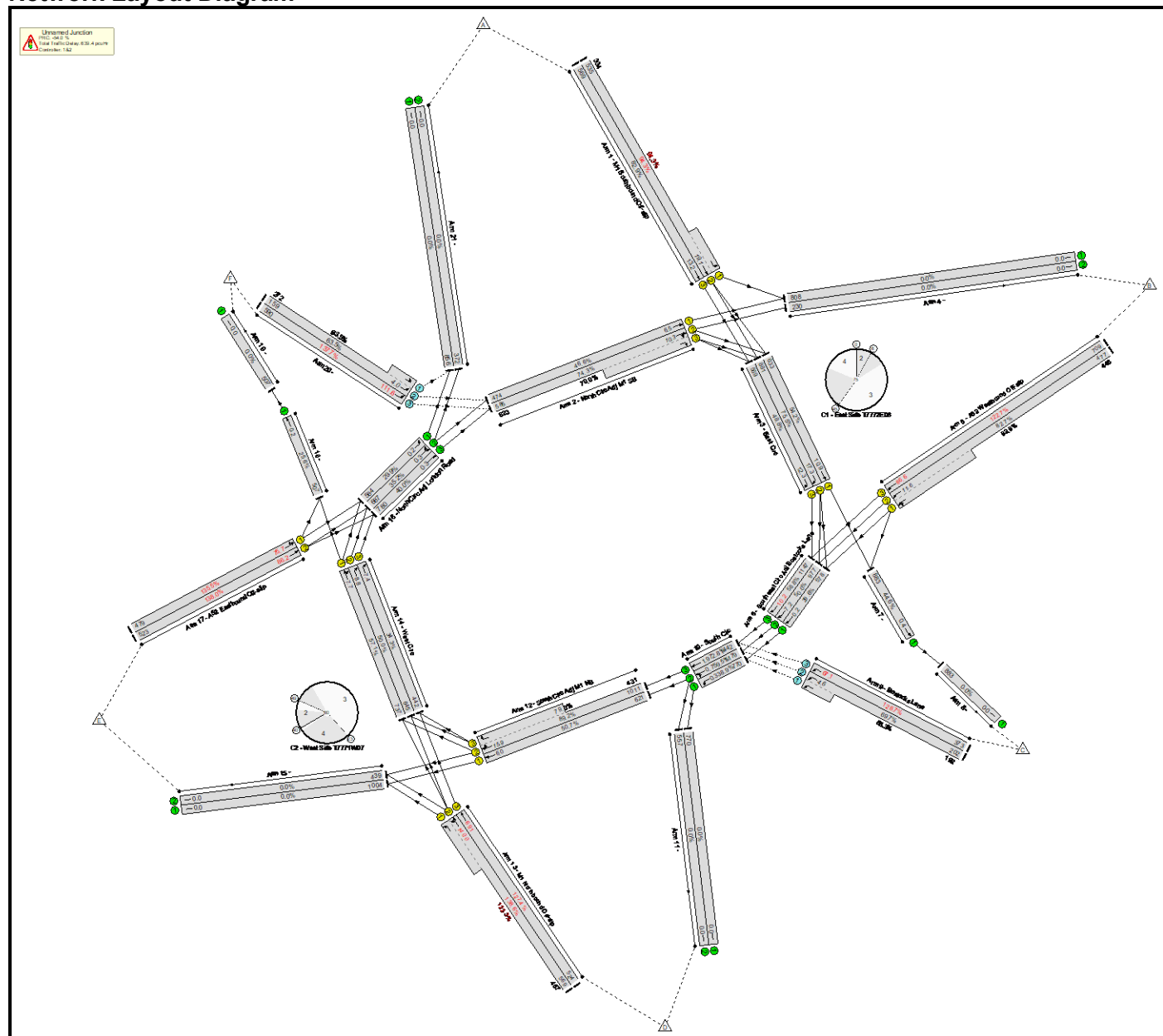
Phase Name	Description	Phase	Green Period 1		
			Total Green	Start Time	End Time
A	M1 Northbound Off-slip Ahead Left M1 Northbound Off-slip	Traffic	11	29	40
B	South Circ Adj M1 NB Right Ahead Westbound Circ	Traffic	37	46	23
C	A52 Eastbound Off-slip Ahead Left A52 Eastbound Entry	Traffic	10	39	49
D	West Circ Right Ahead West Circ	Traffic	39	55	34

Signal Timings Diagram

Lane Green Times

Junction: Unnamed Junction					
Lane	Description	Type	Phases	Start Green	End Green
1/1	M1 Southbound Off-slip Left	U	A	51	0
1/2	M1 Southbound Off-slip Ahead	U	A	51	0
1/3	M1 Southbound Off-slip Ahead	U	A	51	0
2/1	North Circ Adj M1 SB Ahead	U	B	6	45
2/2	North Circ Adj M1 SB Right Ahead	U	B	6	45
2/3	North Circ Adj M1 SB Right	U	B	6	45
3/1	East Circ Ahead	U	D	12	56
3/2	East Circ Right	U	D	12	56
3/3	East Circ Right	U	D	12	56
5/1	A52 Westbound Off-slip Ahead Left	U	C	61	6
5/2	A52 Westbound Off-slip Ahead	U	C	61	6
5/3	A52 Westbound Off-slip Ahead	U	C	61	6
12/1	South Circ Adj M1 NB Ahead	U	B	46	23
12/2	South Circ Adj M1 NB Right Ahead	U	B	46	23
12/3	South Circ Adj M1 NB Right	U	B	46	23
13/1	M1 Northbound Off-slip Left	U	A	29	40
13/2	M1 Northbound Off-slip Ahead Left	U	A	29	40
13/3	M1 Northbound Off-slip Ahead	U	A	29	40
14/1	West Circ Right Ahead	U	D	55	34
14/2	West Circ Right	U	D	55	34
14/3	West Circ Right	U	D	55	34
17/1	A52 Eastbound Off-slip Ahead Left	U	C	39	49
17/2	A52 Eastbound Off-slip Ahead	U	C	39	49

Network Layout Diagram



Detailed Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Bonus Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network: EMG2	-	-	N/A	-	-		-	-	-	-	-	-	-	138.6%
Unnamed Junction	-	-	N/A	-	-		-	-	-	-	-	-	-	138.6%
1/2+1/1	M1 Southbound Off-slip Ahead Left	U	N/A	N/A	C1:A		1	24	-	-	869	2056:1915	567+354	94.3 : 94.3%
1/3	M1 Southbound Off-slip Ahead	U	N/A	N/A	C1:A		1	24	-	-	569	2059	686	82.9%
2/1	North Circ Adj M1 SB Ahead	U	N/A	N/A	C1:B		1	39	-	-	587	1908	1018	46.6%
2/2+2/3	North Circ Adj M1 SB Right Ahead	U	N/A	N/A	C1:B		1	39	-	-	1619	1906:1904	787+890	74.3 : 70.0%
3/1	East Circ Ahead	U	N/A	N/A	C1:D		1	44	-	-	745	1946	1168	54.2%
3/2	East Circ Right	U	N/A	N/A	C1:D		1	44	-	-	1117	1945	1167	75.5%
3/3	East Circ Right	U	N/A	N/A	C1:D		1	44	-	-	569	1943	1166	48.8%
4/1		U	N/A	N/A	-		-	-	-	-	921	Inf	Inf	0.0%
4/2		U	N/A	N/A	-		-	-	-	-	292	Inf	Inf	0.0%
5/2+5/1	A52 Westbound Off-slip Ahead Left	U	N/A	N/A	C1:C		1	20	-	-	923	2061:1923	577+538	82.7 : 82.8%
5/3	A52 Westbound Off-slip Ahead	U	N/A	N/A	C1:C		1	20	-	-	709	2064	578	122.7%
6/1	Southeast Circ Adj Bostocks Lane Ahead	U	N/A	N/A	-		-	-	-	-	722	1953	1953	29.6%
6/2	Southeast Circ Adj Bostocks Lane Ahead	U	N/A	N/A	-		-	-	-	-	1068	1952	1952	50.0%
6/3	Southeast Circ Adj Bostocks Lane Ahead	U	N/A	N/A	-		-	-	-	-	1278	1951	1951	58.8%
7/1	Ahead	U	N/A	N/A	-		-	-	-	-	995	1980	1980	44.6%

Detailed Input Data And Results

8/1		U	N/A	N/A	-		-	-	-	-	995	Inf	Inf	0.0%
9/2+9/1	Bostocks Lane Left	O	N/A	N/A	-		-	-	-	-	394	1923:1919	290+290	69.7 : 66.3%
9/3	Bostocks Lane Left	O	N/A	N/A	-		-	-	-	-	373	1926	290	128.7%
10/1	South Circ Left	U	N/A	N/A	-		-	-	-	-	914	1980	1980	38.9%
10/2	South Circ Left Ahead	U	N/A	N/A	-		-	-	-	-	1270	1980	1980	59.5%
10/3	South Circ Ahead	U	N/A	N/A	-		-	-	-	-	1651	1980	1980	72.8%
11/1		U	N/A	N/A	-		-	-	-	-	914	Inf	Inf	0.0%
11/2		U	N/A	N/A	-		-	-	-	-	588	Inf	Inf	0.0%
12/1	South Circ Adj M1 NB Ahead	U	N/A	N/A	C2:B		1	37	-	-	682	1936	1226	50.7%
12/2+12/3	South Circ Adj M1 NB Right Ahead	U	N/A	N/A	C2:B		1	37	-	-	1651	1931:1931	1133+543	89.2 : 79.3%
13/2+13/1	M1 Northbound Off-slip Ahead Left	U	N/A	N/A	C2:A		1	11	-	-	1036	2053:1912	411+382	138.6 : 122.3%
13/3	M1 Northbound Off-slip Ahead	U	N/A	N/A	C2:A		1	11	-	-	524	2057	411	127.4%
14/1	West Circ Right Ahead	U	N/A	N/A	C2:D		1	39	-	-	905	1937	1291	57.1%
14/2	West Circ Right	U	N/A	N/A	C2:D		1	39	-	-	836	1935	1290	50.0%
14/3	West Circ Right	U	N/A	N/A	C2:D		1	39	-	-	563	1932	1288	34.3%
15/1		U	N/A	N/A	-		-	-	-	-	1149	Inf	Inf	0.0%
15/2		U	N/A	N/A	-		-	-	-	-	440	Inf	Inf	0.0%
16/1	North Circ Adj London Road Left	U	N/A	N/A	-		-	-	-	-	754	1952	1952	29.9%
16/2	North Circ Adj London Road Ahead Left	U	N/A	N/A	-		-	-	-	-	893	1950	1950	35.2%

Detailed Input Data And Results

16/3	North Circ Adj London Road Ahead	U	N/A	N/A	-		-	-	-	-	1029	1950	1950	40.0%
17/1	A52 Eastbound Off-slip Ahead Left	U	N/A	N/A	C2:C		1	10	-	-	479	1928	353	135.5%
17/2	A52 Eastbound Off-slip Ahead	U	N/A	N/A	C2:C		1	10	-	-	523	2067	379	138.0%
18/1	Ahead	U	N/A	N/A	-		-	-	-	-	630	1980	1980	25.6%
19/1		U	N/A	N/A	-		-	-	-	-	630	Inf	Inf	0.0%
20/2+20/1	Left Left2	O	N/A	N/A	-		-	-	-	-	431	2061:1921	250+428	63.5 : 63.5%
20/3	Left	O	N/A	N/A	-		-	-	-	-	590	1928	428	137.7%
21/1		U	N/A	N/A	-		-	-	-	-	1026	Inf	Inf	0.0%
21/2		U	N/A	N/A	-		-	-	-	-	465	Inf	Inf	0.0%

Detailed Input Data And Results

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)	
Network: EMG2	-	-	2368	0	0	96.6	542.9	0.0	639.4	-	-	-	-	
Unnamed Junction	-	-	2368	0	0	96.6	542.9	0.0	639.4	-	-	-	-	
1/2+1/1	869	869	-	-	-	5.4	6.6	-	12.0	49.7	12.5	6.6	19.1	
1/3	569	569	-	-	-	3.6	2.3	-	6.0	37.8	10.9	2.3	13.2	
2/1	474	474	-	-	-	1.4	0.4	-	1.9	14.2	6.1	0.4	6.5	
2/2+2/3	1208	1208	-	-	-	4.0	1.3	-	5.3	15.8	9.0	1.3	10.3	
3/1	633	633	-	-	-	1.8	0.6	-	2.4	13.8	10.3	0.6	10.9	
3/2	881	881	-	-	-	2.2	1.5	-	3.7	15.3	15.8	1.5	17.3	
3/3	569	569	-	-	-	4.1	0.5	-	4.5	28.7	11.9	0.5	12.3	
4/1	808	808	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
4/2	230	230	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
5/2+5/1	923	923	-	-	-	6.5	2.3	-	8.8	34.4	9.3	2.3	11.6	
5/3	709	578	-	-	-	10.9	68.1	-	79.0	401.1	18.5	68.1	86.6	
6/1	578	578	-	-	-	0.0	0.2	-	0.2	1.3	0.0	0.2	0.2	
6/2	977	977	-	-	-	0.0	0.5	-	0.5	1.9	6.7	0.5	7.2	
6/3	1147	1147	-	-	-	0.0	0.7	-	0.8	2.4	9.5	0.7	10.2	
7/1	883	883	-	-	-	0.0	0.4	-	0.4	1.6	0.0	0.4	0.4	
8/1	883	883	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
9/2+9/1	394	394	788	0	0	1.4	1.0	-	2.5	22.6	3.6	1.0	4.6	
9/3	373	290	290	0	0	5.5	43.7	-	49.2	475.1	23.3	43.7	67.1	
10/1	770	770	-	-	-	0.0	0.3	-	0.3	1.5	0.0	0.3	0.3	
10/2	1179	1179	-	-	-	0.0	0.7	-	0.7	2.2	0.0	0.7	0.7	
10/3	1442	1442	-	-	-	0.0	1.3	-	1.3	3.3	0.6	1.3	1.9	
11/1	770	770	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	

Detailed Input Data And Results

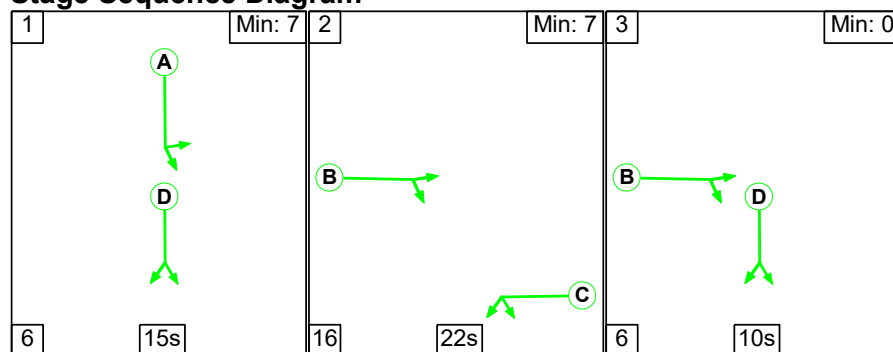
11/2	557	557	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
12/1	621	621	-	-	-	1.0	0.5	-	1.5	8.9	5.5	0.5	6.0	
12/2+12/3	1442	1442	-	-	-	3.0	3.0	-	6.0	15.0	12.9	3.0	15.9	
13/2+13/1	1036	793	-	-	-	12.5	123.8	-	136.4	473.9	16.2	123.8	140.0	
13/3	524	411	-	-	-	6.1	58.5	-	64.6	444.1	10.6	58.5	69.1	
14/1	737	737	-	-	-	0.9	0.7	-	1.6	7.6	7.0	0.7	7.7	
14/2	645	645	-	-	-	1.6	0.5	-	2.1	11.7	8.3	0.5	8.8	
14/3	442	442	-	-	-	2.1	0.3	-	2.4	19.6	7.2	0.3	7.4	
15/1	1004	1004	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
15/2	439	439	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
16/1	584	584	-	-	-	0.0	0.2	-	0.2	1.3	0.0	0.2	0.2	
16/2	687	687	-	-	-	0.0	0.3	-	0.3	1.4	0.0	0.3	0.3	
16/3	780	780	-	-	-	0.0	0.3	-	0.3	1.5	0.0	0.3	0.3	
17/1	479	353	-	-	-	6.9	64.6	-	71.5	537.3	11.1	64.6	75.7	
17/2	523	379	-	-	-	7.8	73.8	-	81.6	561.4	12.4	73.8	86.2	
18/1	507	507	-	-	-	0.0	0.2	-	0.2	1.2	0.0	0.2	0.2	
19/1	507	507	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
20/2+20/1	431	431	862	0	0	0.5	0.9	-	1.4	11.5	3.2	0.9	4.0	
20/3	590	428	428	0	0	7.2	82.6	-	89.8	547.8	29.0	82.6	111.6	
21/1	856	856	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
21/2	372	372	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
C1 - East Side T7772E06 C2 - West Side T7771W07														
PRC for Signalled Lanes (%):					-36.3	Total Delay for Signalled Lanes (pcuHr):					123.65	Cycle Time (s): 75		
PRC for Signalled Lanes (%):					-54.0	Total Delay for Signalled Lanes (pcuHr):					367.67	Cycle Time (s): 60		
PRC Over All Lanes (%):					-54.0	Total Delay Over All Lanes(pcuHr):					639.45			

Detailed Input Data And Results

Scenario 6: '2028 WD PM' (FG6: '2028 WD PM Base', Plan 2: 'Network Control Plan 2 PM')

Controller :C1 - East Side T7772E06

Stage Sequence Diagram



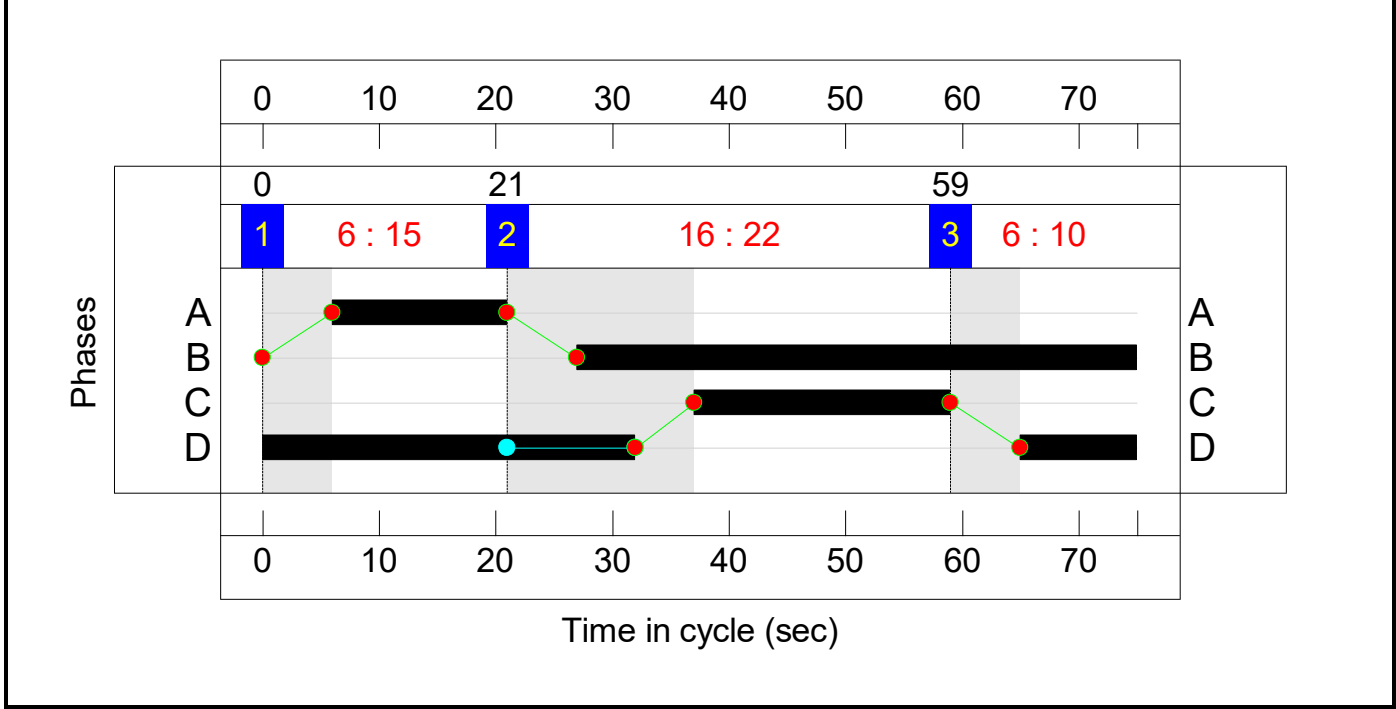
Stage Timings

Stage	1	2	3
Duration	15	22	10
Change Point	0	21	59

Phase Timings

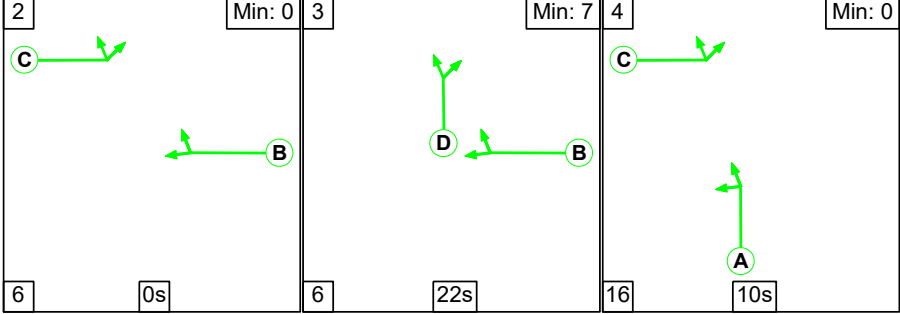
Phase Name	Description	Phase	Green Period 1		
			Total Green	Start Time	End Time
A	M1 Southbound Off-slip Ahead Left M1 Southbound Off-slip	Traffic	15	6	21
B	North Circ Adj M1 SB Right Ahead Eastbound Circ	Traffic	48	27	0
C	A52 Westbound Off-slip Ahead Left A52 Westbound	Traffic	22	37	59
D	East Circ Right Ahead East Circ	Traffic	42	65	32

Signal Timings Diagram



Controller :C2 - West Side T7771W07

Stage Sequence Diagram

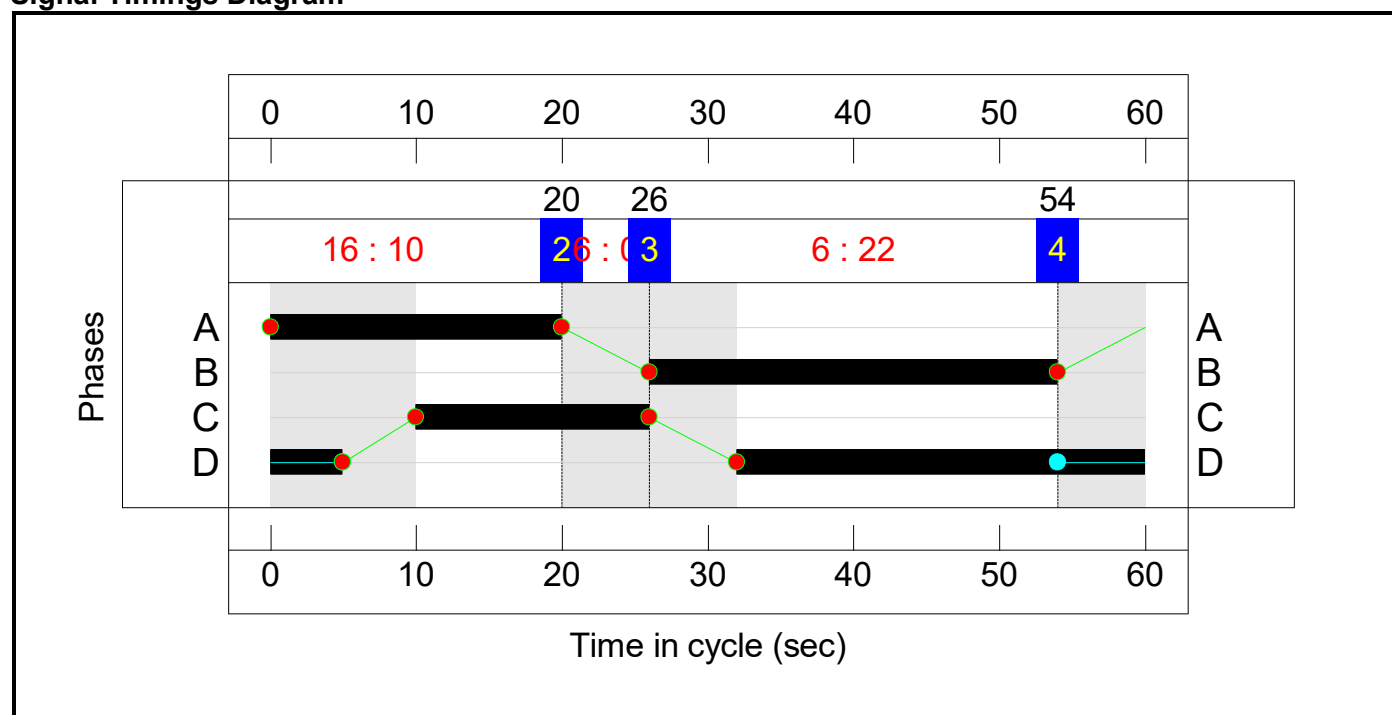


Stage Timings

Stage	2	3	4
Duration	0	22	10
Change Point	20	26	54

Phase Timings

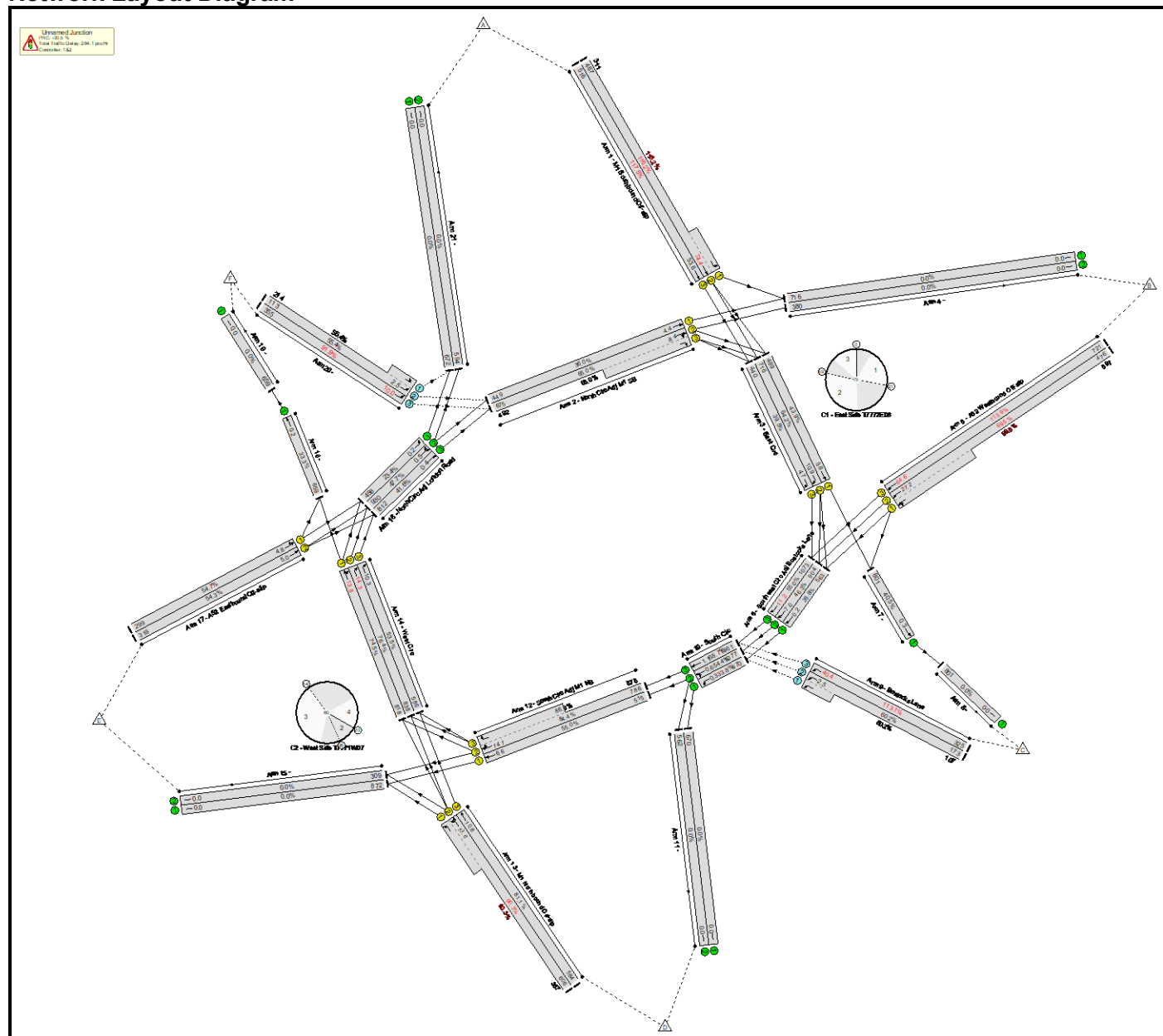
Phase Name	Description	Phase	Green Period 1		
			Total Green	Start Time	End Time
A	M1 Northbound Off-slip Ahead Left M1 Northbound Off-slip	Traffic	20	0	20
B	South Circ Adj M1 NB Right Ahead Westbound Circ	Traffic	28	26	54
C	A52 Eastbound Off-slip Ahead Left A52 Eastbound Entry	Traffic	16	10	26
D	West Circ Right Ahead West Circ	Traffic	33	32	5

Signal Timings Diagram

Lane Green Times

Junction: Unnamed Junction					
Lane	Description	Type	Phases	Start Green	End Green
1/1	M1 Southbound Off-slip Left	U	A	6	21
1/2	M1 Southbound Off-slip Ahead	U	A	6	21
1/3	M1 Southbound Off-slip Ahead	U	A	6	21
2/1	North Circ Adj M1 SB Ahead	U	B	27	0
2/2	North Circ Adj M1 SB Right Ahead	U	B	27	0
2/3	North Circ Adj M1 SB Right	U	B	27	0
3/1	East Circ Ahead	U	D	65	32
3/2	East Circ Right	U	D	65	32
3/3	East Circ Right	U	D	65	32
5/1	A52 Westbound Off-slip Ahead Left	U	C	37	59
5/2	A52 Westbound Off-slip Ahead	U	C	37	59
5/3	A52 Westbound Off-slip Ahead	U	C	37	59
12/1	South Circ Adj M1 NB Ahead	U	B	26	54
12/2	South Circ Adj M1 NB Right Ahead	U	B	26	54
12/3	South Circ Adj M1 NB Right	U	B	26	54
13/1	M1 Northbound Off-slip Left	U	A	0	20
13/2	M1 Northbound Off-slip Ahead Left	U	A	0	20
13/3	M1 Northbound Off-slip Ahead	U	A	0	20
14/1	West Circ Right Ahead	U	D	32	5
14/2	West Circ Right	U	D	32	5
14/3	West Circ Right	U	D	32	5
17/1	A52 Eastbound Off-slip Ahead Left	U	C	10	26
17/2	A52 Eastbound Off-slip Ahead	U	C	10	26

Network Layout Diagram



Detailed Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Bonus Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network: EMG2	-	-	N/A	-	-		-	-	-	-	-	-	-	117.5%
Unnamed Junction	-	-	N/A	-	-		-	-	-	-	-	-	-	117.5%
1/2+1/1	M1 Southbound Off-slip Ahead Left	U	N/A	N/A	C1:A		1	15	-	-	798	2056:1915	419+268	116.2 : 116.2%
1/3	M1 Southbound Off-slip Ahead	U	N/A	N/A	C1:A		1	15	-	-	516	2059	439	117.5%
2/1	North Circ Adj M1 SB Ahead	U	N/A	N/A	C1:B		1	48	-	-	458	1908	1247	36.0%
2/2+2/3	North Circ Adj M1 SB Right Ahead	U	N/A	N/A	C1:B		1	48	-	-	1167	1906:1904	1038+757	65.0 : 65.0%
3/1	East Circ Ahead	U	N/A	N/A	C1:D		1	42	-	-	521	1946	1116	43.9%
3/2	East Circ Right	U	N/A	N/A	C1:D		1	42	-	-	752	1945	1115	64.2%
3/3	East Circ Right	U	N/A	N/A	C1:D		1	42	-	-	517	1943	1114	39.5%
4/1		U	N/A	N/A	-		-	-	-	-	769	Inf	Inf	0.0%
4/2		U	N/A	N/A	-		-	-	-	-	380	Inf	Inf	0.0%
5/2+5/1	A52 Westbound Off-slip Ahead Left	U	N/A	N/A	C1:C		1	22	-	-	1063	2061:1923	478+590	99.5 : 99.5%
5/3	A52 Westbound Off-slip Ahead	U	N/A	N/A	C1:C		1	22	-	-	721	2064	633	113.9%
6/1	Southeast Circ Adj Bostocks Lane Ahead	U	N/A	N/A	-		-	-	-	-	563	1953	1953	28.8%
6/2	Southeast Circ Adj Bostocks Lane Ahead	U	N/A	N/A	-		-	-	-	-	940	1952	1952	46.3%
6/3	Southeast Circ Adj Bostocks Lane Ahead	U	N/A	N/A	-		-	-	-	-	1238	1951	1951	55.0%
7/1	Ahead	U	N/A	N/A	-		-	-	-	-	833	1980	1980	40.5%

Detailed Input Data And Results

8/1		U	N/A	N/A	-		-	-	-	-	833	Inf	Inf	0.0%
9/2+9/1	Bostocks Lane Left	O	N/A	N/A	-		-	-	-	-	280	1923:1919	287+178	60.2 : 60.2%
9/3	Bostocks Lane Left	O	N/A	N/A	-		-	-	-	-	325	1926	287	113.1%
10/1	South Circ Left	U	N/A	N/A	-		-	-	-	-	670	1980	1980	33.8%
10/2	South Circ Left Ahead	U	N/A	N/A	-		-	-	-	-	1113	1980	1980	54.4%
10/3	South Circ Ahead	U	N/A	N/A	-		-	-	-	-	1563	1980	1980	68.7%
11/1		U	N/A	N/A	-		-	-	-	-	670	Inf	Inf	0.0%
11/2		U	N/A	N/A	-		-	-	-	-	562	Inf	Inf	0.0%
12/1	South Circ Adj M1 NB Ahead	U	N/A	N/A	C2:B		1	28	-	-	551	1936	936	55.0%
12/2+12/3	South Circ Adj M1 NB Right Ahead	U	N/A	N/A	C2:B		1	28	-	-	1563	1931:1931	931+668	84.4 : 86.0%
13/2+13/1	M1 Northbound Off-slip Ahead Left	U	N/A	N/A	C2:A		1	20	-	-	963	2053:1912	671+395	90.3 : 90.3%
13/3	M1 Northbound Off-slip Ahead	U	N/A	N/A	C2:A		1	20	-	-	584	2057	720	81.1%
14/1	West Circ Right Ahead	U	N/A	N/A	C2:D		1	33	-	-	888	1937	1098	74.5%
14/2	West Circ Right	U	N/A	N/A	C2:D		1	33	-	-	916	1935	1096	76.4%
14/3	West Circ Right	U	N/A	N/A	C2:D		1	33	-	-	586	1932	1095	53.5%
15/1		U	N/A	N/A	-		-	-	-	-	908	Inf	Inf	0.0%
15/2		U	N/A	N/A	-		-	-	-	-	363	Inf	Inf	0.0%
16/1	North Circ Adj London Road Left	U	N/A	N/A	-		-	-	-	-	485	1952	1952	23.4%
16/2	North Circ Adj London Road Ahead Left	U	N/A	N/A	-		-	-	-	-	1008	1950	1950	47.7%

Detailed Input Data And Results

16/3	North Circ Adj London Road Ahead	U	N/A	N/A	-		-	-	-	-	812	1950	1950	41.6%
17/1	A52 Eastbound Off-slip Ahead Left	U	N/A	N/A	C2:C		1	16	-	-	299	1928	546	54.7%
17/2	A52 Eastbound Off-slip Ahead	U	N/A	N/A	C2:C		1	16	-	-	318	2067	586	54.3%
18/1	Ahead	U	N/A	N/A	-		-	-	-	-	702	1980	1980	33.3%
19/1		U	N/A	N/A	-		-	-	-	-	702	Inf	Inf	0.0%
20/2+20/1	Left Left2	O	N/A	N/A	-		-	-	-	-	327	2061:1921	204+386	55.4 : 55.4%
20/3	Left	O	N/A	N/A	-		-	-	-	-	355	1928	386	91.9%
21/1		U	N/A	N/A	-		-	-	-	-	699	Inf	Inf	0.0%
21/2		U	N/A	N/A	-		-	-	-	-	663	Inf	Inf	0.0%

Detailed Input Data And Results

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)	
Network: EMG2	-	-	1856	0	0	70.2	213.9	0.0	284.1	-	-	-	-	
Unnamed Junction	-	-	1856	0	0	70.2	213.9	0.0	284.1	-	-	-	-	
1/2+1/1	798	687	-	-	-	10.6	59.1	-	69.7	314.5	15.3	59.1	74.4	
1/3	516	439	-	-	-	7.1	41.5	-	48.6	338.9	12.3	41.5	53.8	
2/1	449	449	-	-	-	0.7	0.3	-	1.0	8.1	4.1	0.3	4.4	
2/2+2/3	1167	1167	-	-	-	2.1	0.9	-	3.1	9.5	7.5	0.9	8.4	
3/1	489	489	-	-	-	1.4	0.4	-	1.8	13.0	5.4	0.4	5.8	
3/2	716	716	-	-	-	2.8	0.9	-	3.7	18.6	10.0	0.9	10.9	
3/3	440	440	-	-	-	0.3	0.3	-	0.6	4.8	4.3	0.3	4.7	
4/1	716	716	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
4/2	380	380	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
5/2+5/1	1063	1063	-	-	-	7.3	15.1	-	22.4	76.0	12.1	15.1	27.2	
5/3	721	633	-	-	-	7.7	47.8	-	55.4	276.8	16.9	47.8	64.6	
6/1	563	563	-	-	-	0.0	0.2	-	0.2	1.3	0.0	0.2	0.2	
6/2	904	904	-	-	-	0.0	0.4	-	0.4	1.8	6.5	0.4	7.0	
6/3	1073	1073	-	-	-	0.1	0.6	-	0.7	2.3	10.6	0.6	11.2	
7/1	801	801	-	-	-	0.0	0.3	-	0.3	1.5	0.0	0.3	0.3	
8/1	801	801	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
9/2+9/1	280	280	560	0	0	0.4	0.8	-	1.2	15.1	1.7	0.8	2.5	
9/3	325	287	287	0	0	2.6	22.5	-	25.0	277.4	18.0	22.5	40.4	
10/1	670	670	-	-	-	0.0	0.3	-	0.3	1.4	0.0	0.3	0.3	
10/2	1077	1077	-	-	-	0.0	0.6	-	0.6	2.0	0.0	0.6	0.6	
10/3	1361	1361	-	-	-	0.0	1.1	-	1.1	2.9	0.0	1.1	1.1	
11/1	670	670	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	

Detailed Input Data And Results

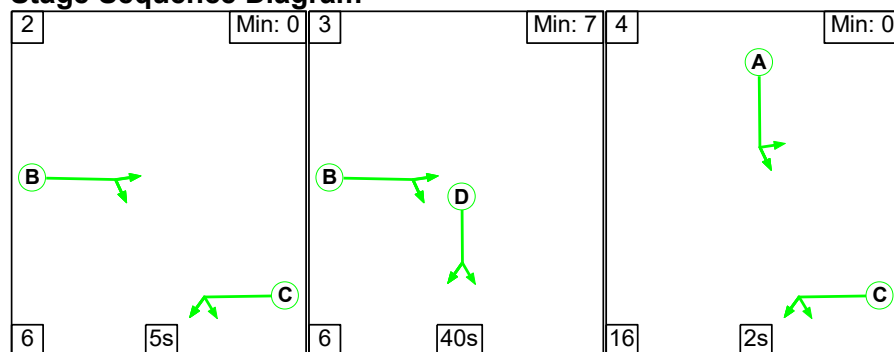
11/2	562	562	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
12/1	515	515	-	-	-	1.6	0.6	-	2.2	15.2	6.0	0.6	6.6	
12/2+12/3	1361	1361	-	-	-	4.8	2.8	-	7.6	20.0	11.4	2.8	14.1	
13/2+13/1	963	963	-	-	-	4.6	4.3	-	8.9	33.2	9.3	4.3	13.6	
13/3	584	584	-	-	-	2.9	2.1	-	5.0	30.6	8.8	2.1	10.8	
14/1	818	818	-	-	-	2.5	1.4	-	3.9	17.2	12.4	1.4	13.8	
14/2	838	838	-	-	-	2.2	1.6	-	3.8	16.4	12.7	1.6	14.3	
14/3	586	586	-	-	-	3.9	0.6	-	4.5	27.7	9.8	0.6	10.3	
15/1	872	872	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
15/2	309	309	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
16/1	458	458	-	-	-	0.0	0.2	-	0.2	1.2	0.0	0.2	0.2	
16/2	930	930	-	-	-	0.0	0.5	-	0.5	1.8	0.0	0.5	0.5	
16/3	812	812	-	-	-	0.0	0.4	-	0.4	1.6	0.0	0.4	0.4	
17/1	299	299	-	-	-	1.5	0.6	-	2.1	25.5	4.2	0.6	4.8	
17/2	318	318	-	-	-	1.6	0.6	-	2.2	24.9	4.4	0.6	5.0	
18/1	659	659	-	-	-	0.0	0.2	-	0.2	1.4	0.0	0.2	0.2	
19/1	659	659	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
20/2+20/1	327	327	654	0	0	0.6	0.6	-	1.2	13.1	1.9	0.6	2.5	
20/3	355	355	355	0	0	1.0	4.4	-	5.4	55.2	5.5	4.4	10.0	
21/1	672	672	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
21/2	594	594	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
C1 - East Side T7772E06 C2 - West Side T7771W07														
PRC for Signalled Lanes (%):					-30.5	Total Delay for Signalled Lanes (pcuHr):					206.32	Cycle Time (s): 75		
PRC for Signalled Lanes (%):					-0.4	Total Delay for Signalled Lanes (pcuHr):					40.13	Cycle Time (s): 60		
PRC Over All Lanes (%):					-30.5	Total Delay Over All Lanes(pcuHr):					284.11			

Detailed Input Data And Results

Scenario 7: '2038 WoD AM' (FG7: '2038 WoD AM Base', Plan 1: 'Network Control Plan 1 AM')

Controller :C1 - East Side T7772E06

Stage Sequence Diagram



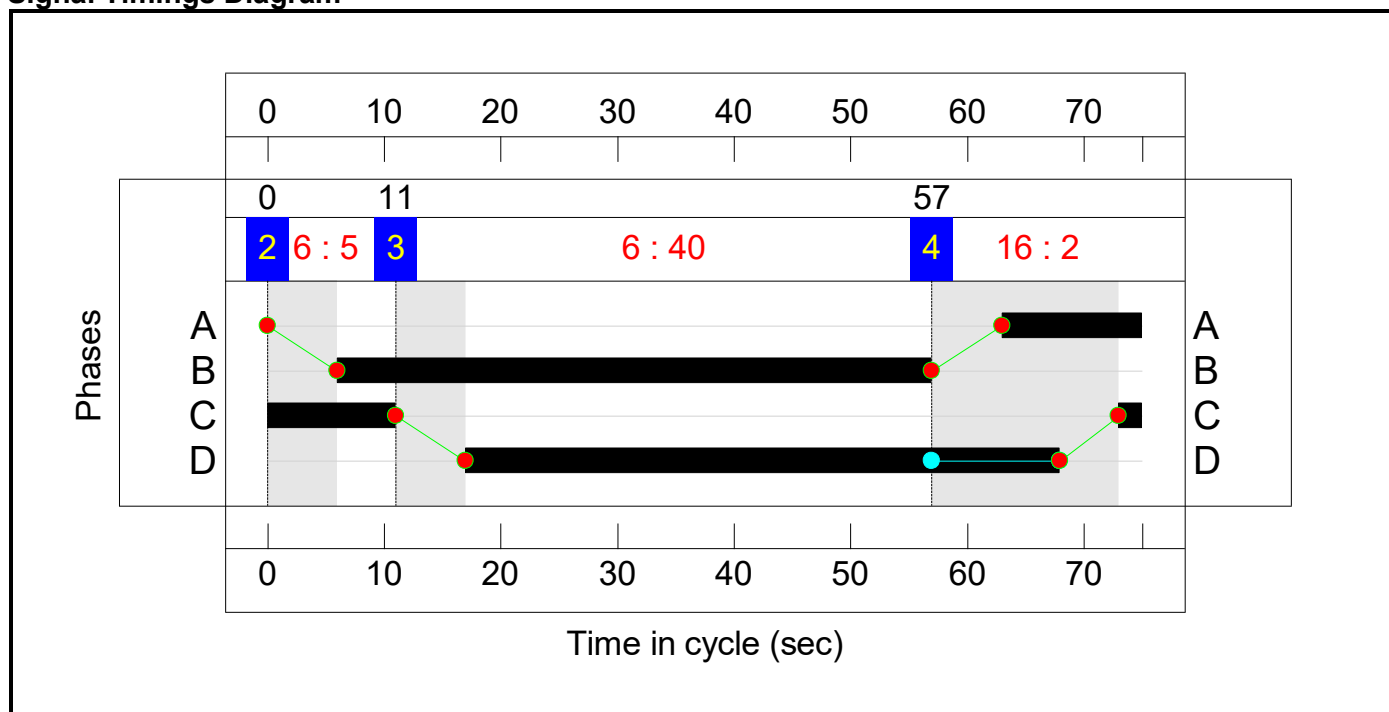
Stage Timings

Stage	2	3	4
Duration	5	40	2
Change Point	0	11	57

Phase Timings

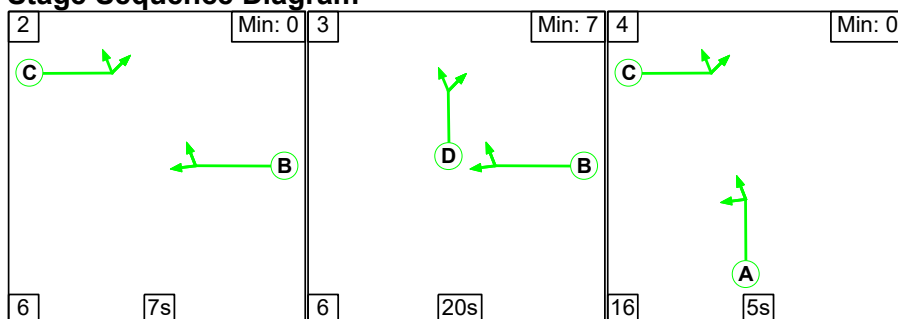
Phase Name	Description	Phase	Green Period 1		
			Total Green	Start Time	End Time
A	M1 Southbound Off-slip Ahead Left M1 Southbound Off-slip	Traffic	12	63	0
B	North Circ Adj M1 SB Right Ahead Eastbound Circ	Traffic	51	6	57
C	A52 Westbound Off-slip Ahead Left A52 Westbound	Traffic	13	73	11
D	East Circ Right Ahead East Circ	Traffic	51	17	68

Signal Timings Diagram



Controller :C2 - West Side T7771W07

Stage Sequence Diagram

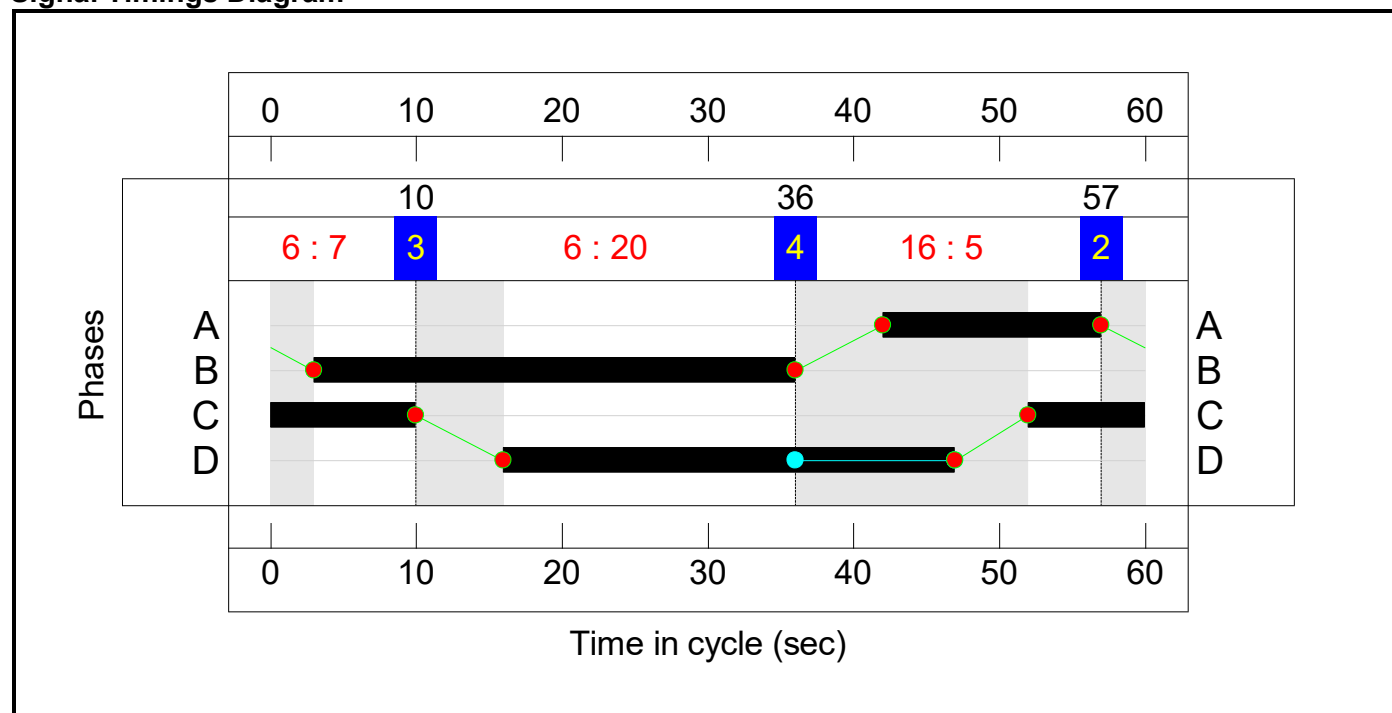


Stage Timings

Stage	2	3	4
Duration	7	20	5
Change Point	57	10	36

Phase Timings

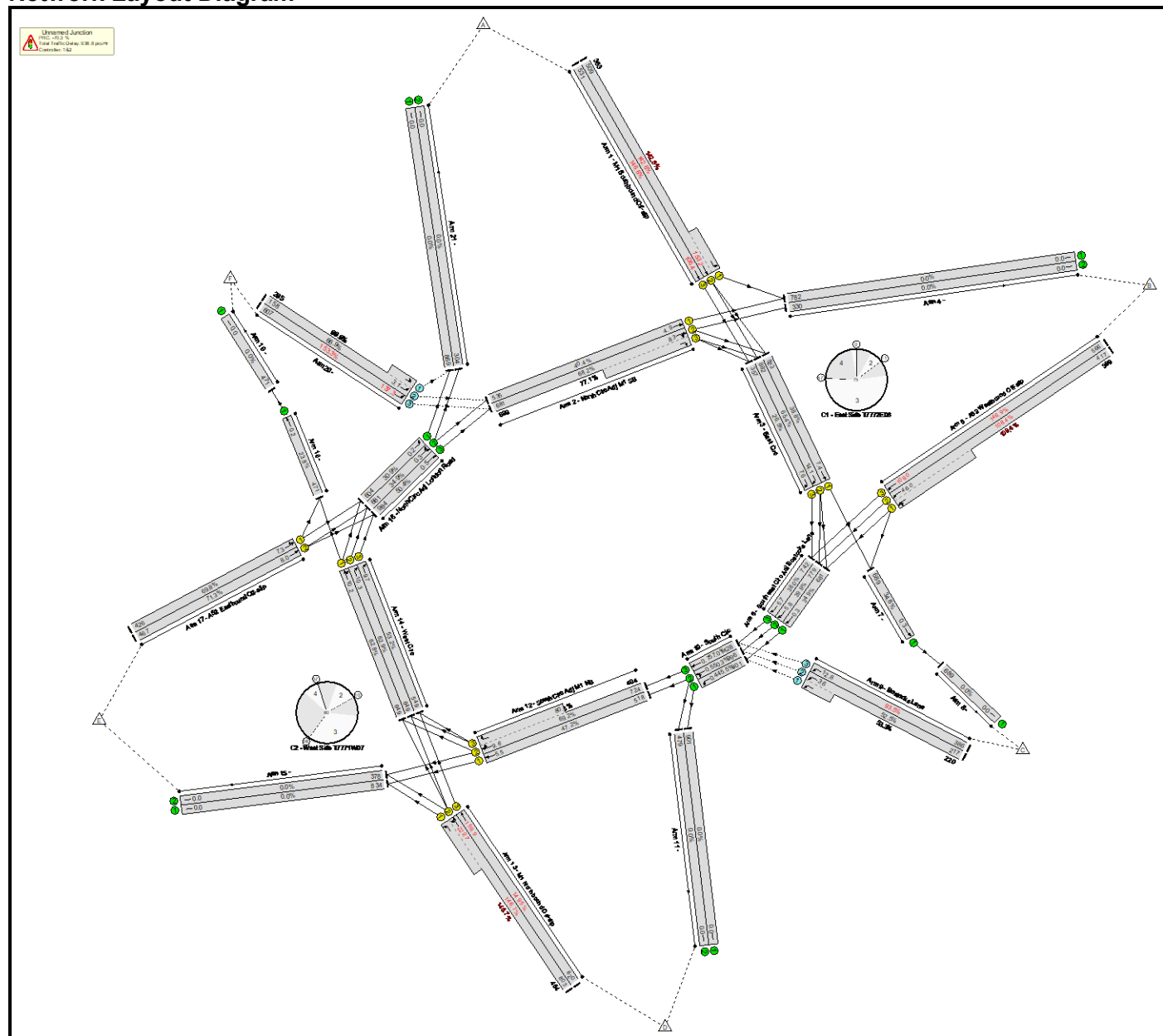
Phase Name	Description	Phase	Green Period 1		
			Total Green	Start Time	End Time
A	M1 Northbound Off-slip Ahead Left M1 Northbound Off-slip	Traffic	15	42	57
B	South Circ Adj M1 NB Right Ahead Westbound Circ	Traffic	33	3	36
C	A52 Eastbound Off-slip Ahead Left A52 Eastbound Entry	Traffic	18	52	10
D	West Circ Right Ahead West Circ	Traffic	31	16	47

Signal Timings Diagram

Lane Green Times

Junction: Unnamed Junction					
Lane	Description	Type	Phases	Start Green	End Green
1/1	M1 Southbound Off-slip Left	U	A	63	0
1/2	M1 Southbound Off-slip Ahead	U	A	63	0
1/3	M1 Southbound Off-slip Ahead	U	A	63	0
2/1	North Circ Adj M1 SB Ahead	U	B	6	57
2/2	North Circ Adj M1 SB Right Ahead	U	B	6	57
2/3	North Circ Adj M1 SB Right	U	B	6	57
3/1	East Circ Ahead	U	D	17	68
3/2	East Circ Right	U	D	17	68
3/3	East Circ Right	U	D	17	68
5/1	A52 Westbound Off-slip Ahead Left	U	C	73	11
5/2	A52 Westbound Off-slip Ahead	U	C	73	11
5/3	A52 Westbound Off-slip Ahead	U	C	73	11
12/1	South Circ Adj M1 NB Ahead	U	B	3	36
12/2	South Circ Adj M1 NB Right Ahead	U	B	3	36
12/3	South Circ Adj M1 NB Right	U	B	3	36
13/1	M1 Northbound Off-slip Left	U	A	42	57
13/2	M1 Northbound Off-slip Ahead Left	U	A	42	57
13/3	M1 Northbound Off-slip Ahead	U	A	42	57
14/1	West Circ Right Ahead	U	D	16	47
14/2	West Circ Right	U	D	16	47
14/3	West Circ Right	U	D	16	47
17/1	A52 Eastbound Off-slip Ahead Left	U	C	52	10
17/2	A52 Eastbound Off-slip Ahead	U	C	52	10

Network Layout Diagram



Detailed Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Bonus Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network: EMG2	-	-	N/A	-	-		-	-	-	-	-	-	-	153.3%
Unnamed Junction	-	-	N/A	-	-		-	-	-	-	-	-	-	153.3%
1/2+1/1	M1 Southbound Off-slip Ahead Left	U	N/A	N/A	C1:A		1	12	-	-	862	2056:1915	356+247	142.8 : 142.8%
1/3	M1 Southbound Off-slip Ahead	U	N/A	N/A	C1:A		1	12	-	-	531	2059	357	148.8%
2/1	North Circ Adj M1 SB Ahead	U	N/A	N/A	C1:B		1	51	-	-	649	1908	1323	40.4%
2/2+2/3	North Circ Adj M1 SB Right Ahead	U	N/A	N/A	C1:B		1	51	-	-	1862	1906:1904	999+906	68.2 : 77.1%
3/1	East Circ Ahead	U	N/A	N/A	C1:D		1	51	-	-	729	1946	1349	38.8%
3/2	East Circ Right	U	N/A	N/A	C1:D		1	51	-	-	1148	1945	1349	65.4%
3/3	East Circ Right	U	N/A	N/A	C1:D		1	51	-	-	531	1943	1347	26.5%
4/1		U	N/A	N/A	-		-	-	-	-	1002	Inf	Inf	0.0%
4/2		U	N/A	N/A	-		-	-	-	-	494	Inf	Inf	0.0%
5/2+5/1	A52 Westbound Off-slip Ahead Left	U	N/A	N/A	C1:C		1	13	-	-	806	2061:1923	385+359	108.4 : 108.4%
5/3	A52 Westbound Off-slip Ahead	U	N/A	N/A	C1:C		1	13	-	-	566	2064	385	146.9%
6/1	Southeast Circ Adj Bostocks Lane Ahead	U	N/A	N/A	-		-	-	-	-	803	1953	1953	34.9%
6/2	Southeast Circ Adj Bostocks Lane Ahead	U	N/A	N/A	-		-	-	-	-	972	1952	1952	39.9%
6/3	Southeast Circ Adj Bostocks Lane Ahead	U	N/A	N/A	-		-	-	-	-	1097	1951	1951	38.0%
7/1	Ahead	U	N/A	N/A	-		-	-	-	-	908	1980	1980	34.8%

Detailed Input Data And Results

8/1		U	N/A	N/A	-		-	-	-	-	908	Inf	Inf	0.0%
9/2+9/1	Bostocks Lane Left	O	N/A	N/A	-		-	-	-	-	437	1923:1919	413+413	52.5 : 53.3%
9/3	Bostocks Lane Left	O	N/A	N/A	-		-	-	-	-	386	1926	413	93.5%
10/1	South Circ Left	U	N/A	N/A	-		-	-	-	-	1023	1980	1980	45.5%
10/2	South Circ Left Ahead	U	N/A	N/A	-		-	-	-	-	1189	1980	1980	50.3%
10/3	South Circ Ahead	U	N/A	N/A	-		-	-	-	-	1483	1980	1980	57.0%
11/1		U	N/A	N/A	-		-	-	-	-	1023	Inf	Inf	0.0%
11/2		U	N/A	N/A	-		-	-	-	-	523	Inf	Inf	0.0%
12/1	South Circ Adj M1 NB Ahead	U	N/A	N/A	C2:B		1	33	-	-	666	1936	1097	47.2%
12/2+12/3	South Circ Adj M1 NB Right Ahead	U	N/A	N/A	C2:B		1	33	-	-	1483	1931:1931	1046+502	69.2 : 80.5%
13/2+13/1	M1 Northbound Off-slip Ahead Left	U	N/A	N/A	C2:A		1	15	-	-	1267	2053:1912	547+316	146.7 : 146.7%
13/3	M1 Northbound Off-slip Ahead	U	N/A	N/A	C2:A		1	15	-	-	820	2057	549	149.5%
14/1	West Circ Right Ahead	U	N/A	N/A	C2:D		1	31	-	-	886	1937	1033	62.8%
14/2	West Circ Right	U	N/A	N/A	C2:D		1	31	-	-	840	1935	1032	62.9%
14/3	West Circ Right	U	N/A	N/A	C2:D		1	31	-	-	820	1932	1030	53.2%
15/1		U	N/A	N/A	-		-	-	-	-	1130	Inf	Inf	0.0%
15/2		U	N/A	N/A	-		-	-	-	-	560	Inf	Inf	0.0%
16/1	North Circ Adj London Road Left	U	N/A	N/A	-		-	-	-	-	680	1952	1952	30.9%
16/2	North Circ Adj London Road Ahead Left	U	N/A	N/A	-		-	-	-	-	872	1950	1950	34.9%

Detailed Input Data And Results

16/3	North Circ Adj London Road Ahead	U	N/A	N/A	-		-	-	-	-	1255	1950	1950	50.4%
17/1	A52 Eastbound Off-slip Ahead Left	U	N/A	N/A	C2:C		1	18	-	-	426	1928	611	69.8%
17/2	A52 Eastbound Off-slip Ahead	U	N/A	N/A	C2:C		1	18	-	-	467	2067	655	71.3%
18/1	Ahead	U	N/A	N/A	-		-	-	-	-	632	1980	1980	23.8%
19/1		U	N/A	N/A	-		-	-	-	-	632	Inf	Inf	0.0%
20/2+20/1	Left Left2	O	N/A	N/A	-		-	-	-	-	423	2061:1921	236+396	66.9 : 66.9%
20/3	Left	O	N/A	N/A	-		-	-	-	-	607	1928	396	153.3%
21/1		U	N/A	N/A	-		-	-	-	-	945	Inf	Inf	0.0%
21/2		U	N/A	N/A	-		-	-	-	-	381	Inf	Inf	0.0%

Detailed Input Data And Results

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)	
Network: EMG2	-	-	2502	0	0	121.4	815.4	0.0	936.8	-	-	-	-	
Unnamed Junction	-	-	2502	0	0	121.4	815.4	0.0	936.8	-	-	-	-	
1/2+1/1	862	604	-	-	-	17.7	130.9	-	148.6	620.7	22.3	130.9	153.2	
1/3	531	357	-	-	-	12.0	88.6	-	100.6	681.8	17.9	88.6	106.4	
2/1	535	535	-	-	-	0.7	0.3	-	1.1	7.2	4.6	0.3	4.9	
2/2+2/3	1380	1380	-	-	-	2.1	1.3	-	3.4	8.9	7.0	1.3	8.3	
3/1	523	523	-	-	-	1.0	0.3	-	1.3	8.8	7.1	0.3	7.4	
3/2	882	882	-	-	-	1.7	0.9	-	2.6	10.7	13.2	0.9	14.1	
3/3	357	357	-	-	-	1.8	0.2	-	2.0	20.4	7.4	0.2	7.6	
4/1	782	782	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
4/2	330	330	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
5/2+5/1	806	744	-	-	-	9.3	36.7	-	46.0	205.3	9.4	36.7	46.0	
5/3	566	385	-	-	-	12.0	91.9	-	103.9	660.8	17.1	91.9	109.0	
6/1	681	681	-	-	-	0.0	0.3	-	0.3	1.4	0.0	0.3	0.3	
6/2	779	779	-	-	-	0.0	0.3	-	0.3	1.6	5.4	0.3	5.8	
6/3	742	742	-	-	-	0.0	0.3	-	0.3	1.6	5.4	0.3	5.7	
7/1	689	689	-	-	-	0.0	0.3	-	0.3	1.4	0.0	0.3	0.3	
8/1	689	689	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
9/2+9/1	437	437	874	0	0	0.8	0.6	-	1.4	11.5	3.0	0.6	3.6	
9/3	386	386	386	0	0	1.5	5.2	-	6.7	62.4	7.6	5.2	12.8	
10/1	901	901	-	-	-	0.0	0.4	-	0.4	1.7	0.0	0.4	0.4	
10/2	996	996	-	-	-	0.0	0.5	-	0.5	1.8	0.0	0.5	0.5	
10/3	1128	1128	-	-	-	0.0	0.7	-	0.7	2.1	0.0	0.7	0.7	
11/1	901	901	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	

Detailed Input Data And Results

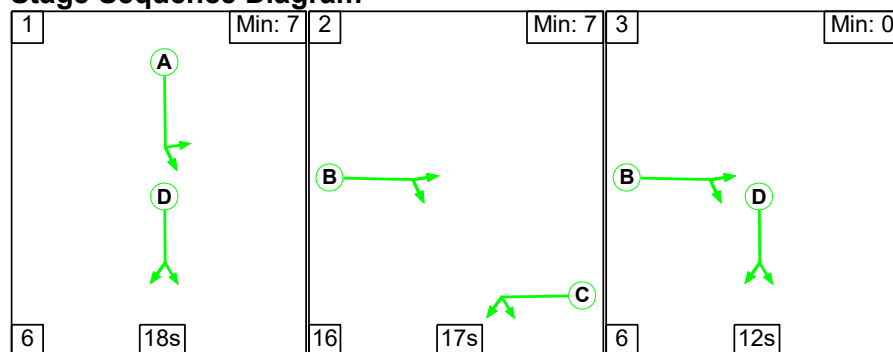
11/2	479	479	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
12/1	518	518	-	-	-	1.1	0.4	-	1.6	10.8	5.0	0.4	5.5	
12/2+12/3	1128	1128	-	-	-	2.6	1.3	-	3.9	12.6	8.2	1.3	9.6	
13/2+13/1	1267	864	-	-	-	19.0	203.2	-	222.2	631.2	26.5	203.2	229.7	
13/3	820	549	-	-	-	14.7	137.2	-	151.9	667.0	22.7	137.2	159.9	
14/1	649	649	-	-	-	1.9	0.8	-	2.8	15.3	9.3	0.8	10.2	
14/2	649	649	-	-	-	2.5	0.8	-	3.3	18.3	9.5	0.8	10.3	
14/3	549	549	-	-	-	4.0	0.6	-	4.6	30.1	9.1	0.6	9.7	
15/1	834	834	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
15/2	378	378	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
16/1	604	604	-	-	-	0.0	0.2	-	0.2	1.3	0.0	0.2	0.2	
16/2	681	681	-	-	-	0.0	0.3	-	0.3	1.4	0.0	0.3	0.3	
16/3	984	984	-	-	-	0.0	0.5	-	0.5	1.9	0.0	0.5	0.5	
17/1	426	426	-	-	-	2.1	1.1	-	3.3	27.6	6.2	1.1	7.3	
17/2	467	467	-	-	-	2.3	1.2	-	3.6	27.6	6.7	1.2	8.0	
18/1	471	471	-	-	-	0.0	0.2	-	0.2	1.2	0.0	0.2	0.2	
19/1	471	471	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
20/2+20/1	423	423	846	0	0	0.6	1.0	-	1.6	13.9	2.1	1.0	3.1	
20/3	607	396	396	0	0	9.7	106.9	-	116.6	691.5	30.3	106.9	137.3	
21/1	869	869	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
21/2	304	304	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
C1 - East Side T7772E06 C2 - West Side T7771W07			PRC for Signalled Lanes (%): PRC for Signalled Lanes (%): PRC Over All Lanes (%):			-65.3 -66.1 -70.3	Total Delay for Signalled Lanes (pcuHr): Total Delay for Signalled Lanes (pcuHr): Total Delay Over All Lanes(pcuHr):			409.48 397.08 936.81	Cycle Time (s): 75 Cycle Time (s): 60			

Detailed Input Data And Results

Scenario 8: '2038 WoD PM' (FG8: '2038 WoD PM Base', Plan 2: 'Network Control Plan 2 PM')

Controller :C1 - East Side T7772E06

Stage Sequence Diagram



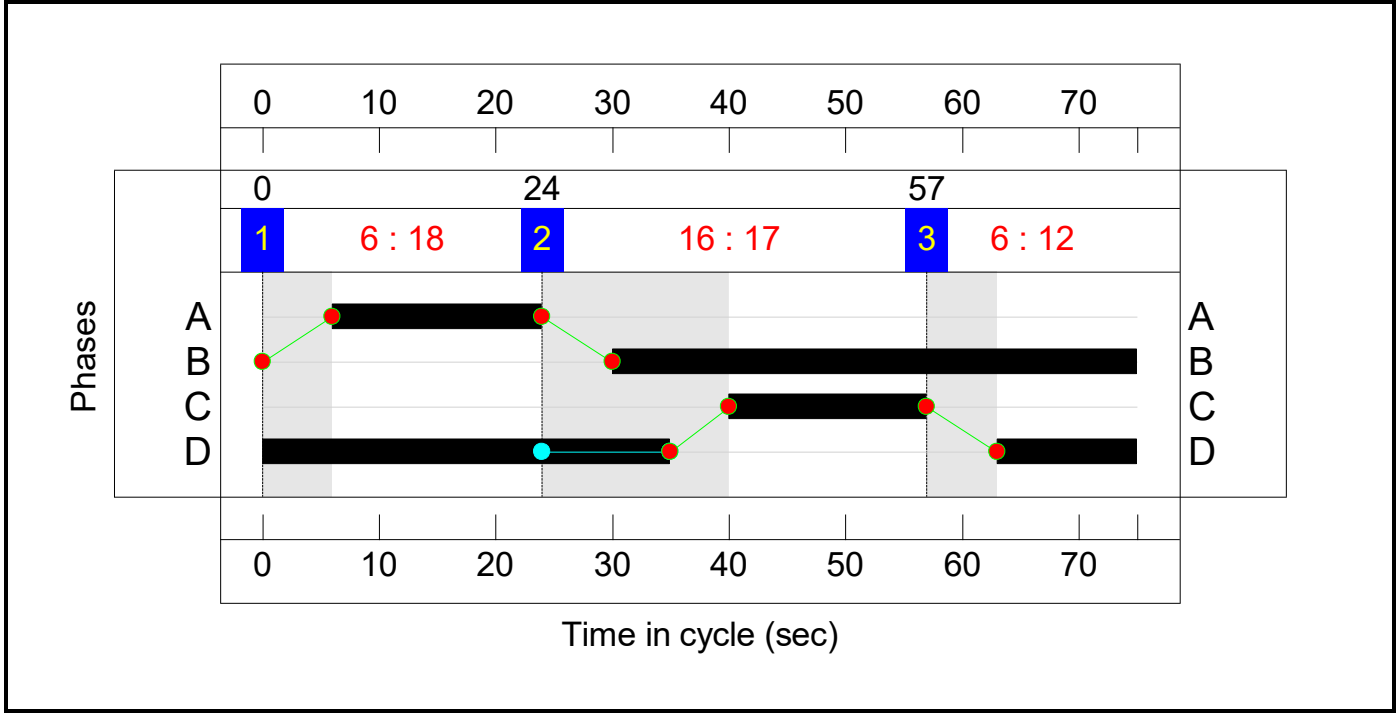
Stage Timings

Stage	1	2	3
Duration	18	17	12
Change Point	0	24	57

Phase Timings

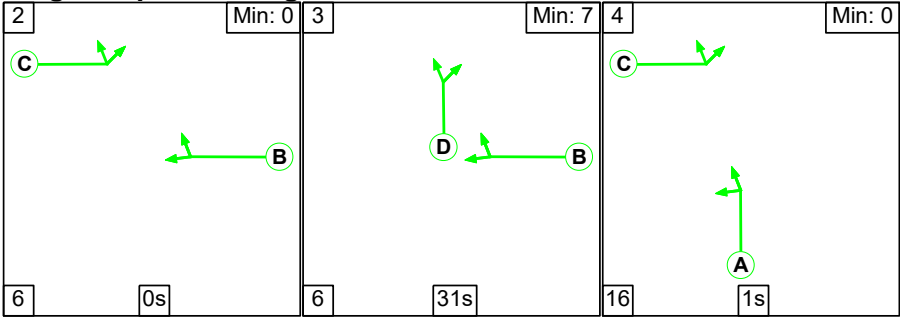
Phase Name	Description	Phase	Green Period 1		
			Total Green	Start Time	End Time
A	M1 Southbound Off-slip Ahead Left M1 Southbound Off-slip	Traffic	18	6	24
B	North Circ Adj M1 SB Right Ahead Eastbound Circ	Traffic	45	30	0
C	A52 Westbound Off-slip Ahead Left A52 Westbound	Traffic	17	40	57
D	East Circ Right Ahead East Circ	Traffic	47	63	35

Signal Timings Diagram



Controller :C2 - West Side T7771W07

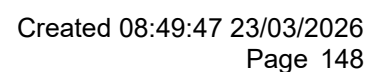
Stage Sequence Diagram



Stage Timings

Stage	2	3	4
Duration	0	31	1
Change Point	16	22	59

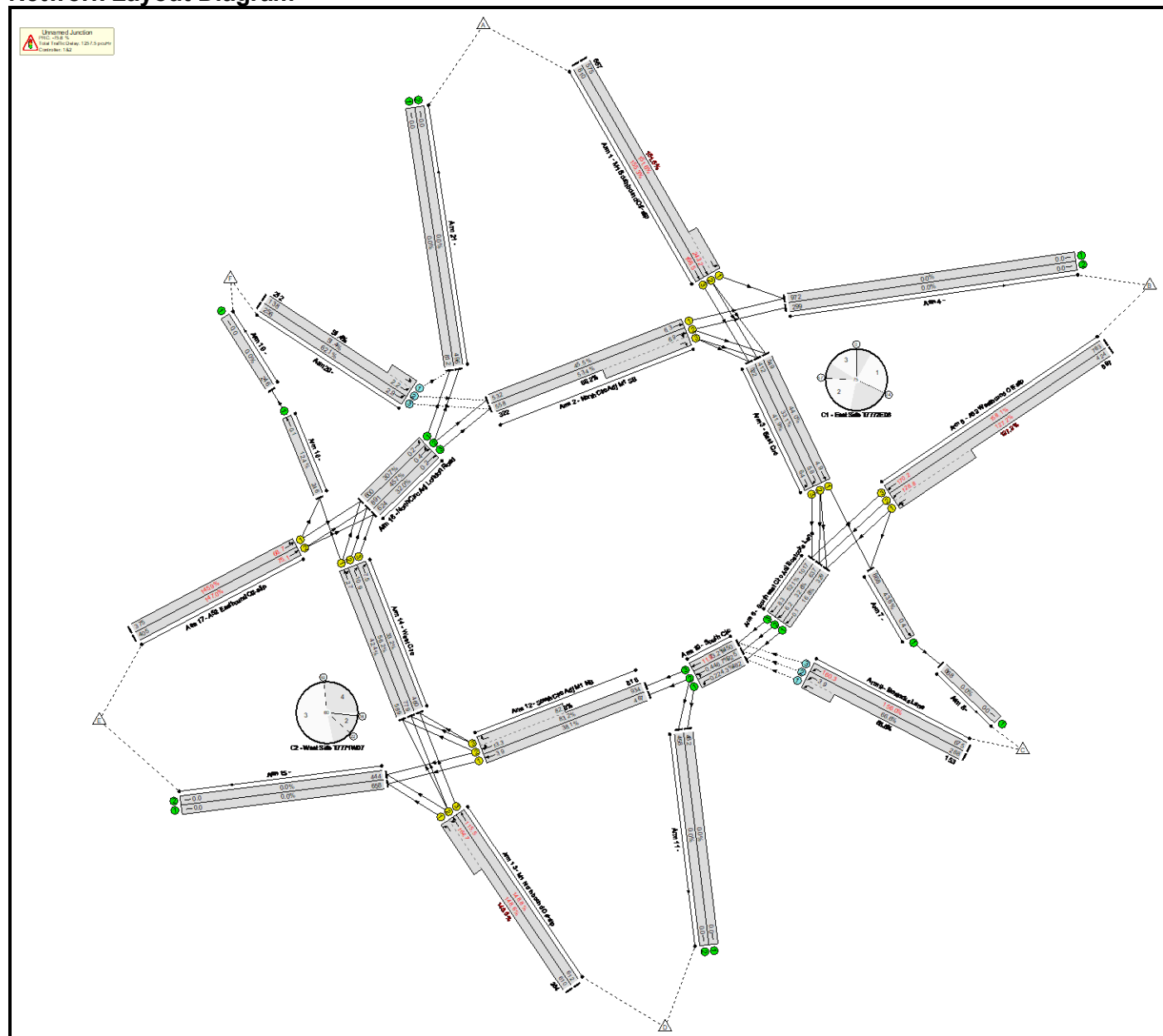
Signal Timings Diagram



Lane Green Times

Junction: Unnamed Junction					
Lane	Description	Type	Phases	Start Green	End Green
1/1	M1 Southbound Off-slip Left	U	A	6	24
1/2	M1 Southbound Off-slip Ahead	U	A	6	24
1/3	M1 Southbound Off-slip Ahead	U	A	6	24
2/1	North Circ Adj M1 SB Ahead	U	B	30	0
2/2	North Circ Adj M1 SB Right Ahead	U	B	30	0
2/3	North Circ Adj M1 SB Right	U	B	30	0
3/1	East Circ Ahead	U	D	63	35
3/2	East Circ Right	U	D	63	35
3/3	East Circ Right	U	D	63	35
5/1	A52 Westbound Off-slip Ahead Left	U	C	40	57
5/2	A52 Westbound Off-slip Ahead	U	C	40	57
5/3	A52 Westbound Off-slip Ahead	U	C	40	57
12/1	South Circ Adj M1 NB Ahead	U	B	22	59
12/2	South Circ Adj M1 NB Right Ahead	U	B	22	59
12/3	South Circ Adj M1 NB Right	U	B	22	59
13/1	M1 Northbound Off-slip Left	U	A	5	16
13/2	M1 Northbound Off-slip Ahead Left	U	A	5	16
13/3	M1 Northbound Off-slip Ahead	U	A	5	16
14/1	West Circ Right Ahead	U	D	28	10
14/2	West Circ Right	U	D	28	10
14/3	West Circ Right	U	D	28	10
17/1	A52 Eastbound Off-slip Ahead Left	U	C	15	22
17/2	A52 Eastbound Off-slip Ahead	U	C	15	22

Network Layout Diagram



Detailed Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Bonus Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network: EMG2	-	-	N/A	-	-		-	-	-	-	-	-	-	158.1%
Unnamed Junction	-	-	N/A	-	-		-	-	-	-	-	-	-	158.1%
1/2+1/1	M1 Southbound Off-slip Ahead Left	U	N/A	N/A	C1:A		1	18	-	-	1242	2056:1915	379+440	151.6 : 151.6%
1/3	M1 Southbound Off-slip Ahead	U	N/A	N/A	C1:A		1	18	-	-	810	2059	522	155.3%
2/1	North Circ Adj M1 SB Ahead	U	N/A	N/A	C1:B		1	45	-	-	730	1908	1170	45.5%
2/2+2/3	North Circ Adj M1 SB Right Ahead	U	N/A	N/A	C1:B		1	45	-	-	1185	1906:1904	1044+487	53.4 : 66.2%
3/1	East Circ Ahead	U	N/A	N/A	C1:D		1	47	-	-	799	1946	1245	44.0%
3/2	East Circ Right	U	N/A	N/A	C1:D		1	47	-	-	513	1945	1245	33.1%
3/3	East Circ Right	U	N/A	N/A	C1:D		1	47	-	-	810	1943	1244	41.9%
4/1		U	N/A	N/A	-		-	-	-	-	1397	Inf	Inf	0.0%
4/2		U	N/A	N/A	-		-	-	-	-	448	Inf	Inf	0.0%
5/2+5/1	A52 Westbound Off-slip Ahead Left	U	N/A	N/A	C1:C		1	17	-	-	1011	2061:1923	333+462	127.2 : 127.2%
5/3	A52 Westbound Off-slip Ahead	U	N/A	N/A	C1:C		1	17	-	-	783	2064	495	158.1%
6/1	Southeast Circ Adj Bostocks Lane Ahead	U	N/A	N/A	-		-	-	-	-	411	1953	1953	16.8%
6/2	Southeast Circ Adj Bostocks Lane Ahead	U	N/A	N/A	-		-	-	-	-	707	1952	1952	32.6%
6/3	Southeast Circ Adj Bostocks Lane Ahead	U	N/A	N/A	-		-	-	-	-	1593	1951	1951	52.1%
7/1	Ahead	U	N/A	N/A	-		-	-	-	-	1205	1980	1980	43.8%

Detailed Input Data And Results

8/1		U	N/A	N/A	-		-	-	-	-	1205	Inf	Inf	0.0%
9/2+9/1	Bostocks Lane Left	O	N/A	N/A	-		-	-	-	-	441	1923:1919	433+230	66.6 : 66.6%
9/3	Bostocks Lane Left	O	N/A	N/A	-		-	-	-	-	675	1926	433	156.0%
10/1	South Circ Left	U	N/A	N/A	-		-	-	-	-	564	1980	1980	24.3%
10/2	South Circ Left Ahead	U	N/A	N/A	-		-	-	-	-	995	1980	1980	46.7%
10/3	South Circ Ahead	U	N/A	N/A	-		-	-	-	-	2268	1980	1980	73.2%
11/1		U	N/A	N/A	-		-	-	-	-	564	Inf	Inf	0.0%
11/2		U	N/A	N/A	-		-	-	-	-	482	Inf	Inf	0.0%
12/1	South Circ Adj M1 NB Ahead	U	N/A	N/A	C2:B		1	37	-	-	513	1936	1226	38.1%
12/2+12/3	South Circ Adj M1 NB Right Ahead	U	N/A	N/A	C2:B		1	37	-	-	2268	1932:1931	1121+623	83.2 : 82.8%
13/2+13/1	M1 Northbound Off-slip Ahead Left	U	N/A	N/A	C2:A		1	11	-	-	894	2053:1912	411+191	148.6 : 148.6%
13/3	M1 Northbound Off-slip Ahead	U	N/A	N/A	C2:A		1	11	-	-	612	2057	411	148.8%
14/1	West Circ Right Ahead	U	N/A	N/A	C2:D		1	42	-	-	916	1937	1388	42.4%
14/2	West Circ Right	U	N/A	N/A	C2:D		1	42	-	-	1197	1935	1387	56.2%
14/3	West Circ Right	U	N/A	N/A	C2:D		1	42	-	-	688	1932	1385	33.2%
15/1		U	N/A	N/A	-		-	-	-	-	797	Inf	Inf	0.0%
15/2		U	N/A	N/A	-		-	-	-	-	689	Inf	Inf	0.0%
16/1	North Circ Adj London Road Left	U	N/A	N/A	-		-	-	-	-	916	1952	1952	30.7%
16/2	North Circ Adj London Road Ahead Left	U	N/A	N/A	-		-	-	-	-	1361	1950	1950	45.7%

Detailed Input Data And Results

16/3	North Circ Adj London Road Ahead	U	N/A	N/A	-		-	-	-	-	929	1950	1950	32.0%
17/1	A52 Eastbound Off-slip Ahead Left	U	N/A	N/A	C2:C		1	7	-	-	375	1928	257	145.9%
17/2	A52 Eastbound Off-slip Ahead	U	N/A	N/A	C2:C		1	7	-	-	405	2067	276	147.0%
18/1	Ahead	U	N/A	N/A	-		-	-	-	-	375	1980	1980	12.4%
19/1		U	N/A	N/A	-		-	-	-	-	375	Inf	Inf	0.0%
20/2+20/1	Left Left2	O	N/A	N/A	-		-	-	-	-	350	2061:1921	268+412	51.4 : 51.4%
20/3	Left	O	N/A	N/A	-		-	-	-	-	256	1928	412	62.1%
21/1		U	N/A	N/A	-		-	-	-	-	1128	Inf	Inf	0.0%
21/2		U	N/A	N/A	-		-	-	-	-	769	Inf	Inf	0.0%

Detailed Input Data And Results

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)	
Network: EMG2	-	-	2271	0	0	132.2	1125.3	0.0	1257.5	-	-	-	-	
Unnamed Junction	-	-	2271	0	0	132.2	1125.3	0.0	1257.5	-	-	-	-	
1/2+1/1	1242	819	-	-	-	24.9	212.9	-	237.8	689.2	30.3	212.9	243.2	
1/3	810	522	-	-	-	17.0	145.6	-	162.5	722.4	22.9	145.6	168.5	
2/1	532	532	-	-	-	1.2	0.4	-	1.6	10.6	5.9	0.4	6.3	
2/2+2/3	880	880	-	-	-	1.8	0.7	-	2.5	10.3	6.2	0.7	6.9	
3/1	549	549	-	-	-	1.0	0.4	-	1.4	9.0	4.5	0.4	4.9	
3/2	412	412	-	-	-	1.3	0.2	-	1.6	13.6	5.6	0.2	5.8	
3/3	522	522	-	-	-	0.2	0.4	-	0.6	4.0	6.0	0.4	6.4	
4/1	972	972	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
4/2	299	299	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
5/2+5/1	1011	873	-	-	-	11.4	110.3	-	121.7	433.5	18.5	110.3	128.8	
5/3	783	495	-	-	-	16.9	145.2	-	162.0	745.0	25.0	145.2	170.2	
6/1	329	329	-	-	-	0.0	0.1	-	0.1	1.1	0.0	0.1	0.1	
6/2	637	637	-	-	-	0.0	0.2	-	0.3	1.5	6.0	0.2	6.2	
6/3	1017	1017	-	-	-	0.0	0.5	-	0.6	2.0	7.7	0.5	8.3	
7/1	868	868	-	-	-	0.0	0.4	-	0.4	1.6	0.0	0.4	0.4	
8/1	868	868	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
9/2+9/1	441	441	882	0	0	0.5	1.0	-	1.5	12.0	3.0	1.0	3.9	
9/3	675	433	433	0	0	12.1	122.6	-	134.6	718.1	37.7	122.6	160.3	
10/1	482	482	-	-	-	0.0	0.2	-	0.2	1.2	0.0	0.2	0.2	
10/2	925	925	-	-	-	0.0	0.4	-	0.4	1.7	0.0	0.4	0.4	
10/3	1450	1450	-	-	-	0.1	1.4	-	1.4	3.6	10.5	1.4	11.9	
11/1	482	482	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	

Detailed Input Data And Results

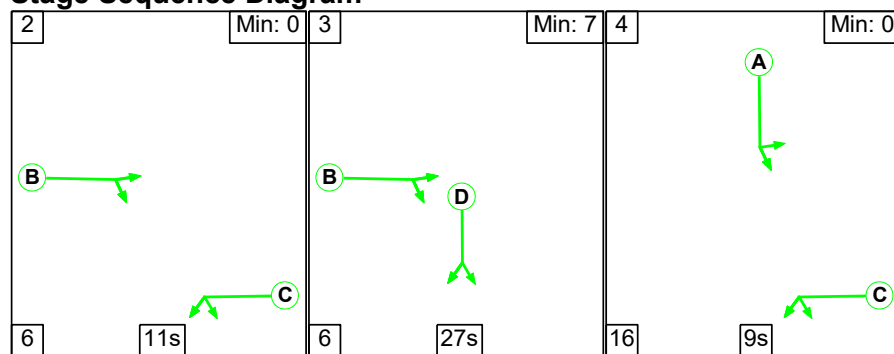
11/2	458	458	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
12/1	467	467	-	-	-	0.7	0.3	-	1.0	7.7	3.6	0.3	3.9	
12/2+12/3	1450	1450	-	-	-	2.8	2.4	-	5.2	13.0	10.9	2.4	13.3	
13/2+13/1	894	602	-	-	-	13.2	147.6	-	160.8	647.5	17.0	147.6	164.7	
13/3	612	411	-	-	-	10.1	101.8	-	111.9	658.1	13.7	101.8	115.5	
14/1	589	589	-	-	-	0.3	0.4	-	0.7	4.2	2.3	0.4	2.7	
14/2	779	779	-	-	-	1.8	0.6	-	2.4	11.0	10.3	0.6	10.9	
14/3	460	460	-	-	-	1.8	0.2	-	2.0	16.0	7.3	0.2	7.5	
15/1	658	658	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
15/2	444	444	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
16/1	600	600	-	-	-	0.0	0.2	-	0.2	1.3	0.0	0.2	0.2	
16/2	891	891	-	-	-	0.0	0.4	-	0.4	1.7	0.0	0.4	0.4	
16/3	624	624	-	-	-	0.0	0.2	-	0.2	1.4	0.0	0.2	0.2	
17/1	375	257	-	-	-	6.0	60.5	-	66.5	638.2	8.2	60.5	68.7	
17/2	405	276	-	-	-	6.5	66.2	-	72.7	646.5	8.9	66.2	75.1	
18/1	246	246	-	-	-	0.0	0.1	-	0.1	1.0	0.0	0.1	0.1	
19/1	246	246	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
20/2+20/1	350	350	700	0	0	0.4	0.5	-	1.0	9.9	1.6	0.5	2.2	
20/3	256	256	256	0	0	0.4	0.8	-	1.2	16.8	2.1	0.8	2.9	
21/1	812	812	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
21/2	496	496	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
C1 - East Side T7772E06 C2 - West Side T7771W07 PRC for Signalled Lanes (%): -75.6 PRC for Signalled Lanes (%): -65.3 PRC Over All Lanes (%): -75.6 Total Delay for Signalled Lanes (pcuHr): 691.69 Total Delay for Signalled Lanes (pcuHr): 423.23 Total Delay Over All Lanes(pcuHr): 1257.51 Cycle Time (s): 75 Cycle Time (s): 60														

Detailed Input Data And Results

Scenario 9: '2038 WD AM' (FG9: '2038 WD AM Base', Plan 1: 'Network Control Plan 1 AM')

Controller :C1 - East Side T7772E06

Stage Sequence Diagram

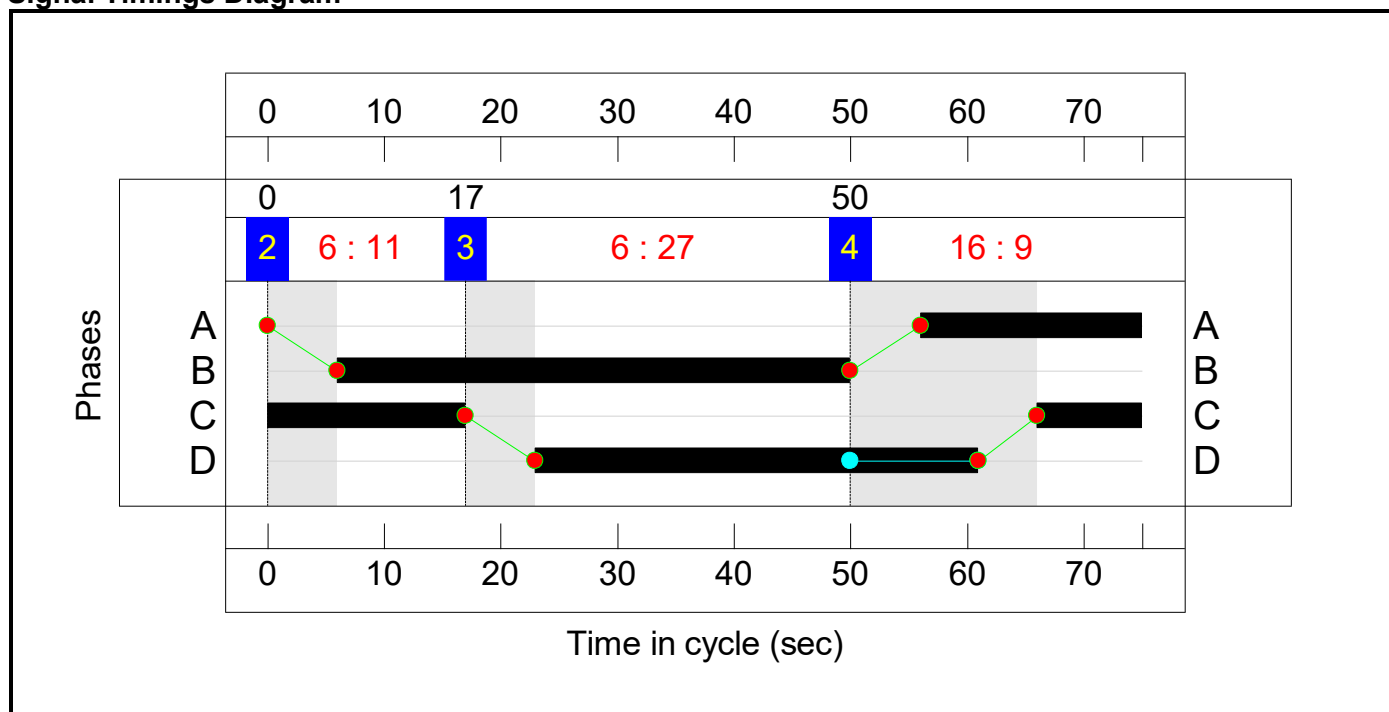


Stage Timings

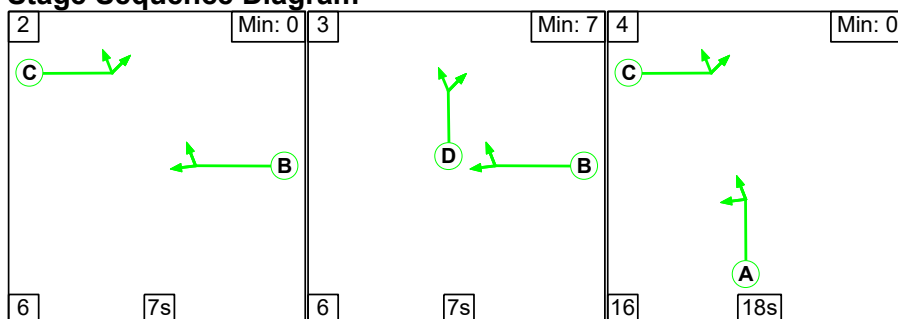
Stage	2	3	4
Duration	11	27	9
Change Point	0	17	50

Phase Timings

Phase Name	Description	Phase	Green Period 1		
			Total Green	Start Time	End Time
A	M1 Southbound Off-slip Ahead Left M1 Southbound Off-slip	Traffic	19	56	0
B	North Circ Adj M1 SB Right Ahead Eastbound Circ	Traffic	44	6	50
C	A52 Westbound Off-slip Ahead Left A52 Westbound	Traffic	26	66	17
D	East Circ Right Ahead East Circ	Traffic	38	23	61

Signal Timings Diagram

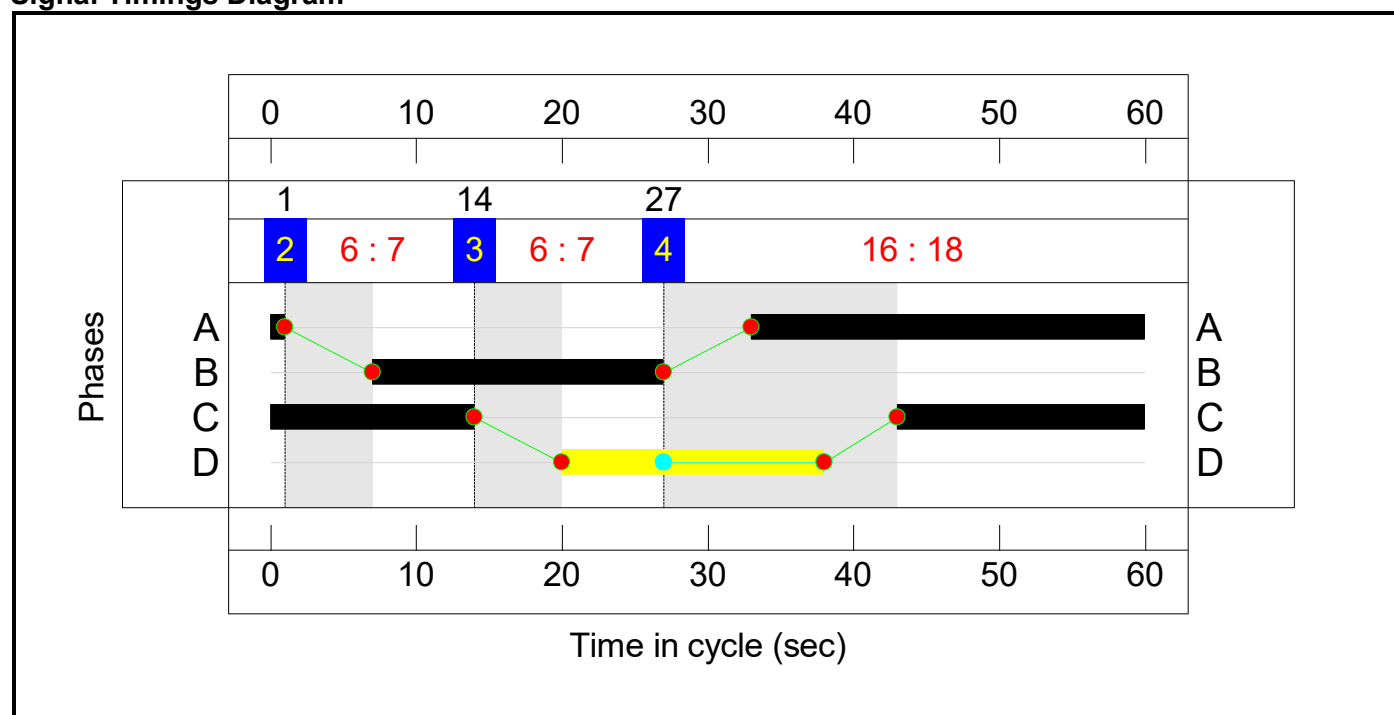
Controller :C2 - West Side T7771W07

Stage Sequence Diagram**Stage Timings**

Stage	2	3	4
Duration	7	7	18
Change Point	1	14	27

Phase Timings

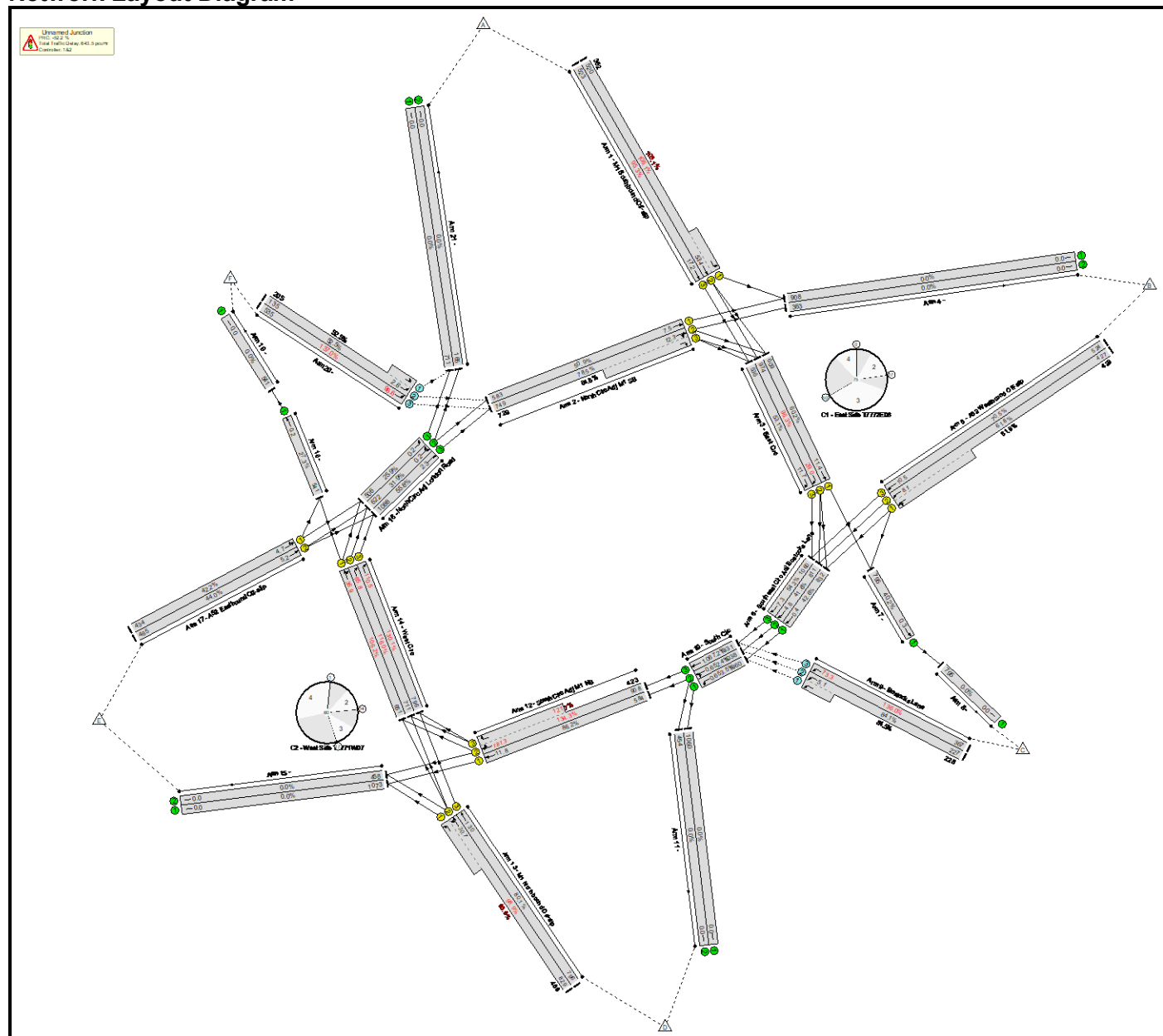
Phase Name	Description	Phase	Green Period 1		
			Total Green	Start Time	End Time
A	M1 Northbound Off-slip Ahead Left M1 Northbound Off-slip	Traffic	28	33	1
B	South Circ Adj M1 NB Right Ahead Westbound Circ	Traffic	20	7	27
C	A52 Eastbound Off-slip Ahead Left A52 Eastbound Entry	Traffic	31	43	14
D	West Circ Right Ahead West Circ	Traffic	18	20	38

Signal Timings Diagram

Lane Green Times

Junction: Unnamed Junction					
Lane	Description	Type	Phases	Start Green	End Green
1/1	M1 Southbound Off-slip Left	U	A	56	0
1/2	M1 Southbound Off-slip Ahead	U	A	56	0
1/3	M1 Southbound Off-slip Ahead	U	A	56	0
2/1	North Circ Adj M1 SB Ahead	U	B	6	50
2/2	North Circ Adj M1 SB Right Ahead	U	B	6	50
2/3	North Circ Adj M1 SB Right	U	B	6	50
3/1	East Circ Ahead	U	D	23	61
3/2	East Circ Right	U	D	23	61
3/3	East Circ Right	U	D	23	61
5/1	A52 Westbound Off-slip Ahead Left	U	C	66	17
5/2	A52 Westbound Off-slip Ahead	U	C	66	17
5/3	A52 Westbound Off-slip Ahead	U	C	66	17
12/1	South Circ Adj M1 NB Ahead	U	B	7	27
12/2	South Circ Adj M1 NB Right Ahead	U	B	7	27
12/3	South Circ Adj M1 NB Right	U	B	7	27
13/1	M1 Northbound Off-slip Left	U	A	33	1
13/2	M1 Northbound Off-slip Ahead Left	U	A	33	1
13/3	M1 Northbound Off-slip Ahead	U	A	33	1
14/1	West Circ Right Ahead	U	D	20	38
14/2	West Circ Right	U	D	20	38
14/3	West Circ Right	U	D	20	38
17/1	A52 Eastbound Off-slip Ahead Left	U	C	43	14
17/2	A52 Eastbound Off-slip Ahead	U	C	43	14

Network Layout Diagram



Detailed Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Bonus Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network: EMG2	-	-	N/A	-	-		-	-	-	-	-	-	-	137.0%
Unnamed Junction	-	-	N/A	-	-		-	-	-	-	-	-	-	137.0%
1/2+1/1	M1 Southbound Off-slip Ahead Left	U	N/A	N/A	C1:A		1	19	-	-	872	2056:1915	481+326	108.1 : 108.1%
1/3	M1 Southbound Off-slip Ahead	U	N/A	N/A	C1:A		1	19	-	-	523	2059	549	95.3%
2/1	North Circ Adj M1 SB Ahead	U	N/A	N/A	C1:B		1	44	-	-	668	1908	1145	50.9%
2/2+2/3	North Circ Adj M1 SB Right Ahead	U	N/A	N/A	C1:B		1	44	-	-	1807	1906:1904	955+863	78.5 : 84.5%
3/1	East Circ Ahead	U	N/A	N/A	C1:D		1	38	-	-	718	1946	1012	60.2%
3/2	East Circ Right	U	N/A	N/A	C1:D		1	38	-	-	1119	1945	1011	96.3%
3/3	East Circ Right	U	N/A	N/A	C1:D		1	38	-	-	541	1943	1010	53.1%
4/1		U	N/A	N/A	-		-	-	-	-	1020	Inf	Inf	0.0%
4/2		U	N/A	N/A	-		-	-	-	-	472	Inf	Inf	0.0%
5/2+5/1	A52 Westbound Off-slip Ahead Left	U	N/A	N/A	C1:C		1	26	-	-	855	2061:1923	691+692	61.8 : 61.8%
5/3	A52 Westbound Off-slip Ahead	U	N/A	N/A	C1:C		1	26	-	-	524	2064	743	70.5%
6/1	Southeast Circ Adj Bostocks Lane Ahead	U	N/A	N/A	-		-	-	-	-	912	1953	1953	42.6%
6/2	Southeast Circ Adj Bostocks Lane Ahead	U	N/A	N/A	-		-	-	-	-	876	1952	1952	41.6%
6/3	Southeast Circ Adj Bostocks Lane Ahead	U	N/A	N/A	-		-	-	-	-	1065	1951	1951	54.3%
7/1	Ahead	U	N/A	N/A	-		-	-	-	-	904	1980	1980	40.2%

Detailed Input Data And Results

8/1		U	N/A	N/A	-		-	-	-	-	904	Inf	Inf	0.0%
9/2+9/1	Bostocks Lane Left	O	N/A	N/A	-		-	-	-	-	455	1923:1919	270+270	84.1 : 84.5%
9/3	Bostocks Lane Left	O	N/A	N/A	-		-	-	-	-	367	1926	270	136.0%
10/1	South Circ Left	U	N/A	N/A	-		-	-	-	-	1140	1980	1980	53.5%
10/2	South Circ Left Ahead	U	N/A	N/A	-		-	-	-	-	1103	1980	1980	52.4%
10/3	South Circ Ahead	U	N/A	N/A	-		-	-	-	-	1432	1980	1980	67.2%
11/1		U	N/A	N/A	-		-	-	-	-	1140	Inf	Inf	0.0%
11/2		U	N/A	N/A	-		-	-	-	-	456	Inf	Inf	0.0%
12/1	South Circ Adj M1 NB Ahead	U	N/A	N/A	C2:B		1	20	-	-	647	1936	678	86.2%
12/2+12/3	South Circ Adj M1 NB Right Ahead	U	N/A	N/A	C2:B		1	20	-	-	1432	1931:1931	676+347	134.3 : 121.7%
13/2+13/1	M1 Northbound Off-slip Ahead Left	U	N/A	N/A	C2:A		1	28	-	-	1318	2053:1912	838+494	98.9 : 98.9%
13/3	M1 Northbound Off-slip Ahead	U	N/A	N/A	C2:A		1	28	-	-	796	2057	994	80.1%
14/1	West Circ Right Ahead	U	N/A	N/A	C2:D		1	18	-	-	811	1937	613	106.2%
14/2	West Circ Right	U	N/A	N/A	C2:D		1	18	-	-	882	1935	613	116.0%
14/3	West Circ Right	U	N/A	N/A	C2:D		1	18	-	-	796	1932	612	130.1%
15/1		U	N/A	N/A	-		-	-	-	-	1136	Inf	Inf	0.0%
15/2		U	N/A	N/A	-		-	-	-	-	568	Inf	Inf	0.0%
16/1	North Circ Adj London Road Left	U	N/A	N/A	-		-	-	-	-	613	1952	1952	25.9%
16/2	North Circ Adj London Road Ahead Left	U	N/A	N/A	-		-	-	-	-	891	1950	1950	31.9%

Detailed Input Data And Results

16/3	North Circ Adj London Road Ahead	U	N/A	N/A	-		-	-	-	-	1272	1950	1950	55.8%
17/1	A52 Eastbound Off-slip Ahead Left	U	N/A	N/A	C2:C		1	31	-	-	434	1928	1028	42.2%
17/2	A52 Eastbound Off-slip Ahead	U	N/A	N/A	C2:C		1	31	-	-	485	2067	1102	44.0%
18/1	Ahead	U	N/A	N/A	-		-	-	-	-	632	1980	1980	27.3%
19/1		U	N/A	N/A	-		-	-	-	-	632	Inf	Inf	0.0%
20/2+20/1	Left Left2	O	N/A	N/A	-		-	-	-	-	340	2061:1921	257+391	52.5 : 52.5%
20/3	Left	O	N/A	N/A	-		-	-	-	-	535	1928	391	137.0%
21/1		U	N/A	N/A	-		-	-	-	-	818	Inf	Inf	0.0%
21/2		U	N/A	N/A	-		-	-	-	-	358	Inf	Inf	0.0%

Detailed Input Data And Results

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)	
Network: EMG2	-	-	2250	0	0	102.9	540.5	0.0	643.5	-	-	-	-	
Unnamed Junction	-	-	2250	0	0	102.9	540.5	0.0	643.5	-	-	-	-	
1/2+1/1	872	807	-	-	-	8.8	38.2	-	47.0	194.2	15.2	38.2	53.4	
1/3	523	523	-	-	-	3.9	6.6	-	10.6	72.8	10.6	6.6	17.2	
2/1	583	583	-	-	-	1.4	0.5	-	1.9	11.8	7.0	0.5	7.5	
2/2+2/3	1478	1478	-	-	-	4.0	2.1	-	6.2	15.0	10.2	2.1	12.3	
3/1	609	609	-	-	-	2.5	0.8	-	3.2	19.0	10.7	0.8	11.4	
3/2	974	974	-	-	-	4.7	8.9	-	13.6	50.2	20.1	8.9	29.0	
3/3	536	536	-	-	-	4.7	0.6	-	5.2	35.1	11.1	0.6	11.7	
4/1	908	908	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
4/2	363	363	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
5/2+5/1	855	855	-	-	-	4.6	0.8	-	5.5	23.0	7.3	0.8	8.1	
5/3	524	524	-	-	-	3.0	1.2	-	4.2	28.7	9.3	1.2	10.5	
6/1	832	832	-	-	-	0.0	0.4	-	0.4	1.6	0.0	0.4	0.4	
6/2	811	811	-	-	-	0.0	0.4	-	0.4	1.6	4.4	0.4	4.8	
6/3	1060	1060	-	-	-	0.0	0.6	-	0.6	2.1	6.7	0.6	7.3	
7/1	795	795	-	-	-	0.0	0.3	-	0.3	1.5	0.0	0.3	0.3	
8/1	795	795	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
9/2+9/1	455	455	910	0	0	1.3	2.5	-	3.8	30.1	2.6	2.5	5.1	
9/3	367	270	270	0	0	5.7	50.4	-	56.1	549.8	22.9	50.4	73.3	
10/1	1060	1060	-	-	-	0.0	0.6	-	0.6	2.0	0.0	0.6	0.6	
10/2	1038	1038	-	-	-	0.0	0.6	-	0.6	1.9	0.0	0.6	0.6	
10/3	1331	1331	-	-	-	0.0	1.0	-	1.0	2.8	0.0	1.0	1.0	
11/1	1060	1060	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	

Detailed Input Data And Results

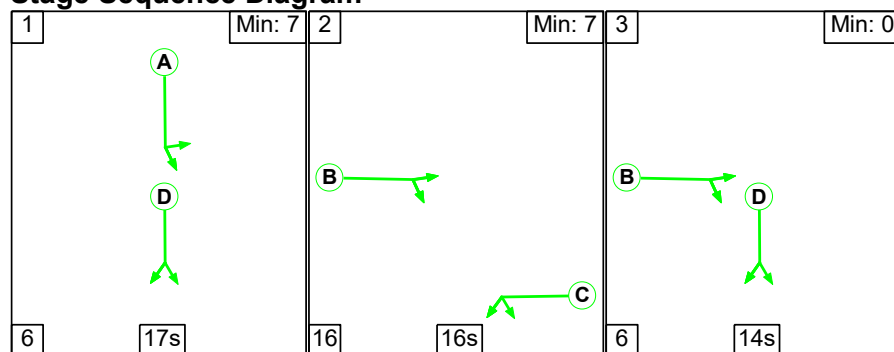
11/2	454	454	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
12/1	584	584	-	-	-	2.9	2.9	-	5.9	36.2	8.9	2.9	11.8	
12/2+12/3	1331	990	-	-	-	14.6	155.9	-	170.5	461.3	25.4	155.9	181.3	
13/2+13/1	1318	1318	-	-	-	4.7	14.8	-	19.6	53.4	15.8	14.8	30.7	
13/3	796	796	-	-	-	2.9	2.0	-	4.9	22.0	11.1	2.0	13.0	
14/1	651	613	-	-	-	4.2	25.4	-	29.6	163.7	11.5	25.4	36.9	
14/2	711	613	-	-	-	7.2	52.3	-	59.5	301.4	13.5	52.3	65.8	
14/3	796	612	-	-	-	12.6	94.2	-	106.8	483.0	16.3	94.2	110.5	
15/1	1073	1073	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
15/2	458	458	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
16/1	506	506	-	-	-	0.0	0.2	-	0.2	1.2	0.0	0.2	0.2	
16/2	622	622	-	-	-	0.0	0.2	-	0.2	1.4	0.0	0.2	0.2	
16/3	1088	1088	-	-	-	0.0	0.6	-	0.6	2.1	1.7	0.6	2.3	
17/1	434	434	-	-	-	1.0	0.4	-	1.4	11.5	4.3	0.4	4.7	
17/2	485	485	-	-	-	1.2	0.4	-	1.5	11.5	4.8	0.4	5.2	
18/1	541	541	-	-	-	0.0	0.2	-	0.2	1.3	0.0	0.2	0.2	
19/1	541	541	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
20/2+20/1	340	340	680	0	0	0.6	0.6	-	1.2	12.3	2.2	0.6	2.8	
20/3	535	391	391	0	0	6.4	74.0	-	80.4	541.1	22.6	74.0	96.6	
21/1	711	711	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
21/2	165	165	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
C1 - East Side T7772E06 C2 - West Side T7771W07			PRC for Signalled Lanes (%): -20.1 PRC for Signalled Lanes (%): -49.3 PRC Over All Lanes (%): -52.2			Total Delay for Signalled Lanes (pcuHr): 97.37 Total Delay for Signalled Lanes (pcuHr): 399.62 Total Delay Over All Lanes(pcuHr): 643.48			Cycle Time (s): 75 Cycle Time (s): 60					

Detailed Input Data And Results

Scenario 10: '2038 WD PM' (FG10: '2038 WD PM Base', Plan 2: 'Network Control Plan 2 PM')

Controller :C1 - East Side T7772E06

Stage Sequence Diagram



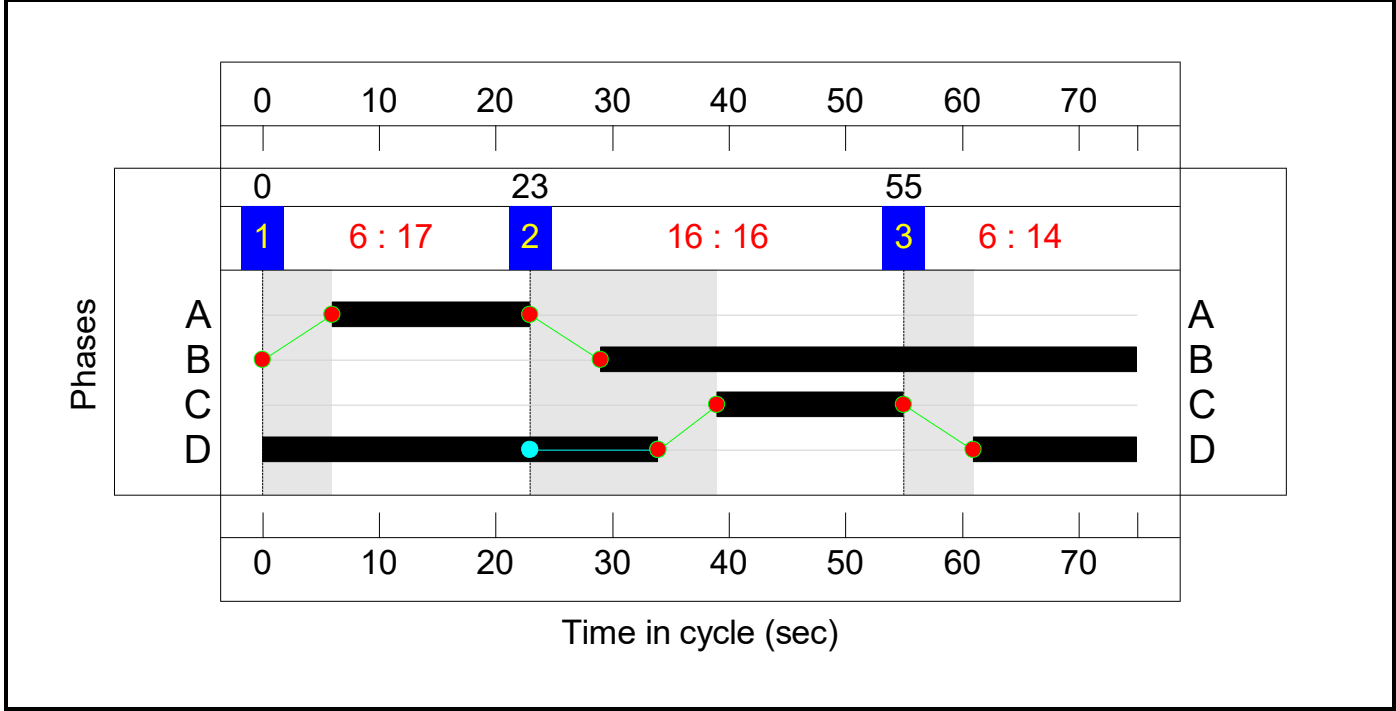
Stage Timings

Stage	1	2	3
Duration	17	16	14
Change Point	0	23	55

Phase Timings

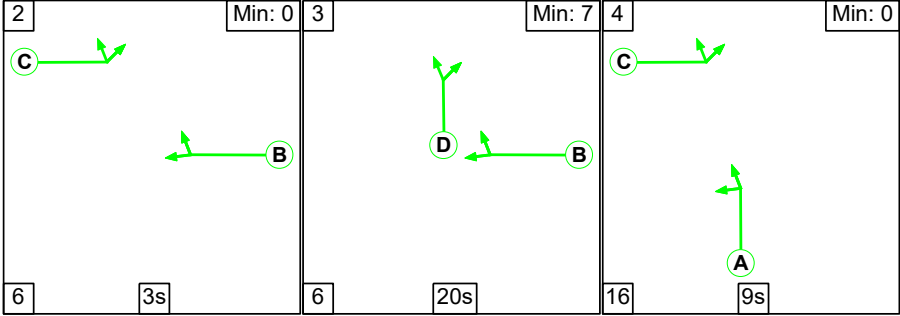
Phase Name	Description	Phase	Green Period 1		
			Total Green	Start Time	End Time
A	M1 Southbound Off-slip Ahead Left M1 Southbound Off-slip	Traffic	17	6	23
B	North Circ Adj M1 SB Right Ahead Eastbound Circ	Traffic	46	29	0
C	A52 Westbound Off-slip Ahead Left A52 Westbound	Traffic	16	39	55
D	East Circ Right Ahead East Circ	Traffic	48	61	34

Signal Timings Diagram



Controller :C2 - West Side T7771W07

Stage Sequence Diagram

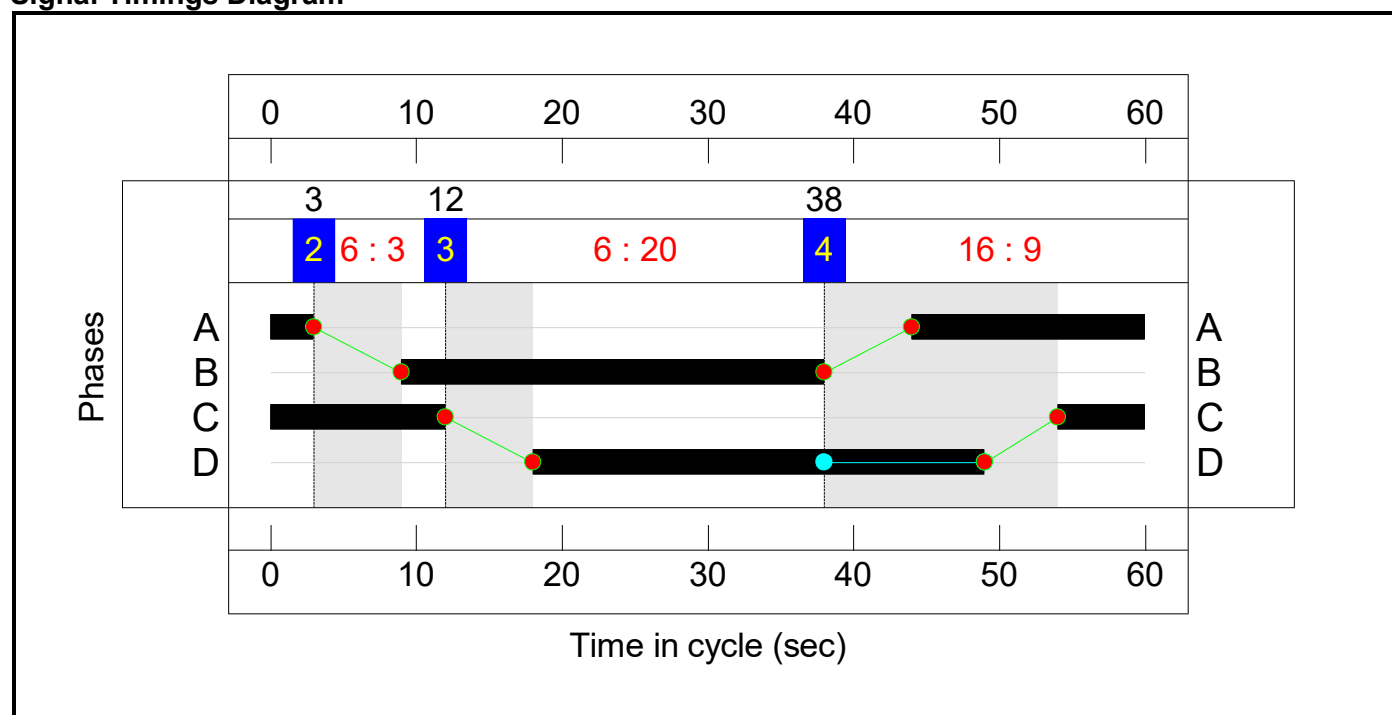


Stage Timings

Stage	2	3	4
Duration	3	20	9
Change Point	3	12	38

Phase Timings

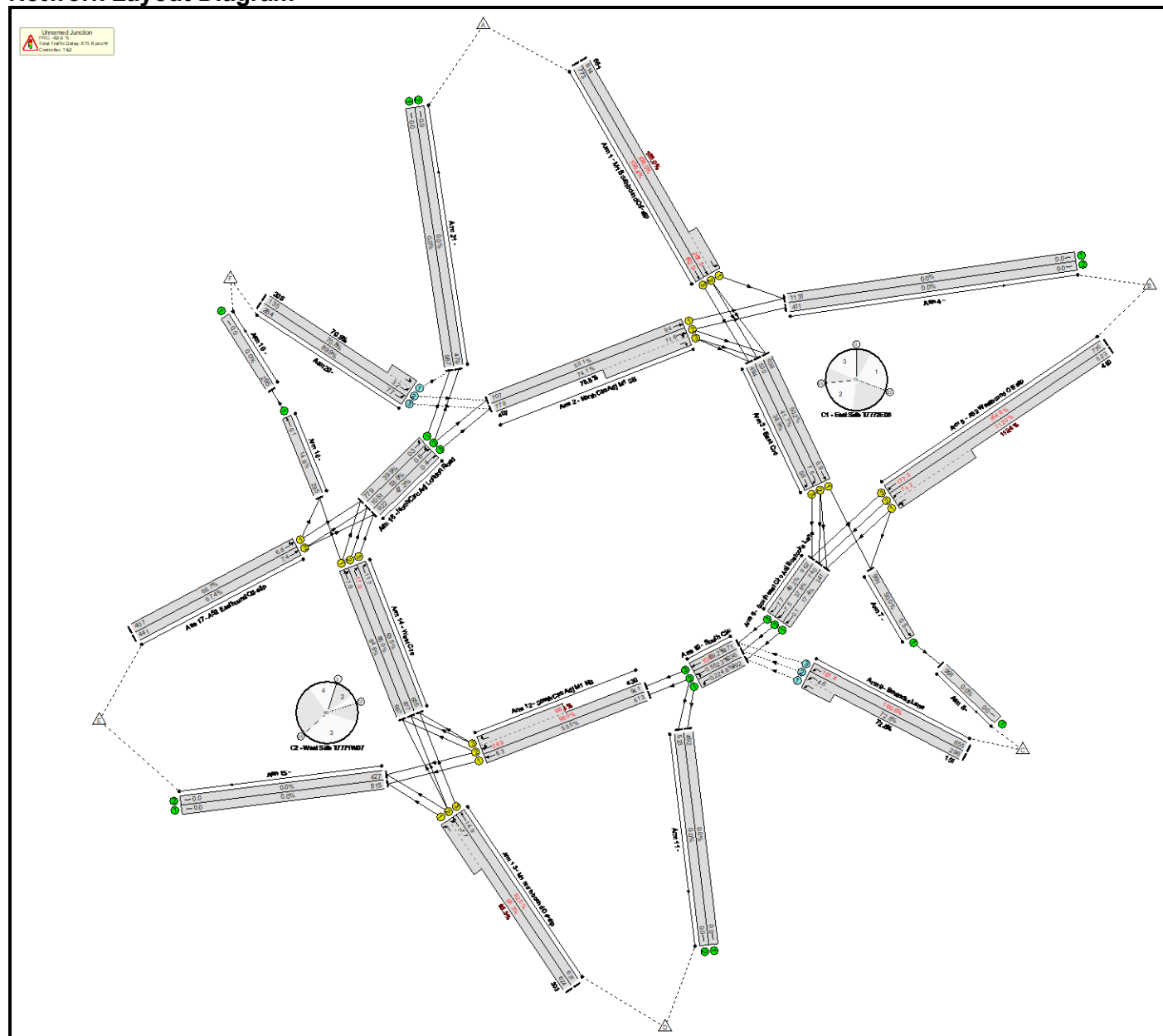
Phase Name	Description	Phase	Green Period 1		
			Total Green	Start Time	End Time
A	M1 Northbound Off-slip Ahead Left M1 Northbound Off-slip	Traffic	19	44	3
B	South Circ Adj M1 NB Right Ahead Westbound Circ	Traffic	29	9	38
C	A52 Eastbound Off-slip Ahead Left A52 Eastbound Entry	Traffic	18	54	12
D	West Circ Right Ahead West Circ	Traffic	31	18	49

Signal Timings Diagram

Lane Green Times

Junction: Unnamed Junction					
Lane	Description	Type	Phases	Start Green	End Green
1/1	M1 Southbound Off-slip Left	U	A	6	23
1/2	M1 Southbound Off-slip Ahead	U	A	6	23
1/3	M1 Southbound Off-slip Ahead	U	A	6	23
2/1	North Circ Adj M1 SB Ahead	U	B	29	0
2/2	North Circ Adj M1 SB Right Ahead	U	B	29	0
2/3	North Circ Adj M1 SB Right	U	B	29	0
3/1	East Circ Ahead	U	D	61	34
3/2	East Circ Right	U	D	61	34
3/3	East Circ Right	U	D	61	34
5/1	A52 Westbound Off-slip Ahead Left	U	C	39	55
5/2	A52 Westbound Off-slip Ahead	U	C	39	55
5/3	A52 Westbound Off-slip Ahead	U	C	39	55
12/1	South Circ Adj M1 NB Ahead	U	B	9	38
12/2	South Circ Adj M1 NB Right Ahead	U	B	9	38
12/3	South Circ Adj M1 NB Right	U	B	9	38
13/1	M1 Northbound Off-slip Left	U	A	44	3
13/2	M1 Northbound Off-slip Ahead Left	U	A	44	3
13/3	M1 Northbound Off-slip Ahead	U	A	44	3
14/1	West Circ Right Ahead	U	D	18	49
14/2	West Circ Right	U	D	18	49
14/3	West Circ Right	U	D	18	49
17/1	A52 Eastbound Off-slip Ahead Left	U	C	54	12
17/2	A52 Eastbound Off-slip Ahead	U	C	54	12

Network Layout Diagram



Detailed Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Bonus Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network: EMG2	-	-	N/A	-	-		-	-	-	-	-	-	-	164.6%
Unnamed Junction	-	-	N/A	-	-		-	-	-	-	-	-	-	164.6%
1/2+1/1	M1 Southbound Off-slip Ahead Left	U	N/A	N/A	C1:A		1	17	-	-	1275	2056:1915	394+424	156.0 : 156.0%
1/3	M1 Southbound Off-slip Ahead	U	N/A	N/A	C1:A		1	17	-	-	773	2059	494	156.4%
2/1	North Circ Adj M1 SB Ahead	U	N/A	N/A	C1:B		1	46	-	-	768	1908	1196	59.1%
2/2+2/3	North Circ Adj M1 SB Right Ahead	U	N/A	N/A	C1:B		1	46	-	-	1200	1906:1904	1051+539	74.1 : 75.5%
3/1	East Circ Ahead	U	N/A	N/A	C1:D		1	48	-	-	790	1946	1271	50.2%
3/2	East Circ Right	U	N/A	N/A	C1:D		1	48	-	-	599	1945	1271	41.7%
3/3	East Circ Right	U	N/A	N/A	C1:D		1	48	-	-	773	1943	1269	38.9%
4/1		U	N/A	N/A	-		-	-	-	-	1429	Inf	Inf	0.0%
4/2		U	N/A	N/A	-		-	-	-	-	425	Inf	Inf	0.0%
5/2+5/1	A52 Westbound Off-slip Ahead Left	U	N/A	N/A	C1:C		1	16	-	-	1013	2061:1923	467+436	112.0 : 112.4%
5/3	A52 Westbound Off-slip Ahead	U	N/A	N/A	C1:C		1	16	-	-	770	2064	468	164.6%
6/1	Southeast Circ Adj Bostocks Lane Ahead	U	N/A	N/A	-		-	-	-	-	351	1953	1953	17.4%
6/2	Southeast Circ Adj Bostocks Lane Ahead	U	N/A	N/A	-		-	-	-	-	865	1952	1952	37.9%
6/3	Southeast Circ Adj Bostocks Lane Ahead	U	N/A	N/A	-		-	-	-	-	1543	1951	1951	49.3%
7/1	Ahead	U	N/A	N/A	-		-	-	-	-	1186	1980	1980	50.0%

Detailed Input Data And Results

8/1		U	N/A	N/A	-		-	-	-	-	1186	Inf	Inf	0.0%
9/2+9/1	Bostocks Lane Left	O	N/A	N/A	-		-	-	-	-	447	1923:1919	408+208	72.6 : 72.6%
9/3	Bostocks Lane Left	O	N/A	N/A	-		-	-	-	-	655	1926	408	160.6%
10/1	South Circ Left	U	N/A	N/A	-		-	-	-	-	502	1980	1980	24.8%
10/2	South Circ Left Ahead	U	N/A	N/A	-		-	-	-	-	1161	1980	1980	52.3%
10/3	South Circ Ahead	U	N/A	N/A	-		-	-	-	-	2198	1980	1980	69.2%
11/1		U	N/A	N/A	-		-	-	-	-	502	Inf	Inf	0.0%
11/2		U	N/A	N/A	-		-	-	-	-	579	Inf	Inf	0.0%
12/1	South Circ Adj M1 NB Ahead	U	N/A	N/A	C2:B		1	29	-	-	582	1936	968	53.0%
12/2+12/3	South Circ Adj M1 NB Right Ahead	U	N/A	N/A	C2:B		1	29	-	-	2198	1931:1931	960+446	98.0 : 96.4%
13/2+13/1	M1 Northbound Off-slip Ahead Left	U	N/A	N/A	C2:A		1	19	-	-	926	2053:1912	655+317	95.3 : 95.3%
13/3	M1 Northbound Off-slip Ahead	U	N/A	N/A	C2:A		1	19	-	-	631	2057	686	92.0%
14/1	West Circ Right Ahead	U	N/A	N/A	C2:D		1	31	-	-	989	1937	1033	64.6%
14/2	West Circ Right	U	N/A	N/A	C2:D		1	31	-	-	1130	1935	1032	85.0%
14/3	West Circ Right	U	N/A	N/A	C2:D		1	31	-	-	669	1932	1030	63.5%
15/1		U	N/A	N/A	-		-	-	-	-	884	Inf	Inf	0.0%
15/2		U	N/A	N/A	-		-	-	-	-	665	Inf	Inf	0.0%
16/1	North Circ Adj London Road Left	U	N/A	N/A	-		-	-	-	-	1028	1952	1952	39.9%
16/2	North Circ Adj London Road Ahead Left	U	N/A	N/A	-		-	-	-	-	1304	1950	1950	53.9%

Detailed Input Data And Results

16/3	North Circ Adj London Road Ahead	U	N/A	N/A	-		-	-	-	-	936	1950	1950	47.3%
17/1	A52 Eastbound Off-slip Ahead Left	U	N/A	N/A	C2:C		1	18	-	-	407	1928	611	66.7%
17/2	A52 Eastbound Off-slip Ahead	U	N/A	N/A	C2:C		1	18	-	-	441	2067	655	67.4%
18/1	Ahead	U	N/A	N/A	-		-	-	-	-	368	1980	1980	14.9%
19/1		U	N/A	N/A	-		-	-	-	-	368	Inf	Inf	0.0%
20/2+20/1	Left Left2	O	N/A	N/A	-		-	-	-	-	343	2061:1921	191+294	70.8 : 70.8%
20/3	Left	O	N/A	N/A	-		-	-	-	-	264	1928	294	89.9%
21/1		U	N/A	N/A	-		-	-	-	-	1236	Inf	Inf	0.0%
21/2		U	N/A	N/A	-		-	-	-	-	671	Inf	Inf	0.0%

Detailed Input Data And Results

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)	
Network: EMG2	-	-	2252	0	0	122.6	753.0	0.0	875.6	-	-	-	-	
Unnamed Junction	-	-	2252	0	0	122.6	753.0	0.0	875.6	-	-	-	-	
1/2+1/1	1275	817	-	-	-	26.7	230.3	-	257.0	725.7	31.3	230.3	261.5	
1/3	773	494	-	-	-	16.5	140.8	-	157.3	732.4	22.1	140.8	162.9	
2/1	707	707	-	-	-	1.6	0.7	-	2.4	12.0	8.6	0.7	9.4	
2/2+2/3	1186	1186	-	-	-	2.7	1.5	-	4.1	12.5	10.2	1.5	11.6	
3/1	638	638	-	-	-	1.2	0.5	-	1.7	9.9	6.4	0.5	6.9	
3/2	530	530	-	-	-	1.6	0.4	-	2.0	13.4	7.1	0.4	7.5	
3/3	494	494	-	-	-	0.2	0.3	-	0.5	3.9	5.5	0.3	5.8	
4/1	1131	1131	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
4/2	411	411	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
5/2+5/1	1013	903	-	-	-	11.2	59.3	-	70.5	250.5	12.1	59.3	71.3	
5/3	770	468	-	-	-	17.3	152.3	-	169.7	793.3	25.0	152.3	177.3	
6/1	341	341	-	-	-	0.0	0.1	-	0.1	1.1	0.0	0.1	0.1	
6/2	740	740	-	-	-	0.0	0.3	-	0.3	1.6	7.2	0.3	7.5	
6/3	962	962	-	-	-	0.0	0.5	-	0.5	1.9	7.2	0.5	7.7	
7/1	991	991	-	-	-	0.0	0.5	-	0.5	1.8	0.0	0.5	0.5	
8/1	991	991	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
9/2+9/1	447	447	894	0	0	0.6	1.3	-	1.9	15.0	3.3	1.3	4.6	
9/3	655	408	408	0	0	12.3	124.9	-	137.1	753.7	36.6	124.9	161.4	
10/1	492	492	-	-	-	0.0	0.2	-	0.2	1.2	0.0	0.2	0.2	
10/2	1036	1036	-	-	-	0.0	0.5	-	0.5	1.9	0.0	0.5	0.5	
10/3	1371	1371	-	-	-	0.0	1.1	-	1.2	3.1	9.4	1.1	10.5	
11/1	492	492	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	

Detailed Input Data And Results

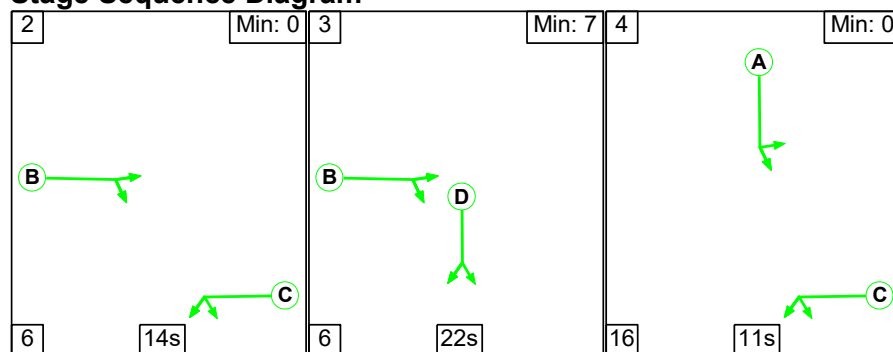
11/2	523	523	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
12/1	513	513	-	-	-	1.5	0.6	-	2.0	14.2	5.7	0.6	6.3	
12/2+12/3	1371	1371	-	-	-	5.0	11.8	-	16.7	43.9	15.2	11.8	26.9	
13/2+13/1	926	926	-	-	-	4.7	7.6	-	12.2	47.6	10.1	7.6	17.7	
13/3	631	631	-	-	-	3.4	4.9	-	8.3	47.2	10.0	4.9	14.9	
14/1	667	667	-	-	-	1.0	0.9	-	1.9	10.3	6.1	0.9	7.0	
14/2	877	877	-	-	-	4.6	2.7	-	7.3	29.9	14.3	2.7	17.0	
14/3	655	655	-	-	-	4.7	0.9	-	5.6	30.7	10.9	0.9	11.7	
15/1	815	815	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
15/2	427	427	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
16/1	779	779	-	-	-	0.0	0.3	-	0.3	1.5	0.0	0.3	0.3	
16/2	1051	1051	-	-	-	0.0	0.6	-	0.6	2.0	0.0	0.6	0.6	
16/3	922	922	-	-	-	0.0	0.4	-	0.4	1.7	0.0	0.4	0.4	
17/1	407	407	-	-	-	2.0	1.0	-	3.0	26.5	5.8	1.0	6.8	
17/2	441	441	-	-	-	2.2	1.0	-	3.2	26.2	6.4	1.0	7.4	
18/1	295	295	-	-	-	0.0	0.1	-	0.1	1.1	0.0	0.1	0.1	
19/1	295	295	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
20/2+20/1	343	343	686	0	0	0.8	1.2	-	2.0	20.8	2.0	1.2	3.2	
20/3	264	264	264	0	0	0.8	3.6	-	4.4	60.4	4.1	3.6	7.7	
21/1	987	987	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
21/2	479	479	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
C1 - East Side T7772E06 C2 - West Side T7771W07														
			PRC for Signalled Lanes (%):		-82.9	Total Delay for Signalled Lanes (pcuHr):			665.18	Cycle Time (s):		75		
			PRC for Signalled Lanes (%):		-8.9	Total Delay for Signalled Lanes (pcuHr):			60.25	Cycle Time (s):		60		
			PRC Over All Lanes (%):		-82.9	Total Delay Over All Lanes(pcuHr):			875.61					

Detailed Input Data And Results

Scenario 11: '2b 2028 WD AM' (FG11: '2b 2028 WD AM Base', Plan 1: 'Network Control Plan 1 AM')

Controller :C1 - East Side T7772E06

Stage Sequence Diagram



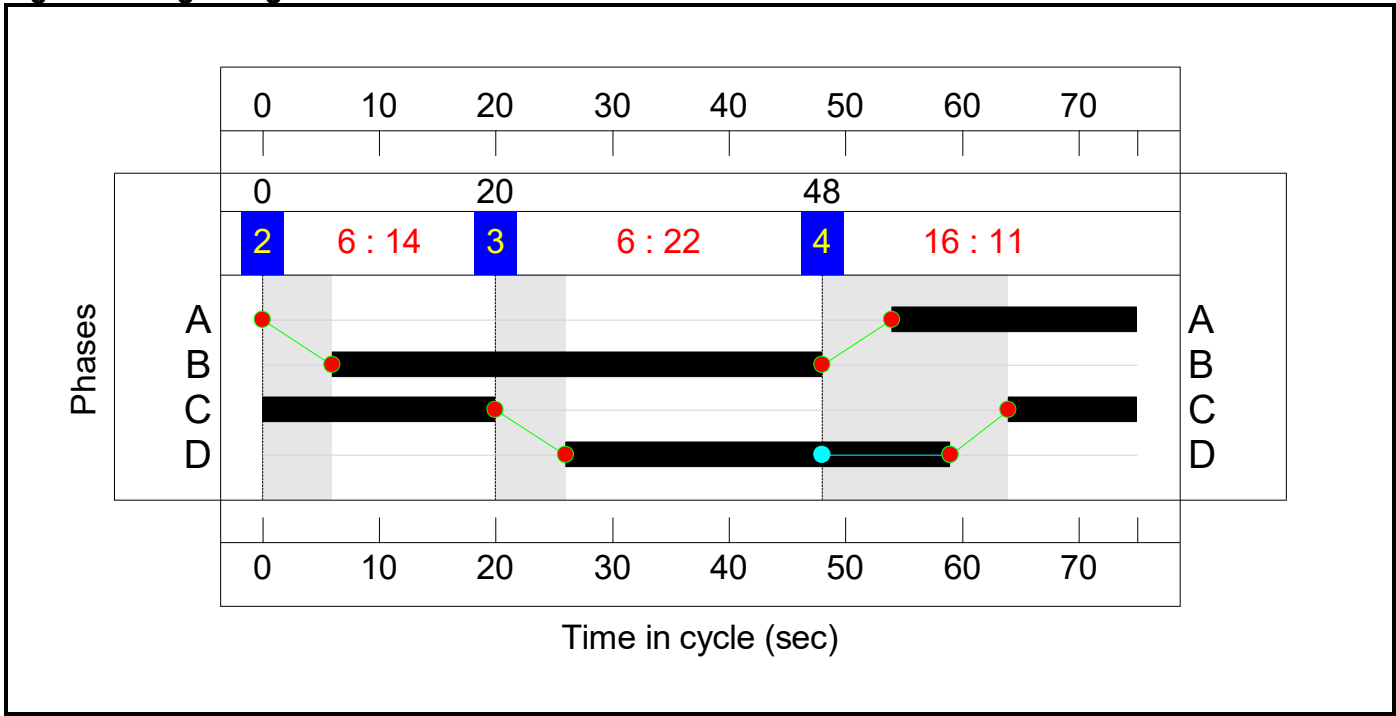
Stage Timings

Stage	2	3	4
Duration	14	22	11
Change Point	0	20	48

Phase Timings

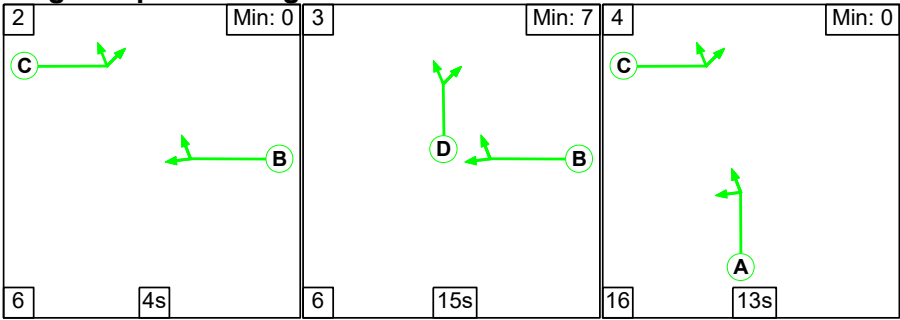
Phase Name	Description	Phase	Green Period 1		
			Total Green	Start Time	End Time
A	M1 Southbound Off-slip Ahead Left M1 Southbound Off-slip	Traffic	21	54	0
B	North Circ Adj M1 SB Right Ahead Eastbound Circ	Traffic	42	6	48
C	A52 Westbound Off-slip Ahead Left A52 Westbound	Traffic	31	64	20
D	East Circ Right Ahead East Circ	Traffic	33	26	59

Signal Timings Diagram



Controller :C2 - West Side T7771W07

Stage Sequence Diagram

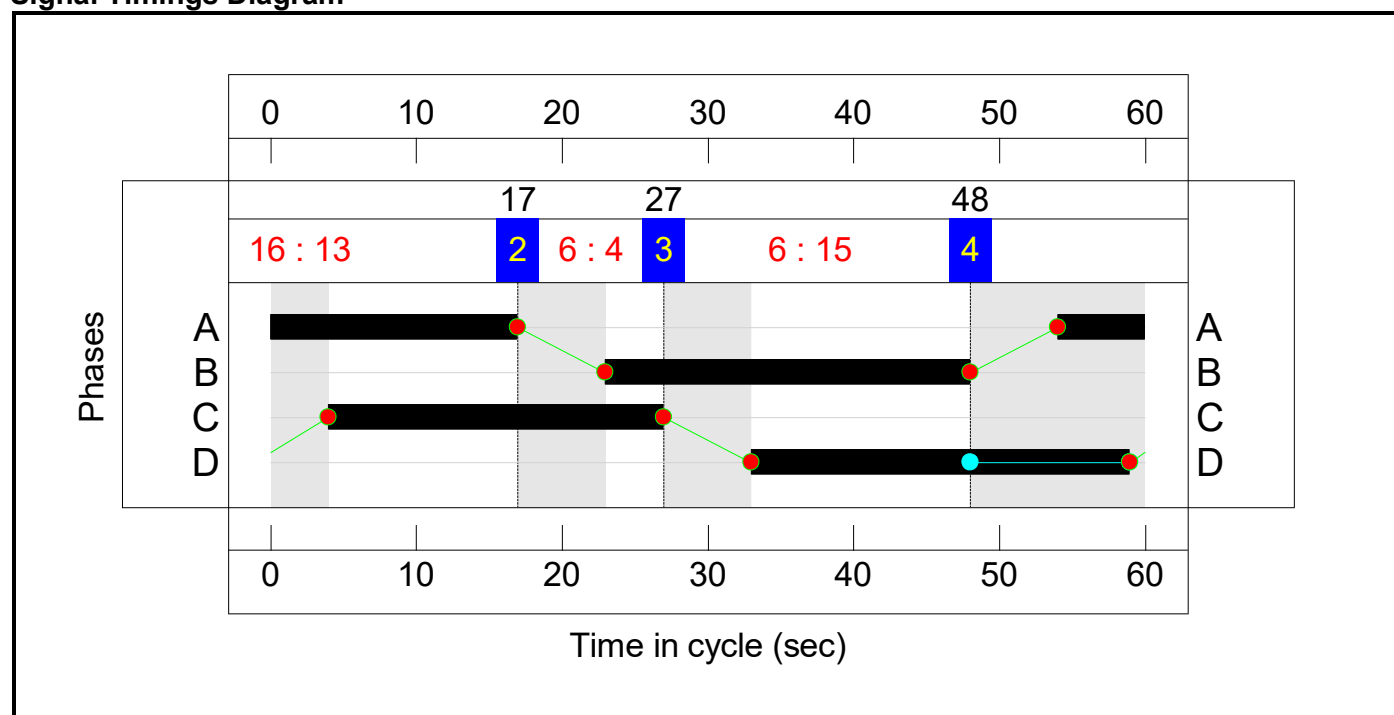


Stage Timings

Stage	2	3	4
Duration	4	15	13
Change Point	17	27	48

Phase Timings

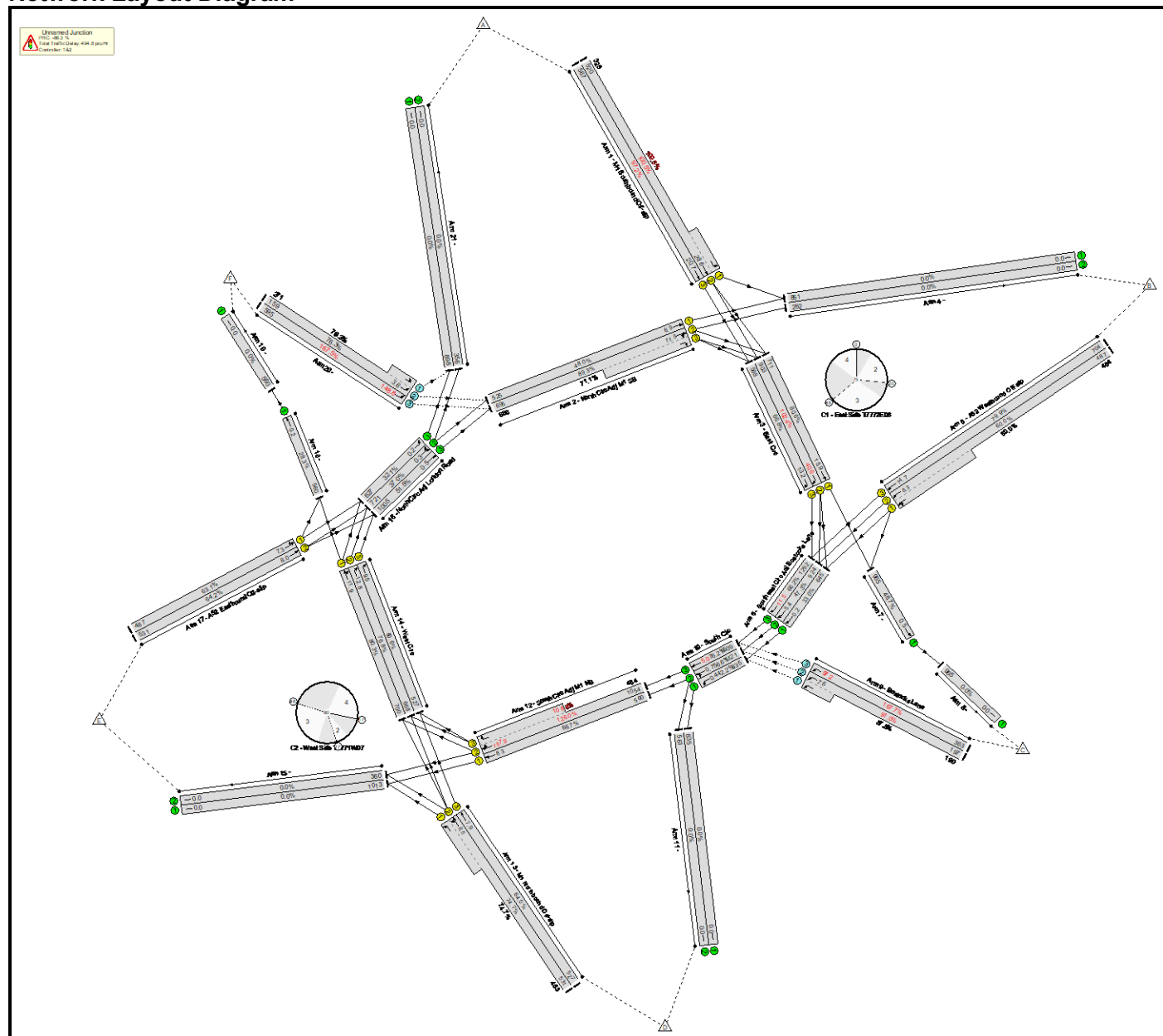
Phase Name	Description	Phase	Green Period 1		
			Total Green	Start Time	End Time
A	M1 Northbound Off-slip Ahead Left M1 Northbound Off-slip	Traffic	23	54	17
B	South Circ Adj M1 NB Right Ahead Westbound Circ	Traffic	25	23	48
C	A52 Eastbound Off-slip Ahead Left A52 Eastbound Entry	Traffic	23	4	27
D	West Circ Right Ahead West Circ	Traffic	26	33	59

Signal Timings Diagram

Lane Green Times

Junction: Unnamed Junction					
Lane	Description	Type	Phases	Start Green	End Green
1/1	M1 Southbound Off-slip Left	U	A	54	0
1/2	M1 Southbound Off-slip Ahead	U	A	54	0
1/3	M1 Southbound Off-slip Ahead	U	A	54	0
2/1	North Circ Adj M1 SB Ahead	U	B	6	48
2/2	North Circ Adj M1 SB Right Ahead	U	B	6	48
2/3	North Circ Adj M1 SB Right	U	B	6	48
3/1	East Circ Ahead	U	D	26	59
3/2	East Circ Right	U	D	26	59
3/3	East Circ Right	U	D	26	59
5/1	A52 Westbound Off-slip Ahead Left	U	C	64	20
5/2	A52 Westbound Off-slip Ahead	U	C	64	20
5/3	A52 Westbound Off-slip Ahead	U	C	64	20
12/1	South Circ Adj M1 NB Ahead	U	B	23	48
12/2	South Circ Adj M1 NB Right Ahead	U	B	23	48
12/3	South Circ Adj M1 NB Right	U	B	23	48
13/1	M1 Northbound Off-slip Left	U	A	54	17
13/2	M1 Northbound Off-slip Ahead Left	U	A	54	17
13/3	M1 Northbound Off-slip Ahead	U	A	54	17
14/1	West Circ Right Ahead	U	D	33	59
14/2	West Circ Right	U	D	33	59
14/3	West Circ Right	U	D	33	59
17/1	A52 Eastbound Off-slip Ahead Left	U	C	4	27
17/2	A52 Eastbound Off-slip Ahead	U	C	4	27

Network Layout Diagram



Detailed Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Bonus Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network: EMG2	-	-	N/A	-	-		-	-	-	-	-	-	-	167.7%
Unnamed Junction	-	-	N/A	-	-		-	-	-	-	-	-	-	167.7%
1/2+1/1	M1 Southbound Off-slip Ahead Left	U	N/A	N/A	C1:A		1	21	-	-	848	2056:1915	517+326	100.5 : 100.5%
1/3	M1 Southbound Off-slip Ahead	U	N/A	N/A	C1:A		1	21	-	-	587	2059	604	97.2%
2/1	North Circ Adj M1 SB Ahead	U	N/A	N/A	C1:B		1	42	-	-	589	1908	1094	48.0%
2/2+2/3	North Circ Adj M1 SB Right Ahead	U	N/A	N/A	C1:B		1	42	-	-	1600	1906:1904	778+937	89.3 : 71.1%
3/1	East Circ Ahead	U	N/A	N/A	C1:D		1	33	-	-	744	1946	882	80.6%
3/2	East Circ Right	U	N/A	N/A	C1:D		1	33	-	-	1112	1945	882	102.4%
3/3	East Circ Right	U	N/A	N/A	C1:D		1	33	-	-	589	1943	881	66.8%
4/1		U	N/A	N/A	-		-	-	-	-	917	Inf	Inf	0.0%
4/2		U	N/A	N/A	-		-	-	-	-	262	Inf	Inf	0.0%
5/2+5/1	A52 Westbound Off-slip Ahead Left	U	N/A	N/A	C1:C		1	31	-	-	941	2061:1923	811+756	60.0 : 60.0%
5/3	A52 Westbound Off-slip Ahead	U	N/A	N/A	C1:C		1	31	-	-	704	2064	881	79.9%
6/1	Southeast Circ Adj Bostocks Lane Ahead	U	N/A	N/A	-		-	-	-	-	764	1953	1953	33.0%
6/2	Southeast Circ Adj Bostocks Lane Ahead	U	N/A	N/A	-		-	-	-	-	1035	1952	1952	47.3%
6/3	Southeast Circ Adj Bostocks Lane Ahead	U	N/A	N/A	-		-	-	-	-	1293	1951	1951	66.2%
7/1	Ahead	U	N/A	N/A	-		-	-	-	-	998	1980	1980	48.7%

Detailed Input Data And Results

8/1		U	N/A	N/A	-		-	-	-	-	998	Inf	Inf	0.0%
9/2+9/1	Bostocks Lane Left	O	N/A	N/A	-		-	-	-	-	387	1923:1919	216+216	91.0 : 87.8%
9/3	Bostocks Lane Left	O	N/A	N/A	-		-	-	-	-	363	1926	216	167.7%
10/1	South Circ Left	U	N/A	N/A	-		-	-	-	-	954	1980	1980	42.2%
10/2	South Circ Left Ahead	U	N/A	N/A	-		-	-	-	-	1232	1980	1980	56.6%
10/3	South Circ Ahead	U	N/A	N/A	-		-	-	-	-	1656	1980	1980	76.2%
11/1		U	N/A	N/A	-		-	-	-	-	954	Inf	Inf	0.0%
11/2		U	N/A	N/A	-		-	-	-	-	579	Inf	Inf	0.0%
12/1	South Circ Adj M1 NB Ahead	U	N/A	N/A	C2:B		1	25	-	-	653	1936	839	66.7%
12/2+12/3	South Circ Adj M1 NB Right Ahead	U	N/A	N/A	C2:B		1	25	-	-	1656	1931:1931	837+417	126.0 : 108.8%
13/2+13/1	M1 Northbound Off-slip Ahead Left	U	N/A	N/A	C2:A		1	23	-	-	984	2053:1912	711+607	74.7 : 74.7%
13/3	M1 Northbound Off-slip Ahead	U	N/A	N/A	C2:A		1	23	-	-	527	2057	823	64.0%
14/1	West Circ Right Ahead	U	N/A	N/A	C2:D		1	26	-	-	874	1937	872	80.3%
14/2	West Circ Right	U	N/A	N/A	C2:D		1	26	-	-	859	1935	871	76.8%
14/3	West Circ Right	U	N/A	N/A	C2:D		1	26	-	-	527	1932	869	60.6%
15/1		U	N/A	N/A	-		-	-	-	-	1106	Inf	Inf	0.0%
15/2		U	N/A	N/A	-		-	-	-	-	454	Inf	Inf	0.0%
16/1	North Circ Adj London Road Left	U	N/A	N/A	-		-	-	-	-	729	1952	1952	32.1%
16/2	North Circ Adj London Road Ahead Left	U	N/A	N/A	-		-	-	-	-	912	1950	1950	37.0%

Detailed Input Data And Results

16/3	North Circ Adj London Road Ahead	U	N/A	N/A	-		-	-	-	-	1005	1950	1950	51.5%
17/1	A52 Eastbound Off-slip Ahead Left	U	N/A	N/A	C2:C		1	23	-	-	487	1928	771	63.1%
17/2	A52 Eastbound Off-slip Ahead	U	N/A	N/A	C2:C		1	23	-	-	531	2067	827	64.2%
18/1	Ahead	U	N/A	N/A	-		-	-	-	-	632	1980	1980	28.3%
19/1		U	N/A	N/A	-		-	-	-	-	632	Inf	Inf	0.0%
20/2+20/1	Left Left2	O	N/A	N/A	-		-	-	-	-	430	2061:1921	208+355	76.3 : 76.3%
20/3	Left	O	N/A	N/A	-		-	-	-	-	595	1928	355	167.5%
21/1		U	N/A	N/A	-		-	-	-	-	1000	Inf	Inf	0.0%
21/2		U	N/A	N/A	-		-	-	-	-	482	Inf	Inf	0.0%

Detailed Input Data And Results

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)	
Network: EMG2	-	-	2206	0	0	94.7	400.1	0.0	494.8	-	-	-	-	
Unnamed Junction	-	-	2206	0	0	94.7	400.1	0.0	494.8	-	-	-	-	
1/2+1/1	848	844	-	-	-	6.0	15.7	-	21.7	92.2	12.9	15.7	28.6	
1/3	587	587	-	-	-	4.3	8.6	-	12.9	78.9	12.1	8.6	20.7	
2/1	525	525	-	-	-	1.4	0.5	-	1.8	12.6	6.4	0.5	6.9	
2/2+2/3	1360	1360	-	-	-	4.0	1.9	-	5.9	15.6	9.6	1.9	11.5	
3/1	711	711	-	-	-	4.1	2.0	-	6.1	30.9	13.9	2.0	15.9	
3/2	903	882	-	-	-	5.6	21.4	-	27.0	107.4	19.3	21.4	40.6	
3/3	588	588	-	-	-	6.0	1.0	-	7.0	42.9	12.2	1.0	13.2	
4/1	851	851	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
4/2	262	262	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
5/2+5/1	941	941	-	-	-	4.2	0.7	-	5.0	19.0	7.6	0.7	8.3	
5/3	704	704	-	-	-	3.7	1.9	-	5.6	28.7	12.7	1.9	14.7	
6/1	645	645	-	-	-	0.0	0.2	-	0.2	1.4	0.0	0.2	0.2	
6/2	924	924	-	-	-	0.0	0.4	-	0.5	1.8	5.0	0.4	5.4	
6/3	1292	1292	-	-	-	0.1	1.0	-	1.0	2.9	10.5	1.0	11.5	
7/1	965	965	-	-	-	0.0	0.5	-	0.5	1.8	0.0	0.5	0.5	
8/1	965	965	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
9/2+9/1	387	387	774	0	0	1.4	3.6	-	5.0	46.7	3.9	3.6	7.6	
9/3	363	216	216	0	0	8.0	74.5	-	82.5	818.4	22.7	74.5	97.2	
10/1	835	835	-	-	-	0.0	0.4	-	0.4	1.6	0.0	0.4	0.4	
10/2	1121	1121	-	-	-	0.0	0.7	-	0.7	2.1	0.0	0.7	0.7	
10/3	1509	1509	-	-	-	0.0	1.6	-	1.6	3.8	3.4	1.6	5.0	
11/1	835	835	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	

Detailed Input Data And Results

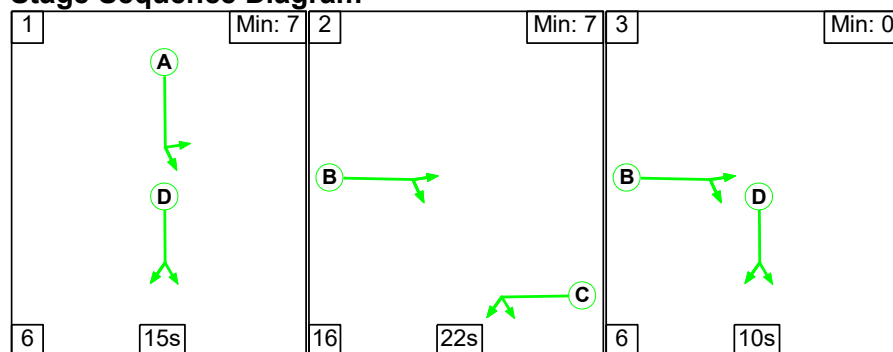
11/2	561	561	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
12/1	560	560	-	-	-	2.1	1.0	-	3.1	20.0	7.3	1.0	8.3	
12/2+12/3	1509	1197	-	-	-	13.2	130.2	-	143.3	342.0	27.7	130.2	157.9	
13/2+13/1	984	984	-	-	-	3.9	1.5	-	5.4	19.7	7.1	1.5	8.5	
13/3	527	527	-	-	-	2.1	0.9	-	3.0	20.6	7.0	0.9	7.9	
14/1	700	700	-	-	-	2.1	2.0	-	4.1	21.3	9.9	2.0	11.9	
14/2	668	668	-	-	-	3.5	1.6	-	5.1	27.4	11.1	1.6	12.8	
14/3	527	527	-	-	-	4.5	0.8	-	5.2	35.8	8.8	0.8	9.5	
15/1	1013	1013	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
15/2	360	360	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
16/1	627	627	-	-	-	0.0	0.2	-	0.2	1.4	0.0	0.2	0.2	
16/2	721	721	-	-	-	0.0	0.3	-	0.3	1.5	0.0	0.3	0.3	
16/3	1005	1005	-	-	-	0.0	0.5	-	0.5	1.9	0.0	0.5	0.5	
17/1	487	487	-	-	-	2.0	0.9	-	2.8	20.7	6.5	0.9	7.3	
17/2	531	531	-	-	-	2.1	0.9	-	3.0	20.6	7.1	0.9	8.0	
18/1	560	560	-	-	-	0.0	0.2	-	0.2	1.3	0.0	0.2	0.2	
19/1	560	560	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
20/2+20/1	430	430	860	0	0	0.8	1.6	-	2.3	19.4	2.2	1.6	3.8	
20/3	595	355	355	0	0	9.7	121.1	-	130.8	791.1	27.8	121.1	148.8	
21/1	898	898	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
21/2	356	356	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
C1 - East Side T7772E06 C2 - West Side T7771W07 PRC for Signalled Lanes (%): -13.8 PRC for Signalled Lanes (%): -40.0 PRC Over All Lanes (%): -86.3 Total Delay for Signalled Lanes (pcuHr): 92.98 Total Delay for Signalled Lanes (pcuHr): 175.14 Total Delay Over All Lanes(pcuHr): 494.82 Cycle Time (s): 75 Cycle Time (s): 60														

Detailed Input Data And Results

Scenario 12: '2b 2028 WD PM' (FG12: '2b 2028 WD PM Base', Plan 2: 'Network Control Plan 2 PM')

Controller :C1 - East Side T7772E06

Stage Sequence Diagram



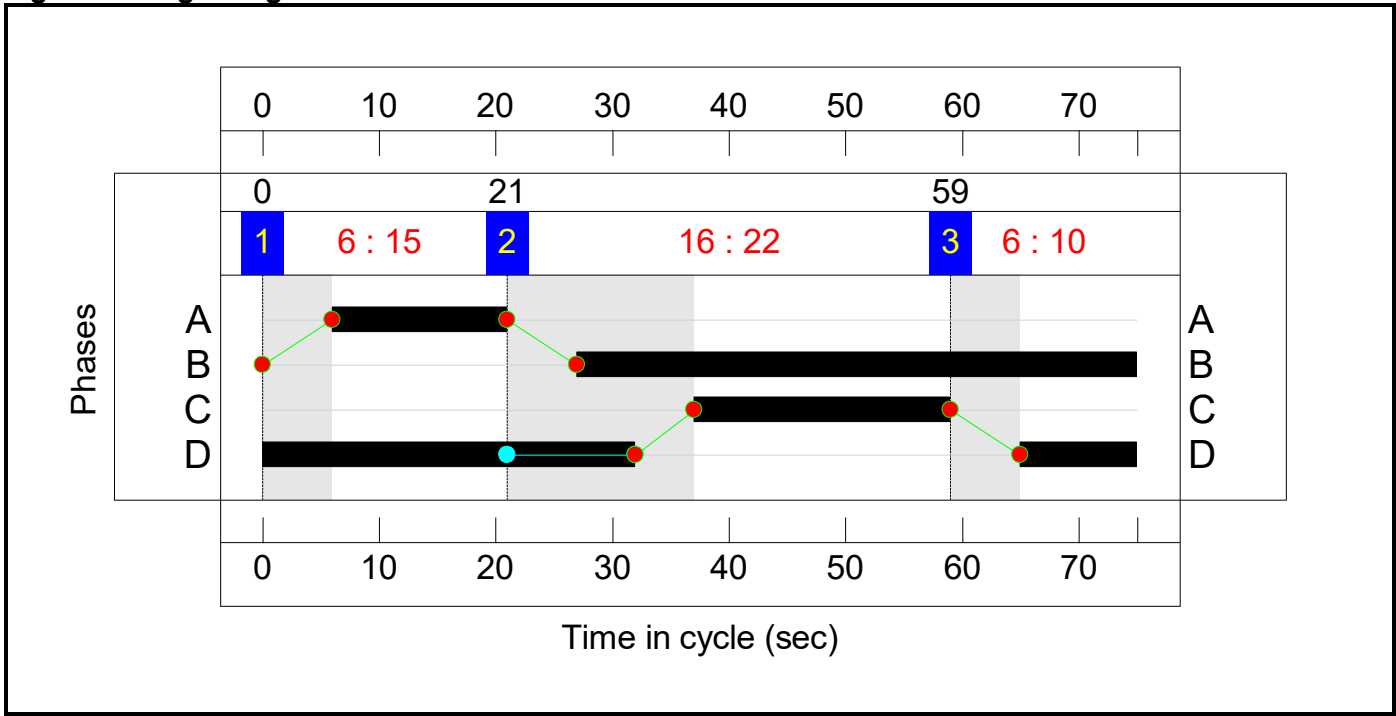
Stage Timings

Stage	1	2	3
Duration	15	22	10
Change Point	0	21	59

Phase Timings

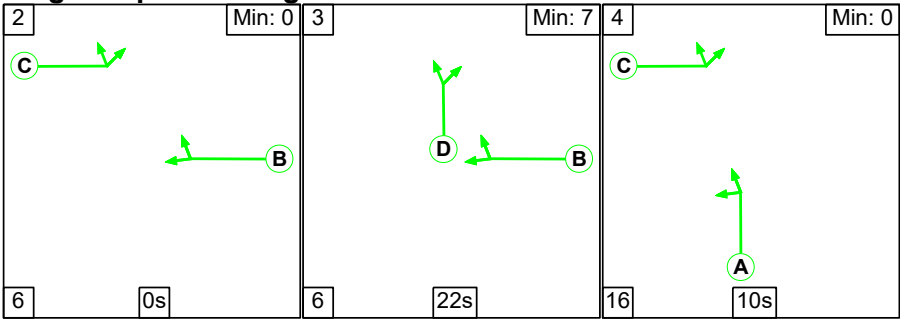
Phase Name	Description	Phase	Green Period 1		
			Total Green	Start Time	End Time
A	M1 Southbound Off-slip Ahead Left M1 Southbound Off-slip	Traffic	15	6	21
B	North Circ Adj M1 SB Right Ahead Eastbound Circ	Traffic	48	27	0
C	A52 Westbound Off-slip Ahead Left A52 Westbound	Traffic	22	37	59
D	East Circ Right Ahead East Circ	Traffic	42	65	32

Signal Timings Diagram



Controller :C2 - West Side T7771W07

Stage Sequence Diagram

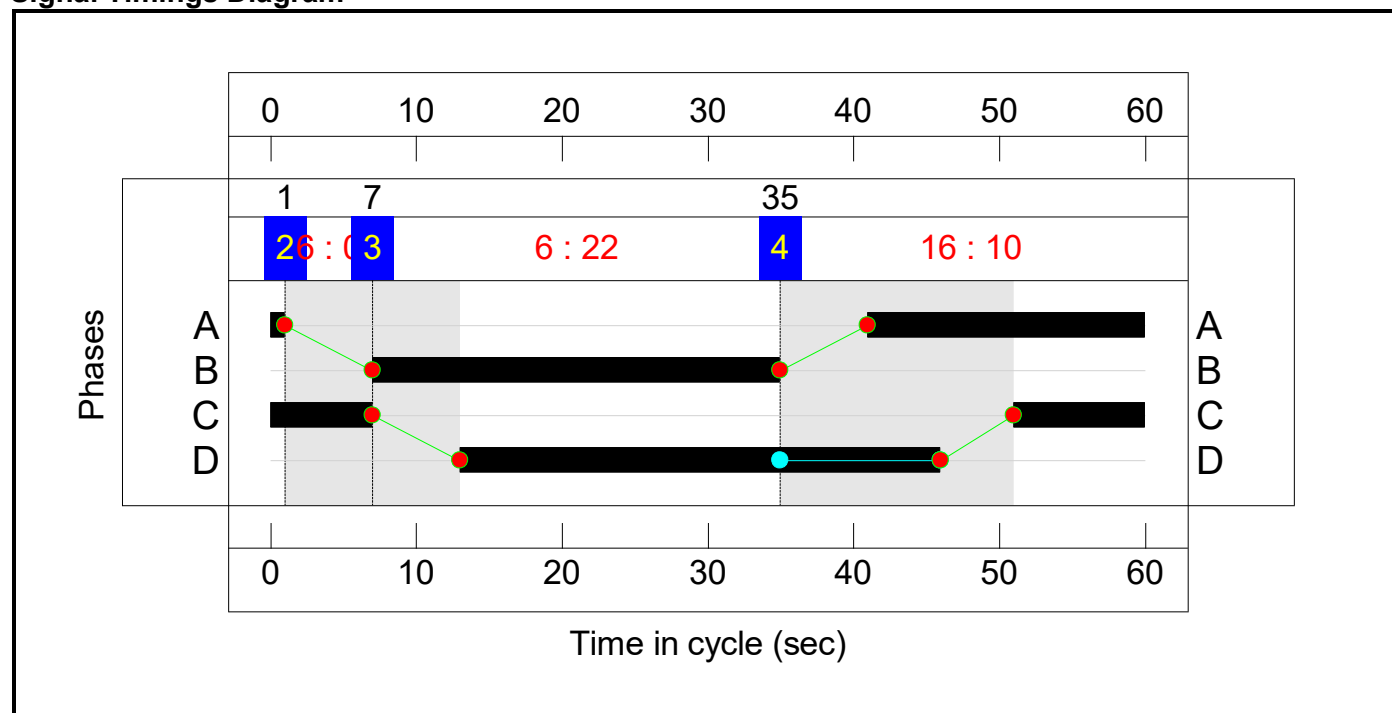


Stage Timings

Stage	2	3	4
Duration	0	22	10
Change Point	1	7	35

Phase Timings

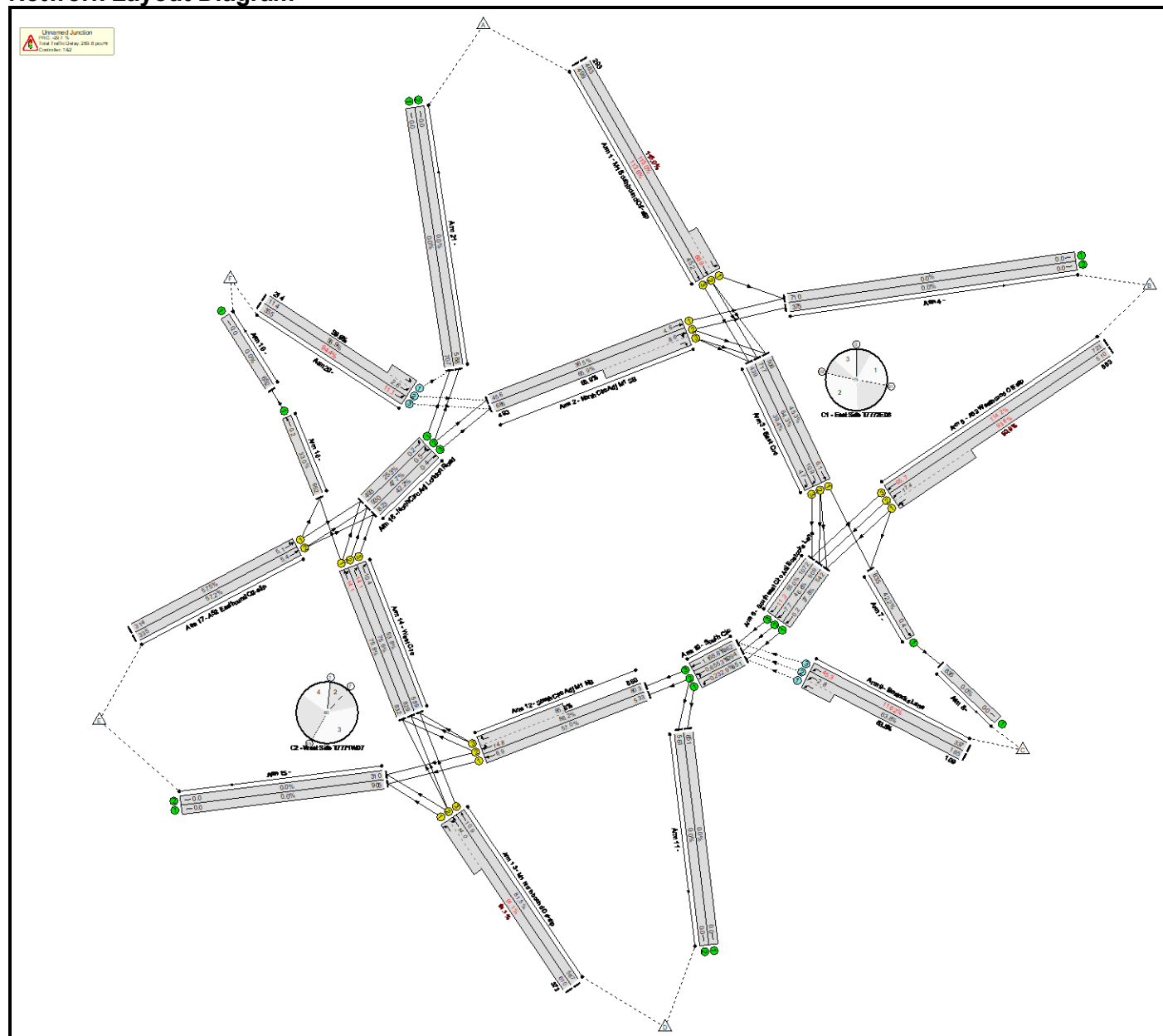
Phase Name	Description	Phase	Green Period 1		
			Total Green	Start Time	End Time
A	M1 Northbound Off-slip Ahead Left M1 Northbound Off-slip	Traffic	20	41	1
B	South Circ Adj M1 NB Right Ahead Westbound Circ	Traffic	28	7	35
C	A52 Eastbound Off-slip Ahead Left A52 Eastbound Entry	Traffic	16	51	7
D	West Circ Right Ahead West Circ	Traffic	33	13	46

Signal Timings Diagram

Lane Green Times

Junction: Unnamed Junction					
Lane	Description	Type	Phases	Start Green	End Green
1/1	M1 Southbound Off-slip Left	U	A	6	21
1/2	M1 Southbound Off-slip Ahead	U	A	6	21
1/3	M1 Southbound Off-slip Ahead	U	A	6	21
2/1	North Circ Adj M1 SB Ahead	U	B	27	0
2/2	North Circ Adj M1 SB Right Ahead	U	B	27	0
2/3	North Circ Adj M1 SB Right	U	B	27	0
3/1	East Circ Ahead	U	D	65	32
3/2	East Circ Right	U	D	65	32
3/3	East Circ Right	U	D	65	32
5/1	A52 Westbound Off-slip Ahead Left	U	C	37	59
5/2	A52 Westbound Off-slip Ahead	U	C	37	59
5/3	A52 Westbound Off-slip Ahead	U	C	37	59
12/1	South Circ Adj M1 NB Ahead	U	B	7	35
12/2	South Circ Adj M1 NB Right Ahead	U	B	7	35
12/3	South Circ Adj M1 NB Right	U	B	7	35
13/1	M1 Northbound Off-slip Left	U	A	41	1
13/2	M1 Northbound Off-slip Ahead Left	U	A	41	1
13/3	M1 Northbound Off-slip Ahead	U	A	41	1
14/1	West Circ Right Ahead	U	D	13	46
14/2	West Circ Right	U	D	13	46
14/3	West Circ Right	U	D	13	46
17/1	A52 Eastbound Off-slip Ahead Left	U	C	51	7
17/2	A52 Eastbound Off-slip Ahead	U	C	51	7

Network Layout Diagram



Detailed Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Bonus Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network: EMG2	-	-	N/A	-	-		-	-	-	-	-	-	-	116.2%
Unnamed Junction	-	-	N/A	-	-		-	-	-	-	-	-	-	116.2%
1/2+1/1	M1 Southbound Off-slip Ahead Left	U	N/A	N/A	C1:A		1	15	-	-	776	2056:1915	420+255	115.0 : 115.0%
1/3	M1 Southbound Off-slip Ahead	U	N/A	N/A	C1:A		1	15	-	-	499	2059	439	113.6%
2/1	North Circ Adj M1 SB Ahead	U	N/A	N/A	C1:B		1	48	-	-	467	1908	1247	36.5%
2/2+2/3	North Circ Adj M1 SB Right Ahead	U	N/A	N/A	C1:B		1	48	-	-	1178	1906:1904	1040+748	65.9 : 65.9%
3/1	East Circ Ahead	U	N/A	N/A	C1:D		1	42	-	-	535	1946	1116	45.3%
3/2	East Circ Right	U	N/A	N/A	C1:D		1	42	-	-	751	1945	1115	64.3%
3/3	East Circ Right	U	N/A	N/A	C1:D		1	42	-	-	499	1943	1114	39.4%
4/1		U	N/A	N/A	-		-	-	-	-	760	Inf	Inf	0.0%
4/2		U	N/A	N/A	-		-	-	-	-	375	Inf	Inf	0.0%
5/2+5/1	A52 Westbound Off-slip Ahead Left	U	N/A	N/A	C1:C		1	22	-	-	1063	2061:1923	544+590	93.8 : 93.8%
5/3	A52 Westbound Off-slip Ahead	U	N/A	N/A	C1:C		1	22	-	-	723	2064	633	114.2%
6/1	Southeast Circ Adj Bostocks Lane Ahead	U	N/A	N/A	-		-	-	-	-	542	1953	1953	27.8%
6/2	Southeast Circ Adj Bostocks Lane Ahead	U	N/A	N/A	-		-	-	-	-	943	1952	1952	46.6%
6/3	Southeast Circ Adj Bostocks Lane Ahead	U	N/A	N/A	-		-	-	-	-	1222	1951	1951	55.0%
7/1	Ahead	U	N/A	N/A	-		-	-	-	-	864	1980	1980	42.2%

Detailed Input Data And Results

8/1		U	N/A	N/A	-		-	-	-	-	864	Inf	Inf	0.0%
9/2+9/1	Bostocks Lane Left	O	N/A	N/A	-		-	-	-	-	294	1923:1919	290+171	63.8 : 63.8%
9/3	Bostocks Lane Left	O	N/A	N/A	-		-	-	-	-	337	1926	290	116.2%
10/1	South Circ Left	U	N/A	N/A	-		-	-	-	-	651	1980	1980	32.9%
10/2	South Circ Left Ahead	U	N/A	N/A	-		-	-	-	-	1128	1980	1980	55.3%
10/3	South Circ Ahead	U	N/A	N/A	-		-	-	-	-	1559	1980	1980	68.8%
11/1		U	N/A	N/A	-		-	-	-	-	651	Inf	Inf	0.0%
11/2		U	N/A	N/A	-		-	-	-	-	561	Inf	Inf	0.0%
12/1	South Circ Adj M1 NB Ahead	U	N/A	N/A	C2:B		1	28	-	-	567	1936	936	57.0%
12/2+12/3	South Circ Adj M1 NB Right Ahead	U	N/A	N/A	C2:B		1	28	-	-	1559	1931:1931	931+654	86.2 : 85.6%
13/2+13/1	M1 Northbound Off-slip Ahead Left	U	N/A	N/A	C2:A		1	20	-	-	982	2053:1912	670+408	91.1 : 91.1%
13/3	M1 Northbound Off-slip Ahead	U	N/A	N/A	C2:A		1	20	-	-	587	2057	720	81.5%
14/1	West Circ Right Ahead	U	N/A	N/A	C2:D		1	33	-	-	903	1937	1098	75.8%
14/2	West Circ Right	U	N/A	N/A	C2:D		1	33	-	-	912	1935	1096	75.6%
14/3	West Circ Right	U	N/A	N/A	C2:D		1	33	-	-	589	1932	1095	53.8%
15/1		U	N/A	N/A	-		-	-	-	-	939	Inf	Inf	0.0%
15/2		U	N/A	N/A	-		-	-	-	-	352	Inf	Inf	0.0%
16/1	North Circ Adj London Road Left	U	N/A	N/A	-		-	-	-	-	526	1952	1952	25.3%
16/2	North Circ Adj London Road Ahead Left	U	N/A	N/A	-		-	-	-	-	1013	1950	1950	47.7%

Detailed Input Data And Results

16/3	North Circ Adj London Road Ahead	U	N/A	N/A	-		-	-	-	-	823	1950	1950	42.2%
17/1	A52 Eastbound Off-slip Ahead Left	U	N/A	N/A	C2:C		1	16	-	-	314	1928	546	57.5%
17/2	A52 Eastbound Off-slip Ahead	U	N/A	N/A	C2:C		1	16	-	-	335	2067	586	57.2%
18/1	Ahead	U	N/A	N/A	-		-	-	-	-	691	1980	1980	33.0%
19/1		U	N/A	N/A	-		-	-	-	-	691	Inf	Inf	0.0%
20/2+20/1	Left Left2	O	N/A	N/A	-		-	-	-	-	328	2061:1921	200+376	56.9 : 56.9%
20/3	Left	O	N/A	N/A	-		-	-	-	-	355	1928	376	94.4%
21/1		U	N/A	N/A	-		-	-	-	-	740	Inf	Inf	0.0%
21/2		U	N/A	N/A	-		-	-	-	-	660	Inf	Inf	0.0%

Detailed Input Data And Results

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)	
Network: EMG2	-	-	1889	0	0	70.0	199.6	0.0	269.6	-	-	-	-	
Unnamed Junction	-	-	1889	0	0	70.0	199.6	0.0	269.6	-	-	-	-	
1/2+1/1	776	675	-	-	-	10.0	54.1	-	64.1	297.5	14.8	54.1	68.9	
1/3	499	439	-	-	-	6.3	33.6	-	39.9	287.9	11.6	33.6	45.2	
2/1	456	456	-	-	-	0.7	0.3	-	1.0	8.2	4.3	0.3	4.6	
2/2+2/3	1178	1178	-	-	-	2.2	1.0	-	3.1	9.6	7.6	1.0	8.6	
3/1	506	506	-	-	-	1.5	0.4	-	1.9	13.4	5.7	0.4	6.1	
3/2	717	717	-	-	-	2.8	0.9	-	3.7	18.6	10.0	0.9	10.9	
3/3	439	439	-	-	-	0.3	0.3	-	0.6	4.8	4.3	0.3	4.7	
4/1	710	710	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
4/2	375	375	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
5/2+5/1	1063	1063	-	-	-	7.3	6.4	-	13.7	46.3	11.1	6.4	17.4	
5/3	723	633	-	-	-	7.7	48.7	-	56.5	281.1	16.9	48.7	65.7	
6/1	542	542	-	-	-	0.0	0.2	-	0.2	1.3	0.0	0.2	0.2	
6/2	909	909	-	-	-	0.0	0.4	-	0.5	1.8	7.2	0.4	7.7	
6/3	1072	1072	-	-	-	0.1	0.6	-	0.7	2.3	10.6	0.6	11.2	
7/1	835	835	-	-	-	0.0	0.4	-	0.4	1.6	0.0	0.4	0.4	
8/1	835	835	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
9/2+9/1	294	294	588	0	0	0.4	0.9	-	1.3	16.1	1.9	0.9	2.8	
9/3	337	290	290	0	0	3.0	26.7	-	29.7	316.9	18.6	26.7	45.3	
10/1	651	651	-	-	-	0.0	0.2	-	0.2	1.4	0.0	0.2	0.2	
10/2	1094	1094	-	-	-	0.0	0.6	-	0.6	2.0	0.0	0.6	0.6	
10/3	1362	1362	-	-	-	0.0	1.1	-	1.1	2.9	0.0	1.1	1.1	
11/1	651	651	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	

Detailed Input Data And Results

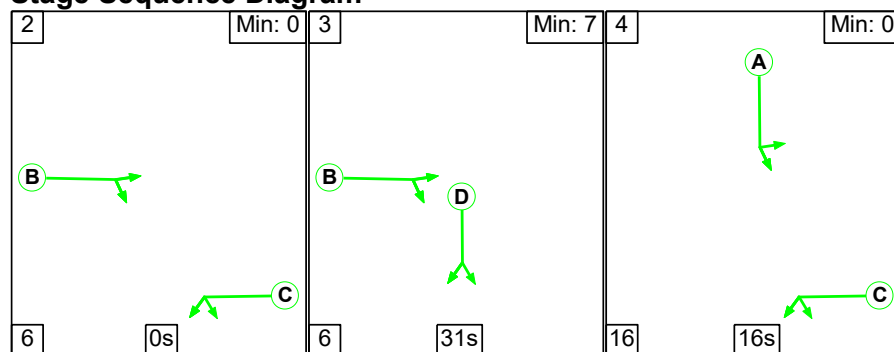
11/2	561	561	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
12/1	533	533	-	-	-	1.6	0.7	-	2.3	15.5	6.2	0.7	6.9	
12/2+12/3	1362	1362	-	-	-	4.8	3.0	-	7.8	20.6	11.8	3.0	14.8	
13/2+13/1	982	982	-	-	-	4.7	4.7	-	9.4	34.3	9.3	4.7	14.0	
13/3	587	587	-	-	-	2.9	2.1	-	5.0	30.9	8.8	2.1	10.9	
14/1	832	832	-	-	-	2.4	1.5	-	4.0	17.3	12.5	1.5	14.1	
14/2	829	829	-	-	-	2.3	1.5	-	3.8	16.5	12.6	1.5	14.1	
14/3	589	589	-	-	-	4.0	0.6	-	4.5	27.8	9.8	0.6	10.4	
15/1	905	905	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
15/2	310	310	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
16/1	493	493	-	-	-	0.0	0.2	-	0.2	1.2	0.0	0.2	0.2	
16/2	930	930	-	-	-	0.0	0.5	-	0.5	1.8	0.0	0.5	0.5	
16/3	823	823	-	-	-	0.0	0.4	-	0.4	1.6	0.0	0.4	0.4	
17/1	314	314	-	-	-	1.6	0.7	-	2.3	26.1	4.4	0.7	5.1	
17/2	335	335	-	-	-	1.7	0.7	-	2.4	25.5	4.7	0.7	5.4	
18/1	652	652	-	-	-	0.0	0.2	-	0.2	1.4	0.0	0.2	0.2	
19/1	652	652	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
20/2+20/1	328	328	656	0	0	0.6	0.7	-	1.2	13.6	1.9	0.7	2.6	
20/3	355	355	355	0	0	1.0	5.5	-	6.5	66.3	5.6	5.5	11.1	
21/1	707	707	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
21/2	588	588	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
C1 - East Side T7772E06 C2 - West Side T7771W07														
PRC for Signalled Lanes (%):					-27.7	Total Delay for Signalled Lanes (pcuHr):				184.49	Cycle Time (s): 75			
PRC for Signalled Lanes (%):					-1.2	Total Delay for Signalled Lanes (pcuHr):				41.44	Cycle Time (s): 60			
PRC Over All Lanes (%):					-29.1	Total Delay Over All Lanes(pcuHr):				269.58				

Detailed Input Data And Results

Scenario 13: '2b 2038 WD AM' (FG13: '2b 2038 WD AM Base', Plan 1: 'Network Control Plan 1 AM')

Controller :C1 - East Side T7772E06

Stage Sequence Diagram



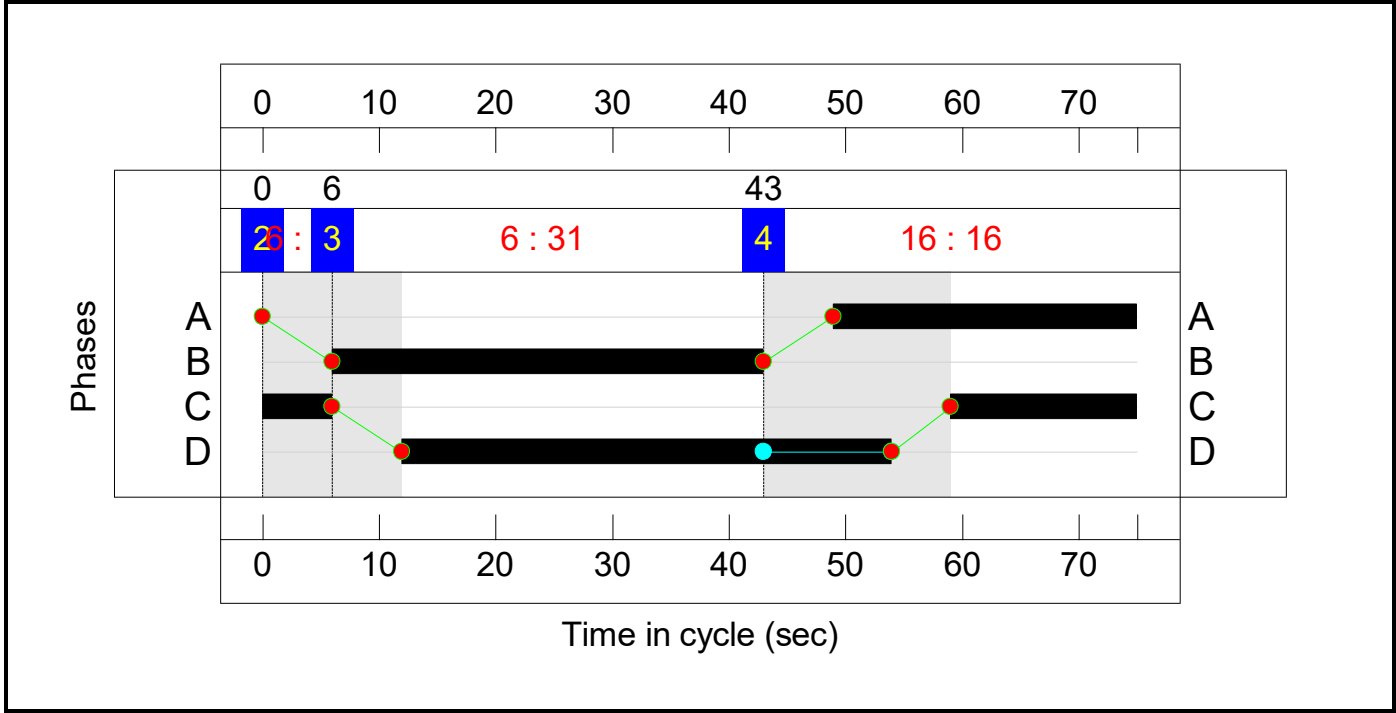
Stage Timings

Stage	2	3	4
Duration	0	31	16
Change Point	0	6	43

Phase Timings

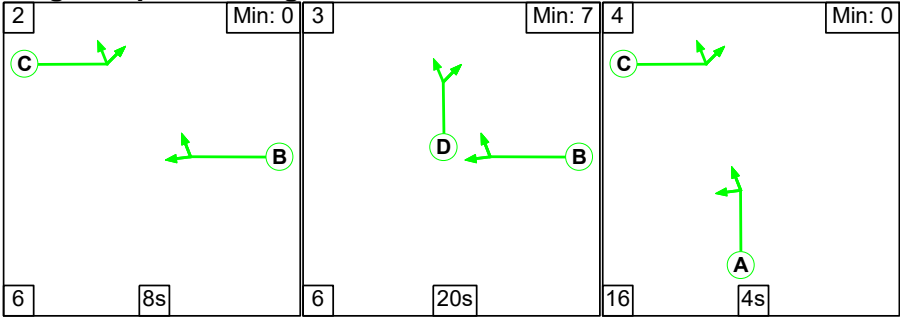
Phase Name	Description	Phase	Green Period 1		
			Total Green	Start Time	End Time
A	M1 Southbound Off-slip Ahead Left M1 Southbound Off-slip	Traffic	26	49	0
B	North Circ Adj M1 SB Right Ahead Eastbound Circ	Traffic	37	6	43
C	A52 Westbound Off-slip Ahead Left A52 Westbound	Traffic	22	59	6
D	East Circ Right Ahead East Circ	Traffic	42	12	54

Signal Timings Diagram



Controller :C2 - West Side T7771W07

Stage Sequence Diagram

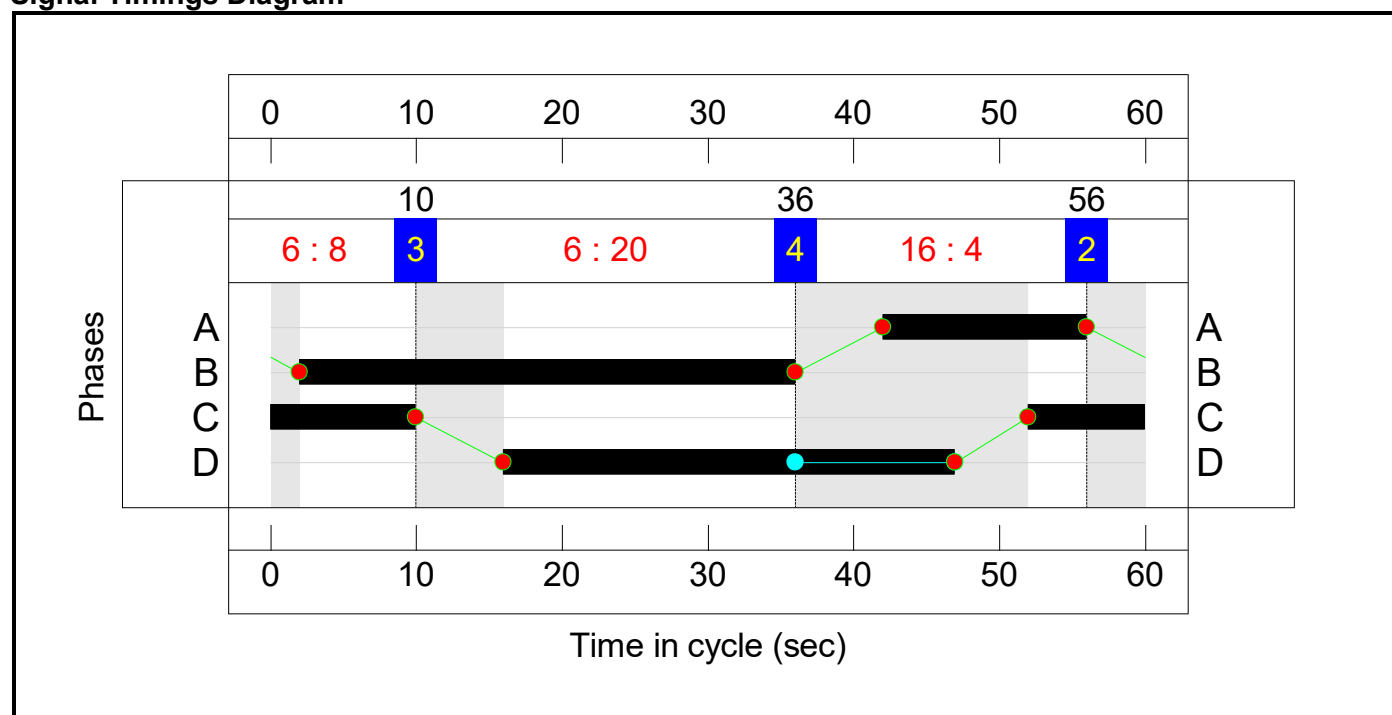


Stage Timings

Stage	2	3	4
Duration	8	20	4
Change Point	56	10	36

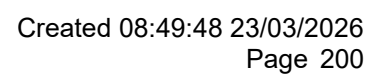
Phase Timings

Phase Name	Description	Phase	Green Period 1		
			Total Green	Start Time	End Time
A	M1 Northbound Off-slip Ahead Left M1 Northbound Off-slip	Traffic	14	42	56
B	South Circ Adj M1 NB Right Ahead Westbound Circ	Traffic	34	2	36
C	A52 Eastbound Off-slip Ahead Left A52 Eastbound Entry	Traffic	18	52	10
D	West Circ Right Ahead West Circ	Traffic	31	16	47

Signal Timings Diagram

Lane Green Times

Junction: Unnamed Junction					
Lane	Description	Type	Phases	Start Green	End Green
1/1	M1 Southbound Off-slip Left	U	A	49	0
1/2	M1 Southbound Off-slip Ahead	U	A	49	0
1/3	M1 Southbound Off-slip Ahead	U	A	49	0
2/1	North Circ Adj M1 SB Ahead	U	B	6	43
2/2	North Circ Adj M1 SB Right Ahead	U	B	6	43
2/3	North Circ Adj M1 SB Right	U	B	6	43
3/1	East Circ Ahead	U	D	12	54
3/2	East Circ Right	U	D	12	54
3/3	East Circ Right	U	D	12	54
5/1	A52 Westbound Off-slip Ahead Left	U	C	59	6
5/2	A52 Westbound Off-slip Ahead	U	C	59	6
5/3	A52 Westbound Off-slip Ahead	U	C	59	6
12/1	South Circ Adj M1 NB Ahead	U	B	2	36
12/2	South Circ Adj M1 NB Right Ahead	U	B	2	36
12/3	South Circ Adj M1 NB Right	U	B	2	36
13/1	M1 Northbound Off-slip Left	U	A	42	56
13/2	M1 Northbound Off-slip Ahead Left	U	A	42	56
13/3	M1 Northbound Off-slip Ahead	U	A	42	56
14/1	West Circ Right Ahead	U	D	16	47
14/2	West Circ Right	U	D	16	47
14/3	West Circ Right	U	D	16	47
17/1	A52 Eastbound Off-slip Ahead Left	U	C	52	10
17/2	A52 Eastbound Off-slip Ahead	U	C	52	10



Detailed Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Bonus Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network: EMG2	-	-	N/A	-	-		-	-	-	-	-	-	-	165.6%
Unnamed Junction	-	-	N/A	-	-		-	-	-	-	-	-	-	165.6%
1/2+1/1	M1 Southbound Off-slip Ahead Left	U	N/A	N/A	C1:A		1	26	-	-	841	2056:1915	588+417	83.7 : 83.7%
1/3	M1 Southbound Off-slip Ahead	U	N/A	N/A	C1:A		1	26	-	-	558	2059	741	75.3%
2/1	North Circ Adj M1 SB Ahead	U	N/A	N/A	C1:B		1	37	-	-	680	1908	967	51.2%
2/2+2/3	North Circ Adj M1 SB Right Ahead	U	N/A	N/A	C1:B		1	37	-	-	1938	1906:1904	860+790	75.8 : 90.2%
3/1	East Circ Ahead	U	N/A	N/A	C1:D		1	42	-	-	765	1946	1116	53.9%
3/2	East Circ Right	U	N/A	N/A	C1:D		1	42	-	-	1073	1945	1115	80.3%
3/3	East Circ Right	U	N/A	N/A	C1:D		1	42	-	-	654	1943	1114	55.0%
4/1		U	N/A	N/A	-		-	-	-	-	1029	Inf	Inf	0.0%
4/2		U	N/A	N/A	-		-	-	-	-	496	Inf	Inf	0.0%
5/2+5/1	A52 Westbound Off-slip Ahead Left	U	N/A	N/A	C1:C		1	22	-	-	762	2061:1923	632+590	62.8 : 61.9%
5/3	A52 Westbound Off-slip Ahead	U	N/A	N/A	C1:C		1	22	-	-	516	2064	633	81.5%
6/1	Southeast Circ Adj Bostocks Lane Ahead	U	N/A	N/A	-		-	-	-	-	902	1953	1953	39.4%
6/2	Southeast Circ Adj Bostocks Lane Ahead	U	N/A	N/A	-		-	-	-	-	767	1952	1952	37.0%
6/3	Southeast Circ Adj Bostocks Lane Ahead	U	N/A	N/A	-		-	-	-	-	1170	1951	1951	57.8%
7/1	Ahead	U	N/A	N/A	-		-	-	-	-	931	1980	1980	38.8%

Detailed Input Data And Results

8/1		U	N/A	N/A	-		-	-	-	-	931	Inf	Inf	0.0%
9/2+9/1	Bostocks Lane Left	O	N/A	N/A	-		-	-	-	-	459	1923:1919	298+298	77.1 : 76.8%
9/3	Bostocks Lane Left	O	N/A	N/A	-		-	-	-	-	394	1926	298	132.1%
10/1	South Circ Left	U	N/A	N/A	-		-	-	-	-	1131	1980	1980	50.4%
10/2	South Circ Left Ahead	U	N/A	N/A	-		-	-	-	-	997	1980	1980	48.1%
10/3	South Circ Ahead	U	N/A	N/A	-		-	-	-	-	1564	1980	1980	72.4%
11/1		U	N/A	N/A	-		-	-	-	-	1131	Inf	Inf	0.0%
11/2		U	N/A	N/A	-		-	-	-	-	440	Inf	Inf	0.0%
12/1	South Circ Adj M1 NB Ahead	U	N/A	N/A	C2:B		1	34	-	-	557	1936	1129	45.6%
12/2+12/3	South Circ Adj M1 NB Right Ahead	U	N/A	N/A	C2:B		1	34	-	-	1564	1932:1931	1071+483	93.5 : 89.5%
13/2+13/1	M1 Northbound Off-slip Ahead Left	U	N/A	N/A	C2:A		1	14	-	-	1331	2053:1912	513+290	165.6 : 165.6%
13/3	M1 Northbound Off-slip Ahead	U	N/A	N/A	C2:A		1	14	-	-	845	2057	514	164.3%
14/1	West Circ Right Ahead	U	N/A	N/A	C2:D		1	31	-	-	839	1937	1033	66.7%
14/2	West Circ Right	U	N/A	N/A	C2:D		1	31	-	-	875	1935	1032	64.7%
14/3	West Circ Right	U	N/A	N/A	C2:D		1	31	-	-	845	1932	1030	49.9%
15/1		U	N/A	N/A	-		-	-	-	-	1038	Inf	Inf	0.0%
15/2		U	N/A	N/A	-		-	-	-	-	700	Inf	Inf	0.0%
16/1	North Circ Adj London Road Left	U	N/A	N/A	-		-	-	-	-	671	1952	1952	33.0%
16/2	North Circ Adj London Road Ahead Left	U	N/A	N/A	-		-	-	-	-	899	1950	1950	35.4%

Detailed Input Data And Results

16/3	North Circ Adj London Road Ahead	U	N/A	N/A	-		-	-	-	-	1324	1950	1950	50.9%
17/1	A52 Eastbound Off-slip Ahead Left	U	N/A	N/A	C2:C		1	18	-	-	458	1928	611	75.0%
17/2	A52 Eastbound Off-slip Ahead	U	N/A	N/A	C2:C		1	18	-	-	503	2067	655	76.8%
18/1	Ahead	U	N/A	N/A	-		-	-	-	-	626	1980	1980	25.4%
19/1		U	N/A	N/A	-		-	-	-	-	626	Inf	Inf	0.0%
20/2+20/1	Left Left2	O	N/A	N/A	-		-	-	-	-	417	2061:1921	220+372	70.4 : 70.4%
20/3	Left	O	N/A	N/A	-		-	-	-	-	614	1928	372	164.9%
21/1		U	N/A	N/A	-		-	-	-	-	933	Inf	Inf	0.0%
21/2		U	N/A	N/A	-		-	-	-	-	374	Inf	Inf	0.0%

Detailed Input Data And Results

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)	
Network: EMG2	-	-	2423	0	0	107.9	635.8	0.0	743.7	-	-	-	-	
Unnamed Junction	-	-	2423	0	0	107.9	635.8	0.0	743.7	-	-	-	-	
1/2+1/1	841	841	-	-	-	4.6	2.5	-	7.1	30.4	9.8	2.5	12.3	
1/3	558	558	-	-	-	3.3	1.5	-	4.8	30.7	10.1	1.5	11.6	
2/1	495	495	-	-	-	1.7	0.5	-	2.2	16.1	6.7	0.5	7.3	
2/2+2/3	1365	1365	-	-	-	5.4	2.4	-	7.8	20.5	11.7	2.4	14.0	
3/1	602	602	-	-	-	1.7	0.6	-	2.3	13.9	8.3	0.6	8.8	
3/2	896	896	-	-	-	2.2	2.0	-	4.2	16.7	16.4	2.0	18.4	
3/3	613	613	-	-	-	4.3	0.6	-	5.0	29.1	12.4	0.6	13.0	
4/1	844	844	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
4/2	302	302	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
5/2+5/1	762	762	-	-	-	4.7	0.8	-	5.5	26.2	7.1	0.8	7.9	
5/3	516	516	-	-	-	3.4	2.1	-	5.6	38.9	9.9	2.1	12.0	
6/1	769	769	-	-	-	0.0	0.3	-	0.3	1.5	0.0	0.3	0.3	
6/2	723	723	-	-	-	0.0	0.3	-	0.3	1.5	4.4	0.3	4.7	
6/3	1129	1129	-	-	-	0.0	0.7	-	0.7	2.3	7.6	0.7	8.3	
7/1	768	768	-	-	-	0.0	0.3	-	0.3	1.5	0.0	0.3	0.3	
8/1	768	768	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
9/2+9/1	459	459	918	0	0	1.3	1.6	-	2.9	22.9	2.6	1.6	4.2	
9/3	394	298	298	0	0	5.5	49.8	-	55.3	505.5	24.6	49.8	74.4	
10/1	998	998	-	-	-	0.0	0.5	-	0.5	1.8	0.0	0.5	0.5	
10/2	953	953	-	-	-	0.0	0.5	-	0.5	1.8	0.0	0.5	0.5	
10/3	1434	1434	-	-	-	0.0	1.3	-	1.3	3.3	0.6	1.3	1.9	
11/1	998	998	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	

Detailed Input Data And Results

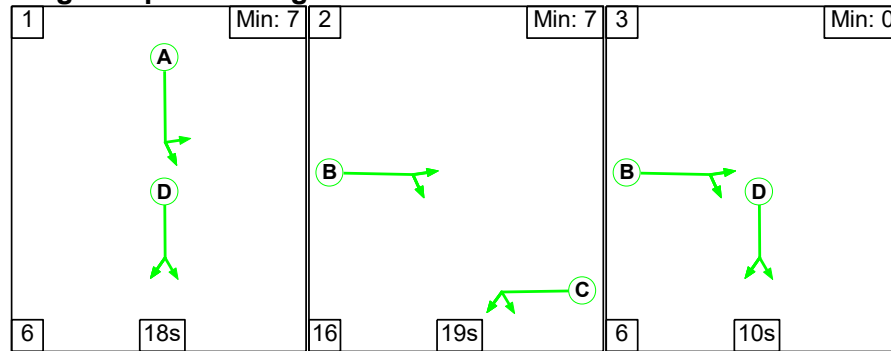
11/2	437	437	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
12/1	515	515	-	-	-	1.0	0.4	-	1.4	10.0	4.9	0.4	5.3	
12/2+12/3	1434	1434	-	-	-	3.8	5.5	-	9.3	23.3	14.2	5.5	19.7	
13/2+13/1	1331	804	-	-	-	23.3	264.9	-	288.2	779.5	31.7	264.9	296.7	
13/3	845	514	-	-	-	16.9	166.6	-	183.5	782.0	24.9	166.6	191.5	
14/1	689	689	-	-	-	1.7	1.0	-	2.7	14.0	9.3	1.0	10.3	
14/2	667	667	-	-	-	2.5	0.9	-	3.5	18.6	9.8	0.9	10.7	
14/3	514	514	-	-	-	3.8	0.5	-	4.3	29.9	8.6	0.5	9.1	
15/1	806	806	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
15/2	591	591	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
16/1	645	645	-	-	-	0.0	0.2	-	0.2	1.4	0.0	0.2	0.2	
16/2	691	691	-	-	-	0.0	0.3	-	0.3	1.4	0.0	0.3	0.3	
16/3	993	993	-	-	-	0.0	0.5	-	0.5	1.9	2.7	0.5	3.2	
17/1	458	458	-	-	-	2.3	1.5	-	3.8	30.0	6.7	1.5	8.2	
17/2	503	503	-	-	-	2.6	1.6	-	4.2	30.1	7.5	1.6	9.2	
18/1	502	502	-	-	-	0.0	0.2	-	0.2	1.2	0.0	0.2	0.2	
19/1	502	502	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
20/2+20/1	417	417	834	0	0	0.7	1.2	-	1.8	16.0	2.0	1.2	3.2	
20/3	614	372	372	0	0	11.0	122.1	-	133.2	780.7	30.7	122.1	152.8	
21/1	907	907	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
21/2	351	351	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
C1 - East Side T7772E06 C2 - West Side T7771W07 PRC for Signalled Lanes (%): -0.2 PRC for Signalled Lanes (%): -84.0 PRC Over All Lanes (%): -84.0 Total Delay for Signalled Lanes (pcuHr): 44.41 Total Delay for Signalled Lanes (pcuHr): 500.88 Total Delay Over All Lanes(pcuHr): 743.68 Cycle Time (s): 75 Cycle Time (s): 60														

Detailed Input Data And Results

Scenario 14: '2b 2038 WD PM' (FG14: '2b 2038 WD PM Base', Plan 2: 'Network Control Plan 2 PM')

Controller :C1 - East Side T7772E06

Stage Sequence Diagram



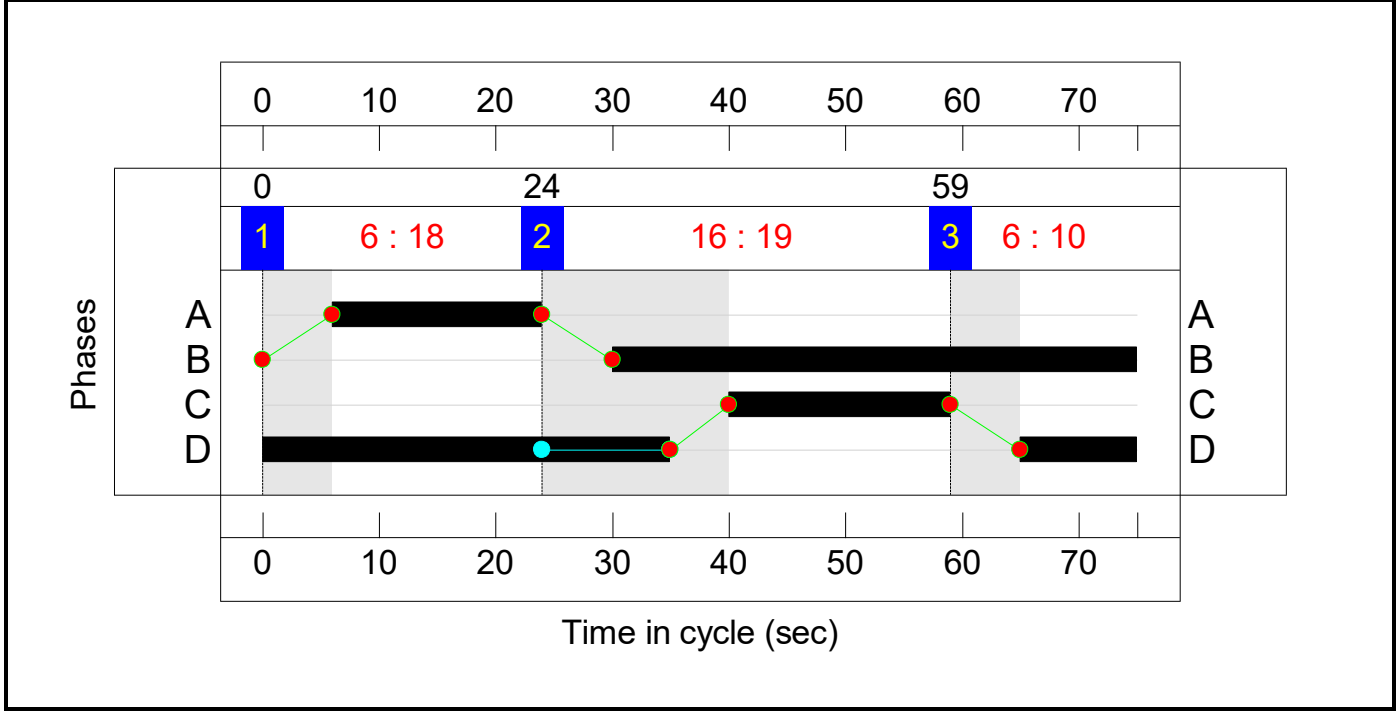
Stage Timings

Stage	1	2	3
Duration	18	19	10
Change Point	0	24	59

Phase Timings

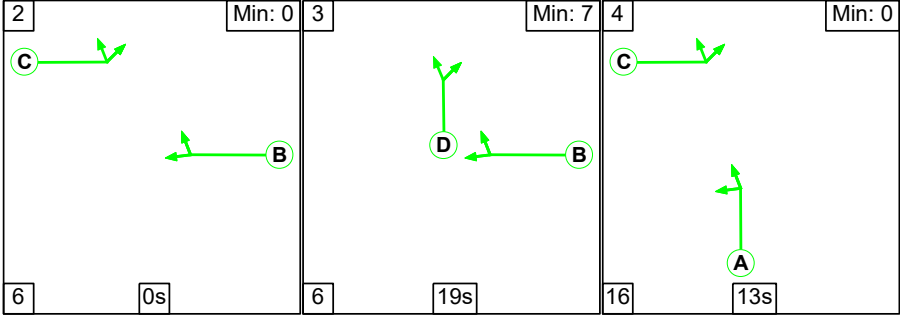
Phase Name	Description	Phase	Green Period 1		
			Total Green	Start Time	End Time
A	M1 Southbound Off-slip Ahead Left M1 Southbound Off-slip	Traffic	18	6	24
B	North Circ Adj M1 SB Right Ahead Eastbound Circ	Traffic	45	30	0
C	A52 Westbound Off-slip Ahead Left A52 Westbound	Traffic	19	40	59
D	East Circ Right Ahead East Circ	Traffic	45	65	35

Signal Timings Diagram



Controller :C2 - West Side T7771W07

Stage Sequence Diagram

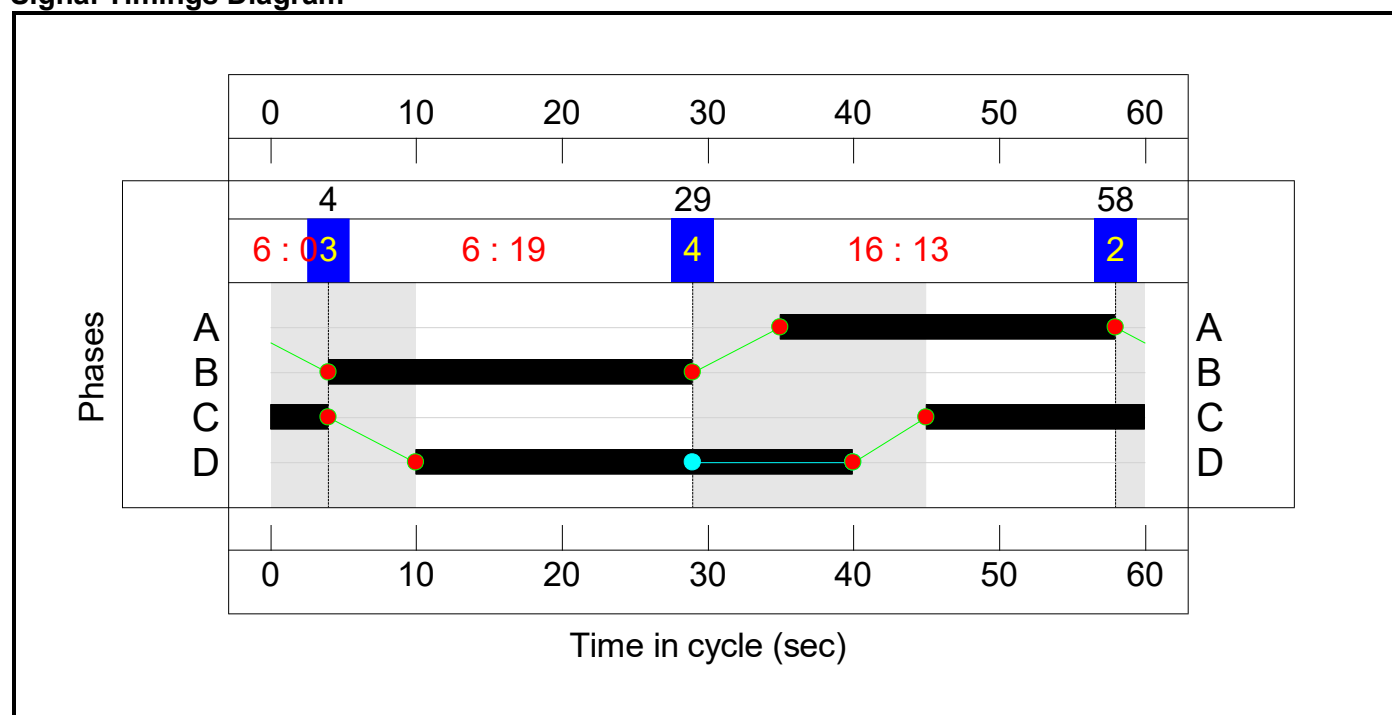


Stage Timings

Stage	2	3	4
Duration	0	19	13
Change Point	58	4	29

Phase Timings

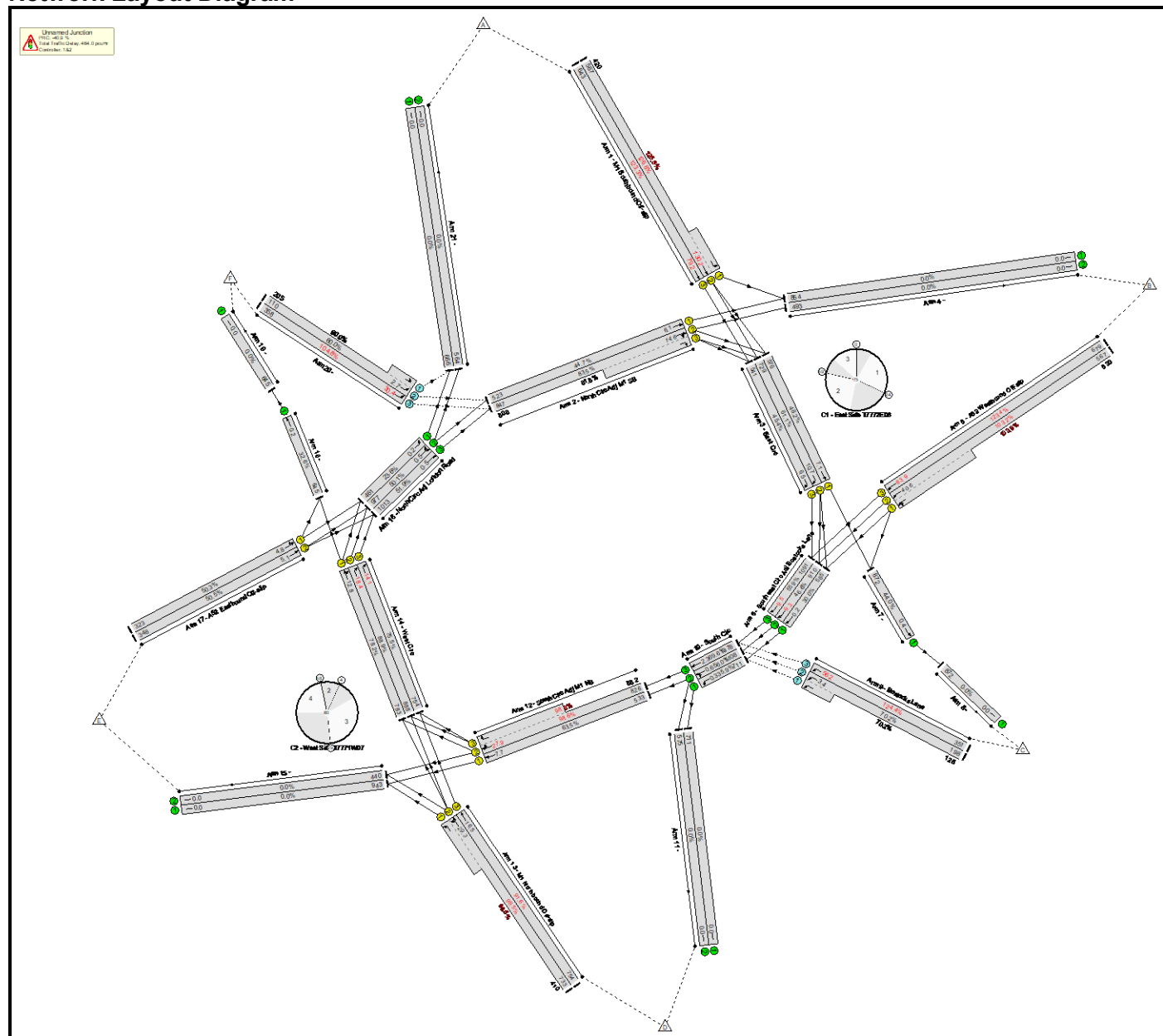
Phase Name	Description	Phase	Green Period 1		
			Total Green	Start Time	End Time
A	M1 Northbound Off-slip Ahead Left M1 Northbound Off-slip	Traffic	23	35	58
B	South Circ Adj M1 NB Right Ahead Westbound Circ	Traffic	25	4	29
C	A52 Eastbound Off-slip Ahead Left A52 Eastbound Entry	Traffic	19	45	4
D	West Circ Right Ahead West Circ	Traffic	30	10	40

Signal Timings Diagram

Lane Green Times

Junction: Unnamed Junction					
Lane	Description	Type	Phases	Start Green	End Green
1/1	M1 Southbound Off-slip Left	U	A	6	24
1/2	M1 Southbound Off-slip Ahead	U	A	6	24
1/3	M1 Southbound Off-slip Ahead	U	A	6	24
2/1	North Circ Adj M1 SB Ahead	U	B	30	0
2/2	North Circ Adj M1 SB Right Ahead	U	B	30	0
2/3	North Circ Adj M1 SB Right	U	B	30	0
3/1	East Circ Ahead	U	D	65	35
3/2	East Circ Right	U	D	65	35
3/3	East Circ Right	U	D	65	35
5/1	A52 Westbound Off-slip Ahead Left	U	C	40	59
5/2	A52 Westbound Off-slip Ahead	U	C	40	59
5/3	A52 Westbound Off-slip Ahead	U	C	40	59
12/1	South Circ Adj M1 NB Ahead	U	B	4	29
12/2	South Circ Adj M1 NB Right Ahead	U	B	4	29
12/3	South Circ Adj M1 NB Right	U	B	4	29
13/1	M1 Northbound Off-slip Left	U	A	35	58
13/2	M1 Northbound Off-slip Ahead Left	U	A	35	58
13/3	M1 Northbound Off-slip Ahead	U	A	35	58
14/1	West Circ Right Ahead	U	D	10	40
14/2	West Circ Right	U	D	10	40
14/3	West Circ Right	U	D	10	40
17/1	A52 Eastbound Off-slip Ahead Left	U	C	45	4
17/2	A52 Eastbound Off-slip Ahead	U	C	45	4

Network Layout Diagram



Detailed Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Bonus Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network: EMG2	-	-	N/A	-	-		-	-	-	-	-	-	-	126.8%
Unnamed Junction	-	-	N/A	-	-		-	-	-	-	-	-	-	126.8%
1/2+1/1	M1 Southbound Off-slip Ahead Left	U	N/A	N/A	C1:A		1	18	-	-	1007	2056:1915	463+331	126.8 : 126.8%
1/3	M1 Southbound Off-slip Ahead	U	N/A	N/A	C1:A		1	18	-	-	643	2059	522	123.3%
2/1	North Circ Adj M1 SB Ahead	U	N/A	N/A	C1:B		1	45	-	-	540	1908	1170	44.7%
2/2+2/3	North Circ Adj M1 SB Right Ahead	U	N/A	N/A	C1:B		1	45	-	-	1371	1906:1904	1014+623	83.5 : 81.5%
3/1	East Circ Ahead	U	N/A	N/A	C1:D		1	45	-	-	637	1946	1194	48.2%
3/2	East Circ Right	U	N/A	N/A	C1:D		1	45	-	-	807	1945	1193	61.1%
3/3	East Circ Right	U	N/A	N/A	C1:D		1	45	-	-	664	1943	1192	45.4%
4/1		U	N/A	N/A	-		-	-	-	-	960	Inf	Inf	0.0%
4/2		U	N/A	N/A	-		-	-	-	-	493	Inf	Inf	0.0%
5/2+5/1	A52 Westbound Off-slip Ahead Left	U	N/A	N/A	C1:C		1	19	-	-	1100	2061:1923	550+513	103.2 : 103.9%
5/3	A52 Westbound Off-slip Ahead	U	N/A	N/A	C1:C		1	19	-	-	679	2064	550	123.4%
6/1	Southeast Circ Adj Bostocks Lane Ahead	U	N/A	N/A	-		-	-	-	-	602	1953	1953	30.0%
6/2	Southeast Circ Adj Bostocks Lane Ahead	U	N/A	N/A	-		-	-	-	-	997	1952	1952	46.6%
6/3	Southeast Circ Adj Bostocks Lane Ahead	U	N/A	N/A	-		-	-	-	-	1343	1951	1951	55.9%
7/1	Ahead	U	N/A	N/A	-		-	-	-	-	945	1980	1980	44.0%

Detailed Input Data And Results

8/1		U	N/A	N/A	-		-	-	-	-	945	Inf	Inf	0.0%
9/2+9/1	Bostocks Lane Left	O	N/A	N/A	-		-	-	-	-	324	1923:1919	282+180	70.2 : 70.2%
9/3	Bostocks Lane Left	O	N/A	N/A	-		-	-	-	-	351	1926	282	124.4%
10/1	South Circ Left	U	N/A	N/A	-		-	-	-	-	728	1980	1980	35.9%
10/2	South Circ Left Ahead	U	N/A	N/A	-		-	-	-	-	1195	1980	1980	56.0%
10/3	South Circ Ahead	U	N/A	N/A	-		-	-	-	-	1694	1980	1980	69.6%
11/1		U	N/A	N/A	-		-	-	-	-	728	Inf	Inf	0.0%
11/2		U	N/A	N/A	-		-	-	-	-	593	Inf	Inf	0.0%
12/1	South Circ Adj M1 NB Ahead	U	N/A	N/A	C2:B		1	25	-	-	602	1936	839	63.5%
12/2+12/3	South Circ Adj M1 NB Right Ahead	U	N/A	N/A	C2:B		1	25	-	-	1694	1932:1931	837+560	98.6 : 98.6%
13/2+13/1	M1 Northbound Off-slip Ahead Left	U	N/A	N/A	C2:A		1	23	-	-	1143	2053:1912	737+412	99.5 : 99.5%
13/3	M1 Northbound Off-slip Ahead	U	N/A	N/A	C2:A		1	23	-	-	754	2057	823	91.6%
14/1	West Circ Right Ahead	U	N/A	N/A	C2:D		1	30	-	-	881	1937	1001	78.2%
14/2	West Circ Right	U	N/A	N/A	C2:D		1	30	-	-	1015	1935	1000	88.9%
14/3	West Circ Right	U	N/A	N/A	C2:D		1	30	-	-	754	1932	998	75.5%
15/1		U	N/A	N/A	-		-	-	-	-	1012	Inf	Inf	0.0%
15/2		U	N/A	N/A	-		-	-	-	-	531	Inf	Inf	0.0%
16/1	North Circ Adj London Road Left	U	N/A	N/A	-		-	-	-	-	501	1952	1952	23.6%
16/2	North Circ Adj London Road Ahead Left	U	N/A	N/A	-		-	-	-	-	1104	1950	1950	50.1%

Detailed Input Data And Results

16/3	North Circ Adj London Road Ahead	U	N/A	N/A	-		-	-	-	-	1013	1950	1950	51.9%
17/1	A52 Eastbound Off-slip Ahead Left	U	N/A	N/A	C2:C		1	19	-	-	323	1928	643	50.3%
17/2	A52 Eastbound Off-slip Ahead	U	N/A	N/A	C2:C		1	19	-	-	348	2067	689	50.5%
18/1	Ahead	U	N/A	N/A	-		-	-	-	-	703	1980	1980	32.6%
19/1		U	N/A	N/A	-		-	-	-	-	703	Inf	Inf	0.0%
20/2+20/1	Left Left2	O	N/A	N/A	-		-	-	-	-	315	2061:1921	183+342	60.0 : 60.0%
20/3	Left	O	N/A	N/A	-		-	-	-	-	358	1928	342	104.8%
21/1		U	N/A	N/A	-		-	-	-	-	706	Inf	Inf	0.0%
21/2		U	N/A	N/A	-		-	-	-	-	674	Inf	Inf	0.0%

Detailed Input Data And Results

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)	
Network: EMG2	-	-	1902	0	0	90.4	373.6	0.0	464.0	-	-	-	-	
Unnamed Junction	-	-	1902	0	0	90.4	373.6	0.0	464.0	-	-	-	-	
1/2+1/1	1007	794	-	-	-	15.5	108.7	-	124.2	444.1	21.4	108.7	130.2	
1/3	643	522	-	-	-	9.5	63.2	-	72.7	407.1	15.9	63.2	79.2	
2/1	523	523	-	-	-	1.1	0.4	-	1.5	10.5	5.7	0.4	6.1	
2/2+2/3	1355	1355	-	-	-	3.5	2.4	-	5.8	15.4	12.2	2.4	14.6	
3/1	576	576	-	-	-	1.4	0.5	-	1.8	11.6	6.6	0.5	7.1	
3/2	729	729	-	-	-	2.5	0.8	-	3.3	16.3	9.9	0.8	10.7	
3/3	541	541	-	-	-	0.3	0.4	-	0.7	4.8	6.0	0.4	6.5	
4/1	854	854	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
4/2	493	493	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
5/2+5/1	1100	1062	-	-	-	9.4	28.5	-	37.9	124.0	12.2	28.5	40.6	
5/3	679	550	-	-	-	8.9	66.8	-	75.8	401.7	17.1	66.8	83.9	
6/1	585	585	-	-	-	0.0	0.2	-	0.2	1.3	0.0	0.2	0.2	
6/2	910	910	-	-	-	0.0	0.4	-	0.5	1.9	8.9	0.4	9.3	
6/3	1091	1091	-	-	-	0.0	0.6	-	0.7	2.2	8.9	0.6	9.5	
7/1	872	872	-	-	-	0.0	0.4	-	0.4	1.6	0.0	0.4	0.4	
8/1	872	872	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
9/2+9/1	324	324	648	0	0	0.5	1.2	-	1.7	18.4	2.3	1.2	3.4	
9/3	351	282	282	0	0	4.0	36.8	-	40.8	418.3	19.4	36.8	56.2	
10/1	711	711	-	-	-	0.0	0.3	-	0.3	1.4	0.0	0.3	0.3	
10/2	1108	1108	-	-	-	0.0	0.6	-	0.6	2.1	0.0	0.6	0.6	
10/3	1378	1378	-	-	-	0.0	1.1	-	1.1	3.0	1.1	1.1	2.3	
11/1	711	711	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	

Detailed Input Data And Results

11/2	575	575	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0		
12/1	533	533	-	-	-	2.0	0.9	-	2.8	19.1	6.8	0.9	7.7		
12/2+12/3	1378	1378	-	-	-	5.9	14.4	-	20.3	53.1	13.5	14.4	27.9		
13/2+13/1	1143	1143	-	-	-	5.1	15.5	-	20.6	65.0	13.7	15.5	29.3		
13/3	754	754	-	-	-	3.6	4.8	-	8.4	40.0	11.7	4.8	16.5		
14/1	783	783	-	-	-	2.6	1.8	-	4.4	20.1	11.0	1.8	12.8		
14/2	888	888	-	-	-	3.2	3.7	-	6.9	27.9	14.6	3.7	18.4		
14/3	754	754	-	-	-	5.8	1.5	-	7.3	34.8	12.6	1.5	14.1		
15/1	943	943	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0		
15/2	440	440	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0		
16/1	461	461	-	-	-	0.0	0.2	-	0.2	1.2	0.0	0.2	0.2		
16/2	977	977	-	-	-	0.0	0.5	-	0.5	1.8	0.0	0.5	0.5		
16/3	1013	1013	-	-	-	0.0	0.5	-	0.5	1.9	0.0	0.5	0.5		
17/1	323	323	-	-	-	1.4	0.5	-	1.9	21.6	4.3	0.5	4.8		
17/2	348	348	-	-	-	1.6	0.5	-	2.1	21.3	4.6	0.5	5.1		
18/1	645	645	-	-	-	0.0	0.2	-	0.2	1.3	0.0	0.2	0.2		
19/1	645	645	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0		
20/2+20/1	315	315	630	0	0	0.7	0.7	-	1.4	16.0	1.9	0.7	2.7		
20/3	358	342	342	0	0	1.9	14.4	-	16.3	164.0	16.0	14.4	30.4		
21/1	666	666	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0		
21/2	564	564	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0		
C1 - East Side T7772E06 C2 - West Side T7771W07															
PRC for Signalled Lanes (%):					-40.9	Total Delay for Signalled Lanes (pcuHr):					323.83	Cycle Time (s): 75			
PRC for Signalled Lanes (%):					-10.6	Total Delay for Signalled Lanes (pcuHr):					74.75	Cycle Time (s): 60			
PRC Over All Lanes (%):					-40.9	Total Delay Over All Lanes(pcuHr):					463.99				

APPENDIX 69: Junction 15: Station Road/Broad Rushes Roundabout Stage 1B/2B Modelling Results

Junctions 11	
ARCADY 11 - Roundabout Module	
Version: 11.0.0.2177	
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Filename: 250821 Station Road_Broad Rushes roundabout (LANE SIM)_Stage_1b.j11

Path: J:\2022\220500-East Midlands Gateway Phase 2 (1)\ProjectDelivery\01-WIP\DesignAndCalculations\T&I Planning\Traffic Models\15. Station Road_Broad Rushes roundabout (Castle Donington)

Report generation date: 21/08/2025 11:06:57

»2022 | base | AM
 »2022 | base | PM
 »2028 | WoD Flows | AM
 »2028 | WoD Flows | PM
 »2028 | WD Flows | AM
 »2028 | WD Flows | PM
 »2038 | WoD Flows | AM
 »2038 | WoD Flows | PM
 »2038 | WD Flows | AM
 »2038 | WD Flows | PM
 »2028 | 2a WD Flows | AM
 »2028 | 2a WD Flows | PM
 »2038 | 2a WD Flows | AM
 »2038 | 2a WD Flows | PM

Summary of junction performance

	AM					PM				
	Set ID	Queue (PCU)	Delay (s)	RFC	LOS	Set ID	Queue (PCU)	Delay (s)	RFC	LOS
	[Lane Simulation] - 2022 - base									
1 - Station Road (N)	D1	3.2	8.29	0.68	A	D2	2.1	7.22	0.59	A
2 - Station Road (S)		1.1	8.82	0.49	A		5.0	25.77	0.80	D
3 - Broad Rushes		0.9	6.90	0.46	A		2.0	10.82	0.63	B
	[Lane Simulation] - 2028 - 2a WD Flows									
1 - Station Road (N)	D11	5.0	12.70	0.76	B	D12	3.0	8.56	0.66	A
2 - Station Road (S)		1.8	11.57	0.54	B		5.6	30.47	0.86	D
3 - Broad Rushes		2.3	12.72	0.64	B		4.8	25.17	0.83	D
	[Lane Simulation] - 2028 - WD Flows									
1 - Station Road (N)	D5	7.8	17.77	0.83	C	D6	3.5	8.73	0.69	A
2 - Station Road (S)		1.0	9.75	0.46	A		5.2	29.59	0.85	D
3 - Broad Rushes		3.0	16.25	0.71	C		2.9	15.20	0.72	C
	[Lane Simulation] - 2028 - WoD Flows									
1 - Station Road (N)	D3	7.0	14.71	0.81	B	D4	3.3	9.29	0.69	A
2 - Station Road (S)		0.9	9.71	0.46	A		6.3	33.50	0.86	D
3 - Broad Rushes		2.9	14.58	0.69	B		2.9	15.58	0.71	C
	[Lane Simulation] - 2038 - 2a WD Flows									
1 - Station Road (N)	D13	0.3	4.66	0.11	A	D14	0.9	5.70	0.34	A
2 - Station Road (S)		1.8	7.86	0.55	A		5.9	24.17	0.85	C
3 - Broad Rushes		1.5	6.80	0.46	A		0.5	4.76	0.28	A
	[Lane Simulation] - 2038 - WD Flows									
1 - Station Road (N)	D9	6.6	14.40	0.80	B	D10	3.7	9.72	0.70	A
2 - Station Road (S)		1.8	13.19	0.59	B		14.0	64.50	0.95	F
3 - Broad Rushes		3.1	16.23	0.73	C		10.0	47.31	0.94	E
	[Lane Simulation] - 2038 - WoD Flows									
1 - Station Road (N)	D7	5.1	12.22	0.75	B	D8	2.9	8.13	0.65	A
2 - Station Road (S)		1.7	12.32	0.56	B		6.9	35.60	0.87	E
3 - Broad Rushes		3.0	14.15	0.71	B		3.3	18.88	0.76	C

There are warnings associated with one or more model runs - see the 'Data Errors and Warnings' tables for each Analysis or Demand Set.

Values shown are the highest values encountered over all time segments. Delay is the maximum value of average delay per arriving vehicle. Arm and junction delays are averages for all movements, including movements with zero delay.

File summary

File Description

Title	Station Road_Broad Rushes roundabout
Location	
Site number	Junction 15
Date	18/10/2023
Version	
Status	(new file)
Identifier	Aaiza
Client	
Jobnumber	220500
Enumerator	BWB\Aaiza.Shafiq
Description	

Units

Distance units	Speed units	Traffic units input	Traffic units results	Flow units	Average delay units	Total delay units	Rate of delay units
m	kph	PCU	PCU	perHour	s	-Min	perMin

Analysis Options

Vehicle length (m)	Calculate Queue Percentiles	Calculate detailed queueing delay	Show lane queues in feet / metres	Show all PICADY stream intercepts	Calculate residual capacity	RFC Threshold	Average Delay threshold (s)	Queue threshold (PCU)	Use simulation for HCM roundabouts	Use iterations for HCM roundabouts
5.75						0.85	36.00	20.00		

Lane Simulation options

Criteria type	Stop criteria (%)	Stop criteria time (s)	Stop criteria number of trials	Calculate RFCs	Relaxation factor for capacity/RFC runs	Random seed	Results refresh speed (s)	Individual vehicle animation number of trials	Average animation capture interval (s)	Use quick response	Do flow sampling	Suppress automatic lane creation	Last run random seed	Last run number of trials
Delay	1.00	100000	100000	Calculate for all arms	3.00	-1	3	1	60	✓			1001539163	64

Demand Set Summary

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D1	2022	base	AM	ONE HOUR	07:45	09:15	15	✓
D2	2022	base	PM	ONE HOUR	16:45	18:15	15	✓
D3	2028	WoD Flows	AM	ONE HOUR	07:45	09:15	15	✓
D4	2028	WoD Flows	PM	ONE HOUR	16:45	18:15	15	✓
D5	2028	WD Flows	AM	ONE HOUR	07:45	09:15	15	✓
D6	2028	WD Flows	PM	ONE HOUR	16:45	18:15	15	✓
D7	2038	WoD Flows	AM	ONE HOUR	07:45	09:15	15	✓
D8	2038	WoD Flows	PM	ONE HOUR	16:45	18:15	15	✓
D9	2038	WD Flows	AM	ONE HOUR	07:45	09:15	15	✓
D10	2038	WD Flows	PM	ONE HOUR	16:45	18:15	15	✓
D11	2028	2a WD Flows	AM	ONE HOUR	07:45	09:15	15	✓
D12	2028	2a WD Flows	PM	ONE HOUR	16:45	18:15	15	✓
D13	2038	2a WD Flows	AM	ONE HOUR	07:45	09:15	15	✓
D14	2038	2a WD Flows	PM	ONE HOUR	16:45	18:15	15	✓

Analysis Set Details

ID	Use Lane Simulation	Include in report	Network flow scaling factor (%)	Network capacity scaling factor (%)
Al	✓	✓	100.000	100.000

2022 | base | AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	1 - Station Road (N) - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.
Warning	Vehicle Mix		HV% is zero for all movements / time segments. Vehicle Mix matrix should be completed whether working in PCUs or Vehs. If HV% at the junction is genuinely zero, please ignore this warning.
Info	Simulation	A1 - [Lane Simulation]	This run uses Simulation mode. For detailed information on this mode, please see the User Guide.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		1, 2, 3	8.08	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	8.08	A

Arms

Arms

Arm	Name	Description	No give-way line
1	Station Road (N)		
2	Station Road (S)		
3	Broad Rushes		

Roundabout Geometry

Arm	V - Approach road half-width (m)	E - Entry width (m)	I' - Effective flare length (m)	R - Entry radius (m)	D - Inscribed circle diameter (m)	PHI - Conflict (entry) angle (deg)	Entry only	Exit only
1 - Station Road (N)	3.44	7.51	62.0	28.0	50.0	45.2		
2 - Station Road (S)	3.80	7.58	24.0	46.0	50.0	32.6		
3 - Broad Rushes	3.58	9.41	28.0	35.0	50.0	26.4		

Slope / Intercept / Capacity

Roundabout Slope and Intercept used in model

Arm	Final slope	Final intercept (PCU/hr)
1 - Station Road (N)	0.651	1982
2 - Station Road (S)	0.661	1949
3 - Broad Rushes	0.716	2217

The slope and intercept shown above include any corrections and adjustments.

Arm Capacity Adjustments

Arm	Type	Reason	Direct capacity adjustment (PCU/hr)
1 - Station Road (N)	Direct		100

Lane Simulation: Arm options

Arm	Lane capacity source	Traffic considering secondary lanes (%)
1 - Station Road (N)	Evenly split	10.00
2 - Station Road (S)	Evenly split	10.00
3 - Broad Rushes	Evenly split	10.00

Lanes

Arm	Side	Lane level	Lane	Destination arms	Has limited storage	Storage (PCU)	Has bottleneck	Has obstruction	Minimum capacity (PCU/hr)	Maximum capacity (PCU/hr)	Signalised
1 - Station Road (N)	Entry	1	1	2	✓	7.00			0	99999	
			2	1, 3	✓	7.00			0	99999	
		2	1	(1, 3, 2)		Infinity					
	Exit	1	1			Infinity					
2 - Station Road (S)	Entry	1	1	3	✓	5.00			0	99999	
			2	1, 2	✓	5.00			0	99999	
		2	1	(1, 3, 2)		Infinity					
	Exit	1	1			Infinity					
3 - Broad Rushes	Entry	1	1	1	✓	7.00			0	99999	
			2	3, 2	✓	7.00			0	99999	
		2	1	(1, 3, 2)		Infinity					
	Exit	1	1			Infinity					

Entry Lane slope and intercept

Arm	Side	Lane level	Lane	Final slope	Final intercept (PCU/hr)
1 - Station Road (N)	Entry	1	1	0.325	991
			2	0.325	991
2 - Station Road (S)	Entry	1	1	0.330	974
			2	0.330	974
3 - Broad Rushes	Entry	1	1	0.358	1108
			2	0.358	1108

Summary of Entry Lane allowed movements

Arm	Lane Level	Lane	Destination arm		
			Station Road (N)	Broad Rushes	Station Road (S)
1 - Station Road (N)	1	1			✓
		2	✓	✓	
	2	1	✓	✓	✓
3 - Broad Rushes	1	1	✓		
		2		✓	✓
	2	1	✓	✓	✓
2 - Station Road (S)	1	1		✓	
		2	✓		✓
	2	1	✓	✓	✓

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D1	2022	base	AM	ONE HOUR	07:45	09:15	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1 - Station Road (N)		ONE HOUR	✓	1126	100.000
2 - Station Road (S)		ONE HOUR	✓	371	100.000
3 - Broad Rushes		ONE HOUR	✓	426	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
		1 - Station Road (N)	2 - Station Road (S)	3 - Broad Rushes
From	1 - Station Road (N)	0	626	500
	2 - Station Road (S)	349	0	22
	3 - Broad Rushes	414	12	0

Vehicle Mix

HV data entry mode	PCU Factor for a HV (PCU)
HV Percentages	2.00

Junction	PCU factor for a cyclist	PCU factor for a cyclist in controlling flow
1	0.20	0.80

Heavy Vehicle %

	To			
		1 - Station Road (N)	2 - Station Road (S)	3 - Broad Rushes
From	1 - Station Road (N)	0	0	0
	2 - Station Road (S)	0	0	0
	3 - Broad Rushes	0	0	0

Cyclist %

	To			
		1 - Station Road (N)	2 - Station Road (S)	3 - Broad Rushes
From	1 - Station Road (N)	0	0	0
	2 - Station Road (S)	0	0	0
	3 - Broad Rushes	0	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
1 - Station Road (N)	0.68	8.29	3.2	A	1027	1541
2 - Station Road (S)	0.49	8.82	1.1	A	340	510
3 - Broad Rushes	0.46	6.90	0.9	A	391	587

Main Results for each time segment

07:45 - 08:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Average throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Station Road (N)	836	209	8	1841	0.454	836	839	571	0.0	1.3	5.367	A
2 - Station Road (S)	280	70	380	890	0.314	278	282	464	0.0	0.5	5.925	A
3 - Broad Rushes	319	80	260	1020	0.312	318	321	397	0.0	0.5	5.093	A

08:00 - 08:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Average throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Station Road (N)	995	249	12	1902	0.523	990	996	684	1.3	2.3	6.393	A
2 - Station Road (S)	328	82	439	890	0.368	326	339	563	0.5	0.6	7.035	A
3 - Broad Rushes	388	97	308	1039	0.373	388	397	457	0.5	0.5	6.019	A

08:15 - 08:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Average throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Station Road (N)	1248	312	14	1830	0.682	1263	1250	849	2.3	2.1	8.277	A
2 - Station Road (S)	413	103	558	851	0.485	412	413	719	0.6	1.1	8.500	A
3 - Broad Rushes	473	118	387	1031	0.459	476	475	583	0.5	0.9	6.898	A

08:30 - 08:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Average throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Station Road (N)	1233	308	13	1818	0.678	1230	1235	825	2.1	3.2	8.293	A
2 - Station Road (S)	400	100	541	854	0.469	401	412	701	1.1	1.0	8.819	A
3 - Broad Rushes	463	116	379	995	0.465	459	471	564	0.9	0.9	6.859	A

08:45 - 09:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Average throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Station Road (N)	979	245	12	1798	0.544	978	1023	686	3.2	1.8	6.779	A
2 - Station Road (S)	337	84	433	892	0.378	338	345	557	1.0	0.6	7.437	A
3 - Broad Rushes	375	94	317	1002	0.374	381	390	454	0.9	0.5	5.787	A

09:00 - 09:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Average throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Station Road (N)	872	218	9	1824	0.478	874	859	589	1.8	1.2	5.461	A
2 - Station Road (S)	282	71	395	892	0.316	283	283	488	0.6	0.5	6.363	A
3 - Broad Rushes	331	83	268	1057	0.313	329	332	409	0.5	0.6	5.180	A

Lane Results

Lane Level notation: Lane Level 1 is always closest to the junction.

Lanes: Main Results for each time segment

07:45 - 08:00

Arm	Side	Lane level	Lane	Destination arms	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Average throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Station Road (N)	Entry	1	1	2	457	1088	0.420	456	461	0.0	0.8	5.619	A
			2	1, 3	379	1088	0.348	380	378	0.0	0.5	5.013	A
		2	1	(1, 3, 2)	836			836	844	0.0	0.0	0.021	A
	Exit	1	1		571			571	578	0.0	0.0	0.000	A
2 - Station Road (S)	Entry	1	1	3	18	849	0.021	18	17	0.0	0.0	4.589	A
			2	1, 2	262	849	0.308	260	265	0.0	0.5	5.978	A
		2	1	(1, 3, 2)	280			280	284	0.0	0.0	0.028	A
	Exit	1	1		464			464	469	0.0	0.0	0.000	A
3 - Broad Rushes	Entry	1	1	1	311	1015	0.306	311	313	0.0	0.5	5.131	A
			2	3, 2	8	1015	0.008	8	8	0.0	0.0	3.551	A
		2	1	(1, 3, 2)	319			319	323	0.0	0.0	0.000	A
	Exit	1	1		397			397	395	0.0	0.0	0.000	A

08:00 - 08:15

Arm	Side	Lane level	Lane	Destination arms	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Average throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Station Road (N)	Entry	1	1	2	551	1087	0.507	551	560	0.8	1.3	7.045	A
			2	1, 3	444	1087	0.408	439	436	0.5	1.1	5.407	A
		2	1	(1, 3, 2)	995			995	1000	0.0	0.0	0.067	A
	Exit	1	1		684			684	706	0.0	0.0	0.000	A
2 - Station Road (S)	Entry	1	1	3	18	829	0.022	18	19	0.0	0.0	4.890	A
			2	1, 2	310	829	0.374	308	319	0.5	0.6	7.103	A
		2	1	(1, 3, 2)	328			328	339	0.0	0.0	0.060	A
	Exit	1	1		563			563	571	0.0	0.0	0.000	A
3 - Broad Rushes	Entry	1	1	1	376	998	0.376	376	386	0.5	0.5	6.080	A
			2	3, 2	12	998	0.012	12	11	0.0	0.0	3.647	A
		2	1	(1, 3, 2)	388			388	398	0.0	0.0	0.008	A
	Exit	1	1		457			457	456	0.0	0.0	0.000	A

08:15 - 08:30

Arm	Side	Lane level	Lane	Destination arms	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Average throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Station Road (N)	Entry	1	1	2	696	1086	0.640	705	697	1.3	1.3	8.691	A
			2	1, 3	554	1086	0.510	558	553	1.1	0.8	6.803	A
		2	1	(1, 3, 2)	1248			1250	1249	0.0	0.0	0.420	A
	Exit	1	1		849			849	850	0.0	0.0	0.000	A
2 - Station Road (S)	Entry	1	1	3	25	790	0.032	25	24	0.0	0.0	4.516	A
			2	1, 2	388	790	0.491	387	389	0.6	1.1	8.584	A
		2	1	(1, 3, 2)	413			413	415	0.0	0.0	0.144	A
	Exit	1	1		719			719	710	0.0	0.0	0.000	A
3 - Broad Rushes	Entry	1	1	1	459	970	0.474	462	461	0.5	0.8	6.931	A
			2	3, 2	14	970	0.014	14	13	0.0	0.0	3.657	A
		2	1	(1, 3, 2)	473			473	476	0.0	0.0	0.054	A
	Exit	1	1		583			583	577	0.0	0.0	0.000	A

08:30 - 08:45

Arm	Side	Lane level	Lane	Destination arms	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Average throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Station Road (N)	Entry	1	1	2	689	1087	0.634	689	696	1.3	1.9	8.789	A
			2	1, 3	541	1087	0.498	541	540	0.8	1.1	6.758	A
		2	1	(1, 3, 2)	1233			1230	1239	0.0	0.2	0.383	A
	Exit	1	1		825			825	846	0.0	0.0	0.000	A
2 - Station Road (S)	Entry	1	1	3	23	795	0.028	22	22	0.0	0.0	4.540	A
			2	1, 2	377	795	0.474	379	390	1.1	0.9	8.744	A
		2	1	(1, 3, 2)	400			399	412	0.0	0.1	0.302	A
	Exit	1	1		701			701	711	0.0	0.0	0.000	A
3 - Broad Rushes	Entry	1	1	1	450	973	0.462	446	456	0.8	0.9	6.947	A
			2	3, 2	13	973	0.013	13	15	0.0	0.0	3.693	A
		2	1	(1, 3, 2)	463			463	472	0.0	0.0	0.020	A
	Exit	1	1		564			564	562	0.0	0.0	0.000	A

08:45 - 09:00

Arm	Side	Lane level	Lane	Destination arms	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Average throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Station Road (N)	Entry	1	1	2	548	1087	0.505	546	575	1.9	1.3	7.365	A
			2	1, 3	430	1087	0.396	433	448	1.1	0.5	5.715	A
		2	1	(1, 3, 2)	979			979	1018	0.2	0.0	0.143	A
	Exit	1	1		686			686	702	0.0	0.0	0.000	A
2 - Station Road (S)	Entry	1	1	3	21	831	0.026	21	22	0.0	0.0	4.332	A
			2	1, 2	316	831	0.380	317	324	0.9	0.5	7.528	A
		2	1	(1, 3, 2)	337			337	344	0.1	0.0	0.120	A
	Exit	1	1		557			557	587	0.0	0.0	0.000	A
3 - Broad Rushes	Entry	1	1	1	363	995	0.365	369	378	0.9	0.5	5.842	A
			2	3, 2	12	995	0.012	12	11	0.0	0.0	3.585	A
		2	1	(1, 3, 2)	375			375	388	0.0	0.0	0.011	A
	Exit	1	1		454			454	470	0.0	0.0	0.000	A

09:00 - 09:15

Arm	Side	Lane level	Lane	Destination arms	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Average throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Station Road (N)	Entry	1	1	2	477	1088	0.438	480	475	1.3	0.7	5.872	A
			2	1, 3	395	1088	0.363	395	384	0.5	0.5	4.926	A
		2	1	(1, 3, 2)	872			872	857	0.0	0.0	0.016	A
	Exit	1	1		589			589	589	0.0	0.0	0.000	A
2 - Station Road (S)	Entry	1	1	3	15	844	0.017	15	16	0.0	0.0	4.290	A
			2	1, 2	267	844	0.317	268	267	0.5	0.5	6.463	A
		2	1	(1, 3, 2)	282			282	283	0.0	0.0	0.026	A
	Exit	1	1		488			488	484	0.0	0.0	0.000	A
3 - Broad Rushes	Entry	1	1	1	322	1013	0.318	321	322	0.5	0.6	5.231	A
			2	3, 2	9	1013	0.009	9	9	0.0	0.0	3.395	A
		2	1	(1, 3, 2)	331			331	332	0.0	0.0	0.000	A
	Exit	1	1		409			409	400	0.0	0.0	0.000	A

Lane movements: Main Results for each time segment

07:45 - 08:00

Arm	Side	Lane level	Lane	To Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Simulation max flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Average throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalise level of service
1 - Station Road (N)	Entry	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	457	114	991	1088	0.420	456	461	0.0	0.8	5.619	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
		2	2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	379	95	991	1088	0.348	380	378	0.0	0.5	5.013	A
		2	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	457	114	-	-	-	457	464	0.0	0.0	0.022	A
				3	379	95	-	-	-	379	379	0.0	0.0	0.018	A
2 - Station Road (S)	Entry	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	18	5	959	836	0.022	18	17	0.0	0.0	4.589	A
		2	2	1	262	65	974	849	0.308	260	265	0.0	0.5	5.978	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
		2	1	1	262	65	-	-	-	262	267	0.0	0.0	0.029	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	18	5	-	-	-	18	17	0.0	0.0	0.000	A
3 - Broad Rushes	Entry	1	1	1	311	78	1108	1016	0.306	311	313	0.0	0.5	5.131	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
		2	2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	8	2	953	871	0.009	8	8	0.0	0.0	3.551	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
		2	1	1	311	78	-	-	-	311	315	0.0	0.0	0.000	A
				2	8	2	-	-	-	8	8	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A

08:00 - 08:15

Arm	Side	Lane level	Lane	To Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Simulation max flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Average throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalise level of service
1 - Station Road (N)	Entry	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	551	138	991	1087	0.507	551	560	0.8	1.3	7.045	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	444	111	991	1087	0.408	439	436	0.5	1.1	5.407	A
		2	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	551	138	-	-	-	551	561	0.0	0.0	0.075	A
				3	444	111	-	-	-	444	439	0.0	0.0	0.056	A
2 - Station Road (S)	Entry	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	18	5	944	801	0.022	18	19	0.0	0.0	4.890	A
			2	1	310	77	974	830	0.373	308	319	0.5	0.6	7.103	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
		2	1	1	310	77	-	-	-	310	320	0.0	0.0	0.064	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	18	5	-	-	-	18	19	0.0	0.0	0.000	A
3 - Broad Rushes	Entry	1	1	1	376	94	1108	998	0.376	376	386	0.5	0.5	6.080	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	12	3	1074	967	0.012	12	11	0.0	0.0	3.647	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
		2	1	1	376	94	-	-	-	376	387	0.0	0.0	0.008	A
				2	12	3	-	-	-	12	11	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A

08:15 - 08:30

Arm	Side	Lane level	Lane	To Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Simulation max flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Average throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalise level of service
1 - Station Road (N)	Entry	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	696	174	991	1086	0.640	705	697	1.3	1.3	8.691	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
		2	2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	554	139	991	1086	0.510	558	553	1.1	0.8	6.803	A
		2	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	695	174	-	-	-	696	697	0.0	0.0	0.458	A
				3	553	138	-	-	-	554	552	0.0	0.0	0.373	A
2 - Station Road (S)	Entry	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	25	6	974	794	0.031	25	24	0.0	0.0	4.516	A
		2	2	1	388	97	974	791	0.490	387	389	0.6	1.1	8.584	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
		2	1	1	388	97	-	-	-	388	391	0.0	0.0	0.147	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	25	6	-	-	-	25	24	0.0	0.0	0.102	A
3 - Broad Rushes	Entry	1	1	1	459	115	1108	969	0.474	462	461	0.5	0.8	6.931	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
		2	2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	14	3	1091	959	0.014	14	13	0.0	0.0	3.657	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
		2	1	1	460	115	-	-	-	459	463	0.0	0.0	0.053	A
				2	14	3	-	-	-	14	13	0.0	0.0	0.083	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A

08:30 - 08:45

Arm	Side	Lane level	Lane	To Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Simulation max flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Average throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalise level of service
1 - Station Road (N)	Entry	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	689	172	991	1087	0.634	689	696	1.3	1.9	8.789	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	541	135	991	1087	0.498	541	540	0.8	1.1	6.758	A
		2	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	690	173	-	-	-	689	698	0.0	0.1	0.384	A
				3	542	136	-	-	-	541	541	0.0	0.1	0.382	A
2 - Station Road (S)	Entry	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	23	6	959	785	0.029	22	22	0.0	0.0	4.540	A
			2	1	377	94	974	795	0.474	379	390	1.1	0.9	8.744	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
		2	1	1	378	94	-	-	-	377	389	0.0	0.1	0.310	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	23	6	-	-	-	23	22	0.0	0.0	0.167	A
3 - Broad Rushes	Entry	1	1	1	450	112	1108	972	0.463	446	456	0.8	0.9	6.947	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	13	3	1039	912	0.014	13	15	0.0	0.0	3.693	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
		2	1	1	450	112	-	-	-	450	456	0.0	0.0	0.020	A
				2	13	3	-	-	-	13	15	0.0	0.0	0.035	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A

08:45 - 09:00

Arm	Side	Lane level	Lane	To Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Simulation max flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Average throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalise level of service
1 - Station Road (N)	Entry	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	548	137	991	1087	0.505	546	575	1.9	1.3	7.365	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
		2	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	430	108	991	1087	0.396	433	448	1.1	0.5	5.715	A
		2	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	549	137	-	-	-	548	573	0.1	0.0	0.158	A
				3	430	108	-	-	-	430	446	0.1	0.0	0.125	A
2 - Station Road (S)	Entry	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	21	5	974	831	0.026	21	22	0.0	0.0	4.332	A
		2	1	1	316	79	974	832	0.380	317	324	0.9	0.5	7.528	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
		2	1	1	316	79	-	-	-	316	322	0.1	0.0	0.123	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	21	5	-	-	-	21	22	0.0	0.0	0.074	A
3 - Broad Rushes	Entry	1	1	1	363	91	1108	996	0.365	369	378	0.9	0.5	5.842	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
		2	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	12	3	1039	929	0.013	12	11	0.0	0.0	3.585	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
		2	1	1	363	91	-	-	-	363	377	0.0	0.0	0.008	A
				2	12	3	-	-	-	12	11	0.0	0.0	0.080	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A

09:00 - 09:15

Arm	Side	Lane level	Lane	To Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Simulation max flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Average throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalise level of service
1 - Station Road (N)	Entry	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	477	119	991	1088	0.438	480	475	1.3	0.7	5.872	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	395	99	991	1088	0.363	395	384	0.5	0.5	4.926	A
		2	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	477	119	-	-	-	477	473	0.0	0.0	0.021	A
				3	395	99	-	-	-	395	384	0.0	0.0	0.010	A
2 - Station Road (S)	Entry	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	15	4	974	847	0.017	15	16	0.0	0.0	4.290	A
			2	1	267	67	974	844	0.317	268	267	0.5	0.5	6.463	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
		2	1	1	267	67	-	-	-	267	267	0.0	0.0	0.028	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	15	4	-	-	-	15	16	0.0	0.0	0.000	A
3 - Broad Rushes	Entry	1	1	1	322	80	1108	1013	0.318	321	322	0.5	0.6	5.231	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	9	2	987	901	0.010	9	9	0.0	0.0	3.395	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
		2	1	1	322	80	-	-	-	322	323	0.0	0.0	0.000	A
				2	9	2	-	-	-	9	9	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A

2022 | base | PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	1 - Station Road (N) - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.
Warning	Vehicle Mix		HV% is zero for all movements / time segments. Vehicle Mix matrix should be completed whether working in PCUs or Vehs. If HV% at the junction is genuinely zero, please ignore this warning.
Info	Simulation	A1 - [Lane Simulation]	This run uses Simulation mode. For detailed information on this mode, please see the User Guide.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		1, 2, 3	13.44	B

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	13.44	B

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D2	2022	base	PM	ONE HOUR	16:45	18:15	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1 - Station Road (N)		ONE HOUR	✓	991	100.000
2 - Station Road (S)		ONE HOUR	✓	608	100.000
3 - Broad Rushes		ONE HOUR	✓	511	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
		1 - Station Road (N)	2 - Station Road (S)	3 - Broad Rushes
From	1 - Station Road (N)	0	551	440
	2 - Station Road (S)	596	0	12
	3 - Broad Rushes	490	21	0

Vehicle Mix

HV data entry mode	PCU Factor for a HV (PCU)
HV Percentages	2.00

Junction	PCU factor for a cyclist	PCU factor for a cyclist in controlling flow
1	0.20	0.80

Heavy Vehicle %

	To			
		1 - Station Road (N)	2 - Station Road (S)	3 - Broad Rushes
	From			
	1 - Station Road (N)	0	0	0
	2 - Station Road (S)	0	0	0
	3 - Broad Rushes	0	0	0

Cyclist %

	To			
		1 - Station Road (N)	2 - Station Road (S)	3 - Broad Rushes
	From			
	1 - Station Road (N)	0	0	0
	2 - Station Road (S)	0	0	0
	3 - Broad Rushes	0	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
1 - Station Road (N)	0.59	7.22	2.1	A	906	1359
2 - Station Road (S)	0.80	25.77	5.0	D	556	834
3 - Broad Rushes	0.63	10.82	2.0	B	466	699

Main Results for each time segment

16:45 - 17:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Average throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Station Road (N)	748	187	17	1877	0.398	750	746	826	0.0	0.9	5.042	A
2 - Station Road (S)	463	116	329	903	0.513	463	456	439	0.0	1.1	8.814	A
3 - Broad Rushes	388	97	454	998	0.389	388	387	338	0.0	0.5	6.201	A

17:00 - 17:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Average throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Station Road (N)	880	220	18	1906	0.462	881	894	979	0.9	1.5	5.860	A
2 - Station Road (S)	551	138	392	878	0.627	551	550	508	1.1	2.1	12.019	B
3 - Broad Rushes	460	115	539	923	0.498	458	467	403	0.5	1.1	7.169	A

17:15 - 17:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Average throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Station Road (N)	1081	270	22	1876	0.576	1083	1085	1178	1.5	2.1	7.081	A
2 - Station Road (S)	652	163	482	839	0.777	647	664	623	2.1	4.0	20.479	C
3 - Broad Rushes	561	140	637	901	0.622	563	562	493	1.1	1.4	9.951	A

17:30 - 17:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Average throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Station Road (N)	1097	274	24	1850	0.593	1102	1100	1194	2.1	2.0	7.220	A
2 - Station Road (S)	664	166	491	826	0.804	668	674	635	4.0	5.0	25.771	D
3 - Broad Rushes	565	141	657	895	0.632	562	571	503	1.4	2.0	10.815	B

17:45 - 18:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Average throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Station Road (N)	896	224	19	1831	0.489	895	905	949	2.0	1.4	5.810	A
2 - Station Road (S)	538	135	393	885	0.608	534	565	521	5.0	1.8	14.495	B
3 - Broad Rushes	443	111	523	934	0.474	444	463	404	2.0	0.9	7.937	A

18:00 - 18:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Average throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Station Road (N)	735	184	16	1896	0.387	736	749	815	1.4	0.9	5.202	A
2 - Station Road (S)	467	117	323	885	0.528	460	467	429	1.8	1.5	8.852	A
3 - Broad Rushes	382	95	451	1001	0.381	380	387	333	0.9	0.7	6.137	A

Lane Results

Lane Level notation: Lane Level 1 is always closest to the junction.

Lanes: Main Results for each time segment

16:45 - 17:00

Arm	Side	Lane level	Lane	Destination arms	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Average throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Station Road (N)	Entry	1	1	2	421	1085	0.388	422	413	0.0	0.6	5.335	A
			2	1, 3	327	1085	0.301	329	333	0.0	0.3	4.672	A
	Exit	1	1	(1, 3, 2)	748			748	749	0.0	0.0	0.003	A
			1		826			826	819	0.0	0.0	0.000	A
2 - Station Road (S)	Entry	1	1	3	9	866	0.011	9	8	0.0	0.0	3.972	A
			2	1, 2	452	866	0.523	454	447	0.0	1.0	8.478	A
	Exit	1	1	(1, 3, 2)	463			462	460	0.0	0.1	0.407	A
			1		439			439	428	0.0	0.0	0.000	A
3 - Broad Rushes	Entry	1	1	1	371	946	0.392	371	372	0.0	0.5	6.292	A
			2	3, 2	17	946	0.018	17	16	0.0	0.0	3.859	A
	Exit	1	1	(1, 3, 2)	388			388	390	0.0	0.0	0.007	A
			1		338			338	341	0.0	0.0	0.000	A

17:00 - 17:15

Arm	Side	Lane level	Lane	Destination arms	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Average throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Station Road (N)	Entry	1	1	2	491	1085	0.452	490	499	0.6	0.9	6.160	A
			2	1, 3	390	1085	0.359	392	395	0.3	0.6	5.408	A
	Exit	1	1	(1, 3, 2)	880			880	896	0.0	0.0	0.033	A
			1		979			979	988	0.0	0.0	0.000	A
2 - Station Road (S)	Entry	1	1	3	11	845	0.013	11	11	0.0	0.0	4.091	A
			2	1, 2	541	845	0.640	539	540	1.0	1.8	10.561	B
	Exit	1	1	(1, 3, 2)	551			552	554	0.1	0.3	1.561	A
			1		508			508	518	0.0	0.0	0.000	A
3 - Broad Rushes	Entry	1	1	1	442	915	0.482	440	448	0.5	1.0	7.264	A
			2	3, 2	18	915	0.020	18	19	0.0	0.0	4.194	A
	Exit	1	1	(1, 3, 2)	460			460	469	0.0	0.0	0.029	A
			1		403			403	406	0.0	0.0	0.000	A

17:15 - 17:30

Arm	Side	Lane level	Lane	Destination arms	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Average throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Station Road (N)	Entry	1	1	2	598	1084	0.552	601	604	0.9	1.1	7.510	A
			2	1, 3	484	1084	0.447	482	480	0.6	1.0	6.138	A
		2	1	(1, 3, 2)	1081			1082	1087	0.0	0.1	0.179	A
	Exit	1	1		1178			1178	1188	0.0	0.0	0.000	A
2 - Station Road (S)	Entry	1	1	3	10	815	0.013	11	12	0.0	0.0	4.138	A
			2	1, 2	643	815	0.789	637	652	1.8	2.6	14.285	B
		2	1	(1, 3, 2)	652			653	667	0.3	1.4	6.346	A
	Exit	1	1		623			623	629	0.0	0.0	0.000	A
3 - Broad Rushes	Entry	1	1	1	540	881	0.613	541	537	1.0	1.4	9.935	A
			2	3, 2	22	881	0.025	22	25	0.0	0.0	4.112	A
		2	1	(1, 3, 2)	561			562	563	0.0	0.0	0.270	A
	Exit	1	1		493			493	493	0.0	0.0	0.000	A

17:30 - 17:45

Arm	Side	Lane level	Lane	Destination arms	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Average throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Station Road (N)	Entry	1	1	2	608	1083	0.562	611	610	1.1	1.1	7.720	A
			2	1, 3	490	1083	0.453	491	490	1.0	0.9	6.193	A
		2	1	(1, 3, 2)	1097			1098	1099	0.1	0.0	0.180	A
	Exit	1	1		1194			1194	1210	0.0	0.0	0.000	A
2 - Station Road (S)	Entry	1	1	3	11	812	0.014	11	12	0.0	0.0	4.675	A
			2	1, 2	658	812	0.810	657	663	2.6	3.0	16.039	C
		2	1	(1, 3, 2)	664			669	676	1.4	2.0	9.921	A
	Exit	1	1		635			635	633	0.0	0.0	0.000	A
3 - Broad Rushes	Entry	1	1	1	540	873	0.619	537	548	1.4	1.9	10.727	B
			2	3, 2	24	873	0.028	24	23	0.0	0.0	4.302	A
		2	1	(1, 3, 2)	565			565	573	0.0	0.0	0.344	A
	Exit	1	1		503			503	502	0.0	0.0	0.000	A

17:45 - 18:00

Arm	Side	Lane level	Lane	Destination arms	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Average throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Station Road (N)	Entry	1	1	2	503	1085	0.464	502	502	1.1	0.8	6.227	A
			2	1, 3	393	1085	0.363	393	403	0.9	0.6	5.217	A
		2	1	(1, 3, 2)	896			896	903	0.0	0.0	0.034	A
	Exit	1	1		949			949	998	0.0	0.0	0.000	A
2 - Station Road (S)	Entry	1	1	3	10	844	0.012	10	11	0.0	0.0	4.485	A
			2	1, 2	526	844	0.623	523	554	3.0	1.6	11.900	B
		2	1	(1, 3, 2)	538			536	559	2.0	0.3	2.836	A
	Exit	1	1		521			521	522	0.0	0.0	0.000	A
3 - Broad Rushes	Entry	1	1	1	425	921	0.461	426	444	1.9	0.8	8.017	A
			2	3, 2	19	921	0.021	19	19	0.0	0.0	4.109	A
		2	1	(1, 3, 2)	443			444	459	0.0	0.0	0.090	A
	Exit	1	1		404			404	413	0.0	0.0	0.000	A

18:00 - 18:15

Arm	Side	Lane level	Lane	Destination arms	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Average throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Station Road (N)	Entry	1	1	2	412	1085	0.379	412	419	0.8	0.5	5.486	A
			2	1, 3	323	1085	0.297	323	331	0.6	0.4	4.834	A
		2	1	(1, 3, 2)	735			735	747	0.0	0.0	0.004	A
	Exit	1	1		815			815	828	0.0	0.0	0.000	A
2 - Station Road (S)	Entry	1	1	3	9	867	0.011	10	9	0.0	0.0	4.298	A
			2	1, 2	455	867	0.525	451	458	1.6	1.3	8.560	A
		2	1	(1, 3, 2)	467			464	466	0.3	0.2	0.423	A
	Exit	1	1		429			429	436	0.0	0.0	0.000	A
3 - Broad Rushes	Entry	1	1	1	365	947	0.386	364	370	0.8	0.7	6.238	A
			2	3, 2	16	947	0.017	16	17	0.0	0.0	3.957	A
		2	1	(1, 3, 2)	382			382	387	0.0	0.0	0.000	A
	Exit	1	1		333			333	340	0.0	0.0	0.000	A

Lane movements: Main Results for each time segment
16:45 - 17:00

Arm	Side	Lane level	Lane	To Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Simulation max flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Average throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalise level of service
1 - Station Road (N)	Entry	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	421	105	991	1085	0.388	422	413	0.0	0.6	5.335	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	327	82	991	1085	0.301	329	333	0.0	0.3	4.672	A
		2	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	421	105	-	-	-	421	415	0.0	0.0	0.003	A
				3	327	82	-	-	-	327	334	0.0	0.0	0.002	A
2 - Station Road (S)	Entry	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	9	2	838	741	0.013	9	8	0.0	0.0	3.972	A
			2	1	452	113	974	866	0.522	454	447	0.0	1.0	8.478	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
		2	1	1	454	113	-	-	-	452	451	0.0	0.1	0.408	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	9	2	-	-	-	9	9	0.0	0.0	0.359	A
3 - Broad Rushes	Entry	1	1	1	371	93	1108	945	0.392	371	372	0.0	0.5	6.292	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	17	4	1098	936	0.018	17	16	0.0	0.0	3.859	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
		2	1	1	371	93	-	-	-	371	374	0.0	0.0	0.007	A
				2	17	4	-	-	-	17	16	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A

17:00 - 17:15

Arm	Side	Lane level	Lane	To Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Simulation max flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Average throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalis level of service
1 - Station Road (N)	Entry	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	491	123	991	1085	0.452	490	499	0.6	0.9	6.160	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	390	97	991	1085	0.359	392	395	0.3	0.6	5.408	A
		2	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	491	123	-	-	-	491	500	0.0	0.0	0.037	A
				3	389	97	-	-	-	390	396	0.0	0.0	0.027	A
2 - Station Road (S)	Entry	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	11	3	911	791	0.014	11	11	0.0	0.0	4.091	A
			2	1	541	135	974	845	0.640	539	540	1.0	1.8	10.561	B
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
		2	1	1	540	135	-	-	-	541	543	0.1	0.3	1.558	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	11	3	-	-	-	11	11	0.0	0.0	1.741	A
3 - Broad Rushes	Entry	1	1	1	442	110	1108	915	0.483	440	448	0.5	1.0	7.264	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	18	4	1098	907	0.020	18	19	0.0	0.0	4.194	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
		2	1	1	442	110	-	-	-	442	450	0.0	0.0	0.029	A
				2	18	4	-	-	-	18	19	0.0	0.0	0.028	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A

17:15 - 17:30

Arm	Side	Lane level	Lane	To Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Simulation max flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Average throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalis level of service
1 - Station Road (N)	Entry	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	598	149	991	1084	0.552	601	604	0.9	1.1	7.510	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	484	121	991	1083	0.447	482	480	0.6	1.0	6.138	A
		2	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	598	149	-	-	-	598	605	0.0	0.0	0.180	A
				3	483	121	-	-	-	484	482	0.0	0.0	0.178	A
2 - Station Road (S)	Entry	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	10	3	929	780	0.013	11	12	0.0	0.0	4.138	A
			2	1	643	161	974	815	0.788	637	652	1.8	2.6	14.285	B
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
		2	1	1	642	160	-	-	-	643	655	0.3	1.4	6.390	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	10	3	-	-	-	10	12	0.0	0.0	4.007	A
3 - Broad Rushes	Entry	1	1	1	540	135	1108	881	0.613	541	537	1.0	1.4	9.935	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	22	6	1108	879	0.025	22	25	0.0	0.0	4.112	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
		2	1	1	538	135	-	-	-	540	538	0.0	0.0	0.278	A
				2	22	6	-	-	-	22	25	0.0	0.0	0.100	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A

17:30 - 17:45

Arm	Side	Lane level	Lane	To Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Simulation max flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Average throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalis level of service
1 - Station Road (N)	Entry	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	608	152	991	1083	0.562	611	610	1.1	1.1	7.720	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	490	123	991	1083	0.453	491	490	1.0	0.9	6.193	A
		2	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	607	152	-	-	-	608	610	0.0	0.0	0.199	A
				3	490	122	-	-	-	490	489	0.0	0.0	0.156	A
2 - Station Road (S)	Entry	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	11	3	947	789	0.014	11	12	0.0	0.0	4.675	A
			2	1	658	164	974	812	0.810	657	663	2.6	3.0	16.039	C
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
		2	1	1	652	163	-	-	-	658	664	1.4	1.9	9.926	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	12	3	-	-	-	11	12	0.0	0.0	9.647	A
3 - Broad Rushes	Entry	1	1	1	540	135	1108	873	0.619	537	548	1.4	1.9	10.727	B
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	24	6	1108	871	0.028	24	23	0.0	0.0	4.302	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
		2	1	1	541	135	-	-	-	540	550	0.0	0.0	0.344	A
				2	24	6	-	-	-	24	23	0.0	0.0	0.358	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A

17:45 - 18:00

Arm	Side	Lane level	Lane	To Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Simulation max flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Average throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalis level of service
1 - Station Road (N)	Entry	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	503	126	991	1085	0.463	502	502	1.1	0.8	6.227	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	393	98	991	1084	0.363	393	403	0.9	0.6	5.217	A
		2	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	503	126	-	-	-	503	501	0.0	0.0	0.031	A
				3	393	98	-	-	-	393	401	0.0	0.0	0.037	A
2 - Station Road (S)	Entry	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	10	3	911	783	0.013	10	11	0.0	0.0	4.485	A
			2	1	526	131	974	845	0.623	523	554	3.0	1.6	11.900	B
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
		2	1	1	528	132	-	-	-	526	548	1.9	0.3	2.837	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	10	2	-	-	-	10	11	0.0	0.0	2.787	A
3 - Broad Rushes	Entry	1	1	1	425	106	1108	921	0.461	426	444	1.9	0.8	8.017	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	19	5	1098	909	0.021	19	19	0.0	0.0	4.109	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
		2	1	1	424	106	-	-	-	425	440	0.0	0.0	0.089	A
				2	19	5	-	-	-	19	19	0.0	0.0	0.110	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A

18:00 - 18:15

Arm	Side	Lane level	Lane	To Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Simulation max flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Average throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalise level of service
1 - Station Road (N)	Entry	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	412	103	991	1085	0.380	412	419	0.8	0.5	5.486	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	323	81	991	1085	0.297	323	331	0.6	0.4	4.834	A
		2	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	412	103	-	-	-	412	418	0.0	0.0	0.005	A
				3	323	81	-	-	-	323	330	0.0	0.0	0.003	A
2 - Station Road (S)	Entry	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	9	2	901	799	0.012	10	9	0.0	0.0	4.298	A
			2	1	455	114	974	868	0.525	451	458	1.6	1.3	8.560	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
		2	1	1	458	114	-	-	-	455	456	0.3	0.2	0.427	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	9	2	-	-	-	9	10	0.0	0.0	0.233	A
3 - Broad Rushes	Entry	1	1	1	365	91	1108	947	0.386	364	370	0.8	0.7	6.238	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	16	4	1057	898	0.018	16	17	0.0	0.0	3.957	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
		2	1	1	365	91	-	-	-	365	370	0.0	0.0	0.000	A
				2	16	4	-	-	-	16	17	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A

2028 | WoD Flows | AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	1 - Station Road (N) - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.
Info	Simulation	A1 - [Lane Simulation]	This run uses Simulation mode. For detailed information on this mode, please see the User Guide.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		1, 2, 3	13.99	B

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	13.99	B

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D3	2028	WoD Flows	AM	ONE HOUR	07:45	09:15	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1 - Station Road (N)		ONE HOUR	✓	1340	100.000
2 - Station Road (S)		ONE HOUR	✓	314	100.000
3 - Broad Rushes		ONE HOUR	✓	645	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
		1 - Station Road (N)	2 - Station Road (S)	3 - Broad Rushes
From	1 - Station Road (N)	0	710	630
	2 - Station Road (S)	296	0	18
	3 - Broad Rushes	628	17	0

Vehicle Mix

HV data entry mode	PCU Factor for a HV (PCU)
HV Percentages	2.00

Junction	PCU factor for a cyclist	PCU factor for a cyclist in controlling flow
1	0.20	0.80

Heavy Vehicle %

	To			
		1 - Station Road (N)	2 - Station Road (S)	3 - Broad Rushes
	From			
	1 - Station Road (N)	0	6	9
	2 - Station Road (S)	10	0	6
	3 - Broad Rushes	12	6	0

Cyclist %

	To			
		1 - Station Road (N)	2 - Station Road (S)	3 - Broad Rushes
	From			
	1 - Station Road (N)	0	0	0
	2 - Station Road (S)	0	0	0
	3 - Broad Rushes	0	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
1 - Station Road (N)	0.81	14.71	7.0	B	1237	1855
2 - Station Road (S)	0.46	9.71	0.9	A	289	434
3 - Broad Rushes	0.69	14.58	2.9	B	587	881

Main Results for each time segment

07:45 - 08:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Average throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Station Road (N)	1036	259	13	1826	0.567	1027	1014	704	0.0	2.5	6.726	A
2 - Station Road (S)	244	61	490	877	0.278	245	235	550	0.0	0.4	6.723	A
3 - Broad Rushes	482	121	231	1008	0.479	485	482	505	0.0	0.9	7.114	A

08:00 - 08:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Average throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Station Road (N)	1206	302	15	1782	0.677	1201	1202	829	2.5	3.2	8.501	A
2 - Station Road (S)	281	70	561	837	0.336	284	290	655	0.4	0.6	7.886	A
3 - Broad Rushes	574	143	268	1039	0.552	576	584	577	0.9	1.3	9.149	A

08:15 - 08:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Average throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Station Road (N)	1470	368	18	1805	0.814	1458	1456	994	3.2	7.0	14.708	B
2 - Station Road (S)	338	84	685	757	0.446	338	346	791	0.6	0.9	9.279	A
3 - Broad Rushes	690	173	322	1028	0.672	690	706	701	1.3	2.7	13.286	B

08:30 - 08:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Average throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Station Road (N)	1465	366	18	1895	0.773	1464	1482	1030	7.0	6.1	14.304	B
2 - Station Road (S)	357	89	692	784	0.455	360	357	789	0.9	0.9	9.706	A
3 - Broad Rushes	710	178	338	1027	0.691	711	715	715	2.7	2.9	14.578	B

08:45 - 09:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Average throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Station Road (N)	1216	304	16	1893	0.642	1218	1228	833	6.1	3.0	9.328	A
2 - Station Road (S)	286	72	574	833	0.344	284	292	660	0.9	0.8	8.184	A
3 - Broad Rushes	581	145	269	1045	0.555	580	589	589	2.9	1.5	10.374	B

09:00 - 09:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Average throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Station Road (N)	1027	257	12	1817	0.566	1027	1017	691	3.0	2.2	6.975	A
2 - Station Road (S)	229	57	482	889	0.258	230	239	557	0.8	0.4	6.981	A
3 - Broad Rushes	487	122	217	1046	0.466	485	496	495	1.5	1.1	7.840	A

Lane Results

Lane Level notation: Lane Level 1 is always closest to the junction.

Lanes: Main Results for each time segment

07:45 - 08:00

Arm	Side	Lane level	Lane	Destination arms	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Average throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Station Road (N)	Entry	1	1	2	542	1087	0.499	538	534	0.0	1.3	6.786	A
			2	1, 3	492	1087	0.453	490	480	0.0	1.1	6.335	A
	Exit	1	1	(1, 3, 2)	1036			1034	1024	0.0	0.1	0.146	A
			1		704			704	689	0.0	0.0	0.000	A
2 - Station Road (S)	Entry	1	1	3	15	812	0.018	14	15	0.0	0.0	4.923	A
			2	1, 2	229	812	0.282	231	220	0.0	0.4	6.802	A
	Exit	1	1	(1, 3, 2)	244			244	237	0.0	0.0	0.043	A
			1		550			550	547	0.0	0.0	0.000	A
3 - Broad Rushes	Entry	1	1	1	469	1026	0.458	473	469	0.0	0.9	7.125	A
			2	3, 2	13	1026	0.013	13	13	0.0	0.0	3.489	A
	Exit	1	1	(1, 3, 2)	482			482	486	0.0	0.0	0.091	A
			1		505			505	495	0.0	0.0	0.000	A

08:00 - 08:15

Arm	Side	Lane level	Lane	Destination arms	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Average throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Station Road (N)	Entry	1	1	2	642	1086	0.591	639	637	1.3	1.6	8.252	A
			2	1, 3	561	1086	0.517	561	565	1.1	1.3	7.475	A
	Exit	1	1	(1, 3, 2)	1206			1204	1204	0.1	0.3	0.608	A
			1		829			829	843	0.0	0.0	0.000	A
2 - Station Road (S)	Entry	1	1	3	16	789	0.020	16	16	0.0	0.0	5.338	A
			2	1, 2	266	789	0.337	268	274	0.4	0.5	7.865	A
	Exit	1	1	(1, 3, 2)	281			282	291	0.0	0.0	0.155	A
			1		655			655	652	0.0	0.0	0.000	A
3 - Broad Rushes	Entry	1	1	1	559	1013	0.552	561	569	0.9	1.3	9.001	A
			2	3, 2	15	1013	0.015	15	15	0.0	0.0	3.814	A
	Exit	1	1	(1, 3, 2)	574			573	586	0.0	0.0	0.284	A
			1		577			577	582	0.0	0.0	0.000	A

08:15 - 08:30

Arm	Side	Lane level	Lane	Destination arms	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Average throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Station Road (N)	Entry	1	1	2	777	1085	0.716	773	776	1.6	2.6	10.906	B
			2	1, 3	687	1085	0.633	685	679	1.3	2.2	9.774	A
		2	1	(1, 3, 2)	1470			1463	1463	0.3	2.3	4.291	A
	Exit	1	1		994			994	1014	0.0	0.0	0.000	A
2 - Station Road (S)	Entry	1	1	3	16	748	0.022	16	19	0.0	0.1	5.020	A
			2	1, 2	321	748	0.429	322	327	0.5	0.7	9.166	A
		2	1	(1, 3, 2)	338			337	347	0.0	0.1	0.336	A
	Exit	1	1		791			791	795	0.0	0.0	0.000	A
3 - Broad Rushes	Entry	1	1	1	672	993	0.677	672	687	1.3	2.3	11.785	B
			2	3, 2	19	993	0.019	18	19	0.0	0.0	3.858	A
		2	1	(1, 3, 2)	690			691	710	0.0	0.3	1.711	A
	Exit	1	1		701			701	698	0.0	0.0	0.000	A

08:30 - 08:45

Arm	Side	Lane level	Lane	Destination arms	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Average throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Station Road (N)	Entry	1	1	2	772	1085	0.711	771	778	2.6	2.5	10.990	B
			2	1, 3	693	1085	0.638	692	704	2.2	2.0	10.065	B
		2	1	(1, 3, 2)	1465			1464	1481	2.3	1.6	3.746	A
	Exit	1	1		1030			1030	1033	0.0	0.0	0.000	A
2 - Station Road (S)	Entry	1	1	3	21	745	0.029	22	21	0.1	0.0	5.057	A
			2	1, 2	337	745	0.451	338	336	0.7	0.9	9.560	A
		2	1	(1, 3, 2)	357			358	358	0.1	0.0	0.434	A
	Exit	1	1		789			789	796	0.0	0.0	0.000	A
3 - Broad Rushes	Entry	1	1	1	690	988	0.699	693	697	2.3	2.4	12.513	B
			2	3, 2	18	988	0.018	18	18	0.0	0.0	4.261	A
		2	1	(1, 3, 2)	710			708	715	0.3	0.5	2.271	A
	Exit	1	1		715			715	725	0.0	0.0	0.000	A

08:45 - 09:00

Arm	Side	Lane level	Lane	Destination arms	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Average throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Station Road (N)	Entry	1	1	2	644	1086	0.593	644	654	2.5	1.6	8.961	A
			2	1, 3	572	1086	0.527	574	573	2.0	1.2	7.689	A
		2	1	(1, 3, 2)	1216			1216	1222	1.6	0.2	0.998	A
	Exit	1	1		833			833	849	0.0	0.0	0.000	A
2 - Station Road (S)	Entry	1	1	3	15	785	0.019	15	15	0.0	0.0	4.958	A
			2	1, 2	271	785	0.346	269	277	0.9	0.8	8.155	A
		2	1	(1, 3, 2)	286			286	292	0.0	0.0	0.201	A
	Exit	1	1		660			660	671	0.0	0.0	0.000	A
3 - Broad Rushes	Entry	1	1	1	564	1012	0.558	564	572	2.4	1.3	9.783	A
			2	3, 2	16	1012	0.016	16	17	0.0	0.0	3.800	A
		2	1	(1, 3, 2)	581			581	585	0.5	0.1	0.812	A
	Exit	1	1		589			589	589	0.0	0.0	0.000	A

09:00 - 09:15

Arm	Side	Lane level	Lane	Destination arms	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Average throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Station Road (N)	Entry	1	1	2	544	1087	0.501	545	539	1.6	1.0	7.180	A
			2	1, 3	483	1087	0.445	482	478	1.2	1.2	6.411	A
		2	1	(1, 3, 2)	1027			1028	1015	0.2	0.0	0.161	A
	Exit	1	1		691			691	710	0.0	0.0	0.000	A
2 - Station Road (S)	Entry	1	1	3	13	815	0.017	13	12	0.0	0.0	4.540	A
			2	1, 2	216	815	0.265	217	227	0.8	0.3	7.012	A
		2	1	(1, 3, 2)	229			229	237	0.0	0.0	0.097	A
	Exit	1	1		557			557	552	0.0	0.0	0.000	A
3 - Broad Rushes	Entry	1	1	1	475	1031	0.460	474	483	1.3	1.1	7.806	A
			2	3, 2	12	1031	0.012	12	13	0.0	0.0	3.856	A
		2	1	(1, 3, 2)	487			487	495	0.1	0.0	0.166	A
	Exit	1	1		495			495	490	0.0	0.0	0.000	A

Lane movements: Main Results for each time segment

07:45 - 08:00

Arm	Side	Lane level	Lane	To Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Simulation max flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Average throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalise level of service
1 - Station Road (N)	Entry	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	542	136	991	1087	0.499	538	534	0.0	1.3	6.786	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	492	123	991	1087	0.453	490	480	0.0	1.1	6.335	A
		2	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	543	136	-	-	-	542	539	0.0	0.1	0.151	A
				3	492	123	-	-	-	492	485	0.0	0.0	0.141	A
2 - Station Road (S)	Entry	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	15	4	941	786	0.019	14	15	0.0	0.0	4.923	A
			2	1	229	57	974	813	0.282	231	220	0.0	0.4	6.802	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
		2	1	1	229	57	-	-	-	229	221	0.0	0.0	0.042	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	15	4	-	-	-	15	15	0.0	0.0	0.057	A
3 - Broad Rushes	Entry	1	1	1	469	117	1108	1026	0.458	473	469	0.0	0.9	7.125	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	13	3	1005	934	0.014	13	13	0.0	0.0	3.489	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
		2	1	1	469	117	-	-	-	469	473	0.0	0.0	0.093	A
				2	13	3	-	-	-	13	13	0.0	0.0	0.026	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A

08:00 - 08:15

Arm	Side	Lane level	Lane	To Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Simulation max flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Average throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalise level of service
1 - Station Road (N)	Entry	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	642	161	991	1086	0.591	639	637	1.3	1.6	8.252	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	561	140	991	1086	0.517	561	565	1.1	1.3	7.475	A
		2	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	644	161	-	-	-	642	638	0.1	0.2	0.614	A
				3	563	141	-	-	-	561	566	0.0	0.2	0.601	A
2 - Station Road (S)	Entry	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	16	4	916	742	0.022	16	16	0.0	0.0	5.338	A
			2	1	266	66	974	788	0.337	268	274	0.4	0.5	7.865	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
		2	1	1	266	66	-	-	-	266	275	0.0	0.0	0.159	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	16	4	-	-	-	16	16	0.0	0.0	0.090	A
3 - Broad Rushes	Entry	1	1	1	559	140	1108	1013	0.551	561	569	0.9	1.3	9.001	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	15	4	1099	1004	0.015	15	15	0.0	0.0	3.814	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
		2	1	1	559	140	-	-	-	559	571	0.0	0.0	0.285	A
				2	15	4	-	-	-	15	15	0.0	0.0	0.270	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A

08:15 - 08:30

Arm	Side	Lane level	Lane	To Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Simulation max flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Average throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalis level of service
1 - Station Road (N)	Entry	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	777	194	991	1085	0.716	773	776	1.6	2.6	10.906	B
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	687	172	991	1085	0.633	685	679	1.3	2.2	9.774	A
		2	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	778	195	-	-	-	777	780	0.2	1.1	4.291	A
				3	692	173	-	-	-	687	683	0.2	1.2	4.291	A
2 - Station Road (S)	Entry	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	16	4	974	746	0.022	16	19	0.0	0.1	5.020	A
			2	1	321	80	974	747	0.430	322	327	0.5	0.7	9.166	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
		2	1	1	322	80	-	-	-	321	328	0.0	0.1	0.341	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	16	4	-	-	-	16	19	0.0	0.0	0.256	A
3 - Broad Rushes	Entry	1	1	1	672	168	1108	993	0.677	672	687	1.3	2.3	11.785	B
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	19	5	1099	985	0.019	18	19	0.0	0.0	3.858	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
		2	1	1	672	168	-	-	-	672	691	0.0	0.3	1.715	A
				2	19	5	-	-	-	19	19	0.0	0.0	1.573	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A

08:30 - 08:45

Arm	Side	Lane level	Lane	To Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Simulation max flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Average throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalis level of service
1 - Station Road (N)	Entry	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	772	193	991	1085	0.711	771	778	2.6	2.5	10.990	B
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
		2	2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	693	173	991	1085	0.638	692	704	2.2	2.0	10.065	B
		2	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	772	193	-	-	-	772	777	1.1	0.8	3.722	A
				3	693	173	-	-	-	693	704	1.2	0.8	3.773	A
2 - Station Road (S)	Entry	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	21	5	974	742	0.029	22	21	0.1	0.0	5.057	A
		2	2	1	337	84	974	745	0.452	338	336	0.7	0.9	9.560	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
		2	1	1	335	84	-	-	-	337	337	0.1	0.0	0.437	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	21	5	-	-	-	21	21	0.0	0.0	0.379	A
3 - Broad Rushes	Entry	1	1	1	690	173	1108	988	0.699	693	697	2.3	2.4	12.513	B
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
		2	2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	18	4	1090	975	0.018	18	18	0.0	0.0	4.261	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
		2	1	1	692	173	-	-	-	690	697	0.3	0.5	2.280	A
				2	18	4	-	-	-	18	18	0.0	0.0	1.944	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A

08:45 - 09:00

Arm	Side	Lane level	Lane	To Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Simulation max flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Average throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalise level of service
1 - Station Road (N)	Entry	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	644	161	991	1086	0.593	644	654	2.5	1.6	8.961	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	572	143	991	1086	0.527	574	573	2.0	1.2	7.689	A
		2	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	645	161	-	-	-	644	651	0.8	0.1	0.999	A
				3	571	143	-	-	-	572	570	0.8	0.0	0.996	A
2 - Station Road (S)	Entry	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	15	4	933	752	0.020	15	15	0.0	0.0	4.958	A
			2	1	271	68	974	784	0.346	269	277	0.9	0.8	8.155	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
		2	1	1	271	68	-	-	-	271	277	0.0	0.0	0.208	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	15	4	-	-	-	15	15	0.0	0.0	0.073	A
3 - Broad Rushes	Entry	1	1	1	564	141	1108	1012	0.558	564	572	2.4	1.3	9.783	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	16	4	1108	1012	0.016	16	17	0.0	0.0	3.800	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
		2	1	1	565	141	-	-	-	564	567	0.5	0.1	0.825	A
				2	16	4	-	-	-	16	17	0.0	0.0	0.396	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A

09:00 - 09:15

Arm	Side	Lane level	Lane	To Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Simulation max flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Average throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalise level of service
1 - Station Road (N)	Entry	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	544	136	991	1087	0.501	545	539	1.6	1.0	7.180	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	483	121	991	1087	0.445	482	478	1.2	1.2	6.411	A
		2	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	544	136	-	-	-	544	536	0.1	0.0	0.150	A
				3	483	121	-	-	-	483	478	0.0	0.0	0.173	A
2 - Station Road (S)	Entry	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	13	3	933	780	0.017	13	12	0.0	0.0	4.540	A
			2	1	216	54	974	814	0.265	217	227	0.8	0.3	7.012	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
		2	1	1	216	54	-	-	-	216	225	0.0	0.0	0.101	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	13	3	-	-	-	13	12	0.0	0.0	0.020	A
3 - Broad Rushes	Entry	1	1	1	475	119	1108	1030	0.461	474	483	1.3	1.1	7.806	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	12	3	1071	992	0.012	12	13	0.0	0.0	3.856	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
		2	1	1	475	119	-	-	-	475	482	0.1	0.0	0.170	A
				2	12	3	-	-	-	12	13	0.0	0.0	0.044	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A

2028 | WoD Flows | PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	1 - Station Road (N) - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.
Info	Simulation	A1 - [Lane Simulation]	This run uses Simulation mode. For detailed information on this mode, please see the User Guide.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		1, 2, 3	17.18	C

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	17.18	C

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D4	2028	WoD Flows	PM	ONE HOUR	16:45	18:15	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1 - Station Road (N)		ONE HOUR	✓	1153	100.000
2 - Station Road (S)		ONE HOUR	✓	612	100.000
3 - Broad Rushes		ONE HOUR	✓	580	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
		1 - Station Road (N)	2 - Station Road (S)	3 - Broad Rushes
From	1 - Station Road (N)	0	605	548
	2 - Station Road (S)	598	0	14
	3 - Broad Rushes	556	24	0

Vehicle Mix

HV data entry mode	PCU Factor for a HV (PCU)
HV Percentages	2.00

Junction	PCU factor for a cyclist	PCU factor for a cyclist in controlling flow
1	0.20	0.80

Heavy Vehicle %

	To			
		1 - Station Road (N)	2 - Station Road (S)	3 - Broad Rushes
	From			
	1 - Station Road (N)	0	2	5
	2 - Station Road (S)	2	0	0
	3 - Broad Rushes	5	0	0

Cyclist %

	To			
		1 - Station Road (N)	2 - Station Road (S)	3 - Broad Rushes
	From			
	1 - Station Road (N)	0	0	0
	2 - Station Road (S)	0	0	0
	3 - Broad Rushes	0	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
1 - Station Road (N)	0.69	9.29	3.3	A	1057	1585
2 - Station Road (S)	0.86	33.50	6.3	D	563	845
3 - Broad Rushes	0.71	15.58	2.9	C	533	799

Main Results for each time segment

16:45 - 17:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Average throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Station Road (N)	861	215	18	1878	0.458	859	863	869	0.0	1.5	5.903	A
2 - Station Road (S)	460	115	408	850	0.541	460	458	469	0.0	1.1	9.344	A
3 - Broad Rushes	436	109	448	953	0.458	438	439	420	0.0	0.8	6.931	A

17:00 - 17:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Average throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Station Road (N)	1040	260	19	1894	0.549	1039	1041	1048	1.5	1.8	6.777	A
2 - Station Road (S)	554	139	489	862	0.643	557	554	569	1.1	2.0	14.142	B
3 - Broad Rushes	524	131	543	931	0.563	524	523	503	0.8	1.4	9.048	A

17:15 - 17:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Average throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Station Road (N)	1279	320	26	1919	0.667	1281	1270	1278	1.8	3.3	9.149	A
2 - Station Road (S)	683	171	602	819	0.835	674	665	705	2.0	6.3	26.771	D
3 - Broad Rushes	648	162	659	912	0.711	646	643	617	1.4	2.9	14.100	B

17:30 - 17:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Average throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Station Road (N)	1265	316	30	1841	0.687	1266	1277	1264	3.3	3.2	9.286	A
2 - Station Road (S)	669	167	608	777	0.862	671	678	688	6.3	5.8	33.498	D
3 - Broad Rushes	636	159	656	933	0.682	639	649	623	2.9	2.7	15.582	C

17:45 - 18:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Average throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Station Road (N)	1037	259	22	1932	0.537	1038	1044	1024	3.2	1.9	6.730	A
2 - Station Road (S)	547	137	491	827	0.661	546	575	568	5.8	2.2	17.392	C
3 - Broad Rushes	513	128	535	961	0.533	511	530	502	2.7	1.5	9.745	A

18:00 - 18:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Average throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Station Road (N)	860	215	17	1884	0.456	864	877	879	1.9	1.2	5.807	A
2 - Station Road (S)	465	116	411	859	0.541	467	472	471	2.2	1.2	10.349	B
3 - Broad Rushes	439	110	457	991	0.443	440	445	421	1.5	0.9	7.626	A

Lane Results

Lane Level notation: Lane Level 1 is always closest to the junction.

Lanes: Main Results for each time segment

16:45 - 17:00

Arm	Side	Lane level	Lane	Destination arms	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Average throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Station Road (N)	Entry	1	1	2	451	1085	0.416	450	453	0.0	0.8	5.927	A
			2	1, 3	409	1085	0.377	408	410	0.0	0.7	5.787	A
	Exit	1	1	(1, 3, 2)	861			860	869	0.0	0.0	0.041	A
			1		869			869	868	0.0	0.0	0.000	A
2 - Station Road (S)	Entry	1	1	3	12	839	0.014	12	10	0.0	0.0	4.514	A
			2	1, 2	449	839	0.535	448	447	0.0	1.1	8.993	A
	Exit	1	1	(1, 3, 2)	460			460	462	0.0	0.0	0.452	A
			1		469			469	471	0.0	0.0	0.000	A
3 - Broad Rushes	Entry	1	1	1	418	948	0.441	420	421	0.0	0.8	7.047	A
			2	3, 2	18	948	0.019	18	18	0.0	0.0	3.768	A
	Exit	1	1	(1, 3, 2)	436			436	442	0.0	0.0	0.027	A
			1		420			420	420	0.0	0.0	0.000	A

17:00 - 17:15

Arm	Side	Lane level	Lane	Destination arms	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Average throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Station Road (N)	Entry	1	1	2	553	1085	0.510	550	547	0.8	1.0	6.875	A
			2	1, 3	488	1085	0.450	489	494	0.7	0.7	6.392	A
	Exit	1	1	(1, 3, 2)	1040			1041	1042	0.0	0.0	0.128	A
			1		1048			1048	1043	0.0	0.0	0.000	A
2 - Station Road (S)	Entry	1	1	3	14	813	0.017	14	13	0.0	0.0	4.767	A
			2	1, 2	542	813	0.667	543	541	1.1	1.8	11.994	B
	Exit	1	1	(1, 3, 2)	554			556	557	0.0	0.2	2.303	A
			1		569			569	568	0.0	0.0	0.000	A
3 - Broad Rushes	Entry	1	1	1	505	914	0.552	505	502	0.8	1.4	9.027	A
			2	3, 2	19	914	0.021	19	21	0.0	0.0	4.058	A
	Exit	1	1	(1, 3, 2)	524			524	525	0.0	0.0	0.220	A
			1		503			503	507	0.0	0.0	0.000	A

17:15 - 17:30

Arm	Side	Lane level	Lane	Destination arms	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Average throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Station Road (N)	Entry	1	1	2	677	1082	0.626	679	668	1.0	1.6	8.754	A
			2	1, 3	602	1082	0.556	602	601	0.7	1.4	8.016	A
		2	1	(1, 3, 2)	1279			1279	1274	0.0	0.3	0.731	A
	Exit	1	1		1278			1278	1267	0.0	0.0	0.000	A
2 - Station Road (S)	Entry	1	1	3	14	775	0.019	15	15	0.0	0.0	4.854	A
			2	1, 2	662	775	0.854	659	650	1.8	3.3	16.382	C
		2	1	(1, 3, 2)	683			676	671	0.2	3.0	10.551	B
	Exit	1	1		705			705	695	0.0	0.0	0.000	A
3 - Broad Rushes	Entry	1	1	1	621	873	0.712	620	617	1.4	2.6	13.066	B
			2	3, 2	26	873	0.030	26	26	0.0	0.0	4.158	A
		2	1	(1, 3, 2)	648			647	648	0.0	0.3	1.386	A
	Exit	1	1		617			617	616	0.0	0.0	0.000	A

17:30 - 17:45

Arm	Side	Lane level	Lane	Destination arms	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Average throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Station Road (N)	Entry	1	1	2	663	1081	0.613	658	667	1.6	1.9	8.817	A
			2	1, 3	604	1081	0.559	608	611	1.4	1.2	8.141	A
		2	1	(1, 3, 2)	1265			1267	1277	0.3	0.2	0.790	A
	Exit	1	1		1264			1264	1285	0.0	0.0	0.000	A
2 - Station Road (S)	Entry	1	1	3	15	773	0.019	15	15	0.0	0.0	4.905	A
			2	1, 2	656	773	0.849	656	663	3.3	3.2	17.783	C
		2	1	(1, 3, 2)	669			671	678	3.0	2.6	16.009	C
	Exit	1	1		688			688	694	0.0	0.0	0.000	A
3 - Broad Rushes	Entry	1	1	1	607	874	0.695	608	621	2.6	2.4	14.116	B
			2	3, 2	31	874	0.035	30	28	0.0	0.0	4.360	A
		2	1	(1, 3, 2)	636			638	649	0.3	0.2	1.924	A
	Exit	1	1		623			623	626	0.0	0.0	0.000	A

17:45 - 18:00

Arm	Side	Lane level	Lane	Destination arms	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Average throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Station Road (N)	Entry	1	1	2	547	1084	0.505	547	548	1.9	1.1	6.834	A
			2	1, 3	490	1084	0.452	491	495	1.2	0.8	6.380	A
		2	1	(1, 3, 2)	1037			1037	1039	0.2	0.0	0.115	A
	Exit	1	1		1024			1024	1072	0.0	0.0	0.000	A
2 - Station Road (S)	Entry	1	1	3	11	812	0.014	11	11	0.0	0.0	4.821	A
			2	1, 2	536	812	0.660	535	563	3.2	1.9	13.114	B
		2	1	(1, 3, 2)	547			547	569	2.6	0.3	4.606	A
	Exit	1	1		568			568	570	0.0	0.0	0.000	A
3 - Broad Rushes	Entry	1	1	1	492	917	0.536	489	509	2.4	1.4	9.664	A
			2	3, 2	21	917	0.023	22	22	0.0	0.0	3.900	A
		2	1	(1, 3, 2)	513			513	526	0.2	0.1	0.342	A
	Exit	1	1		502			502	507	0.0	0.0	0.000	A

18:00 - 18:15

Arm	Side	Lane level	Lane	Destination arms	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Average throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Station Road (N)	Entry	1	1	2	450	1085	0.414	454	459	1.1	0.5	5.869	A
			2	1, 3	410	1085	0.378	411	418	0.8	0.7	5.691	A
		2	1	(1, 3, 2)	860			860	874	0.0	0.0	0.022	A
	Exit	1	1		879			879	888	0.0	0.0	0.000	A
2 - Station Road (S)	Entry	1	1	3	10	839	0.012	10	11	0.0	0.0	4.592	A
			2	1, 2	456	839	0.543	457	461	1.9	1.2	9.670	A
		2	1	(1, 3, 2)	465			466	469	0.3	0.0	0.829	A
	Exit	1	1		471			471	477	0.0	0.0	0.000	A
3 - Broad Rushes	Entry	1	1	1	422	945	0.447	422	427	1.4	0.8	7.599	A
			2	3, 2	17	945	0.018	17	18	0.0	0.0	4.204	A
		2	1	(1, 3, 2)	439			440	442	0.1	0.0	0.180	A
	Exit	1	1		421			421	429	0.0	0.0	0.000	A

Lane movements: Main Results for each time segment
16:45 - 17:00

Arm	Side	Lane level	Lane	To Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Simulation max flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Average throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalise level of service
1 - Station Road (N)	Entry	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	451	113	991	1085	0.416	450	453	0.0	0.8	5.927	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	409	102	991	1085	0.377	408	410	0.0	0.7	5.787	A
		2	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	451	113	-	-	-	451	456	0.0	0.0	0.040	A
				3	409	102	-	-	-	409	413	0.0	0.0	0.042	A
2 - Station Road (S)	Entry	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	12	3	891	766	0.015	12	10	0.0	0.0	4.514	A
			2	1	449	112	974	839	0.535	448	447	0.0	1.1	8.993	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
		2	1	1	448	112	-	-	-	449	452	0.0	0.0	0.459	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	12	3	-	-	-	12	10	0.0	0.0	0.178	A
3 - Broad Rushes	Entry	1	1	1	418	105	1108	948	0.442	420	421	0.0	0.8	7.047	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	18	5	1104	943	0.019	18	18	0.0	0.0	3.768	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
		2	1	1	418	105	-	-	-	418	424	0.0	0.0	0.028	A
				2	18	5	-	-	-	18	18	0.0	0.0	0.008	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A

17:00 - 17:15

Arm	Side	Lane level	Lane	To Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Simulation max flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Average throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalis level of service
1 - Station Road (N)	Entry	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	553	138	991	1084	0.510	550	547	0.8	1.0	6.875	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	488	122	991	1085	0.450	489	494	0.7	0.7	6.392	A
		2	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	553	138	-	-	-	553	548	0.0	0.0	0.138	A
				3	487	122	-	-	-	488	495	0.0	0.0	0.116	A
2 - Station Road (S)	Entry	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	14	3	939	784	0.017	14	13	0.0	0.0	4.767	A
			2	1	542	136	974	813	0.668	543	541	1.1	1.8	11.994	B
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
		2	1	1	541	135	-	-	-	542	544	0.0	0.2	2.319	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	13	3	-	-	-	14	13	0.0	0.0	1.668	A
3 - Broad Rushes	Entry	1	1	1	505	126	1108	914	0.552	505	502	0.8	1.4	9.027	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	19	5	1099	906	0.021	19	21	0.0	0.0	4.058	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
		2	1	1	505	126	-	-	-	505	504	0.0	0.0	0.221	A
				2	19	5	-	-	-	19	21	0.0	0.0	0.180	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A

17:15 - 17:30

Arm	Side	Lane level	Lane	To Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Simulation max flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Average throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalis level of service
1 - Station Road (N)	Entry	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	677	169	991	1082	0.626	679	668	1.0	1.6	8.754	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	602	151	991	1082	0.556	602	601	0.7	1.4	8.016	A
		2	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	677	169	-	-	-	677	670	0.0	0.2	0.724	A
				3	602	150	-	-	-	602	604	0.0	0.1	0.739	A
2 - Station Road (S)	Entry	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	14	4	948	755	0.019	15	15	0.0	0.0	4.854	A
			2	1	662	165	974	775	0.853	659	650	1.8	3.3	16.382	C
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
		2	1	1	668	167	-	-	-	662	656	0.2	2.9	10.578	B
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	15	4	-	-	-	14	15	0.0	0.1	9.354	A
3 - Broad Rushes	Entry	1	1	1	621	155	1108	873	0.712	620	617	1.4	2.6	13.066	B
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	26	7	1108	875	0.030	26	26	0.0	0.0	4.158	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
		2	1	1	622	155	-	-	-	621	621	0.0	0.3	1.397	A
				2	26	7	-	-	-	26	26	0.0	0.0	1.145	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A

17:30 - 17:45

Arm	Side	Lane level	Lane	To Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Simulation max flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Average throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalis level of service
1 - Station Road (N)	Entry	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	663	166	991	1081	0.613	658	667	1.6	1.9	8.817	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	604	151	991	1081	0.559	608	611	1.4	1.2	8.141	A
		2	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	662	166	-	-	-	663	668	0.2	0.1	0.800	A
				3	603	151	-	-	-	604	610	0.1	0.1	0.778	A
2 - Station Road (S)	Entry	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	15	4	961	759	0.020	15	15	0.0	0.0	4.905	A
			2	1	656	164	974	774	0.849	656	663	3.3	3.2	17.783	C
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
		2	1	1	654	164	-	-	-	656	663	2.9	2.5	16.028	C
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	15	4	-	-	-	15	15	0.1	0.0	15.183	C
3 - Broad Rushes	Entry	1	1	1	607	152	1108	874	0.695	608	621	2.6	2.4	14.116	B
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	31	8	1108	871	0.035	30	28	0.0	0.0	4.360	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
		2	1	1	606	151	-	-	-	607	621	0.3	0.2	1.949	A
				2	30	8	-	-	-	31	28	0.0	0.0	1.408	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A

17:45 - 18:00

Arm	Side	Lane level	Lane	To Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Simulation max flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Average throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalis level of service
1 - Station Road (N)	Entry	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	547	137	991	1084	0.505	547	548	1.9	1.1	6.834	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	490	123	991	1084	0.452	491	495	1.2	0.8	6.380	A
		2	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	547	137	-	-	-	547	545	0.1	0.0	0.119	A
				3	490	123	-	-	-	490	494	0.1	0.0	0.110	A
2 - Station Road (S)	Entry	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	11	3	904	751	0.015	11	11	0.0	0.0	4.821	A
			2	1	536	134	974	812	0.660	535	563	3.2	1.9	13.114	B
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
		2	1	1	536	134	-	-	-	536	558	2.5	0.3	4.636	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	11	3	-	-	-	11	11	0.0	0.0	3.132	A
3 - Broad Rushes	Entry	1	1	1	492	123	1108	917	0.536	489	509	2.4	1.4	9.664	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	21	5	1099	908	0.024	22	22	0.0	0.0	3.900	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
		2	1	1	491	123	-	-	-	492	504	0.2	0.1	0.343	A
				2	21	5	-	-	-	21	22	0.0	0.0	0.313	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A

18:00 - 18:15

Arm	Side	Lane level	Lane	To Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Simulation max flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Average throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalise level of service
1 - Station Road (N)	Entry	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	450	112	991	1085	0.414	454	459	1.1	0.5	5.869	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	410	103	991	1085	0.378	411	418	0.8	0.7	5.691	A
		2	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	450	112	-	-	-	450	457	0.0	0.0	0.022	A
				3	410	103	-	-	-	410	417	0.0	0.0	0.022	A
2 - Station Road (S)	Entry	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	10	3	917	787	0.013	10	11	0.0	0.0	4.592	A
			2	1	456	114	974	839	0.543	457	461	1.9	1.2	9.670	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
		2	1	1	455	114	-	-	-	456	458	0.3	0.0	0.830	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	10	3	-	-	-	10	11	0.0	0.0	0.797	A
3 - Broad Rushes	Entry	1	1	1	422	106	1108	945	0.447	422	427	1.4	0.8	7.599	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	17	4	1099	939	0.018	17	18	0.0	0.0	4.204	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
		2	1	1	422	106	-	-	-	422	425	0.1	0.0	0.180	A
				2	17	4	-	-	-	17	18	0.0	0.0	0.176	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A

2028 | WD Flows | AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	1 - Station Road (N) - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.
Info	Simulation	A1 - [Lane Simulation]	This run uses Simulation mode. For detailed information on this mode, please see the User Guide.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		1, 2, 3	16.28	C

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	16.28	C

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D5	2028	WD Flows	AM	ONE HOUR	07:45	09:15	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1 - Station Road (N)		ONE HOUR	✓	1396	100.000
2 - Station Road (S)		ONE HOUR	✓	315	100.000
3 - Broad Rushes		ONE HOUR	✓	647	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
		1 - Station Road (N)	2 - Station Road (S)	3 - Broad Rushes
From	1 - Station Road (N)	0	748	648
	2 - Station Road (S)	296	0	19
	3 - Broad Rushes	629	18	0

Vehicle Mix

HV data entry mode	PCU Factor for a HV (PCU)
HV Percentages	2.00

Junction	PCU factor for a cyclist	PCU factor for a cyclist in controlling flow
1	0.20	0.80

Heavy Vehicle %

	To			
		1 - Station Road (N)	2 - Station Road (S)	3 - Broad Rushes
	From			
	1 - Station Road (N)	0	6	9
	2 - Station Road (S)	10	0	6
	3 - Broad Rushes	12	6	0

Cyclist %

	To			
		1 - Station Road (N)	2 - Station Road (S)	3 - Broad Rushes
	From			
	1 - Station Road (N)	0	0	0
	2 - Station Road (S)	0	0	0
	3 - Broad Rushes	0	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
1 - Station Road (N)	0.83	17.77	7.8	C	1285	1927
2 - Station Road (S)	0.46	9.75	1.0	A	290	435
3 - Broad Rushes	0.71	16.25	3.0	C	596	894

Main Results for each time segment

07:45 - 08:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Average throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Station Road (N)	1068	267	12	1834	0.583	1065	1057	693	0.0	2.3	6.959	A
2 - Station Road (S)	229	57	498	881	0.260	229	238	579	0.0	0.5	6.610	A
3 - Broad Rushes	489	122	215	1014	0.483	490	483	511	0.0	1.1	7.380	A

08:00 - 08:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Average throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Station Road (N)	1248	312	17	1892	0.659	1250	1261	841	2.3	3.5	9.469	A
2 - Station Road (S)	293	73	577	810	0.362	291	290	691	0.5	0.7	7.960	A
3 - Broad Rushes	588	147	272	1048	0.561	586	586	596	1.1	1.8	9.397	A

08:15 - 08:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Average throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Station Road (N)	1540	385	21	1896	0.812	1538	1520	1038	3.5	7.6	16.228	C
2 - Station Road (S)	353	88	704	760	0.465	357	359	856	0.7	1.0	9.752	A
3 - Broad Rushes	718	180	335	1016	0.707	725	722	725	1.8	2.9	15.769	C

08:30 - 08:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Average throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Station Road (N)	1536	384	19	1844	0.833	1530	1532	1008	7.6	7.8	17.774	C
2 - Station Road (S)	344	86	718	823	0.418	346	352	831	1.0	0.9	9.136	A
3 - Broad Rushes	703	176	325	1030	0.682	702	715	739	2.9	3.0	16.250	C

08:45 - 09:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Average throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Station Road (N)	1262	315	16	1835	0.688	1267	1278	838	7.8	3.4	10.150	B
2 - Station Road (S)	286	72	586	823	0.348	286	291	697	0.9	0.7	8.254	A
3 - Broad Rushes	584	146	268	1044	0.559	586	596	604	3.0	1.2	9.772	A

09:00 - 09:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Average throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Station Road (N)	1054	263	12	1866	0.565	1049	1058	703	3.4	2.3	7.555	A
2 - Station Road (S)	233	58	482	882	0.265	234	240	579	0.7	0.5	6.992	A
3 - Broad Rushes	493	123	219	1046	0.471	496	500	498	1.2	0.9	7.795	A

Lane Results

Lane Level notation: Lane Level 1 is always closest to the junction.

Lanes: Main Results for each time segment

07:45 - 08:00

Arm	Side	Lane level	Lane	Destination arms	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Average throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Station Road (N)	Entry	1	1	2	569	1087	0.523	567	566	0.0	1.3	6.964	A
			2	1, 3	499	1087	0.459	498	491	0.0	1.0	6.701	A
	Exit	1	1	(1, 3, 2)	1068			1068	1066	0.0	0.1	0.114	A
			1		693			693	693	0.0	0.0	0.000	A
2 - Station Road (S)	Entry	1	1	3	13	810	0.016	13	15	0.0	0.0	4.797	A
			2	1, 2	216	810	0.266	215	223	0.0	0.4	6.684	A
	Exit	1	1	(1, 3, 2)	229			229	240	0.0	0.0	0.050	A
			1		579			579	579	0.0	0.0	0.000	A
3 - Broad Rushes	Entry	1	1	1	478	1031	0.464	478	470	0.0	1.1	7.385	A
			2	3, 2	12	1031	0.012	12	13	0.0	0.0	4.047	A
	Exit	1	1	(1, 3, 2)	489			490	487	0.0	0.0	0.089	A
			1		511			511	506	0.0	0.0	0.000	A

08:00 - 08:15

Arm	Side	Lane level	Lane	Destination arms	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Average throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Station Road (N)	Entry	1	1	2	675	1085	0.622	673	680	1.3	1.8	9.319	A
			2	1, 3	575	1085	0.530	577	581	1.0	1.5	7.960	A
	Exit	1	1	(1, 3, 2)	1248			1249	1265	0.1	0.2	0.762	A
			1		841			841	843	0.0	0.0	0.000	A
2 - Station Road (S)	Entry	1	1	3	19	784	0.024	19	19	0.0	0.0	4.832	A
			2	1, 2	274	784	0.350	272	272	0.4	0.7	8.044	A
	Exit	1	1	(1, 3, 2)	293			293	291	0.0	0.0	0.124	A
			1		691			691	695	0.0	0.0	0.000	A
3 - Broad Rushes	Entry	1	1	1	570	1011	0.564	569	571	1.1	1.6	9.101	A
			2	3, 2	17	1011	0.017	17	16	0.0	0.0	3.823	A
	Exit	1	1	(1, 3, 2)	588			587	589	0.0	0.1	0.431	A
			1		596			596	600	0.0	0.0	0.000	A

08:15 - 08:30

Arm	Side	Lane level	Lane	Destination arms	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Average throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Station Road (N)	Entry	1	1	2	835	1084	0.771	834	811	1.8	3.1	11.790	B
			2	1, 3	700	1084	0.646	704	708	1.5	1.9	10.021	B
		2	1	(1, 3, 2)	1540			1536	1526	0.2	2.7	5.208	A
	Exit	1	1		1038			1038	1039	0.0	0.0	0.000	A
2 - Station Road (S)	Entry	1	1	3	22	742	0.029	22	22	0.0	0.0	5.643	A
			2	1, 2	332	742	0.448	335	337	0.7	0.9	9.592	A
		2	1	(1, 3, 2)	353			354	360	0.0	0.1	0.405	A
	Exit	1	1		856			856	831	0.0	0.0	0.000	A
3 - Broad Rushes	Entry	1	1	1	700	989	0.708	704	702	1.6	2.5	13.153	B
			2	3, 2	21	989	0.022	21	20	0.0	0.0	4.013	A
		2	1	(1, 3, 2)	718			721	725	0.1	0.3	2.857	A
	Exit	1	1		725			725	730	0.0	0.0	0.000	A

08:30 - 08:45

Arm	Side	Lane level	Lane	Destination arms	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Average throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Station Road (N)	Entry	1	1	2	805	1085	0.742	812	819	3.1	2.6	12.521	B
			2	1, 3	724	1085	0.668	718	714	1.9	2.3	10.303	B
		2	1	(1, 3, 2)	1536			1529	1532	2.7	2.9	6.282	A
	Exit	1	1		1008			1008	1024	0.0	0.0	0.000	A
2 - Station Road (S)	Entry	1	1	3	21	737	0.029	21	23	0.0	0.1	5.589	A
			2	1, 2	323	737	0.438	325	329	0.9	0.8	9.164	A
		2	1	(1, 3, 2)	344			344	352	0.1	0.0	0.221	A
	Exit	1	1		831			831	839	0.0	0.0	0.000	A
3 - Broad Rushes	Entry	1	1	1	684	992	0.690	683	695	2.5	2.4	13.076	B
			2	3, 2	19	992	0.019	19	20	0.0	0.0	4.109	A
		2	1	(1, 3, 2)	703			703	715	0.3	0.6	3.448	A
	Exit	1	1		739			739	737	0.0	0.0	0.000	A

08:45 - 09:00

Arm	Side	Lane level	Lane	Destination arms	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Average throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Station Road (N)	Entry	1	1	2	678	1085	0.625	681	687	2.6	1.9	9.491	A
			2	1, 3	583	1085	0.537	586	591	2.3	1.2	8.000	A
		2	1	(1, 3, 2)	1262			1261	1270	2.9	0.4	1.397	A
	Exit	1	1		838			838	853	0.0	0.0	0.000	A
2 - Station Road (S)	Entry	1	1	3	18	781	0.023	18	18	0.1	0.1	5.262	A
			2	1, 2	269	781	0.344	268	273	0.8	0.6	8.302	A
		2	1	(1, 3, 2)	286			286	290	0.0	0.0	0.151	A
	Exit	1	1		697			697	703	0.0	0.0	0.000	A
3 - Broad Rushes	Entry	1	1	1	568	1013	0.561	570	580	2.4	1.1	9.309	A
			2	3, 2	17	1013	0.016	16	16	0.0	0.0	3.847	A
		2	1	(1, 3, 2)	584			585	591	0.6	0.0	0.653	A
	Exit	1	1		604			604	609	0.0	0.0	0.000	A

09:00 - 09:15

Arm	Side	Lane level	Lane	Destination arms	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Average throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Station Road (N)	Entry	1	1	2	570	1087	0.524	567	567	1.9	1.2	7.518	A
			2	1, 3	484	1087	0.446	482	491	1.2	1.1	6.775	A
		2	1	(1, 3, 2)	1054			1054	1055	0.4	0.0	0.382	A
	Exit	1	1		703			703	712	0.0	0.0	0.000	A
2 - Station Road (S)	Entry	1	1	3	16	815	0.019	15	15	0.1	0.0	4.718	A
			2	1, 2	218	815	0.268	219	225	0.6	0.4	7.086	A
		2	1	(1, 3, 2)	233			233	239	0.0	0.0	0.058	A
	Exit	1	1		579			579	581	0.0	0.0	0.000	A
3 - Broad Rushes	Entry	1	1	1	481	1030	0.467	484	486	1.1	0.9	7.764	A
			2	3, 2	12	1030	0.012	12	14	0.0	0.0	3.823	A
		2	1	(1, 3, 2)	493			493	499	0.0	0.0	0.149	A
	Exit	1	1		498			498	506	0.0	0.0	0.000	A

Lane movements: Main Results for each time segment

07:45 - 08:00

Arm	Side	Lane level	Lane	To Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Simulation max flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Average throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalise level of service
1 - Station Road (N)	Entry	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	569	142	991	1087	0.523	567	566	0.0	1.3	6.964	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	499	125	991	1087	0.459	498	491	0.0	1.0	6.701	A
		2	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	570	142	-	-	-	569	571	0.0	0.1	0.120	A
				3	498	125	-	-	-	499	495	0.0	0.0	0.108	A
2 - Station Road (S)	Entry	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	13	3	932	773	0.017	13	15	0.0	0.0	4.797	A
			2	1	216	54	974	810	0.266	215	223	0.0	0.4	6.684	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
		2	1	1	216	54	-	-	-	216	225	0.0	0.0	0.053	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	13	3	-	-	-	13	15	0.0	0.0	0.000	A
3 - Broad Rushes	Entry	1	1	1	478	120	1108	1031	0.464	478	470	0.0	1.1	7.385	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	12	3	1042	965	0.013	12	13	0.0	0.0	4.047	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
		2	1	1	477	119	-	-	-	478	474	0.0	0.0	0.087	A
				2	12	3	-	-	-	12	13	0.0	0.0	0.143	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A

08:00 - 08:15

Arm	Side	Lane level	Lane	To Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Simulation max flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Average throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalise level of service
1 - Station Road (N)	Entry	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	675	169	991	1085	0.622	673	680	1.3	1.8	9.319	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	575	144	991	1085	0.530	577	581	1.0	1.5	7.960	A
		2	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	674	168	-	-	-	675	682	0.1	0.1	0.785	A
				3	574	143	-	-	-	575	583	0.0	0.1	0.735	A
2 - Station Road (S)	Entry	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	19	5	941	757	0.025	19	19	0.0	0.0	4.832	A
			2	1	274	69	974	783	0.350	272	272	0.4	0.7	8.044	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
		2	1	1	274	69	-	-	-	274	273	0.0	0.0	0.132	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	19	5	-	-	-	19	18	0.0	0.0	0.012	A
3 - Broad Rushes	Entry	1	1	1	570	143	1108	1011	0.564	569	571	1.1	1.6	9.101	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	17	4	1080	986	0.018	17	16	0.0	0.0	3.823	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
		2	1	1	571	143	-	-	-	570	573	0.0	0.1	0.434	A
				2	17	4	-	-	-	17	16	0.0	0.0	0.318	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A

08:15 - 08:30

Arm	Side	Lane level	Lane	To Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Simulation max flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Average throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalis level of service
1 - Station Road (N)	Entry	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	835	209	991	1084	0.771	834	811	1.8	3.1	11.790	B
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
		2	2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	700	175	991	1084	0.646	704	708	1.5	1.9	10.021	B
		2	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	837	209	-	-	-	835	817	0.1	1.4	5.161	A
				3	703	176	-	-	-	700	709	0.1	1.3	5.263	A
2 - Station Road (S)	Entry	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	22	5	974	738	0.030	22	22	0.0	0.0	5.643	A
		2	2	1	332	83	974	743	0.447	335	337	0.7	0.9	9.592	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
		2	1	1	332	83	-	-	-	332	338	0.0	0.1	0.425	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	22	5	-	-	-	22	22	0.0	0.0	0.114	A
3 - Broad Rushes	Entry	1	1	1	700	175	1108	989	0.708	704	702	1.6	2.5	13.153	B
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
		2	2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	21	5	1099	978	0.022	21	20	0.0	0.0	4.013	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
		2	1	1	697	174	-	-	-	700	706	0.1	0.3	2.853	A
				2	21	5	-	-	-	21	20	0.0	0.0	3.004	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A

08:30 - 08:45

Arm	Side	Lane level	Lane	To Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Simulation max flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Average throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalis level of service
1 - Station Road (N)	Entry	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	805	201	991	1084	0.743	812	819	3.1	2.6	12.521	B
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
		2	2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	724	181	991	1085	0.668	718	714	1.9	2.3	10.303	B
		2	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	809	202	-	-	-	805	817	1.4	1.6	6.421	A
				3	727	182	-	-	-	724	716	1.3	1.3	6.119	A
2 - Station Road (S)	Entry	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	21	5	966	733	0.029	21	23	0.0	0.1	5.589	A
		2	2	1	323	81	974	738	0.438	325	329	0.9	0.8	9.164	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
		2	1	1	323	81	-	-	-	323	329	0.1	0.0	0.232	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	21	5	-	-	-	21	23	0.0	0.0	0.063	A
3 - Broad Rushes	Entry	1	1	1	684	171	1108	992	0.689	683	695	2.5	2.4	13.076	B
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
		2	2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	19	5	1099	983	0.019	19	20	0.0	0.0	4.109	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
		2	1	1	684	171	-	-	-	684	695	0.3	0.6	3.453	A
				2	19	5	-	-	-	19	20	0.0	0.0	3.261	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A

08:45 - 09:00

Arm	Side	Lane level	Lane	To Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Simulation max flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Average throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalise level of service
1 - Station Road (N)	Entry	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	678	170	991	1085	0.625	681	687	2.6	1.9	9.491	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
		2	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	583	146	991	1085	0.537	586	591	2.3	1.2	8.000	A
		2	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	679	170	-	-	-	678	684	1.6	0.2	1.430	A
				3	583	146	-	-	-	583	586	1.3	0.2	1.357	A
2 - Station Road (S)	Entry	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	18	5	949	763	0.024	18	18	0.1	0.1	5.262	A
		2	1	1	269	67	974	780	0.344	268	273	0.8	0.6	8.302	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
		2	1	1	269	67	-	-	-	269	272	0.0	0.0	0.155	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	18	5	-	-	-	18	18	0.0	0.0	0.081	A
3 - Broad Rushes	Entry	1	1	1	568	142	1108	1012	0.561	570	580	2.4	1.1	9.309	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
		2	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	17	4	1070	978	0.017	16	16	0.0	0.0	3.847	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
		2	1	1	567	142	-	-	-	568	575	0.6	0.0	0.655	A
				2	17	4	-	-	-	17	16	0.0	0.0	0.561	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A

09:00 - 09:15

Arm	Side	Lane level	Lane	To Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Simulation max flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Average throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalise level of service
1 - Station Road (N)	Entry	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	570	142	991	1087	0.524	567	567	1.9	1.2	7.518	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
		2	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	484	121	991	1087	0.446	482	491	1.2	1.1	6.775	A
		2	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	570	142	-	-	-	570	564	0.2	0.0	0.392	A
				3	484	121	-	-	-	484	491	0.2	0.0	0.371	A
2 - Station Road (S)	Entry	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	16	4	974	812	0.019	15	15	0.1	0.0	4.718	A
		2	1	1	218	55	974	814	0.268	219	225	0.6	0.4	7.086	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
		2	1	1	218	54	-	-	-	218	225	0.0	0.0	0.058	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	16	4	-	-	-	16	15	0.0	0.0	0.060	A
3 - Broad Rushes	Entry	1	1	1	481	120	1108	1030	0.467	484	486	1.1	0.9	7.764	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
		2	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	12	3	1080	1002	0.012	12	14	0.0	0.0	3.823	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
		2	1	1	481	120	-	-	-	481	486	0.0	0.0	0.147	A
				2	12	3	-	-	-	12	14	0.0	0.0	0.204	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A

2028 | WD Flows | PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	1 - Station Road (N) - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.
Info	Simulation	A1 - [Lane Simulation]	This run uses Simulation mode. For detailed information on this mode, please see the User Guide.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		1, 2, 3	15.80	C

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	15.80	C

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D6	2028	WD Flows	PM	ONE HOUR	16:45	18:15	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1 - Station Road (N)		ONE HOUR	✓	1130	100.000
2 - Station Road (S)		ONE HOUR	✓	603	100.000
3 - Broad Rushes		ONE HOUR	✓	589	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
From		1 - Station Road (N)	2 - Station Road (S)	3 - Broad Rushes
	1 - Station Road (N)	0	599	531
	2 - Station Road (S)	589	0	14
	3 - Broad Rushes	565	24	0

Vehicle Mix

HV data entry mode	PCU Factor for a HV (PCU)
HV Percentages	2.00

Junction	PCU factor for a cyclist	PCU factor for a cyclist in controlling flow
1	0.20	0.80

Heavy Vehicle %

	To			
		1 - Station Road (N)	2 - Station Road (S)	3 - Broad Rushes
	From			
	1 - Station Road (N)	0	2	5
	2 - Station Road (S)	2	0	0
	3 - Broad Rushes	5	0	0

Cyclist %

	To			
		1 - Station Road (N)	2 - Station Road (S)	3 - Broad Rushes
	From			
	1 - Station Road (N)	0	0	0
	2 - Station Road (S)	0	0	0
	3 - Broad Rushes	0	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
1 - Station Road (N)	0.69	8.73	3.5	A	1036	1553
2 - Station Road (S)	0.85	29.59	5.2	D	554	831
3 - Broad Rushes	0.72	15.20	2.9	C	538	808

Main Results for each time segment

16:45 - 17:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Average throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Station Road (N)	858	214	15	1885	0.455	856	846	856	0.0	1.4	5.554	A
2 - Station Road (S)	455	114	405	861	0.528	453	446	467	0.0	1.5	9.752	A
3 - Broad Rushes	431	108	441	1003	0.429	430	437	418	0.0	0.8	6.927	A

17:00 - 17:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Average throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Station Road (N)	1009	252	19	1835	0.550	1014	1020	1051	1.4	1.5	6.573	A
2 - Station Road (S)	553	138	480	838	0.660	555	543	554	1.5	2.1	13.289	B
3 - Broad Rushes	529	132	541	976	0.542	529	537	493	0.8	1.3	9.052	A

17:15 - 17:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Average throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Station Road (N)	1268	317	27	1837	0.690	1269	1253	1255	1.5	3.5	8.600	A
2 - Station Road (S)	654	164	582	795	0.823	650	659	714	2.1	5.2	24.273	C
3 - Broad Rushes	648	162	634	918	0.707	647	648	598	1.3	2.9	14.661	B

17:30 - 17:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Average throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Station Road (N)	1227	307	27	1897	0.647	1218	1250	1280	3.5	3.4	8.727	A
2 - Station Road (S)	663	166	576	780	0.849	672	672	668	5.2	4.9	29.589	D
3 - Broad Rushes	652	163	656	911	0.716	651	649	593	2.9	2.8	15.199	C

17:45 - 18:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Average throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Station Road (N)	1007	252	24	1860	0.542	1005	1021	1025	3.4	2.0	6.681	A
2 - Station Road (S)	534	134	467	837	0.638	536	558	562	4.9	1.6	14.730	B
3 - Broad Rushes	529	132	524	948	0.558	526	543	478	2.8	1.6	9.814	A

18:00 - 18:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Average throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Station Road (N)	845	211	20	1880	0.450	846	864	875	2.0	1.3	5.676	A
2 - Station Road (S)	466	116	400	855	0.544	466	465	466	1.6	1.3	9.573	A
3 - Broad Rushes	442	110	456	990	0.446	439	446	411	1.6	1.0	7.499	A

Lane Results

Lane Level notation: Lane Level 1 is always closest to the junction.

Lanes: Main Results for each time segment

16:45 - 17:00

Arm	Side	Lane level	Lane	Destination arms	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Average throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Station Road (N)	Entry	1	1	2	455	1086	0.419	451	448	0.0	0.8	5.623	A
			2	1, 3	402	1086	0.371	405	397	0.0	0.5	5.441	A
	Exit	1	1	(1, 3, 2)	858			857	851	0.0	0.0	0.011	A
			1		856			856	854	0.0	0.0	0.000	A
2 - Station Road (S)	Entry	1	1	3	12	840	0.015	12	11	0.0	0.0	4.418	A
			2	1, 2	443	840	0.528	441	435	0.0	1.4	9.092	A
	Exit	1	1	(1, 3, 2)	455			456	451	0.0	0.1	0.758	A
			1		467			467	466	0.0	0.0	0.000	A
3 - Broad Rushes	Entry	1	1	1	416	951	0.437	415	419	0.0	0.8	7.006	A
			2	3, 2	15	951	0.016	15	17	0.0	0.0	3.855	A
	Exit	1	1	(1, 3, 2)	431			431	440	0.0	0.0	0.051	A
			1		418			418	408	0.0	0.0	0.000	A

17:00 - 17:15

Arm	Side	Lane level	Lane	Destination arms	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Average throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Station Road (N)	Entry	1	1	2	535	1084	0.493	535	539	0.8	1.0	6.647	A
			2	1, 3	475	1084	0.438	480	481	0.5	0.5	6.362	A
	Exit	1	1	(1, 3, 2)	1009			1010	1021	0.0	0.0	0.062	A
			1		1051			1051	1048	0.0	0.0	0.000	A
2 - Station Road (S)	Entry	1	1	3	14	816	0.017	14	12	0.0	0.0	4.534	A
			2	1, 2	540	816	0.662	541	532	1.4	1.7	11.557	B
	Exit	1	1	(1, 3, 2)	553			554	545	0.1	0.3	1.865	A
			1		554			554	560	0.0	0.0	0.000	A
3 - Broad Rushes	Entry	1	1	1	509	915	0.557	510	516	0.8	1.3	9.145	A
			2	3, 2	19	915	0.021	19	21	0.0	0.0	4.075	A
	Exit	1	1	(1, 3, 2)	529			529	539	0.0	0.0	0.115	A
			1		493			493	493	0.0	0.0	0.000	A

17:15 - 17:30

Arm	Side	Lane level	Lane	Destination arms	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Average throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Station Road (N)	Entry	1	1	2	686	1082	0.634	687	669	1.0	1.9	8.567	A
			2	1, 3	580	1082	0.536	582	583	0.5	1.2	7.471	A
	Exit	1	1	(1, 3, 2)	1268			1266	1258	0.0	0.4	0.531	A
			1		1255			1255	1266	0.0	0.0	0.000	A
2 - Station Road (S)	Entry	1	1	3	15	782	0.020	15	15	0.0	0.0	4.967	A
			2	1, 2	638	782	0.816	634	644	1.7	3.3	16.240	C
	Exit	1	1	(1, 3, 2)	654			653	665	0.3	1.9	8.223	A
			1		714			714	696	0.0	0.0	0.000	A
3 - Broad Rushes	Entry	1	1	1	621	881	0.704	620	622	1.3	2.5	13.399	B
			2	3, 2	27	881	0.030	27	27	0.0	0.0	4.289	A
	Exit	1	1	(1, 3, 2)	648			647	653	0.0	0.4	1.601	A
			1		598			598	598	0.0	0.0	0.000	A

17:30 - 17:45

Arm	Side	Lane level	Lane	Destination arms	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Average throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Station Road (N)	Entry	1	1	2	647	1082	0.598	642	659	1.9	1.6	8.362	A
			2	1, 3	581	1082	0.536	576	591	1.2	1.7	7.911	A
	Exit	1	1	(1, 3, 2)	1227			1227	1251	0.4	0.0	0.578	A
			1		1280			1280	1279	0.0	0.0	0.000	A
2 - Station Road (S)	Entry	1	1	3	16	784	0.020	16	16	0.0	0.0	4.903	A
			2	1, 2	650	784	0.829	656	657	3.3	2.7	17.173	C
	Exit	1	1	(1, 3, 2)	663			666	670	1.9	2.2	12.674	B
			1		668			668	686	0.0	0.0	0.000	A
3 - Broad Rushes	Entry	1	1	1	626	874	0.716	624	622	2.5	2.5	13.859	B
			2	3, 2	27	874	0.030	27	27	0.0	0.0	4.021	A
	Exit	1	1	(1, 3, 2)	652			652	649	0.4	0.2	1.795	A
			1		593			593	607	0.0	0.0	0.000	A

17:45 - 18:00

Arm	Side	Lane level	Lane	Destination arms	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Average throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Station Road (N)	Entry	1	1	2	543	1083	0.502	538	546	1.6	1.3	6.863	A
			2	1, 3	463	1083	0.428	467	475	1.7	0.6	6.320	A
	Exit	1	1	(1, 3, 2)	1007			1007	1016	0.0	0.1	0.066	A
			1		1025			1025	1065	0.0	0.0	0.000	A
2 - Station Road (S)	Entry	1	1	3	12	820	0.014	12	13	0.0	0.0	4.835	A
			2	1, 2	524	820	0.639	524	546	2.7	1.6	11.788	B
	Exit	1	1	(1, 3, 2)	534			536	554	2.2	0.1	3.310	A
			1		562			562	570	0.0	0.0	0.000	A
3 - Broad Rushes	Entry	1	1	1	505	921	0.548	501	519	2.5	1.6	9.755	A
			2	3, 2	24	921	0.026	24	24	0.0	0.0	4.123	A
	Exit	1	1	(1, 3, 2)	529			529	539	0.2	0.0	0.352	A
			1		478			478	488	0.0	0.0	0.000	A

18:00 - 18:15

Arm	Side	Lane level	Lane	Destination arms	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Average throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Station Road (N)	Entry	1	1	2	446	1084	0.411	446	457	1.3	0.8	5.854	A
			2	1, 3	399	1084	0.368	400	406	0.6	0.5	5.425	A
		2	1	(1, 3, 2)	845			845	861	0.1	0.0	0.023	A
	Exit	1	1		875			875	882	0.0	0.0	0.000	A
2 - Station Road (S)	Entry	1	1	3	10	842	0.012	10	10	0.0	0.0	4.190	A
			2	1, 2	455	842	0.540	456	455	1.6	1.1	9.097	A
		2	1	(1, 3, 2)	466			465	463	0.1	0.1	0.593	A
	Exit	1	1		466			466	476	0.0	0.0	0.000	A
3 - Broad Rushes	Entry	1	1	1	422	945	0.446	419	427	1.6	1.0	7.570	A
			2	3, 2	20	945	0.021	20	19	0.0	0.0	3.802	A
		2	1	(1, 3, 2)	442			442	443	0.0	0.0	0.101	A
	Exit	1	1		411			411	416	0.0	0.0	0.000	A

Lane movements: Main Results for each time segment
16:45 - 17:00

Arm	Side	Lane level	Lane	To Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Simulation max flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Average throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalise level of service
1 - Station Road (N)	Entry	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	455	114	991	1086	0.419	451	448	0.0	0.8	5.623	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	402	101	991	1086	0.371	405	397	0.0	0.5	5.441	A
		2	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	456	114	-	-	-	455	452	0.0	0.0	0.012	A
				3	402	101	-	-	-	402	399	0.0	0.0	0.009	A
2 - Station Road (S)	Entry	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	12	3	849	732	0.017	12	11	0.0	0.0	4.418	A
			2	1	443	111	974	841	0.527	441	435	0.0	1.4	9.092	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
		2	1	1	442	111	-	-	-	443	441	0.0	0.1	0.772	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	12	3	-	-	-	12	11	0.0	0.0	0.202	A
3 - Broad Rushes	Entry	1	1	1	416	104	1108	951	0.437	415	419	0.0	0.8	7.006	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	15	4	1087	935	0.016	15	17	0.0	0.0	3.855	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
		2	1	1	416	104	-	-	-	416	422	0.0	0.0	0.050	A
				2	15	4	-	-	-	15	17	0.0	0.0	0.057	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A

17:00 - 17:15

Arm	Side	Lane level	Lane	To Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Simulation max flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Average throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalis level of service
1 - Station Road (N)	Entry	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	535	134	991	1084	0.493	535	539	0.8	1.0	6.647	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	475	119	991	1084	0.438	480	481	0.5	0.5	6.362	A
		2	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	535	134	-	-	-	535	540	0.0	0.0	0.070	A
				3	474	119	-	-	-	475	481	0.0	0.0	0.053	A
2 - Station Road (S)	Entry	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	14	3	907	760	0.018	14	12	0.0	0.0	4.534	A
			2	1	540	135	974	816	0.662	541	532	1.4	1.7	11.557	B
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
		2	1	1	540	135	-	-	-	540	533	0.1	0.3	1.879	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	14	3	-	-	-	14	12	0.0	0.0	1.245	A
3 - Broad Rushes	Entry	1	1	1	509	127	1108	915	0.557	510	516	0.8	1.3	9.145	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	19	5	1108	919	0.021	19	21	0.0	0.0	4.075	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
		2	1	1	509	127	-	-	-	509	518	0.0	0.0	0.117	A
				2	19	5	-	-	-	19	21	0.0	0.0	0.076	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A

17:15 - 17:30

Arm	Side	Lane level	Lane	To Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Simulation max flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Average throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalis level of service
1 - Station Road (N)	Entry	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	686	171	991	1082	0.634	687	669	1.0	1.9	8.567	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	580	145	991	1082	0.536	582	583	0.5	1.2	7.471	A
		2	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	686	171	-	-	-	686	673	0.0	0.2	0.534	A
				3	582	145	-	-	-	580	586	0.0	0.3	0.528	A
2 - Station Road (S)	Entry	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	15	4	965	776	0.020	15	15	0.0	0.0	4.967	A
			2	1	638	159	974	782	0.816	634	644	1.7	3.3	16.240	C
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
		2	1	1	639	160	-	-	-	638	650	0.3	1.8	8.247	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	15	4	-	-	-	15	15	0.0	0.0	7.185	A
3 - Broad Rushes	Entry	1	1	1	621	155	1108	881	0.704	620	622	1.3	2.5	13.399	B
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	27	7	1108	878	0.030	27	27	0.0	0.0	4.289	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
		2	1	1	622	156	-	-	-	621	626	0.0	0.4	1.625	A
				2	26	7	-	-	-	27	27	0.0	0.0	1.062	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A

17:30 - 17:45

Arm	Side	Lane level	Lane	To Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Simulation max flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Average throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalis level of service
1 - Station Road (N)	Entry	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	647	162	991	1082	0.598	642	659	1.9	1.6	8.362	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	581	145	991	1082	0.536	576	591	1.2	1.7	7.911	A
		2	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	647	162	-	-	-	647	658	0.2	0.0	0.589	A
				3	580	145	-	-	-	581	593	0.3	0.0	0.566	A
2 - Station Road (S)	Entry	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	16	4	945	756	0.021	16	16	0.0	0.0	4.903	A
			2	1	650	163	974	784	0.829	656	657	3.3	2.7	17.173	C
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
		2	1	1	647	162	-	-	-	650	654	1.8	2.1	12.735	B
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	16	4	-	-	-	16	16	0.0	0.0	10.164	B
3 - Broad Rushes	Entry	1	1	1	626	156	1108	873	0.717	624	622	2.5	2.5	13.859	B
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	27	7	1108	876	0.030	27	27	0.0	0.0	4.021	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
		2	1	1	626	156	-	-	-	626	622	0.4	0.2	1.809	A
				2	27	7	-	-	-	27	27	0.0	0.0	1.487	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A

17:45 - 18:00

Arm	Side	Lane level	Lane	To Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Simulation max flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Average throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalis level of service
1 - Station Road (N)	Entry	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	543	136	991	1083	0.502	538	546	1.6	1.3	6.863	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	463	116	991	1083	0.428	467	475	1.7	0.6	6.320	A
		2	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	544	136	-	-	-	543	545	0.0	0.1	0.064	A
				3	464	116	-	-	-	463	471	0.0	0.0	0.067	A
2 - Station Road (S)	Entry	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	12	3	926	778	0.015	12	13	0.0	0.0	4.835	A
			2	1	524	131	974	820	0.639	524	546	2.7	1.6	11.788	B
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
		2	1	1	523	131	-	-	-	524	541	2.1	0.1	3.313	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	11	3	-	-	-	12	13	0.0	0.0	3.175	A
3 - Broad Rushes	Entry	1	1	1	505	126	1108	921	0.548	501	519	2.5	1.6	9.755	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	24	6	1108	918	0.026	24	24	0.0	0.0	4.123	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
		2	1	1	505	126	-	-	-	505	515	0.2	0.0	0.350	A
				2	24	6	-	-	-	24	24	0.0	0.0	0.381	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A

18:00 - 18:15

Arm	Side	Lane level	Lane	To Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Simulation max flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Average throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalise level of service
1 - Station Road (N)	Entry	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	446	111	991	1084	0.411	446	457	1.3	0.8	5.854	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	399	100	991	1085	0.368	400	406	0.6	0.5	5.425	A
		2	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	446	111	-	-	-	446	455	0.1	0.0	0.022	A
				3	399	100	-	-	-	399	406	0.0	0.0	0.024	A
2 - Station Road (S)	Entry	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	10	3	936	805	0.013	10	10	0.0	0.0	4.190	A
			2	1	455	114	974	842	0.540	456	455	1.6	1.1	9.097	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
		2	1	1	455	114	-	-	-	455	453	0.1	0.1	0.593	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	10	3	-	-	-	10	10	0.0	0.0	0.606	A
3 - Broad Rushes	Entry	1	1	1	422	105	1108	945	0.446	419	427	1.6	1.0	7.570	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	20	5	1098	935	0.021	20	19	0.0	0.0	3.802	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
		2	1	1	422	105	-	-	-	422	425	0.0	0.0	0.099	A
				2	20	5	-	-	-	20	19	0.0	0.0	0.143	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A

2038 | WoD Flows | AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	1 - Station Road (N) - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.
Info	Simulation	A1 - [Lane Simulation]	This run uses Simulation mode. For detailed information on this mode, please see the User Guide.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		1, 2, 3	12.75	B

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	12.75	B

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D7	2038	WoD Flows	AM	ONE HOUR	07:45	09:15	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1 - Station Road (N)		ONE HOUR	✓	1277	100.000
2 - Station Road (S)		ONE HOUR	✓	402	100.000
3 - Broad Rushes		ONE HOUR	✓	605	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
		1 - Station Road (N)	2 - Station Road (S)	3 - Broad Rushes
From	1 - Station Road (N)	0	681	596
	2 - Station Road (S)	380	0	22
	3 - Broad Rushes	591	14	0

Vehicle Mix

HV data entry mode	PCU Factor for a HV (PCU)
HV Percentages	2.00

Junction	PCU factor for a cyclist	PCU factor for a cyclist in controlling flow
1	0.20	0.80

Heavy Vehicle %

	To			
		1 - Station Road (N)	2 - Station Road (S)	3 - Broad Rushes
	From			
	1 - Station Road (N)	0	6	9
	2 - Station Road (S)	8	0	5
	3 - Broad Rushes	14	8	0

Cyclist %

	To			
		1 - Station Road (N)	2 - Station Road (S)	3 - Broad Rushes
	From			
	1 - Station Road (N)	0	0	0
	2 - Station Road (S)	0	0	0
	3 - Broad Rushes	0	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
1 - Station Road (N)	0.75	12.22	5.1	B	1166	1749
2 - Station Road (S)	0.56	12.32	1.7	B	369	553
3 - Broad Rushes	0.71	14.15	3.0	B	555	833

Main Results for each time segment

07:45 - 08:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Average throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Station Road (N)	957	239	9	1903	0.503	951	944	734	0.0	2.2	6.478	A
2 - Station Road (S)	307	77	443	856	0.359	309	310	517	0.0	0.5	7.368	A
3 - Broad Rushes	451	113	293	1021	0.442	450	454	459	0.0	1.1	7.461	A

08:00 - 08:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Average throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Station Road (N)	1154	288	13	1885	0.612	1149	1149	876	2.2	3.3	8.053	A
2 - Station Road (S)	363	91	544	839	0.433	363	365	617	0.5	0.9	8.347	A
3 - Broad Rushes	545	136	343	994	0.549	545	547	565	1.1	1.5	8.863	A

08:15 - 08:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Average throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Station Road (N)	1402	350	16	1879	0.746	1404	1409	1081	3.3	5.1	11.972	B
2 - Station Road (S)	442	111	655	797	0.555	438	447	764	0.9	1.7	11.454	B
3 - Broad Rushes	682	170	417	1001	0.682	680	673	676	1.5	2.5	14.059	B

08:30 - 08:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Average throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Station Road (N)	1373	343	17	1877	0.732	1380	1406	1070	5.1	4.2	12.222	B
2 - Station Road (S)	441	110	645	808	0.546	441	458	751	1.7	1.4	12.317	B
3 - Broad Rushes	673	168	419	950	0.709	668	674	668	2.5	3.0	14.148	B

08:45 - 09:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Average throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Station Road (N)	1147	287	13	1816	0.632	1140	1158	862	4.2	3.0	8.053	A
2 - Station Road (S)	361	90	528	874	0.413	359	370	624	1.4	0.9	8.792	A
3 - Broad Rushes	530	133	340	1029	0.515	534	549	547	3.0	1.1	9.790	A

09:00 - 09:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Average throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Station Road (N)	963	241	10	1869	0.515	964	974	722	3.0	1.6	6.737	A
2 - Station Road (S)	299	75	451	883	0.338	301	313	524	0.9	0.5	7.255	A
3 - Broad Rushes	449	112	282	1020	0.440	450	462	469	1.1	0.9	7.479	A

Lane Results

Lane Level notation: Lane Level 1 is always closest to the junction.

Lanes: Main Results for each time segment

07:45 - 08:00

Arm	Side	Lane level	Lane	Destination arms	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Average throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Station Road (N)	Entry	1	1	2	511	1088	0.470	508	506	0.0	1.1	6.483	A
			2	1, 3	443	1088	0.407	443	439	0.0	0.9	6.167	A
	Exit	1	1	(1, 3, 2)	957			954	952	0.0	0.2	0.128	A
			1		734			734	737	0.0	0.0	0.000	A
2 - Station Road (S)	Entry	1	1	3	16	828	0.020	16	17	0.0	0.0	4.370	A
			2	1, 2	291	828	0.351	293	293	0.0	0.5	7.442	A
	Exit	1	1	(1, 3, 2)	307			307	312	0.0	0.0	0.099	A
			1		517			517	516	0.0	0.0	0.000	A
3 - Broad Rushes	Entry	1	1	1	443	1004	0.441	442	444	0.0	1.1	7.516	A
			2	3, 2	9	1004	0.009	9	10	0.0	0.0	3.488	A
	Exit	1	1	(1, 3, 2)	451			451	458	0.0	0.0	0.041	A
			1		459			459	456	0.0	0.0	0.000	A

08:00 - 08:15

Arm	Side	Lane level	Lane	Destination arms	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Average throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Station Road (N)	Entry	1	1	2	604	1087	0.556	604	614	1.1	1.6	8.067	A
			2	1, 3	546	1087	0.503	544	535	0.9	1.3	7.033	A
	Exit	1	1	(1, 3, 2)	1154			1151	1153	0.2	0.4	0.460	A
			1		876			876	879	0.0	0.0	0.000	A
2 - Station Road (S)	Entry	1	1	3	21	794	0.026	20	21	0.0	0.0	5.457	A
			2	1, 2	343	794	0.432	343	344	0.5	0.8	8.342	A
	Exit	1	1	(1, 3, 2)	363			364	366	0.0	0.0	0.171	A
			1		617			617	626	0.0	0.0	0.000	A
3 - Broad Rushes	Entry	1	1	1	534	986	0.542	533	534	1.1	1.5	8.782	A
			2	3, 2	13	986	0.013	13	12	0.0	0.0	4.375	A
	Exit	1	1	(1, 3, 2)	545			547	548	0.0	0.0	0.189	A
			1		565			565	556	0.0	0.0	0.000	A

08:15 - 08:30

Arm	Side	Lane level	Lane	Destination arms	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Average throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Station Road (N)	Entry	1	1	2	743	1086	0.684	749	758	1.6	2.2	10.640	B
			2	1, 3	658	1086	0.606	655	651	1.3	2.0	9.154	A
		2	1	(1, 3, 2)	1402			1401	1414	0.4	1.0	1.984	A
	Exit	1	1		1081			1081	1082	0.0	0.0	0.000	A
2 - Station Road (S)	Entry	1	1	3	21	758	0.027	21	24	0.0	0.0	4.365	A
			2	1, 2	420	758	0.554	417	423	0.8	1.5	10.907	B
		2	1	(1, 3, 2)	442			441	450	0.0	0.2	0.882	A
	Exit	1	1		764			764	773	0.0	0.0	0.000	A
3 - Broad Rushes	Entry	1	1	1	667	959	0.696	664	658	1.5	2.4	12.309	B
			2	3, 2	16	959	0.017	16	15	0.0	0.0	4.098	A
		2	1	(1, 3, 2)	682			683	677	0.0	0.2	1.933	A
	Exit	1	1		676			676	675	0.0	0.0	0.000	A

08:30 - 08:45

Arm	Side	Lane level	Lane	Destination arms	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Average throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Station Road (N)	Entry	1	1	2	738	1085	0.680	734	742	2.2	2.4	10.265	B
			2	1, 3	641	1085	0.591	645	664	2.0	1.6	9.544	A
		2	1	(1, 3, 2)	1373			1379	1406	1.0	0.3	2.316	A
	Exit	1	1		1070			1070	1093	0.0	0.0	0.000	A
2 - Station Road (S)	Entry	1	1	3	23	761	0.030	23	25	0.0	0.0	4.717	A
			2	1, 2	420	761	0.551	419	434	1.5	1.3	11.556	B
		2	1	(1, 3, 2)	441			442	457	0.2	0.1	1.156	A
	Exit	1	1		751			751	758	0.0	0.0	0.000	A
3 - Broad Rushes	Entry	1	1	1	651	959	0.679	651	659	2.4	2.5	12.293	B
			2	3, 2	17	959	0.017	17	15	0.0	0.0	3.985	A
		2	1	(1, 3, 2)	673			669	675	0.2	0.5	2.041	A
	Exit	1	1		668			668	689	0.0	0.0	0.000	A

08:45 - 09:00

Arm	Side	Lane level	Lane	Destination arms	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Average throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Station Road (N)	Entry	1	1	2	619	1087	0.570	611	618	2.4	1.8	8.135	A
			2	1, 3	528	1087	0.486	528	541	1.6	1.2	7.260	A
		2	1	(1, 3, 2)	1147			1147	1154	0.3	0.1	0.325	A
	Exit	1	1		862			862	886	0.0	0.0	0.000	A
2 - Station Road (S)	Entry	1	1	3	19	800	0.024	19	21	0.0	0.0	4.958	A
			2	1, 2	342	800	0.428	340	349	1.3	0.9	8.729	A
		2	1	(1, 3, 2)	361			361	368	0.1	0.0	0.292	A
	Exit	1	1		624			624	630	0.0	0.0	0.000	A
3 - Broad Rushes	Entry	1	1	1	518	987	0.525	522	537	2.5	1.1	9.457	A
			2	3, 2	13	987	0.013	13	12	0.0	0.0	4.188	A
		2	1	(1, 3, 2)	530			531	544	0.5	0.0	0.505	A
	Exit	1	1		547			547	562	0.0	0.0	0.000	A

09:00 - 09:15

Arm	Side	Lane level	Lane	Destination arms	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Average throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Station Road (N)	Entry	1	1	2	512	1087	0.471	514	522	1.8	0.7	6.758	A
			2	1, 3	451	1087	0.414	451	452	1.2	0.9	6.455	A
		2	1	(1, 3, 2)	963			963	969	0.1	0.0	0.120	A
	Exit	1	1		722			722	746	0.0	0.0	0.000	A
2 - Station Road (S)	Entry	1	1	3	18	825	0.022	18	18	0.0	0.0	4.870	A
			2	1, 2	280	825	0.340	282	295	0.9	0.5	7.283	A
		2	1	(1, 3, 2)	299			299	311	0.0	0.0	0.114	A
	Exit	1	1		524			524	533	0.0	0.0	0.000	A
3 - Broad Rushes	Entry	1	1	1	439	1007	0.436	440	451	1.1	0.9	7.484	A
			2	3, 2	10	1007	0.010	10	11	0.0	0.0	3.784	A
		2	1	(1, 3, 2)	449			449	461	0.0	0.0	0.088	A
	Exit	1	1		469			469	470	0.0	0.0	0.000	A

Lane movements: Main Results for each time segment

07:45 - 08:00

Arm	Side	Lane level	Lane	To Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Simulation max flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Average throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalise level of service
1 - Station Road (N)	Entry	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	511	128	991	1088	0.470	508	506	0.0	1.1	6.483	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	443	111	991	1088	0.407	443	439	0.0	0.9	6.167	A
		2	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	513	128	-	-	-	511	510	0.0	0.1	0.138	A
				3	444	111	-	-	-	443	442	0.0	0.1	0.116	A
2 - Station Road (S)	Entry	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	16	4	954	812	0.020	16	17	0.0	0.0	4.370	A
			2	1	291	73	974	828	0.351	293	293	0.0	0.5	7.442	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
		2	1	1	291	73	-	-	-	291	295	0.0	0.0	0.101	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	16	4	-	-	-	16	17	0.0	0.0	0.064	A
3 - Broad Rushes	Entry	1	1	1	443	111	1108	1004	0.441	442	444	0.0	1.1	7.516	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	9	2	994	900	0.010	9	10	0.0	0.0	3.488	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
		2	1	1	443	111	-	-	-	443	448	0.0	0.0	0.043	A
				2	9	2	-	-	-	9	10	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A

08:00 - 08:15

Arm	Side	Lane level	Lane	To Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Simulation max flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Average throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalise level of service
1 - Station Road (N)	Entry	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	604	151	991	1087	0.556	604	614	1.1	1.6	8.067	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	546	137	991	1087	0.503	544	535	0.9	1.3	7.033	A
		2	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	607	152	-	-	-	604	616	0.1	0.2	0.456	A
				3	548	137	-	-	-	546	537	0.1	0.1	0.464	A
2 - Station Road (S)	Entry	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	21	5	974	794	0.026	20	21	0.0	0.0	5.457	A
			2	1	343	86	974	794	0.433	343	344	0.5	0.8	8.342	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
		2	1	1	343	86	-	-	-	343	345	0.0	0.0	0.177	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	21	5	-	-	-	21	21	0.0	0.0	0.086	A
3 - Broad Rushes	Entry	1	1	1	534	134	1108	986	0.542	533	534	1.1	1.5	8.782	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	13	3	1029	917	0.014	13	12	0.0	0.0	4.375	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
		2	1	1	533	133	-	-	-	534	536	0.0	0.0	0.191	A
				2	13	3	-	-	-	13	12	0.0	0.0	0.117	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A

08:15 - 08:30

Arm	Side	Lane level	Lane	To Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Simulation max flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Average throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalis level of service
1 - Station Road (N)	Entry	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	743	186	991	1086	0.684	749	758	1.6	2.2	10.640	B
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	658	164	991	1086	0.606	655	651	1.3	2.0	9.154	A
		2	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	744	186	-	-	-	743	760	0.2	0.6	1.998	A
				3	658	164	-	-	-	658	654	0.1	0.4	1.966	A
2 - Station Road (S)	Entry	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	21	5	974	761	0.027	21	24	0.0	0.0	4.365	A
			2	1	420	105	974	757	0.555	417	423	0.8	1.5	10.907	B
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
		2	1	1	422	105	-	-	-	420	426	0.0	0.2	0.903	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	21	5	-	-	-	21	24	0.0	0.0	0.499	A
3 - Broad Rushes	Entry	1	1	1	667	167	1108	959	0.696	664	658	1.5	2.4	12.309	B
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	16	4	1097	948	0.017	16	15	0.0	0.0	4.098	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
		2	1	1	666	166	-	-	-	667	662	0.0	0.2	1.941	A
				2	16	4	-	-	-	16	15	0.0	0.0	1.624	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A

08:30 - 08:45

Arm	Side	Lane level	Lane	To Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Simulation max flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Average throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalis level of service
1 - Station Road (N)	Entry	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	738	184	991	1085	0.680	734	742	2.2	2.4	10.265	B
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	641	160	991	1085	0.591	645	664	2.0	1.6	9.544	A
		2	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	735	184	-	-	-	738	743	0.6	0.2	2.359	A
				3	638	160	-	-	-	641	663	0.4	0.1	2.267	A
2 - Station Road (S)	Entry	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	23	6	974	757	0.030	23	25	0.0	0.0	4.717	A
			2	1	420	105	974	761	0.551	419	434	1.5	1.3	11.556	B
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
		2	1	1	418	105	-	-	-	420	433	0.2	0.1	1.178	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	23	6	-	-	-	23	25	0.0	0.0	0.790	A
3 - Broad Rushes	Entry	1	1	1	651	163	1108	959	0.680	651	659	2.4	2.5	12.293	B
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	17	4	1097	946	0.018	17	15	0.0	0.0	3.985	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
		2	1	1	655	164	-	-	-	651	660	0.2	0.5	2.039	A
				2	17	4	-	-	-	17	15	0.0	0.0	2.119	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A

08:45 - 09:00

Arm	Side	Lane level	Lane	To Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Simulation max flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Average throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalise level of service
1 - Station Road (N)	Entry	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	619	155	991	1087	0.570	611	618	2.4	1.8	8.135	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	528	132	991	1087	0.486	528	541	1.6	1.2	7.260	A
		2	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	619	155	-	-	-	619	615	0.2	0.0	0.321	A
				3	528	132	-	-	-	528	539	0.1	0.0	0.331	A
2 - Station Road (S)	Entry	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	19	5	954	783	0.024	19	21	0.0	0.0	4.958	A
			2	1	342	86	974	800	0.428	340	349	1.3	0.9	8.729	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
		2	1	1	342	86	-	-	-	342	347	0.1	0.0	0.298	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	19	5	-	-	-	19	21	0.0	0.0	0.197	A
3 - Broad Rushes	Entry	1	1	1	518	130	1108	988	0.525	522	537	2.5	1.1	9.457	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	13	3	1063	947	0.013	13	12	0.0	0.0	4.188	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
		2	1	1	518	129	-	-	-	518	531	0.5	0.0	0.515	A
				2	13	3	-	-	-	13	12	0.0	0.0	0.108	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A

09:00 - 09:15

Arm	Side	Lane level	Lane	To Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Simulation max flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Average throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalise level of service
1 - Station Road (N)	Entry	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	512	128	991	1088	0.471	514	522	1.8	0.7	6.758	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	451	113	991	1087	0.414	451	452	1.2	0.9	6.455	A
		2	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	512	128	-	-	-	512	518	0.0	0.0	0.122	A
				3	451	113	-	-	-	451	451	0.0	0.0	0.118	A
2 - Station Road (S)	Entry	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	18	5	974	822	0.022	18	18	0.0	0.0	4.870	A
			2	1	280	70	974	825	0.340	282	295	0.9	0.5	7.283	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
		2	1	1	280	70	-	-	-	280	293	0.0	0.0	0.122	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	18	5	-	-	-	18	18	0.0	0.0	0.000	A
3 - Broad Rushes	Entry	1	1	1	439	110	1108	1008	0.435	440	451	1.1	0.9	7.484	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	10	3	994	898	0.011	10	11	0.0	0.0	3.784	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
		2	1	1	438	110	-	-	-	439	451	0.0	0.0	0.090	A
				2	10	3	-	-	-	10	11	0.0	0.0	0.021	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A

2038 | WoD Flows | PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	1 - Station Road (N) - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.
Info	Simulation	A1 - [Lane Simulation]	This run uses Simulation mode. For detailed information on this mode, please see the User Guide.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		1, 2, 3	18.45	C

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	18.45	C

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D8	2038	WoD Flows	PM	ONE HOUR	16:45	18:15	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1 - Station Road (N)		ONE HOUR	✓	1085	100.000
2 - Station Road (S)		ONE HOUR	✓	633	100.000
3 - Broad Rushes		ONE HOUR	✓	630	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
		1 - Station Road (N)	2 - Station Road (S)	3 - Broad Rushes
From	1 - Station Road (N)	0	583	502
	2 - Station Road (S)	620	0	13
	3 - Broad Rushes	606	24	0

Vehicle Mix

HV data entry mode	PCU Factor for a HV (PCU)
HV Percentages	2.00

Junction	PCU factor for a cyclist	PCU factor for a cyclist in controlling flow
1	0.20	0.80

Heavy Vehicle %

	To			
		1 - Station Road (N)	2 - Station Road (S)	3 - Broad Rushes
	From			
	1 - Station Road (N)	0	2	5
	2 - Station Road (S)	2	0	0
	3 - Broad Rushes	5	0	0

Cyclist %

	To			
		1 - Station Road (N)	2 - Station Road (S)	3 - Broad Rushes
	From			
	1 - Station Road (N)	0	0	0
	2 - Station Road (S)	0	0	0
	3 - Broad Rushes	0	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
1 - Station Road (N)	0.65	8.13	2.9	A	995	1493
2 - Station Road (S)	0.87	35.60	6.9	E	584	876
3 - Broad Rushes	0.76	18.88	3.3	C	574	861

Main Results for each time segment

16:45 - 17:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Average throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Station Road (N)	826	206	19	1890	0.437	824	809	938	0.0	1.3	5.469	A
2 - Station Road (S)	490	122	384	889	0.551	489	480	459	0.0	1.4	9.353	A
3 - Broad Rushes	478	119	479	1007	0.474	478	477	395	0.0	1.0	7.802	A

17:00 - 17:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Average throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Station Road (N)	975	244	22	1908	0.511	977	985	1087	1.3	1.7	6.484	A
2 - Station Road (S)	561	140	451	814	0.690	558	564	548	1.4	2.3	13.294	B
3 - Broad Rushes	568	142	545	949	0.599	563	564	464	1.0	1.8	10.248	B

17:15 - 17:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Average throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Station Road (N)	1181	295	28	1868	0.632	1178	1188	1352	1.7	2.9	8.133	A
2 - Station Road (S)	704	176	543	806	0.873	702	695	663	2.3	6.4	29.820	D
3 - Broad Rushes	682	171	688	901	0.757	692	692	557	1.8	3.0	17.379	C

17:30 - 17:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Average throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Station Road (N)	1193	298	27	1847	0.646	1196	1203	1348	2.9	2.4	7.904	A
2 - Station Road (S)	699	175	556	815	0.859	701	699	667	6.4	6.9	35.605	E
3 - Broad Rushes	686	172	687	903	0.760	688	692	570	3.0	3.3	18.882	C

17:45 - 18:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Average throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Station Road (N)	989	247	23	1898	0.521	989	986	1111	2.4	1.7	6.556	A
2 - Station Road (S)	570	142	462	838	0.680	576	598	550	6.9	2.0	19.443	C
3 - Broad Rushes	563	141	565	916	0.614	569	585	473	3.3	1.6	12.331	B

18:00 - 18:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Average throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Station Road (N)	808	202	18	1822	0.444	809	823	921	1.7	1.4	5.686	A
2 - Station Road (S)	482	120	369	836	0.577	480	490	458	2.0	1.3	10.510	B
3 - Broad Rushes	467	117	471	955	0.489	468	482	378	1.6	0.9	8.096	A

Lane Results

Lane Level notation: Lane Level 1 is always closest to the junction.

Lanes: Main Results for each time segment

16:45 - 17:00

Arm	Side	Lane level	Lane	Destination arms	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Average throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Station Road (N)	Entry	1	1	2	440	1085	0.406	440	436	0.0	0.7	5.622	A
			2	1, 3	386	1085	0.356	384	373	0.0	0.6	5.263	A
	Exit	1	1	(1, 3, 2)	826			826	814	0.0	0.0	0.010	A
			1		938			938	928	0.0	0.0	0.000	A
2 - Station Road (S)	Entry	1	1	3	11	847	0.013	11	10	0.0	0.0	4.607	A
			2	1, 2	478	847	0.564	479	470	0.0	1.2	8.990	A
	Exit	1	1	(1, 3, 2)	490			489	485	0.0	0.1	0.440	A
			1		459			459	454	0.0	0.0	0.000	A
3 - Broad Rushes	Entry	1	1	1	459	937	0.490	459	459	0.0	1.0	7.865	A
			2	3, 2	19	937	0.020	19	18	0.0	0.0	3.919	A
	Exit	1	1	(1, 3, 2)	478			478	481	0.0	0.0	0.093	A
			1		395			395	383	0.0	0.0	0.000	A

17:00 - 17:15

Arm	Side	Lane level	Lane	Destination arms	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Average throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Station Road (N)	Entry	1	1	2	523	1084	0.483	526	532	0.7	0.9	6.644	A
			2	1, 3	451	1084	0.416	451	453	0.6	0.7	6.085	A
	Exit	1	1	(1, 3, 2)	975			974	986	0.0	0.1	0.089	A
			1		1087			1087	1095	0.0	0.0	0.000	A
2 - Station Road (S)	Entry	1	1	3	12	825	0.015	12	11	0.0	0.0	4.233	A
			2	1, 2	547	825	0.663	545	552	1.2	1.9	11.563	B
	Exit	1	1	(1, 3, 2)	561			559	567	0.1	0.4	1.866	A
			1		548			548	553	0.0	0.0	0.000	A
3 - Broad Rushes	Entry	1	1	1	545	913	0.597	541	543	1.0	1.7	10.061	B
			2	3, 2	22	913	0.025	22	21	0.0	0.0	4.124	A
	Exit	1	1	(1, 3, 2)	568			567	567	0.0	0.1	0.410	A
			1		464			464	465	0.0	0.0	0.000	A

17:15 - 17:30

Arm	Side	Lane level	Lane	Destination arms	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Average throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Station Road (N)	Entry	1	1	2	637	1082	0.589	635	636	0.9	1.5	8.181	A
			2	1, 3	544	1082	0.503	543	553	0.7	1.2	7.274	A
		2	1	(1, 3, 2)	1181			1180	1193	0.1	0.2	0.366	A
	Exit	1	1		1352			1352	1345	0.0	0.0	0.000	A
2 - Station Road (S)	Entry	1	1	3	14	795	0.018	14	14	0.0	0.0	4.792	A
			2	1, 2	689	795	0.866	688	680	1.9	3.2	16.672	C
		2	1	(1, 3, 2)	704			703	699	0.4	3.2	13.304	B
	Exit	1	1		663			663	662	0.0	0.0	0.000	A
3 - Broad Rushes	Entry	1	1	1	659	862	0.764	664	665	1.7	2.6	15.122	C
			2	3, 2	28	862	0.032	28	27	0.0	0.0	4.256	A
		2	1	(1, 3, 2)	682			686	695	0.1	0.5	2.669	A
	Exit	1	1		557			557	567	0.0	0.0	0.000	A

17:30 - 17:45

Arm	Side	Lane level	Lane	Destination arms	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Average throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Station Road (N)	Entry	1	1	2	638	1082	0.589	640	645	1.5	1.2	8.005	A
			2	1, 3	555	1082	0.513	556	557	1.2	1.1	7.114	A
		2	1	(1, 3, 2)	1193			1193	1201	0.2	0.1	0.306	A
	Exit	1	1		1348			1348	1350	0.0	0.0	0.000	A
2 - Station Road (S)	Entry	1	1	3	14	790	0.017	14	15	0.0	0.0	4.778	A
			2	1, 2	687	790	0.870	687	685	3.2	3.5	17.730	C
		2	1	(1, 3, 2)	699			701	701	3.2	3.3	18.122	C
	Exit	1	1		667			667	672	0.0	0.0	0.000	A
3 - Broad Rushes	Entry	1	1	1	660	862	0.765	660	665	2.6	2.7	15.616	C
			2	3, 2	27	862	0.031	27	27	0.0	0.0	4.582	A
		2	1	(1, 3, 2)	686			687	692	0.5	0.6	3.702	A
	Exit	1	1		570			570	572	0.0	0.0	0.000	A

17:45 - 18:00

Arm	Side	Lane level	Lane	Destination arms	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Average throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Station Road (N)	Entry	1	1	2	528	1083	0.488	527	526	1.2	1.0	6.724	A
			2	1, 3	461	1083	0.425	462	460	1.1	0.7	6.102	A
		2	1	(1, 3, 2)	989			989	984	0.1	0.0	0.122	A
	Exit	1	1		1111			1111	1147	0.0	0.0	0.000	A
2 - Station Road (S)	Entry	1	1	3	11	822	0.013	11	12	0.0	0.0	4.328	A
			2	1, 2	562	822	0.684	565	586	3.5	1.8	13.668	B
		2	1	(1, 3, 2)	570			573	590	3.3	0.3	6.181	A
	Exit	1	1		550			550	549	0.0	0.0	0.000	A
3 - Broad Rushes	Entry	1	1	1	541	906	0.597	546	561	2.7	1.5	11.529	B
			2	3, 2	23	906	0.025	23	23	0.0	0.0	4.187	A
		2	1	(1, 3, 2)	563			564	580	0.6	0.1	1.171	A
	Exit	1	1		473			473	472	0.0	0.0	0.000	A

18:00 - 18:15

Arm	Side	Lane level	Lane	Destination arms	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Average throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Station Road (N)	Entry	1	1	2	439	1085	0.405	440	445	1.0	0.7	5.754	A
			2	1, 3	369	1085	0.341	369	377	0.7	0.6	5.541	A
		2	1	(1, 3, 2)	808			808	821	0.0	0.0	0.029	A
	Exit	1	1		921			921	942	0.0	0.0	0.000	A
2 - Station Road (S)	Entry	1	1	3	9	852	0.011	9	10	0.0	0.0	4.365	A
			2	1, 2	473	852	0.555	471	480	1.8	1.2	9.743	A
		2	1	(1, 3, 2)	482			482	487	0.3	0.1	0.900	A
	Exit	1	1		458			458	464	0.0	0.0	0.000	A
3 - Broad Rushes	Entry	1	1	1	449	940	0.478	450	463	1.5	0.8	8.140	A
			2	3, 2	18	940	0.019	18	19	0.0	0.0	4.151	A
		2	1	(1, 3, 2)	467			467	479	0.1	0.0	0.130	A
	Exit	1	1		378			378	387	0.0	0.0	0.000	A

Lane movements: Main Results for each time segment

16:45 - 17:00

Arm	Side	Lane level	Lane	To Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Simulation max flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Average throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalise level of service
1 - Station Road (N)	Entry	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	440	110	991	1085	0.406	440	436	0.0	0.7	5.622	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	386	96	991	1085	0.356	384	373	0.0	0.6	5.263	A
		2	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	440	110	-	-	-	440	439	0.0	0.0	0.008	A
				3	386	96	-	-	-	386	376	0.0	0.0	0.012	A
2 - Station Road (S)	Entry	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	11	3	907	792	0.014	11	10	0.0	0.0	4.607	A
			2	1	478	120	974	847	0.564	479	470	0.0	1.2	8.990	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
		2	1	1	479	120	-	-	-	478	475	0.0	0.1	0.440	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	11	3	-	-	-	11	10	0.0	0.0	0.415	A
3 - Broad Rushes	Entry	1	1	1	459	115	1108	937	0.490	459	459	0.0	1.0	7.865	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	19	5	1083	916	0.020	19	18	0.0	0.0	3.919	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
		2	1	1	459	115	-	-	-	459	463	0.0	0.0	0.095	A
				2	19	5	-	-	-	19	18	0.0	0.0	0.064	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A

17:00 - 17:15

Arm	Side	Lane level	Lane	To Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Simulation max flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Average throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalis level of service
1 - Station Road (N)	Entry	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	523	131	991	1083	0.483	526	532	0.7	0.9	6.644	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	451	113	991	1084	0.416	451	453	0.6	0.7	6.085	A
		2	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	524	131	-	-	-	523	532	0.0	0.1	0.095	A
				3	451	113	-	-	-	451	453	0.0	0.0	0.082	A
2 - Station Road (S)	Entry	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	12	3	934	791	0.016	12	11	0.0	0.0	4.233	A
			2	1	547	137	974	825	0.663	545	552	1.2	1.9	11.563	B
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
		2	1	1	549	137	-	-	-	547	555	0.1	0.4	1.878	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	12	3	-	-	-	12	11	0.0	0.0	1.283	A
3 - Broad Rushes	Entry	1	1	1	545	136	1108	914	0.597	541	543	1.0	1.7	10.061	B
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	22	6	1108	911	0.025	22	21	0.0	0.0	4.124	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
		2	1	1	546	136	-	-	-	545	546	0.0	0.1	0.413	A
				2	22	6	-	-	-	22	21	0.0	0.0	0.338	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A

17:15 - 17:30

Arm	Side	Lane level	Lane	To Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Simulation max flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Average throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalis level of service
1 - Station Road (N)	Entry	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	637	159	991	1082	0.588	635	636	0.9	1.5	8.181	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	544	136	991	1082	0.503	543	553	0.7	1.2	7.274	A
		2	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	637	159	-	-	-	637	638	0.1	0.1	0.364	A
				3	545	136	-	-	-	544	555	0.0	0.1	0.368	A
2 - Station Road (S)	Entry	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	14	4	943	770	0.018	14	14	0.0	0.0	4.792	A
			2	1	689	172	974	795	0.866	688	680	1.9	3.2	16.672	C
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
		2	1	1	689	172	-	-	-	689	685	0.4	3.2	13.340	B
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	14	4	-	-	-	14	14	0.0	0.1	11.630	B
3 - Broad Rushes	Entry	1	1	1	659	165	1108	862	0.764	664	665	1.7	2.6	15.122	C
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	28	7	1103	855	0.032	28	27	0.0	0.0	4.256	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
		2	1	1	655	164	-	-	-	659	669	0.1	0.5	2.689	A
				2	27	7	-	-	-	28	27	0.0	0.0	2.190	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A

17:30 - 17:45

Arm	Side	Lane level	Lane	To Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Simulation max flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Average throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalis level of service
1 - Station Road (N)	Entry	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	638	159	991	1082	0.589	640	645	1.5	1.2	8.005	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	555	139	991	1082	0.513	556	557	1.2	1.1	7.114	A
		2	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	638	159	-	-	-	638	644	0.1	0.1	0.323	A
				3	555	139	-	-	-	555	557	0.1	0.0	0.287	A
2 - Station Road (S)	Entry	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	14	3	961	779	0.018	14	15	0.0	0.0	4.778	A
			2	1	687	172	974	791	0.870	687	685	3.2	3.5	17.730	C
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
		2	1	1	686	171	-	-	-	687	686	3.2	3.3	18.189	C
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	13	3	-	-	-	14	15	0.1	0.0	15.003	C
3 - Broad Rushes	Entry	1	1	1	660	165	1108	862	0.765	660	665	2.6	2.7	15.616	C
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	27	7	1108	863	0.031	27	27	0.0	0.0	4.582	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
		2	1	1	659	165	-	-	-	660	665	0.5	0.6	3.726	A
				2	27	7	-	-	-	27	27	0.0	0.0	3.153	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A

17:45 - 18:00

Arm	Side	Lane level	Lane	To Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Simulation max flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Average throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalis level of service
1 - Station Road (N)	Entry	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	528	132	991	1083	0.488	527	526	1.2	1.0	6.724	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	461	115	991	1083	0.425	462	460	1.1	0.7	6.102	A
		2	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	528	132	-	-	-	528	525	0.1	0.0	0.120	A
				3	460	115	-	-	-	461	459	0.0	0.0	0.124	A
2 - Station Road (S)	Entry	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	11	3	929	782	0.014	11	12	0.0	0.0	4.328	A
			2	1	562	141	974	822	0.684	565	586	3.5	1.8	13.668	B
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
		2	1	1	559	140	-	-	-	562	579	3.3	0.3	6.197	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	11	3	-	-	-	11	12	0.0	0.0	5.367	A
3 - Broad Rushes	Entry	1	1	1	541	135	1108	906	0.596	546	561	2.7	1.5	11.529	B
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	23	6	1103	902	0.025	23	23	0.0	0.0	4.187	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
		2	1	1	540	135	-	-	-	541	557	0.6	0.1	1.193	A
				2	23	6	-	-	-	23	23	0.0	0.0	0.684	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A

18:00 - 18:15

Arm	Side	Lane level	Lane	To Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Simulation max flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Average throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalise level of service
1 - Station Road (N)	Entry	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	439	110	991	1085	0.405	440	445	1.0	0.7	5.754	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	369	92	991	1085	0.341	369	377	0.7	0.6	5.541	A
		2	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	439	110	-	-	-	439	444	0.0	0.0	0.033	A
				3	369	92	-	-	-	369	377	0.0	0.0	0.025	A
2 - Station Road (S)	Entry	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	9	2	893	778	0.012	9	10	0.0	0.0	4.365	A
			2	1	473	118	974	853	0.555	471	480	1.8	1.2	9.743	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
		2	1	1	473	118	-	-	-	473	478	0.3	0.1	0.906	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	9	2	-	-	-	9	10	0.0	0.0	0.614	A
3 - Broad Rushes	Entry	1	1	1	449	112	1108	940	0.478	450	463	1.5	0.8	8.140	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	18	4	1103	935	0.019	18	19	0.0	0.0	4.151	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
		2	1	1	449	112	-	-	-	449	460	0.1	0.0	0.130	A
				2	18	4	-	-	-	18	19	0.0	0.0	0.116	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A

2038 | WD Flows | AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	1 - Station Road (N) - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.
Info	Simulation	A1 - [Lane Simulation]	This run uses Simulation mode. For detailed information on this mode, please see the User Guide.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		1, 2, 3	14.67	B

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	14.67	B

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D9	2038	WD Flows	AM	ONE HOUR	07:45	09:15	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1 - Station Road (N)		ONE HOUR	✓	1326	100.000
2 - Station Road (S)		ONE HOUR	✓	423	100.000
3 - Broad Rushes		ONE HOUR	✓	642	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
		1 - Station Road (N)	2 - Station Road (S)	3 - Broad Rushes
From	1 - Station Road (N)	0	718	608
	2 - Station Road (S)	401	0	22
	3 - Broad Rushes	627	15	0

Vehicle Mix

HV data entry mode	PCU Factor for a HV (PCU)
HV Percentages	2.00

Junction	PCU factor for a cyclist	PCU factor for a cyclist in controlling flow
1	0.20	0.80

Heavy Vehicle %

	To			
		1 - Station Road (N)	2 - Station Road (S)	3 - Broad Rushes
	From			
	1 - Station Road (N)	0	6	9
	2 - Station Road (S)	8	0	5
	3 - Broad Rushes	12	7	0

Cyclist %

	To			
		1 - Station Road (N)	2 - Station Road (S)	3 - Broad Rushes
	From			
	1 - Station Road (N)	0	0	0
	2 - Station Road (S)	0	0	0
	3 - Broad Rushes	0	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
1 - Station Road (N)	0.80	14.40	6.6	B	1224	1836
2 - Station Road (S)	0.59	13.19	1.8	B	387	581
3 - Broad Rushes	0.73	16.23	3.1	C	585	877

Main Results for each time segment

07:45 - 08:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Average throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Station Road (N)	1014	253	10	1859	0.545	1014	1003	768	0.0	2.2	6.979	A
2 - Station Road (S)	313	78	468	881	0.355	312	313	555	0.0	0.9	7.427	A
3 - Broad Rushes	481	120	294	1027	0.468	483	476	485	0.0	1.0	7.954	A

08:00 - 08:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Average throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Station Road (N)	1218	305	14	1831	0.665	1207	1199	936	2.2	3.6	8.430	A
2 - Station Road (S)	383	96	559	814	0.471	388	391	662	0.9	0.9	9.160	A
3 - Broad Rushes	582	145	367	989	0.589	582	571	579	1.0	1.3	9.364	A

08:15 - 08:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Average throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Station Road (N)	1478	370	17	1840	0.803	1473	1451	1142	3.6	6.6	13.348	B
2 - Station Road (S)	474	118	672	803	0.590	478	475	819	0.9	1.8	11.867	B
3 - Broad Rushes	702	175	449	978	0.718	710	704	701	1.3	2.8	14.400	B

08:30 - 08:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Average throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Station Road (N)	1465	366	16	1855	0.790	1474	1475	1127	6.6	5.9	14.396	B
2 - Station Road (S)	462	116	687	779	0.594	465	472	804	1.8	1.8	13.192	B
3 - Broad Rushes	697	174	440	955	0.730	704	709	711	2.8	3.1	16.232	C

08:45 - 09:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Average throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Station Road (N)	1174	294	13	1794	0.654	1167	1196	901	5.9	2.9	9.046	A
2 - Station Road (S)	374	94	537	845	0.443	373	387	644	1.8	1.1	9.208	A
3 - Broad Rushes	563	141	351	999	0.563	564	588	559	3.1	1.5	10.975	B

09:00 - 09:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Average throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Station Road (N)	994	249	11	1911	0.520	999	1007	781	2.9	1.7	6.736	A
2 - Station Road (S)	318	80	453	862	0.369	320	328	557	1.1	0.6	8.008	A
3 - Broad Rushes	483	121	306	1030	0.470	486	492	468	1.5	1.1	8.272	A

Lane Results

Lane Level notation: Lane Level 1 is always closest to the junction.

Lanes: Main Results for each time segment

07:45 - 08:00

Arm	Side	Lane level	Lane	Destination arms	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Average throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Station Road (N)	Entry	1	1	2	546	1088	0.502	545	543	0.0	1.2	7.244	A
			2	1, 3	468	1088	0.430	468	460	0.0	1.0	6.348	A
	Exit	1	1	(1, 3, 2)	1014			1014	1012	0.0	0.0	0.137	A
			1		768			768	761	0.0	0.0	0.000	A
2 - Station Road (S)	Entry	1	1	3	17	820	0.021	18	17	0.0	0.0	4.541	A
			2	1, 2	295	820	0.360	294	296	0.0	0.9	7.495	A
	Exit	1	1	(1, 3, 2)	313			313	316	0.0	0.0	0.089	A
			1		555			555	554	0.0	0.0	0.000	A
3 - Broad Rushes	Entry	1	1	1	471	1003	0.470	473	465	0.0	1.0	7.868	A
			2	3, 2	9	1003	0.009	10	11	0.0	0.0	3.881	A
	Exit	1	1	(1, 3, 2)	481			481	479	0.0	0.0	0.181	A
			1		485			485	477	0.0	0.0	0.000	A

08:00 - 08:15

Arm	Side	Lane level	Lane	Destination arms	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Average throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Station Road (N)	Entry	1	1	2	652	1086	0.600	648	652	1.2	1.8	8.528	A
			2	1, 3	562	1086	0.518	559	547	1.0	1.4	7.342	A
	Exit	1	1	(1, 3, 2)	1218			1215	1203	0.0	0.3	0.428	A
			1		936			936	929	0.0	0.0	0.000	A
2 - Station Road (S)	Entry	1	1	3	20	790	0.026	20	21	0.0	0.0	4.821	A
			2	1, 2	362	790	0.459	367	370	0.9	0.8	8.860	A
	Exit	1	1	(1, 3, 2)	383			383	391	0.0	0.1	0.513	A
			1		662			662	664	0.0	0.0	0.000	A
3 - Broad Rushes	Entry	1	1	1	568	977	0.581	568	558	1.0	1.3	9.234	A
			2	3, 2	14	977	0.014	14	12	0.0	0.0	3.855	A
	Exit	1	1	(1, 3, 2)	582			582	572	0.0	0.0	0.253	A
			1		579			579	568	0.0	0.0	0.000	A

08:15 - 08:30

Arm	Side	Lane level	Lane	Destination arms	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Average throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Station Road (N)	Entry	1	1	2	795	1085	0.733	802	788	1.8	2.3	11.147	B
			2	1, 3	676	1085	0.623	672	663	1.4	2.3	9.338	A
		2	1	(1, 3, 2)	1478			1472	1457	0.3	1.9	2.998	A
	Exit	1	1		1142			1142	1136	0.0	0.0	0.000	A
2 - Station Road (S)	Entry	1	1	3	30	752	0.040	30	27	0.0	0.1	5.142	A
			2	1, 2	447	752	0.594	449	448	0.8	1.6	11.138	B
		2	1	(1, 3, 2)	474			477	478	0.1	0.1	1.079	A
	Exit	1	1		819			819	804	0.0	0.0	0.000	A
3 - Broad Rushes	Entry	1	1	1	686	948	0.724	693	688	1.3	2.5	13.039	B
			2	3, 2	17	948	0.018	17	16	0.0	0.0	4.038	A
		2	1	(1, 3, 2)	702			703	709	0.0	0.3	1.548	A
	Exit	1	1		701			701	690	0.0	0.0	0.000	A

08:30 - 08:45

Arm	Side	Lane level	Lane	Destination arms	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Average throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Station Road (N)	Entry	1	1	2	790	1085	0.728	787	789	2.3	2.7	11.665	B
			2	1, 3	683	1085	0.629	687	686	2.3	1.7	9.863	A
		2	1	(1, 3, 2)	1465			1473	1474	1.9	1.4	3.552	A
	Exit	1	1		1127			1127	1139	0.0	0.0	0.000	A
2 - Station Road (S)	Entry	1	1	3	24	747	0.033	24	26	0.1	0.1	5.398	A
			2	1, 2	439	747	0.587	440	446	1.6	1.7	12.000	B
		2	1	(1, 3, 2)	462			463	473	0.1	0.1	1.559	A
	Exit	1	1		804			804	806	0.0	0.0	0.000	A
3 - Broad Rushes	Entry	1	1	1	684	951	0.719	687	693	2.5	2.6	13.919	B
			2	3, 2	16	951	0.017	16	17	0.0	0.0	4.317	A
		2	1	(1, 3, 2)	697			700	709	0.3	0.5	2.529	A
	Exit	1	1		711			711	712	0.0	0.0	0.000	A

08:45 - 09:00

Arm	Side	Lane level	Lane	Destination arms	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Average throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Station Road (N)	Entry	1	1	2	632	1086	0.582	631	648	2.7	1.5	8.877	A
			2	1, 3	542	1086	0.499	537	548	1.7	1.2	7.689	A
		2	1	(1, 3, 2)	1174			1174	1190	1.4	0.1	0.744	A
	Exit	1	1		901			901	940	0.0	0.0	0.000	A
2 - Station Road (S)	Entry	1	1	3	22	797	0.027	22	21	0.1	0.0	4.921	A
			2	1, 2	352	797	0.442	351	366	1.7	1.1	9.182	A
		2	1	(1, 3, 2)	374			374	384	0.1	0.0	0.271	A
	Exit	1	1		644			644	663	0.0	0.0	0.000	A
3 - Broad Rushes	Entry	1	1	1	549	983	0.558	551	574	2.6	1.4	10.156	B
			2	3, 2	14	983	0.014	13	14	0.0	0.0	4.019	A
		2	1	(1, 3, 2)	563			563	584	0.5	0.0	1.037	A
	Exit	1	1		559			559	569	0.0	0.0	0.000	A

09:00 - 09:15

Arm	Side	Lane level	Lane	Destination arms	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Average throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Station Road (N)	Entry	1	1	2	540	1087	0.497	546	551	1.5	0.9	7.089	A
			2	1, 3	454	1087	0.417	453	456	1.2	0.9	6.085	A
		2	1	(1, 3, 2)	994			994	1003	0.1	0.0	0.098	A
	Exit	1	1		781			781	793	0.0	0.0	0.000	A
2 - Station Road (S)	Entry	1	1	3	14	824	0.018	15	15	0.0	0.0	4.594	A
			2	1, 2	304	824	0.369	306	313	1.1	0.6	7.958	A
		2	1	(1, 3, 2)	318			318	326	0.0	0.0	0.226	A
	Exit	1	1		557			557	563	0.0	0.0	0.000	A
3 - Broad Rushes	Entry	1	1	1	473	999	0.474	475	481	1.4	1.1	8.189	A
			2	3, 2	10	999	0.010	11	12	0.0	0.0	3.511	A
		2	1	(1, 3, 2)	483			484	491	0.0	0.0	0.202	A
	Exit	1	1		468			468	471	0.0	0.0	0.000	A

Lane movements: Main Results for each time segment

07:45 - 08:00

Arm	Side	Lane level	Lane	To Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Simulation max flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Average throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalise level of service
1 - Station Road (N)	Entry	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	546	137	991	1088	0.502	545	543	0.0	1.2	7.244	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	468	117	991	1088	0.430	468	460	0.0	1.0	6.348	A
		2	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	546	136	-	-	-	546	548	0.0	0.0	0.143	A
				3	468	117	-	-	-	468	464	0.0	0.0	0.130	A
2 - Station Road (S)	Entry	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	17	4	955	808	0.021	18	17	0.0	0.0	4.541	A
			2	1	295	74	974	820	0.360	294	296	0.0	0.9	7.495	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
		2	1	1	296	74	-	-	-	295	299	0.0	0.0	0.092	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	17	4	-	-	-	17	17	0.0	0.0	0.038	A
3 - Broad Rushes	Entry	1	1	1	471	118	1108	1003	0.470	473	465	0.0	1.0	7.868	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	9	2	1032	931	0.010	10	11	0.0	0.0	3.881	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
		2	1	1	471	118	-	-	-	471	468	0.0	0.0	0.184	A
				2	9	2	-	-	-	9	11	0.0	0.0	0.040	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A

08:00 - 08:15

Arm	Side	Lane level	Lane	To Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Simulation max flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Average throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalise level of service
			1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	652	163	991	1086	0.600	648	652	1.2	1.8	8.528	A
1 - Station Road (N)	Entry	1	2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	562	141	991	1086	0.518	559	547	1.0	1.4	7.342	A
		2	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	654	164	-	-	-	652	654	0.0	0.2	0.445	A
				3	564	141	-	-	-	562	549	0.0	0.1	0.408	A
2 - Station Road (S)	Entry	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	20	5	974	794	0.026	20	21	0.0	0.0	4.821	A
			2	1	362	91	974	790	0.459	367	370	0.9	0.8	8.860	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
		2	1	1	362	91	-	-	-	362	370	0.0	0.1	0.518	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	20	5	-	-	-	20	21	0.0	0.0	0.427	A
3 - Broad Rushes	Entry	1	1	1	568	142	1108	977	0.581	568	558	1.0	1.3	9.234	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	14	3	1032	910	0.015	14	12	0.0	0.0	3.855	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
		2	1	1	568	142	-	-	-	568	560	0.0	0.0	0.254	A
				2	14	3	-	-	-	14	12	0.0	0.0	0.207	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A

08:15 - 08:30

Arm	Side	Lane level	Lane	To Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Simulation max flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Average throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalis level of service
1 - Station Road (N)	Entry	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	795	199	991	1085	0.733	802	788	1.8	2.3	11.147	B
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
		2	2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	676	169	991	1085	0.623	672	663	1.4	2.3	9.338	A
		2	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	799	200	-	-	-	795	790	0.2	1.1	3.034	A
				3	679	170	-	-	-	676	667	0.1	0.9	2.954	A
2 - Station Road (S)	Entry	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	30	8	974	758	0.040	30	27	0.0	0.1	5.142	A
		2	2	1	447	112	974	752	0.594	449	448	0.8	1.6	11.138	B
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
		2	1	1	443	111	-	-	-	447	451	0.1	0.1	1.112	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	30	8	-	-	-	30	27	0.0	0.0	0.530	A
3 - Broad Rushes	Entry	1	1	1	686	172	1108	948	0.724	693	688	1.3	2.5	13.039	B
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
		2	2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	17	4	1076	925	0.018	17	16	0.0	0.0	4.038	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
		2	1	1	685	171	-	-	-	686	693	0.0	0.3	1.559	A
				2	17	4	-	-	-	17	16	0.0	0.0	1.111	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A

08:30 - 08:45

Arm	Side	Lane level	Lane	To Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Simulation max flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Average throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalis level of service
1 - Station Road (N)	Entry	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	790	197	991	1085	0.728	787	789	2.3	2.7	11.665	B
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
		2	2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	683	171	991	1085	0.629	687	686	2.3	1.7	9.863	A
		2	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	785	196	-	-	-	790	791	1.1	0.7	3.593	A
				3	680	170	-	-	-	683	683	0.9	0.7	3.503	A
2 - Station Road (S)	Entry	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	24	6	974	748	0.033	24	26	0.1	0.1	5.398	A
		2	2	1	439	110	974	747	0.588	440	446	1.6	1.7	12.000	B
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
		2	1	1	438	110	-	-	-	439	447	0.1	0.1	1.593	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	24	6	-	-	-	24	26	0.0	0.0	0.974	A
3 - Broad Rushes	Entry	1	1	1	684	171	1108	951	0.719	687	693	2.5	2.6	13.919	B
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
		2	2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	16	4	1087	930	0.018	16	17	0.0	0.0	4.317	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
		2	1	1	681	170	-	-	-	684	693	0.3	0.5	2.543	A
				2	16	4	-	-	-	16	17	0.0	0.0	1.992	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A

08:45 - 09:00

Arm	Side	Lane level	Lane	To Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Simulation max flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Average throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalis level of service
1 - Station Road (N)	Entry	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	632	158	991	1086	0.582	631	648	2.7	1.5	8.877	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	542	135	991	1086	0.499	537	548	1.7	1.2	7.689	A
		2	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	632	158	-	-	-	632	644	0.7	0.0	0.757	A
				3	542	136	-	-	-	542	546	0.7	0.0	0.729	A
2 - Station Road (S)	Entry	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	22	5	965	788	0.028	22	21	0.1	0.0	4.921	A
			2	1	352	88	974	797	0.442	351	366	1.7	1.1	9.182	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
		2	1	1	352	88	-	-	-	352	363	0.1	0.0	0.279	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	22	5	-	-	-	22	21	0.0	0.0	0.143	A
3 - Broad Rushes	Entry	1	1	1	549	137	1108	982	0.559	551	574	2.6	1.4	10.156	B
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	14	3	1087	954	0.014	13	14	0.0	0.0	4.019	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
		2	1	1	549	137	-	-	-	549	569	0.5	0.0	1.044	A
				2	14	3	-	-	-	14	14	0.0	0.0	0.763	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A

09:00 - 09:15

Arm	Side	Lane level	Lane	To Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Simulation max flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Average throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalise level of service
1 - Station Road (N)	Entry	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	540	135	991	1087	0.497	546	551	1.5	0.9	7.089	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	454	113	991	1087	0.417	453	456	1.2	0.9	6.085	A
		2	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	540	135	-	-	-	540	549	0.0	0.0	0.104	A
				3	454	113	-	-	-	454	454	0.0	0.0	0.090	A
2 - Station Road (S)	Entry	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	14	4	945	803	0.018	15	15	0.0	0.0	4.594	A
			2	1	304	76	974	825	0.368	306	313	1.1	0.6	7.958	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
		2	1	1	304	76	-	-	-	304	310	0.0	0.0	0.233	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	14	4	-	-	-	14	15	0.0	0.0	0.083	A
3 - Broad Rushes	Entry	1	1	1	473	118	1108	999	0.473	475	481	1.4	1.1	8.189	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	10	3	1043	940	0.011	11	12	0.0	0.0	3.511	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
		2	1	1	473	118	-	-	-	473	479	0.0	0.0	0.203	A
				2	10	3	-	-	-	10	12	0.0	0.0	0.177	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A

2038 | WD Flows | PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	1 - Station Road (N) - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.
Info	Simulation	A1 - [Lane Simulation]	This run uses Simulation mode. For detailed information on this mode, please see the User Guide.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		1, 2, 3	34.49	D

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	34.49	D

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D10	2038	WD Flows	PM	ONE HOUR	16:45	18:15	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1 - Station Road (N)		ONE HOUR	✓	1176	100.000
2 - Station Road (S)		ONE HOUR	✓	667	100.000
3 - Broad Rushes		ONE HOUR	✓	733	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
		1 - Station Road (N)	2 - Station Road (S)	3 - Broad Rushes
From	1 - Station Road (N)	0	593	583
	2 - Station Road (S)	654	0	13
	3 - Broad Rushes	709	24	0

Vehicle Mix

HV data entry mode	PCU Factor for a HV (PCU)
HV Percentages	2.00

Junction	PCU factor for a cyclist	PCU factor for a cyclist in controlling flow
1	0.20	0.80

Heavy Vehicle %

	To			
		1 - Station Road (N)	2 - Station Road (S)	3 - Broad Rushes
	From			
	1 - Station Road (N)	0	2	12
	2 - Station Road (S)	2	0	0
	3 - Broad Rushes	11	0	0

Cyclist %

	To			
		1 - Station Road (N)	2 - Station Road (S)	3 - Broad Rushes
	From			
	1 - Station Road (N)	0	0	0
	2 - Station Road (S)	0	0	0
	3 - Broad Rushes	0	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
1 - Station Road (N)	0.70	9.72	3.7	A	1081	1622
2 - Station Road (S)	0.95	64.50	14.0	F	609	913
3 - Broad Rushes	0.94	47.31	10.0	E	663	995

Main Results for each time segment

16:45 - 17:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Average throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Station Road (N)	905	226	18	1827	0.495	902	888	1016	0.0	1.5	6.076	A
2 - Station Road (S)	503	126	446	864	0.582	503	501	475	0.0	1.6	11.298	B
3 - Broad Rushes	539	135	494	945	0.570	540	545	455	0.0	1.5	10.293	B

17:00 - 17:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Average throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Station Road (N)	1039	260	22	1802	0.576	1031	1061	1215	1.5	2.5	7.226	A
2 - Station Road (S)	591	148	510	794	0.744	601	599	544	1.6	2.5	16.309	C
3 - Broad Rushes	654	163	588	900	0.727	650	660	522	1.5	3.0	15.363	C

17:15 - 17:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Average throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Station Road (N)	1294	324	28	1855	0.698	1304	1301	1471	2.5	3.4	9.688	A
2 - Station Road (S)	735	184	651	773	0.950	713	705	681	2.5	11.2	41.587	E
3 - Broad Rushes	805	201	701	895	0.900	797	782	663	3.0	8.8	32.986	D

17:30 - 17:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Average throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Station Road (N)	1285	321	24	1867	0.688	1281	1304	1503	3.4	3.7	9.721	A
2 - Station Road (S)	734	184	633	772	0.950	731	727	672	11.2	14.0	64.504	F
3 - Broad Rushes	802	200	716	853	0.940	811	799	648	8.8	10.0	47.312	E

17:45 - 18:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Average throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Station Road (N)	1088	272	20	1876	0.580	1082	1076	1222	3.7	2.3	7.443	A
2 - Station Road (S)	591	148	538	818	0.722	605	639	563	14.0	2.8	32.276	D
3 - Broad Rushes	642	160	592	923	0.695	650	691	551	10.0	2.5	24.063	C

18:00 - 18:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Average throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Station Road (N)	878	219	18	1867	0.470	875	893	1015	2.3	1.7	6.065	A
2 - Station Road (S)	500	125	443	867	0.576	502	513	450	2.8	1.4	12.558	B
3 - Broad Rushes	538	135	491	978	0.550	542	566	455	2.5	1.3	11.168	B

Lane Results

Lane Level notation: Lane Level 1 is always closest to the junction.

Lanes: Main Results for each time segment

16:45 - 17:00

Arm	Side	Lane level	Lane	Destination arms	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Average throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Station Road (N)	Entry	1	1	2	456	1085	0.420	457	447	0.0	0.6	5.690	A
			2	1, 3	449	1085	0.414	446	440	0.0	0.9	6.379	A
	Exit	1	1	(1, 3, 2)	905			905	894	0.0	0.0	0.060	A
			1		1016			1016	1017	0.0	0.0	0.000	A
2 - Station Road (S)	Entry	1	1	3	9	827	0.010	9	10	0.0	0.0	4.111	A
			2	1, 2	494	827	0.597	494	491	0.0	1.4	10.452	B
	Exit	1	1	(1, 3, 2)	503			503	507	0.0	0.1	0.967	A
			1		475			475	466	0.0	0.0	0.000	A
3 - Broad Rushes	Entry	1	1	1	521	932	0.559	522	526	0.0	1.4	9.942	A
			2	3, 2	18	932	0.019	18	19	0.0	0.0	3.777	A
	Exit	1	1	(1, 3, 2)	539			539	550	0.0	0.1	0.578	A
			1		455			455	450	0.0	0.0	0.000	A

17:00 - 17:15

Arm	Side	Lane level	Lane	Destination arms	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Average throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Station Road (N)	Entry	1	1	2	523	1083	0.482	522	533	0.6	1.1	6.599	A
			2	1, 3	514	1083	0.475	510	528	0.9	1.4	7.526	A
	Exit	1	1	(1, 3, 2)	1039			1037	1064	0.0	0.1	0.186	A
			1		1215			1215	1224	0.0	0.0	0.000	A
2 - Station Road (S)	Entry	1	1	3	13	806	0.016	13	13	0.0	0.0	4.492	A
			2	1, 2	585	806	0.727	588	586	1.4	2.1	13.200	B
	Exit	1	1	(1, 3, 2)	591			598	602	0.1	0.4	3.277	A
			1		544			544	555	0.0	0.0	0.000	A
3 - Broad Rushes	Entry	1	1	1	629	898	0.700	627	638	1.4	2.5	13.562	B
			2	3, 2	22	898	0.025	22	22	0.0	0.0	4.198	A
	Exit	1	1	(1, 3, 2)	654			651	665	0.1	0.5	2.105	A
			1		522			522	540	0.0	0.0	0.000	A

17:15 - 17:30

Arm	Side	Lane level	Lane	Destination arms	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Average throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Station Road (N)	Entry	1	1	2	651	1082	0.602	653	655	1.1	1.6	8.508	A
			2	1, 3	645	1082	0.596	651	646	1.4	1.5	9.153	A
		2	1	(1, 3, 2)	1294			1296	1304	0.1	0.3	0.872	A
	Exit	1	1		1471			1471	1449	0.0	0.0	0.000	A
2 - Station Road (S)	Entry	1	1	3	12	759	0.015	12	13	0.0	0.0	4.865	A
			2	1, 2	703	759	0.926	701	692	2.1	4.0	19.166	C
		2	1	(1, 3, 2)	735			715	713	0.4	7.2	22.504	C
	Exit	1	1		681			681	681	0.0	0.0	0.000	A
3 - Broad Rushes	Entry	1	1	1	772	858	0.900	770	756	2.5	5.0	20.714	C
			2	3, 2	27	858	0.032	28	26	0.0	0.0	4.480	A
		2	1	(1, 3, 2)	805			800	792	0.5	3.8	12.672	B
	Exit	1	1		663			663	660	0.0	0.0	0.000	A

17:30 - 17:45

Arm	Side	Lane level	Lane	Destination arms	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Average throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Station Road (N)	Entry	1	1	2	654	1083	0.604	648	657	1.6	1.9	8.519	A
			2	1, 3	632	1083	0.583	633	647	1.5	1.7	9.070	A
		2	1	(1, 3, 2)	1285			1286	1305	0.3	0.2	0.942	A
	Exit	1	1		1503			1503	1486	0.0	0.0	0.000	A
2 - Station Road (S)	Entry	1	1	3	15	765	0.020	15	15	0.0	0.0	4.920	A
			2	1, 2	714	765	0.933	716	713	4.0	4.0	20.704	C
		2	1	(1, 3, 2)	734			729	727	7.2	10.0	44.091	E
	Exit	1	1		672			672	682	0.0	0.0	0.000	A
3 - Broad Rushes	Entry	1	1	1	785	852	0.922	787	774	5.0	5.0	22.948	C
			2	3, 2	24	852	0.028	24	25	0.0	0.0	4.388	A
		2	1	(1, 3, 2)	802			809	799	3.8	5.0	24.989	C
	Exit	1	1		648			648	661	0.0	0.0	0.000	A

17:45 - 18:00

Arm	Side	Lane level	Lane	Destination arms	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Average throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Station Road (N)	Entry	1	1	2	546	1084	0.504	543	545	1.9	1.1	6.977	A
			2	1, 3	542	1084	0.500	538	532	1.7	1.1	7.377	A
		2	1	(1, 3, 2)	1088			1088	1071	0.2	0.1	0.279	A
	Exit	1	1		1222			1222	1293	0.0	0.0	0.000	A
2 - Station Road (S)	Entry	1	1	3	13	796	0.016	13	14	0.0	0.0	4.543	A
			2	1, 2	585	796	0.734	592	626	4.0	2.0	15.485	C
		2	1	(1, 3, 2)	591			598	632	10.0	0.8	17.537	C
	Exit	1	1		563			563	568	0.0	0.0	0.000	A
3 - Broad Rushes	Entry	1	1	1	626	897	0.698	630	668	5.0	2.2	16.577	C
			2	3, 2	20	897	0.022	20	23	0.0	0.0	4.352	A
		2	1	(1, 3, 2)	642			646	680	5.0	0.2	8.351	A
	Exit	1	1		551			551	545	0.0	0.0	0.000	A

18:00 - 18:15

Arm	Side	Lane level	Lane	Destination arms	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Average throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Station Road (N)	Entry	1	1	2	431	1085	0.398	431	445	1.1	0.7	5.756	A
			2	1, 3	446	1085	0.411	443	447	1.1	0.9	6.256	A
		2	1	(1, 3, 2)	878			877	890	0.1	0.0	0.076	A
	Exit	1	1		1015			1015	1050	0.0	0.0	0.000	A
2 - Station Road (S)	Entry	1	1	3	12	828	0.014	11	10	0.0	0.0	4.677	A
			2	1, 2	488	828	0.590	491	503	2.0	1.3	11.031	B
		2	1	(1, 3, 2)	500			500	510	0.8	0.1	1.742	A
	Exit	1	1		450			450	465	0.0	0.0	0.000	A
3 - Broad Rushes	Entry	1	1	1	520	933	0.557	524	547	2.2	1.3	10.846	B
			2	3, 2	19	933	0.020	18	19	0.0	0.0	3.773	A
		2	1	(1, 3, 2)	538			538	562	0.2	0.0	0.618	A
	Exit	1	1		455			455	457	0.0	0.0	0.000	A

Lane movements: Main Results for each time segment
16:45 - 17:00

Arm	Side	Lane level	Lane	To Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Simulation max flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Average throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Station Road (N)	Entry	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	456	114	991	1085	0.420	457	447	0.0	0.6	5.690	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	449	112	991	1085	0.414	446	440	0.0	0.9	6.379	A
		2	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	456	114	-	-	-	456	450	0.0	0.0	0.055	A
				3	449	112	-	-	-	449	444	0.0	0.0	0.065	A
2 - Station Road (S)	Entry	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	9	2	901	768	0.011	9	10	0.0	0.0	4.111	A
			2	1	494	123	974	827	0.597	494	491	0.0	1.4	10.452	B
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
		2	1	1	494	124	-	-	-	494	497	0.0	0.1	0.969	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	9	2	-	-	-	9	10	0.0	0.0	0.880	A
3 - Broad Rushes	Entry	1	1	1	521	130	1108	931	0.559	522	526	0.0	1.4	9.942	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	18	5	1108	928	0.020	18	19	0.0	0.0	3.777	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
		2	1	1	520	130	-	-	-	521	532	0.0	0.1	0.584	A
				2	18	5	-	-	-	18	19	0.0	0.0	0.448	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A

17:00 - 17:15

Arm	Side	Lane level	Lane	To Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Simulation max flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Average throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalis level of service
1 - Station Road (N)	Entry	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	523	131	991	1083	0.482	522	533	0.6	1.1	6.599	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	514	129	991	1083	0.475	510	528	0.9	1.4	7.526	A
		2	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	523	131	-	-	-	523	534	0.0	0.1	0.179	A
				3	515	129	-	-	-	514	530	0.0	0.1	0.194	A
2 - Station Road (S)	Entry	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	13	3	917	754	0.017	13	13	0.0	0.0	4.492	A
			2	1	585	146	974	806	0.727	588	586	1.4	2.1	13.200	B
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
		2	1	1	579	145	-	-	-	585	589	0.1	0.4	3.302	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	12	3	-	-	-	13	13	0.0	0.0	2.158	A
3 - Broad Rushes	Entry	1	1	1	629	157	1108	898	0.701	627	638	1.4	2.5	13.562	B
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	22	6	1108	897	0.025	22	22	0.0	0.0	4.198	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
		2	1	1	631	158	-	-	-	629	643	0.1	0.5	2.103	A
				2	22	6	-	-	-	22	22	0.0	0.0	2.164	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A

17:15 - 17:30

Arm	Side	Lane level	Lane	To Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Simulation max flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Average throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalis level of service
1 - Station Road (N)	Entry	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	651	163	991	1082	0.602	653	655	1.1	1.6	8.508	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	645	161	991	1082	0.596	651	646	1.4	1.5	9.153	A
		2	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	650	163	-	-	-	651	657	0.1	0.2	0.871	A
				3	644	161	-	-	-	645	647	0.1	0.1	0.874	A
2 - Station Road (S)	Entry	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	12	3	933	731	0.016	12	13	0.0	0.0	4.865	A
			2	1	703	176	974	759	0.926	701	692	2.1	4.0	19.166	C
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
		2	1	1	723	181	-	-	-	703	700	0.4	7.1	22.585	C
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	12	3	-	-	-	12	13	0.0	0.1	18.228	C
3 - Broad Rushes	Entry	1	1	1	772	193	1108	858	0.900	770	756	2.5	5.0	20.714	C
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	27	7	1108	856	0.032	28	26	0.0	0.0	4.480	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
		2	1	1	778	195	-	-	-	772	766	0.5	3.7	12.686	B
				2	27	7	-	-	-	27	26	0.0	0.1	12.303	B
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A

17:30 - 17:45

Arm	Side	Lane level	Lane	To Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Simulation max flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Average throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalis level of service
1 - Station Road (N)	Entry	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	654	164	991	1083	0.604	648	657	1.6	1.9	8.519	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	632	158	991	1083	0.583	633	647	1.5	1.7	9.070	A
		2	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	654	163	-	-	-	654	658	0.2	0.1	0.921	A
				3	631	158	-	-	-	632	647	0.1	0.1	0.966	A
2 - Station Road (S)	Entry	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	15	4	942	736	0.020	15	15	0.0	0.0	4.920	A
			2	1	714	179	974	765	0.933	716	713	4.0	4.0	20.704	C
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
		2	1	1	719	180	-	-	-	714	712	7.1	9.8	44.170	E
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	15	4	-	-	-	15	15	0.1	0.2	40.450	E
3 - Broad Rushes	Entry	1	1	1	785	196	1108	852	0.922	787	774	5.0	5.0	22.948	C
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	24	6	1099	845	0.028	24	25	0.0	0.0	4.388	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
		2	1	1	778	194	-	-	-	785	773	3.7	4.8	25.054	D
				2	24	6	-	-	-	24	25	0.1	0.2	23.197	C
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A

17:45 - 18:00

Arm	Side	Lane level	Lane	To Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Simulation max flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Average throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalis level of service
1 - Station Road (N)	Entry	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	546	137	991	1084	0.504	543	545	1.9	1.1	6.977	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
		2	2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	542	135	991	1084	0.500	538	532	1.7	1.1	7.377	A
		2	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	546	137	-	-	-	546	542	0.1	0.0	0.266	A
				3	542	136	-	-	-	542	529	0.1	0.1	0.292	A
2 - Station Road (S)	Entry	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	13	3	909	742	0.017	13	14	0.0	0.0	4.543	A
		2	2	1	585	146	974	796	0.734	592	626	4.0	2.0	15.485	C
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
		2	1	1	578	145	-	-	-	585	618	9.8	0.8	17.591	C
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	12	3	-	-	-	13	14	0.2	0.0	15.167	C
3 - Broad Rushes	Entry	1	1	1	626	157	1108	896	0.699	630	668	5.0	2.2	16.577	C
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
		2	2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	20	5	1108	892	0.023	20	23	0.0	0.0	4.352	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
		2	1	1	622	155	-	-	-	626	657	4.8	0.2	8.353	A
				2	20	5	-	-	-	20	23	0.2	0.0	8.287	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A

18:00 - 18:15

Arm	Side	Lane level	Lane	To Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Simulation max flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Average throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalis level of service
1 - Station Road (N)	Entry	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	431	108	991	1085	0.398	431	445	1.1	0.7	5.756	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	446	111	991	1085	0.411	443	447	1.1	0.9	6.256	A
		2	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	432	108	-	-	-	431	444	0.0	0.0	0.073	A
				3	446	111	-	-	-	446	446	0.1	0.0	0.079	A
2 - Station Road (S)	Entry	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	12	3	851	721	0.016	11	10	0.0	0.0	4.677	A
			2	1	488	122	974	828	0.590	491	503	2.0	1.3	11.031	B
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
		2	1	1	488	122	-	-	-	488	501	0.8	0.1	1.756	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	12	3	-	-	-	12	10	0.0	0.0	1.029	A
3 - Broad Rushes	Entry	1	1	1	520	130	1108	932	0.558	524	547	2.2	1.3	10.846	B
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	19	5	1099	926	0.020	18	19	0.0	0.0	3.773	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
		2	1	1	520	130	-	-	-	520	543	0.2	0.0	0.616	A
				2	19	5	-	-	-	19	19	0.0	0.0	0.664	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A

2028 | 2a WD Flows | AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	1 - Station Road (N) - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.
Info	Simulation	A1 - [Lane Simulation]	This run uses Simulation mode. For detailed information on this mode, please see the User Guide.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		1, 2, 3	12.51	B

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	12.51	B

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D11	2028	2a WD Flows	AM	ONE HOUR	07:45	09:15	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1 - Station Road (N)		ONE HOUR	✓	1293	100.000
2 - Station Road (S)		ONE HOUR	✓	392	100.000
3 - Broad Rushes		ONE HOUR	✓	576	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
		1 - Station Road (N)	2 - Station Road (S)	3 - Broad Rushes
From	1 - Station Road (N)	0	702	591
	2 - Station Road (S)	370	0	22
	3 - Broad Rushes	561	15	0

Vehicle Mix

HV data entry mode	PCU Factor for a HV (PCU)
HV Percentages	2.00

Junction	PCU factor for a cyclist	PCU factor for a cyclist in controlling flow
1	0.20	0.80

Heavy Vehicle %

	To			
		1 - Station Road (N)	2 - Station Road (S)	3 - Broad Rushes
	From			
	1 - Station Road (N)	0	6	9
	2 - Station Road (S)	10	0	6
	3 - Broad Rushes	12	6	0

Cyclist %

	To			
		1 - Station Road (N)	2 - Station Road (S)	3 - Broad Rushes
	From			
	1 - Station Road (N)	0	0	0
	2 - Station Road (S)	0	0	0
	3 - Broad Rushes	0	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
1 - Station Road (N)	0.76	12.70	5.0	B	1186	1780
2 - Station Road (S)	0.54	11.57	1.8	B	358	536
3 - Broad Rushes	0.64	12.72	2.3	B	526	790

Main Results for each time segment

07:45 - 08:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Average throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Station Road (N)	979	245	9	1847	0.530	976	976	689	0.0	2.2	7.005	A
2 - Station Road (S)	293	73	452	874	0.335	290	290	533	0.0	0.7	7.604	A
3 - Broad Rushes	426	107	274	1003	0.425	424	432	468	0.0	1.0	6.984	A

08:00 - 08:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Average throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Station Road (N)	1161	290	13	1872	0.620	1160	1171	833	2.2	2.8	8.250	A
2 - Station Road (S)	343	86	528	841	0.408	341	354	646	0.7	0.9	8.547	A
3 - Broad Rushes	522	131	322	1036	0.504	523	519	546	1.0	1.0	8.058	A

08:15 - 08:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Average throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Station Road (N)	1428	357	15	1870	0.764	1429	1420	1015	2.8	4.7	12.045	B
2 - Station Road (S)	422	106	644	793	0.532	428	430	800	0.9	1.1	10.860	B
3 - Broad Rushes	635	159	402	1019	0.623	629	632	671	1.0	2.3	11.018	B

08:30 - 08:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Average throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Station Road (N)	1439	360	18	1923	0.749	1445	1441	1018	4.7	5.0	12.697	B
2 - Station Road (S)	434	108	658	810	0.536	432	439	804	1.1	1.8	11.572	B
3 - Broad Rushes	622	155	408	966	0.644	627	640	682	2.3	2.3	12.725	B

08:45 - 09:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Average throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Station Road (N)	1143	286	15	1873	0.610	1155	1175	824	5.0	2.5	8.461	A
2 - Station Road (S)	349	87	531	824	0.424	347	359	639	1.8	0.9	9.038	A
3 - Broad Rushes	513	128	325	1022	0.502	515	527	553	2.3	1.1	8.797	A

09:00 - 09:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Average throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Station Road (N)	967	242	12	1874	0.516	971	980	719	2.5	1.8	6.790	A
2 - Station Road (S)	305	76	438	864	0.352	305	308	545	0.9	0.7	7.929	A
3 - Broad Rushes	441	110	287	1030	0.428	444	448	455	1.1	0.7	7.512	A

Lane Results

Lane Level notation: Lane Level 1 is always closest to the junction.

Lanes: Main Results for each time segment

07:45 - 08:00

Arm	Side	Lane level	Lane	Destination arms	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Average throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Station Road (N)	Entry	1	1	2	525	1088	0.483	524	531	0.0	1.1	7.117	A
			2	1, 3	455	1088	0.418	452	446	0.0	1.1	6.501	A
	Exit	1	1	(1, 3, 2)	979			980	985	0.0	0.0	0.165	A
			1		689			689	697	0.0	0.0	0.000	A
2 - Station Road (S)	Entry	1	1	3	16	825	0.019	16	15	0.0	0.0	4.754	A
			2	1, 2	277	825	0.335	274	275	0.0	0.6	7.600	A
	Exit	1	1	(1, 3, 2)	293			293	293	0.0	0.1	0.154	A
			1		533			533	541	0.0	0.0	0.000	A
3 - Broad Rushes	Entry	1	1	1	417	1010	0.413	415	422	0.0	1.0	6.976	A
			2	3, 2	9	1010	0.009	9	10	0.0	0.0	3.792	A
	Exit	1	1	(1, 3, 2)	426			426	436	0.0	0.0	0.090	A
			1		468			468	461	0.0	0.0	0.000	A

08:00 - 08:15

Arm	Side	Lane level	Lane	Destination arms	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Average throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Station Road (N)	Entry	1	1	2	632	1087	0.582	633	636	1.1	1.4	8.287	A
			2	1, 3	528	1087	0.486	528	535	1.1	1.2	7.407	A
	Exit	1	1	(1, 3, 2)	1161			1160	1173	0.0	0.2	0.351	A
			1		833			833	839	0.0	0.0	0.000	A
2 - Station Road (S)	Entry	1	1	3	19	800	0.023	19	21	0.0	0.0	4.722	A
			2	1, 2	324	800	0.405	322	333	0.6	0.9	8.425	A
	Exit	1	1	(1, 3, 2)	343			342	355	0.1	0.0	0.336	A
			1		646			646	649	0.0	0.0	0.000	A
3 - Broad Rushes	Entry	1	1	1	509	993	0.512	510	506	1.0	1.0	8.005	A
			2	3, 2	13	993	0.013	13	13	0.0	0.0	3.602	A
	Exit	1	1	(1, 3, 2)	522			522	519	0.0	0.0	0.170	A
			1		546			546	556	0.0	0.0	0.000	A

08:15 - 08:30

Arm	Side	Lane level	Lane	Destination arms	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Average throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Station Road (N)	Entry	1	1	2	787	1086	0.725	785	770	1.4	2.4	10.928	B
			2	1, 3	643	1086	0.592	644	651	1.2	1.6	8.933	A
		2	1	(1, 3, 2)	1428			1431	1426	0.2	0.6	2.009	A
	Exit	1	1		1015			1015	1019	0.0	0.0	0.000	A
2 - Station Road (S)	Entry	1	1	3	27	761	0.035	27	26	0.0	0.0	4.640	A
			2	1, 2	396	761	0.520	402	404	0.9	1.0	10.588	B
		2	1	(1, 3, 2)	422			422	431	0.0	0.1	0.643	A
	Exit	1	1		800			800	787	0.0	0.0	0.000	A
3 - Broad Rushes	Entry	1	1	1	620	965	0.643	614	615	1.0	2.2	10.612	B
			2	3, 2	15	965	0.016	15	17	0.0	0.0	3.778	A
		2	1	(1, 3, 2)	635			635	637	0.0	0.1	0.589	A
	Exit	1	1		671			671	676	0.0	0.0	0.000	A

08:30 - 08:45

Arm	Side	Lane level	Lane	Destination arms	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Average throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Station Road (N)	Entry	1	1	2	782	1085	0.721	787	782	2.4	2.4	11.297	B
			2	1, 3	659	1085	0.607	658	659	1.6	1.7	8.961	A
		2	1	(1, 3, 2)	1439			1442	1442	0.6	0.9	2.438	A
	Exit	1	1		1018			1018	1040	0.0	0.0	0.000	A
2 - Station Road (S)	Entry	1	1	3	23	757	0.031	23	23	0.0	0.1	4.977	A
			2	1, 2	410	757	0.541	408	416	1.0	1.5	10.752	B
		2	1	(1, 3, 2)	434			433	441	0.1	0.2	1.121	A
	Exit	1	1		804			804	798	0.0	0.0	0.000	A
3 - Broad Rushes	Entry	1	1	1	607	962	0.631	610	624	2.2	2.1	11.573	B
			2	3, 2	18	962	0.018	18	17	0.0	0.0	4.061	A
		2	1	(1, 3, 2)	622			625	640	0.1	0.2	1.357	A
	Exit	1	1		682			682	682	0.0	0.0	0.000	A

08:45 - 09:00

Arm	Side	Lane level	Lane	Destination arms	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Average throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Station Road (N)	Entry	1	1	2	619	1086	0.570	624	633	2.4	1.3	8.491	A
			2	1, 3	528	1086	0.486	531	542	1.7	1.1	7.166	A
		2	1	(1, 3, 2)	1143			1147	1168	0.9	0.1	0.609	A
	Exit	1	1		824			824	852	0.0	0.0	0.000	A
2 - Station Road (S)	Entry	1	1	3	23	799	0.028	22	20	0.1	0.1	5.129	A
			2	1, 2	326	799	0.408	325	339	1.5	0.8	8.925	A
		2	1	(1, 3, 2)	349			349	356	0.2	0.1	0.358	A
	Exit	1	1		639			639	647	0.0	0.0	0.000	A
3 - Broad Rushes	Entry	1	1	1	497	992	0.501	499	513	2.1	1.1	8.757	A
			2	3, 2	15	992	0.015	15	14	0.0	0.0	4.070	A
		2	1	(1, 3, 2)	513			512	523	0.2	0.0	0.180	A
	Exit	1	1		553			553	562	0.0	0.0	0.000	A

09:00 - 09:15

Arm	Side	Lane level	Lane	Destination arms	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Average throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Station Road (N)	Entry	1	1	2	530	1087	0.487	533	533	1.3	0.9	6.894	A
			2	1, 3	438	1087	0.403	438	447	1.1	0.9	6.267	A
		2	1	(1, 3, 2)	967			968	978	0.1	0.0	0.183	A
	Exit	1	1		719			719	728	0.0	0.0	0.000	A
2 - Station Road (S)	Entry	1	1	3	17	830	0.021	18	17	0.1	0.0	5.217	A
			2	1, 2	287	830	0.346	287	292	0.8	0.6	7.865	A
		2	1	(1, 3, 2)	305			304	308	0.1	0.0	0.219	A
	Exit	1	1		545			545	545	0.0	0.0	0.000	A
3 - Broad Rushes	Entry	1	1	1	429	1006	0.426	432	436	1.1	0.7	7.531	A
			2	3, 2	12	1006	0.012	12	11	0.0	0.0	3.815	A
		2	1	(1, 3, 2)	441			440	446	0.0	0.0	0.090	A
	Exit	1	1		455			455	464	0.0	0.0	0.000	A

Lane movements: Main Results for each time segment

07:45 - 08:00

Arm	Side	Lane level	Lane	To Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Simulation max flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Average throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalise level of service
1 - Station Road (N)	Entry	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	525	131	991	1088	0.483	524	531	0.0	1.1	7.117	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	455	114	991	1088	0.418	452	446	0.0	1.1	6.501	A
		2	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	524	131	-	-	-	525	535	0.0	0.0	0.182	A
				3	455	114	-	-	-	455	450	0.0	0.0	0.145	A
2 - Station Road (S)	Entry	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	16	4	926	791	0.020	16	15	0.0	0.0	4.754	A
			2	1	277	69	974	825	0.336	274	275	0.0	0.6	7.600	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
		2	1	1	277	69	-	-	-	277	277	0.0	0.1	0.159	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	16	4	-	-	-	16	15	0.0	0.0	0.063	A
3 - Broad Rushes	Entry	1	1	1	417	104	1108	1010	0.413	415	422	0.0	1.0	6.976	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	9	2	988	900	0.010	9	10	0.0	0.0	3.792	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
		2	1	1	417	104	-	-	-	417	426	0.0	0.0	0.092	A
				2	9	2	-	-	-	9	10	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A

08:00 - 08:15

Arm	Side	Lane level	Lane	To Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Simulation max flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Average throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalise level of service
1 - Station Road (N)	Entry	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	632	158	991	1087	0.582	633	636	1.1	1.4	8.287	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	528	132	991	1087	0.486	528	535	1.1	1.2	7.407	A
		2	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	632	158	-	-	-	632	638	0.0	0.1	0.376	A
				3	528	132	-	-	-	528	536	0.0	0.1	0.321	A
2 - Station Road (S)	Entry	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	19	5	974	799	0.023	19	21	0.0	0.0	4.722	A
			2	1	324	81	974	801	0.404	322	333	0.6	0.9	8.425	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
		2	1	1	324	81	-	-	-	324	334	0.1	0.0	0.347	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	19	5	-	-	-	19	21	0.0	0.0	0.168	A
3 - Broad Rushes	Entry	1	1	1	509	127	1108	993	0.512	510	506	1.0	1.0	8.005	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	13	3	1065	951	0.014	13	13	0.0	0.0	3.602	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
		2	1	1	509	127	-	-	-	509	506	0.0	0.0	0.171	A
				2	13	3	-	-	-	13	13	0.0	0.0	0.150	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A

08:15 - 08:30

Arm	Side	Lane level	Lane	To Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Simulation max flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Average throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalis level of service
1 - Station Road (N)	Entry	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	787	197	991	1086	0.725	785	770	1.4	2.4	10.928	B
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	643	161	991	1086	0.592	644	651	1.2	1.6	8.933	A
		2	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	786	196	-	-	-	787	774	0.1	0.3	2.047	A
				3	643	161	-	-	-	643	652	0.1	0.3	1.964	A
2 - Station Road (S)	Entry	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	27	7	974	763	0.035	27	26	0.0	0.0	4.640	A
			2	1	396	99	974	761	0.520	402	404	0.9	1.0	10.588	B
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
		2	1	1	395	99	-	-	-	396	405	0.0	0.1	0.668	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	27	7	-	-	-	27	26	0.0	0.0	0.259	A
3 - Broad Rushes	Entry	1	1	1	620	155	1108	965	0.643	614	615	1.0	2.2	10.612	B
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	15	4	1087	947	0.016	15	17	0.0	0.0	3.778	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
		2	1	1	619	155	-	-	-	620	620	0.0	0.1	0.590	A
				2	15	4	-	-	-	15	17	0.0	0.0	0.558	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A

08:30 - 08:45

Arm	Side	Lane level	Lane	To Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Simulation max flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Average throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalis level of service
1 - Station Road (N)	Entry	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	782	196	991	1085	0.721	787	782	2.4	2.4	11.297	B
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
		2	2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	659	165	991	1085	0.607	658	659	1.6	1.7	8.961	A
		2	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	782	196	-	-	-	782	782	0.3	0.6	2.486	A
				3	657	164	-	-	-	659	660	0.3	0.3	2.379	A
2 - Station Road (S)	Entry	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	23	6	965	751	0.031	23	23	0.0	0.1	4.977	A
		2	2	1	410	102	974	758	0.541	408	416	1.0	1.5	10.752	B
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
		2	1	1	410	103	-	-	-	410	418	0.1	0.2	1.157	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	23	6	-	-	-	23	23	0.0	0.0	0.482	A
3 - Broad Rushes	Entry	1	1	1	607	152	1108	962	0.631	610	624	2.2	2.1	11.573	B
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
		2	2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	18	4	1098	950	0.019	18	17	0.0	0.0	4.061	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
		2	1	1	604	151	-	-	-	607	623	0.1	0.2	1.371	A
				2	18	4	-	-	-	18	17	0.0	0.0	0.856	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A

08:45 - 09:00

Arm	Side	Lane level	Lane	To Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Simulation max flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Average throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalise level of service
1 - Station Road (N)	Entry	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	619	155	991	1086	0.570	624	633	2.4	1.3	8.491	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	528	132	991	1086	0.486	531	542	1.7	1.1	7.166	A
		2	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	617	154	-	-	-	619	629	0.6	0.0	0.599	A
				3	527	132	-	-	-	528	539	0.3	0.0	0.620	A
2 - Station Road (S)	Entry	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	23	6	965	786	0.029	22	20	0.1	0.1	5.129	A
			2	1	326	81	974	799	0.408	325	339	1.5	0.8	8.925	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
		2	1	1	326	82	-	-	-	326	336	0.2	0.1	0.374	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	23	6	-	-	-	23	20	0.0	0.0	0.111	A
3 - Broad Rushes	Entry	1	1	1	497	124	1108	992	0.502	499	513	2.1	1.1	8.757	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	15	4	1076	960	0.015	15	14	0.0	0.0	4.070	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
		2	1	1	498	124	-	-	-	497	509	0.2	0.0	0.180	A
				2	15	4	-	-	-	15	14	0.0	0.0	0.182	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A

09:00 - 09:15

Arm	Side	Lane level	Lane	To Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Simulation max flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Average throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalise level of service
1 - Station Road (N)	Entry	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	530	132	991	1087	0.487	533	533	1.3	0.9	6.894	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	438	110	991	1087	0.403	438	447	1.1	0.9	6.267	A
		2	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	529	132	-	-	-	530	531	0.0	0.0	0.189	A
				3	438	109	-	-	-	438	447	0.0	0.0	0.175	A
2 - Station Road (S)	Entry	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	17	4	955	808	0.022	18	17	0.1	0.0	5.217	A
			2	1	287	72	974	829	0.346	287	292	0.8	0.6	7.865	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
		2	1	1	287	72	-	-	-	287	291	0.1	0.0	0.224	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	17	4	-	-	-	17	17	0.0	0.0	0.122	A
3 - Broad Rushes	Entry	1	1	1	429	107	1108	1006	0.426	432	436	1.1	0.7	7.531	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	12	3	1054	952	0.012	12	11	0.0	0.0	3.815	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
		2	1	1	429	107	-	-	-	429	434	0.0	0.0	0.091	A
				2	12	3	-	-	-	12	11	0.0	0.0	0.066	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A

2028 | 2a WD Flows | PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	1 - Station Road (N) - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.
Info	Simulation	A1 - [Lane Simulation]	This run uses Simulation mode. For detailed information on this mode, please see the User Guide.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		1, 2, 3	18.73	C

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	18.73	C

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D12	2028	2a WD Flows	PM	ONE HOUR	16:45	18:15	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1 - Station Road (N)		ONE HOUR	✓	1123	100.000
2 - Station Road (S)		ONE HOUR	✓	602	100.000
3 - Broad Rushes		ONE HOUR	✓	668	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
		1 - Station Road (N)	2 - Station Road (S)	3 - Broad Rushes
From	1 - Station Road (N)	0	601	522
	2 - Station Road (S)	590	0	12
	3 - Broad Rushes	642	26	0

Vehicle Mix

HV data entry mode	PCU Factor for a HV (PCU)
HV Percentages	2.00

Junction	PCU factor for a cyclist	PCU factor for a cyclist in controlling flow
1	0.20	0.80

Heavy Vehicle %

	To			
		1 - Station Road (N)	2 - Station Road (S)	3 - Broad Rushes
	From			
	1 - Station Road (N)	0	2	5
	2 - Station Road (S)	2	0	0
	3 - Broad Rushes	5	0	0

Cyclist %

	To			
		1 - Station Road (N)	2 - Station Road (S)	3 - Broad Rushes
	From			
	1 - Station Road (N)	0	0	0
	2 - Station Road (S)	0	0	0
	3 - Broad Rushes	0	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
1 - Station Road (N)	0.66	8.56	3.0	A	1028	1542
2 - Station Road (S)	0.86	30.47	5.6	D	557	835
3 - Broad Rushes	0.83	25.17	4.8	D	610	915

Main Results for each time segment

16:45 - 17:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Average throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Station Road (N)	848	212	20	1934	0.438	847	842	921	0.0	1.3	5.754	A
2 - Station Road (S)	455	114	387	864	0.527	459	453	480	0.0	1.1	9.439	A
3 - Broad Rushes	494	124	449	957	0.516	492	491	397	0.0	1.2	7.990	A

17:00 - 17:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Average throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Station Road (N)	1010	252	24	1885	0.536	1008	1016	1110	1.3	1.7	6.640	A
2 - Station Road (S)	548	137	467	849	0.645	547	541	565	1.1	2.0	12.408	B
3 - Broad Rushes	596	149	536	951	0.627	598	603	479	1.2	1.5	10.856	B

17:15 - 17:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Average throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Station Road (N)	1242	311	29	1886	0.658	1242	1235	1349	1.7	3.0	8.544	A
2 - Station Road (S)	670	167	586	779	0.860	663	659	685	2.0	5.6	25.853	D
3 - Broad Rushes	734	183	652	925	0.794	726	722	597	1.5	4.8	18.811	C

17:30 - 17:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Average throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Station Road (N)	1230	307	29	1873	0.657	1233	1239	1375	3.0	2.9	8.558	A
2 - Station Road (S)	676	169	576	804	0.840	675	673	686	5.6	5.6	30.473	D
3 - Broad Rushes	734	184	660	889	0.826	744	745	590	4.8	4.7	25.170	D

17:45 - 18:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Average throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Station Road (N)	993	248	24	1914	0.519	995	1014	1115	2.9	1.7	6.557	A
2 - Station Road (S)	546	137	465	851	0.642	549	565	554	5.6	1.7	17.337	C
3 - Broad Rushes	600	150	538	985	0.609	601	623	476	4.7	1.9	13.125	B

18:00 - 18:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Average throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Station Road (N)	846	212	19	1875	0.451	844	855	915	1.7	1.5	5.713	A
2 - Station Road (S)	445	111	389	832	0.535	447	462	475	1.7	1.0	9.378	A
3 - Broad Rushes	501	125	437	976	0.513	497	510	398	1.9	1.3	8.675	A

Lane Results

Lane Level notation: Lane Level 1 is always closest to the junction.

Lanes: Main Results for each time segment

16:45 - 17:00

Arm	Side	Lane level	Lane	Destination arms	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Average throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Station Road (N)	Entry	1	1	2	461	1084	0.425	460	451	0.0	0.8	5.905	A
			2	1, 3	387	1084	0.357	387	391	0.0	0.5	5.481	A
	Exit	1	1	(1, 3, 2)	848			848	847	0.0	0.0	0.043	A
			1		921			921	915	0.0	0.0	0.000	A
2 - Station Road (S)	Entry	1	1	3	10	846	0.012	10	9	0.0	0.0	4.777	A
			2	1, 2	446	846	0.527	449	444	0.0	1.1	9.088	A
	Exit	1	1	(1, 3, 2)	455			456	457	0.0	0.0	0.439	A
			1		480			480	471	0.0	0.0	0.000	A
3 - Broad Rushes	Entry	1	1	1	474	948	0.500	472	471	0.0	1.1	8.025	A
			2	3, 2	20	948	0.021	20	20	0.0	0.0	3.873	A
	Exit	1	1	(1, 3, 2)	494			494	496	0.0	0.0	0.137	A
			1		397			397	400	0.0	0.0	0.000	A

17:00 - 17:15

Arm	Side	Lane level	Lane	Destination arms	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Average throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Station Road (N)	Entry	1	1	2	541	1083	0.500	541	543	0.8	0.9	6.838	A
			2	1, 3	469	1083	0.433	467	472	0.5	0.8	6.116	A
	Exit	1	1	(1, 3, 2)	1010			1010	1017	0.0	0.0	0.132	A
			1		1110			1110	1109	0.0	0.0	0.000	A
2 - Station Road (S)	Entry	1	1	3	11	820	0.014	11	11	0.0	0.0	4.807	A
			2	1, 2	536	820	0.654	536	531	1.1	1.7	10.914	B
	Exit	1	1	(1, 3, 2)	548			547	544	0.0	0.3	1.595	A
			1		565			565	567	0.0	0.0	0.000	A
3 - Broad Rushes	Entry	1	1	1	573	917	0.625	574	579	1.1	1.4	10.612	B
			2	3, 2	24	917	0.027	24	24	0.0	0.1	4.154	A
	Exit	1	1	(1, 3, 2)	596			597	604	0.0	0.0	0.515	A
			1		479			479	483	0.0	0.0	0.000	A

17:15 - 17:30

Arm	Side	Lane level	Lane	Destination arms	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Average throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Station Road (N)	Entry	1	1	2	654	1081	0.605	656	660	0.9	1.6	8.691	A
			2	1, 3	588	1081	0.544	586	575	0.8	1.3	7.335	A
		2	1	(1, 3, 2)	1242			1243	1240	0.0	0.1	0.471	A
	Exit	1	1		1349			1349	1340	0.0	0.0	0.000	A
2 - Station Road (S)	Entry	1	1	3	11	781	0.015	11	13	0.0	0.0	4.833	A
			2	1, 2	657	781	0.841	652	646	1.7	3.3	15.889	C
		2	1	(1, 3, 2)	670			668	665	0.3	2.3	10.090	B
	Exit	1	1		685			685	689	0.0	0.0	0.000	A
3 - Broad Rushes	Entry	1	1	1	700	875	0.799	697	694	1.4	3.4	15.705	C
			2	3, 2	29	875	0.033	29	28	0.1	0.0	4.403	A
		2	1	(1, 3, 2)	734			728	730	0.0	1.3	3.485	A
	Exit	1	1		597			597	587	0.0	0.0	0.000	A

17:30 - 17:45

Arm	Side	Lane level	Lane	Destination arms	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Average throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Station Road (N)	Entry	1	1	2	653	1081	0.604	657	661	1.6	1.4	8.493	A
			2	1, 3	576	1081	0.533	576	578	1.3	1.3	7.529	A
		2	1	(1, 3, 2)	1230			1229	1238	0.1	0.2	0.507	A
	Exit	1	1		1375			1375	1375	0.0	0.0	0.000	A
2 - Station Road (S)	Entry	1	1	3	15	784	0.019	15	13	0.0	0.0	4.481	A
			2	1, 2	659	784	0.840	660	659	3.3	2.9	16.820	C
		2	1	(1, 3, 2)	676			674	671	2.3	2.7	13.878	B
	Exit	1	1		686			686	690	0.0	0.0	0.000	A
3 - Broad Rushes	Entry	1	1	1	708	872	0.812	715	716	3.4	3.3	17.934	C
			2	3, 2	29	872	0.033	29	29	0.0	0.0	4.106	A
		2	1	(1, 3, 2)	734			737	744	1.3	1.3	7.794	A
	Exit	1	1		590			590	591	0.0	0.0	0.000	A

17:45 - 18:00

Arm	Side	Lane level	Lane	Destination arms	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Average throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Station Road (N)	Entry	1	1	2	528	1083	0.488	530	541	1.4	0.9	6.606	A
			2	1, 3	464	1083	0.428	465	473	1.3	0.8	6.310	A
		2	1	(1, 3, 2)	993			993	1010	0.2	0.0	0.093	A
	Exit	1	1		1115			1115	1153	0.0	0.0	0.000	A
2 - Station Road (S)	Entry	1	1	3	11	821	0.013	11	10	0.0	0.0	4.706	A
			2	1, 2	536	821	0.654	538	554	2.9	1.6	12.405	B
		2	1	(1, 3, 2)	546			547	559	2.7	0.1	5.285	A
	Exit	1	1		554			554	565	0.0	0.0	0.000	A
3 - Broad Rushes	Entry	1	1	1	577	916	0.630	577	599	3.3	1.8	12.053	B
			2	3, 2	24	916	0.026	24	24	0.0	0.0	4.183	A
		2	1	(1, 3, 2)	600			601	617	1.3	0.1	1.526	A
	Exit	1	1		476			476	483	0.0	0.0	0.000	A

18:00 - 18:15

Arm	Side	Lane level	Lane	Destination arms	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Average throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Station Road (N)	Entry	1	1	2	457	1085	0.422	456	457	0.9	0.9	5.885	A
			2	1, 3	389	1085	0.359	389	397	0.8	0.6	5.413	A
		2	1	(1, 3, 2)	846			847	854	0.0	0.0	0.044	A
	Exit	1	1		915			915	943	0.0	0.0	0.000	A
2 - Station Road (S)	Entry	1	1	3	9	846	0.011	9	8	0.0	0.0	4.124	A
			2	1, 2	437	846	0.516	437	454	1.6	1.0	8.943	A
		2	1	(1, 3, 2)	445			446	460	0.1	0.0	0.537	A
	Exit	1	1		475			475	477	0.0	0.0	0.000	A
3 - Broad Rushes	Entry	1	1	1	482	952	0.506	478	490	1.8	1.2	8.644	A
			2	3, 2	19	952	0.020	19	20	0.0	0.0	4.124	A
		2	1	(1, 3, 2)	501			501	507	0.1	0.0	0.223	A
	Exit	1	1		398			398	406	0.0	0.0	0.000	A

Lane movements: Main Results for each time segment

16:45 - 17:00

Arm	Side	Lane level	Lane	To Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Simulation max flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Average throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalise level of service
1 - Station Road (N)	Entry	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	461	115	991	1084	0.425	460	451	0.0	0.8	5.905	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	387	97	991	1084	0.357	387	391	0.0	0.5	5.481	A
		2	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	461	115	-	-	-	461	454	0.0	0.0	0.047	A
				3	387	97	-	-	-	387	393	0.0	0.0	0.038	A
2 - Station Road (S)	Entry	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	10	2	893	773	0.013	10	9	0.0	0.0	4.777	A
			2	1	446	112	974	846	0.527	449	444	0.0	1.1	9.088	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
		2	1	1	445	111	-	-	-	446	448	0.0	0.0	0.446	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	10	2	-	-	-	10	9	0.0	0.0	0.103	A
3 - Broad Rushes	Entry	1	1	1	474	118	1108	947	0.500	472	471	0.0	1.1	8.025	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	20	5	1108	947	0.021	20	20	0.0	0.0	3.873	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
		2	1	1	474	119	-	-	-	474	476	0.0	0.0	0.141	A
				2	20	5	-	-	-	20	20	0.0	0.0	0.042	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A

17:00 - 17:15

Arm	Side	Lane level	Lane	To Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Simulation max flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Average throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalis level of service
1 - Station Road (N)	Entry	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	541	135	991	1083	0.500	541	543	0.8	0.9	6.838	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	469	117	991	1083	0.433	467	472	0.5	0.8	6.116	A
		2	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	541	135	-	-	-	541	544	0.0	0.0	0.141	A
				3	469	117	-	-	-	469	473	0.0	0.0	0.122	A
2 - Station Road (S)	Entry	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	11	3	909	765	0.015	11	11	0.0	0.0	4.807	A
			2	1	536	134	974	820	0.654	536	531	1.1	1.7	10.914	B
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
		2	1	1	537	134	-	-	-	536	533	0.0	0.3	1.596	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	11	3	-	-	-	11	11	0.0	0.0	1.548	A
3 - Broad Rushes	Entry	1	1	1	573	143	1108	917	0.624	574	579	1.1	1.4	10.612	B
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	24	6	1108	920	0.027	24	24	0.0	0.1	4.154	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
		2	1	1	572	143	-	-	-	573	580	0.0	0.0	0.524	A
				2	24	6	-	-	-	24	24	0.0	0.0	0.306	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A

17:15 - 17:30

Arm	Side	Lane level	Lane	To Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Simulation max flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Average throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalis level of service
1 - Station Road (N)	Entry	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	654	164	991	1081	0.605	656	660	0.9	1.6	8.691	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	588	147	991	1081	0.544	586	575	0.8	1.3	7.335	A
		2	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	654	163	-	-	-	654	663	0.0	0.1	0.467	A
				3	588	147	-	-	-	588	577	0.0	0.1	0.477	A
2 - Station Road (S)	Entry	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	11	3	952	772	0.015	11	13	0.0	0.0	4.833	A
			2	1	657	164	974	780	0.841	652	646	1.7	3.3	15.889	C
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
		2	1	1	658	165	-	-	-	657	653	0.3	2.2	10.107	B
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	12	3	-	-	-	11	13	0.0	0.1	9.229	A
3 - Broad Rushes	Entry	1	1	1	700	175	1108	875	0.799	697	694	1.4	3.4	15.705	C
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	29	7	1108	876	0.033	29	28	0.1	0.0	4.403	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
		2	1	1	706	176	-	-	-	700	702	0.0	1.3	3.502	A
				2	28	7	-	-	-	29	28	0.0	0.0	3.097	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A

17:30 - 17:45

Arm	Side	Lane level	Lane	To Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Simulation max flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Average throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalis level of service
1 - Station Road (N)	Entry	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	653	163	991	1081	0.604	657	661	1.6	1.4	8.493	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	576	144	991	1081	0.533	576	578	1.3	1.3	7.529	A
		2	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	653	163	-	-	-	653	660	0.1	0.1	0.529	A
				3	576	144	-	-	-	576	578	0.1	0.1	0.482	A
2 - Station Road (S)	Entry	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	15	4	942	756	0.019	15	13	0.0	0.0	4.481	A
			2	1	659	165	974	784	0.840	660	659	3.3	2.9	16.820	C
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
		2	1	1	661	165	-	-	-	659	658	2.2	2.6	13.914	B
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	15	4	-	-	-	15	13	0.1	0.1	12.130	B
3 - Broad Rushes	Entry	1	1	1	708	177	1108	872	0.812	715	716	3.4	3.3	17.934	C
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	29	7	1108	875	0.033	29	29	0.0	0.0	4.106	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
		2	1	1	705	176	-	-	-	708	715	1.3	1.3	7.811	A
				2	29	7	-	-	-	29	29	0.0	0.0	7.382	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A

17:45 - 18:00

Arm	Side	Lane level	Lane	To Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Simulation max flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Average throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalis level of service
1 - Station Road (N)	Entry	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	528	132	991	1083	0.488	530	541	1.4	0.9	6.606	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	464	116	991	1083	0.428	465	473	1.3	0.8	6.310	A
		2	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	528	132	-	-	-	528	539	0.1	0.0	0.083	A
				3	464	116	-	-	-	464	471	0.1	0.0	0.104	A
2 - Station Road (S)	Entry	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	11	3	914	764	0.014	11	10	0.0	0.0	4.706	A
			2	1	536	134	974	820	0.654	538	554	2.9	1.6	12.405	B
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
		2	1	1	535	134	-	-	-	536	549	2.6	0.1	5.293	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	11	3	-	-	-	11	10	0.1	0.0	4.843	A
3 - Broad Rushes	Entry	1	1	1	577	144	1108	916	0.630	577	599	3.3	1.8	12.053	B
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	24	6	1096	904	0.026	24	24	0.0	0.0	4.183	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
		2	1	1	576	144	-	-	-	577	593	1.3	0.1	1.518	A
				2	24	6	-	-	-	24	24	0.0	0.0	1.713	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A

18:00 - 18:15

Arm	Side	Lane level	Lane	To Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Simulation max flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Average throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalise level of service
1 - Station Road (N)	Entry	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	457	114	991	1085	0.422	456	457	0.9	0.9	5.885	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	389	97	991	1084	0.359	389	397	0.8	0.6	5.413	A
		2	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	457	114	-	-	-	457	457	0.0	0.0	0.049	A
				3	389	97	-	-	-	389	397	0.0	0.0	0.039	A
2 - Station Road (S)	Entry	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	9	2	876	758	0.012	9	8	0.0	0.0	4.124	A
			2	1	437	109	974	846	0.516	437	454	1.6	1.0	8.943	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
		2	1	1	436	109	-	-	-	437	451	0.1	0.0	0.537	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	9	2	-	-	-	9	8	0.0	0.0	0.543	A
3 - Broad Rushes	Entry	1	1	1	482	120	1108	952	0.506	478	490	1.8	1.2	8.644	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	19	5	1108	950	0.020	19	20	0.0	0.0	4.124	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
		2	1	1	482	120	-	-	-	482	488	0.1	0.0	0.229	A
				2	19	5	-	-	-	19	20	0.0	0.0	0.076	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A

2038 | 2a WD Flows | AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	1 - Station Road (N) - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.
Info	Simulation	A1 - [Lane Simulation]	This run uses Simulation mode. For detailed information on this mode, please see the User Guide.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		1, 2, 3	7.10	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	7.10	A

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D13	2038	2a WD Flows	AM	ONE HOUR	07:45	09:15	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1 - Station Road (N)		ONE HOUR	✓	145	100.000
2 - Station Road (S)		ONE HOUR	✓	717	100.000
3 - Broad Rushes		ONE HOUR	✓	634	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
From		1 - Station Road (N)	2 - Station Road (S)	3 - Broad Rushes
	1 - Station Road (N)	0	52	93
	2 - Station Road (S)	282	0	435
	3 - Broad Rushes	215	419	0

Vehicle Mix

HV data entry mode	PCU Factor for a HV (PCU)
HV Percentages	2.00

Junction	PCU factor for a cyclist	PCU factor for a cyclist in controlling flow
1	0.20	0.80

Heavy Vehicle %

	To			
		1 - Station Road (N)	2 - Station Road (S)	3 - Broad Rushes
	From			
	1 - Station Road (N)	0	6	9
	2 - Station Road (S)	8	0	5
	3 - Broad Rushes	12	7	0

Cyclist %

	To			
		1 - Station Road (N)	2 - Station Road (S)	3 - Broad Rushes
	From			
	1 - Station Road (N)	0	0	0
	2 - Station Road (S)	0	0	0
	3 - Broad Rushes	0	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
1 - Station Road (N)	0.11	4.66	0.3	A	131	196
2 - Station Road (S)	0.55	7.86	1.8	A	658	987
3 - Broad Rushes	0.46	6.80	1.5	A	584	877

Main Results for each time segment

07:45 - 08:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Average throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Station Road (N)	104	26	310	1513	0.069	104	109	371	0.0	0.0	3.976	A
2 - Station Road (S)	548	137	63	1449	0.378	553	546	352	0.0	0.6	5.938	A
3 - Broad Rushes	461	115	219	1548	0.298	464	465	398	0.0	0.5	5.093	A

08:00 - 08:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Average throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Station Road (N)	131	33	371	1458	0.090	130	136	456	0.0	0.2	4.327	A
2 - Station Road (S)	637	159	88	1478	0.431	638	651	413	0.6	1.2	6.829	A
3 - Broad Rushes	576	144	250	1580	0.365	576	571	475	0.5	1.1	5.902	A

08:15 - 08:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Average throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Station Road (N)	155	39	472	1492	0.104	156	161	559	0.2	0.2	4.661	A
2 - Station Road (S)	787	197	102	1468	0.536	788	783	527	1.2	1.7	7.855	A
3 - Broad Rushes	713	178	314	1554	0.459	717	709	575	1.1	1.5	6.801	A

08:30 - 08:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Average throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Station Road (N)	156	39	458	1470	0.106	155	165	550	0.2	0.3	4.540	A
2 - Station Road (S)	807	202	99	1477	0.546	806	801	515	1.7	1.8	7.688	A
3 - Broad Rushes	688	172	320	1481	0.465	689	711	585	1.5	1.3	6.556	A

08:45 - 09:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Average throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Station Road (N)	123	31	385	1443	0.085	123	135	441	0.3	0.1	4.553	A
2 - Station Road (S)	629	157	82	1460	0.431	624	645	426	1.8	1.4	6.571	A
3 - Broad Rushes	582	145	246	1543	0.377	579	581	460	1.3	1.0	5.870	A

09:00 - 09:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Average throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Station Road (N)	115	29	318	1537	0.075	115	120	379	0.1	0.2	4.412	A
2 - Station Road (S)	538	135	76	1410	0.382	537	555	356	1.4	0.9	5.875	A
3 - Broad Rushes	486	122	215	1557	0.312	482	487	398	1.0	0.9	5.247	A

Lane Results

Lane Level notation: Lane Level 1 is always closest to the junction.

Lanes: Main Results for each time segment

07:45 - 08:00

Arm	Side	Lane level	Lane	Destination arms	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Average throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Station Road (N)	Entry	1	1	2	41	990	0.041	41	40	0.0	0.0	4.036	A
			2	1, 3	63	990	0.064	63	69	0.0	0.0	3.940	A
	Exit	1	1	(1, 3, 2)	104			104	110	0.0	0.0	0.000	A
			1		371			371	371	0.0	0.0	0.000	A
2 - Station Road (S)	Entry	1	1	3	330	953	0.346	335	333	0.0	0.4	6.231	A
			2	1, 2	218	953	0.229	219	213	0.0	0.3	5.325	A
	Exit	1	1	(1, 3, 2)	548			548	549	0.0	0.0	0.056	A
			1		352			352	347	0.0	0.0	0.000	A
3 - Broad Rushes	Entry	1	1	1	154	1030	0.150	153	158	0.0	0.2	4.755	A
			2	3, 2	307	1030	0.298	310	307	0.0	0.3	5.257	A
	Exit	1	1	(1, 3, 2)	461			461	467	0.0	0.0	0.001	A
			1		398			398	403	0.0	0.0	0.000	A

08:00 - 08:15

Arm	Side	Lane level	Lane	Destination arms	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Average throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Station Road (N)	Entry	1	1	2	43	970	0.044	42	46	0.0	0.0	3.821	A
			2	1, 3	89	970	0.092	88	89	0.0	0.1	4.601	A
	Exit	1	1	(1, 3, 2)	131			131	136	0.0	0.0	0.000	A
			1		456			456	455	0.0	0.0	0.000	A
2 - Station Road (S)	Entry	1	1	3	387	945	0.409	387	391	0.4	0.8	7.065	A
			2	1, 2	250	945	0.264	250	260	0.3	0.3	6.003	A
	Exit	1	1	(1, 3, 2)	637			637	653	0.0	0.0	0.181	A
			1		413			413	423	0.0	0.0	0.000	A
3 - Broad Rushes	Entry	1	1	1	205	1019	0.201	205	194	0.2	0.4	4.807	A
			2	3, 2	371	1019	0.365	371	377	0.3	0.7	6.365	A
	Exit	1	1	(1, 3, 2)	576			577	574	0.0	0.0	0.050	A
			1		475			475	480	0.0	0.0	0.000	A

08:15 - 08:30

Arm	Side	Lane level	Lane	Destination arms	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Average throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Station Road (N)	Entry	1	1	2	55	937	0.058	55	55	0.0	0.0	4.424	A
			2	1, 3	101	937	0.108	102	106	0.1	0.2	4.788	A
		2	1	(1, 3, 2)	155			155	161	0.0	0.0	0.000	A
	Exit	1	1		559			559	552	0.0	0.0	0.000	A
2 - Station Road (S)	Entry	1	1	3	471	941	0.501	474	473	0.8	0.9	8.037	A
			2	1, 2	317	941	0.337	314	311	0.3	0.8	6.051	A
		2	1	(1, 3, 2)	787			789	785	0.0	0.1	0.593	A
	Exit	1	1		527			527	523	0.0	0.0	0.000	A
3 - Broad Rushes	Entry	1	1	1	244	996	0.245	245	241	0.4	0.3	5.356	A
			2	3, 2	470	996	0.472	472	468	0.7	1.2	7.382	A
		2	1	(1, 3, 2)	713			713	711	0.0	0.0	0.084	A
	Exit	1	1		575			575	578	0.0	0.0	0.000	A

08:30 - 08:45

Arm	Side	Lane level	Lane	Destination arms	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Average throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Station Road (N)	Entry	1	1	2	56	942	0.059	56	60	0.0	0.1	4.220	A
			2	1, 3	100	942	0.106	99	106	0.2	0.2	4.725	A
		2	1	(1, 3, 2)	156			156	166	0.0	0.0	0.000	A
	Exit	1	1		550			550	562	0.0	0.0	0.000	A
2 - Station Road (S)	Entry	1	1	3	488	942	0.518	486	482	0.9	1.1	7.877	A
			2	1, 2	319	942	0.339	320	319	0.8	0.6	6.353	A
		2	1	(1, 3, 2)	807			807	802	0.1	0.2	0.404	A
	Exit	1	1		515			515	529	0.0	0.0	0.000	A
3 - Broad Rushes	Entry	1	1	1	229	994	0.230	231	242	0.3	0.2	5.030	A
			2	3, 2	460	994	0.462	458	469	1.2	1.1	7.257	A
		2	1	(1, 3, 2)	688			688	710	0.0	0.0	0.035	A
	Exit	1	1		585			585	588	0.0	0.0	0.000	A

08:45 - 09:00

Arm	Side	Lane level	Lane	Destination arms	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Average throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Station Road (N)	Entry	1	1	2	41	966	0.042	41	48	0.1	0.1	4.320	A
			2	1, 3	82	966	0.085	82	86	0.2	0.0	4.690	A
		2	1	(1, 3, 2)	123			123	134	0.0	0.0	0.000	A
	Exit	1	1		441			441	450	0.0	0.0	0.000	A
2 - Station Road (S)	Entry	1	1	3	381	947	0.402	377	391	1.1	0.8	6.899	A
			2	1, 2	247	947	0.261	246	254	0.6	0.5	5.677	A
		2	1	(1, 3, 2)	629			629	644	0.2	0.0	0.152	A
	Exit	1	1		426			426	433	0.0	0.0	0.000	A
3 - Broad Rushes	Entry	1	1	1	195	1020	0.191	194	196	0.2	0.3	5.121	A
			2	3, 2	387	1020	0.379	385	385	1.1	0.7	6.155	A
		2	1	(1, 3, 2)	582			582	580	0.0	0.0	0.054	A
	Exit	1	1		460			460	477	0.0	0.0	0.000	A

09:00 - 09:15

Arm	Side	Lane level	Lane	Destination arms	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Average throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Station Road (N)	Entry	1	1	2	39	987	0.039	39	42	0.1	0.0	3.975	A
			2	1, 3	76	987	0.077	76	78	0.0	0.1	4.662	A
		2	1	(1, 3, 2)	115			115	120	0.0	0.0	0.000	A
	Exit	1	1		379			379	383	0.0	0.0	0.000	A
2 - Station Road (S)	Entry	1	1	3	321	949	0.338	322	334	0.8	0.4	6.130	A
			2	1, 2	217	949	0.229	215	221	0.5	0.5	5.284	A
		2	1	(1, 3, 2)	538			538	553	0.0	0.0	0.076	A
	Exit	1	1		356			356	367	0.0	0.0	0.000	A
3 - Broad Rushes	Entry	1	1	1	165	1031	0.160	164	162	0.3	0.3	4.806	A
			2	3, 2	322	1031	0.312	318	324	0.7	0.7	5.444	A
		2	1	(1, 3, 2)	486			486	486	0.0	0.0	0.010	A
	Exit	1	1		398			398	412	0.0	0.0	0.000	A

Lane movements: Main Results for each time segment

07:45 - 08:00

Arm	Side	Lane level	Lane	To Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Simulation max flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Average throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalise level of service
1 - Station Road (N)	Entry	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	41	10	991	990	0.041	41	40	0.0	0.0	4.036	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	63	16	991	989	0.064	63	69	0.0	0.0	3.940	A
		2	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	41	10	-	-	-	41	40	0.0	0.0	0.000	A
				3	63	16	-	-	-	63	70	0.0	0.0	0.000	A
2 - Station Road (S)	Entry	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	330	83	974	953	0.346	335	333	0.0	0.4	6.231	A
			2	1	218	55	974	953	0.229	219	213	0.0	0.3	5.325	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
		2	1	1	218	55	-	-	-	218	214	0.0	0.0	0.043	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	330	82	-	-	-	330	335	0.0	0.0	0.065	A
3 - Broad Rushes	Entry	1	1	1	154	39	1108	1031	0.150	153	158	0.0	0.2	4.755	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	307	77	1108	1031	0.298	310	307	0.0	0.3	5.257	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
		2	1	1	154	39	-	-	-	154	159	0.0	0.0	0.000	A
				2	307	77	-	-	-	307	308	0.0	0.0	0.002	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A

08:00 - 08:15

Arm	Side	Lane level	Lane	To Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Simulation max flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Average throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalise level of service
1 - Station Road (N)	Entry	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	43	11	991	971	0.044	42	46	0.0	0.0	3.821	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	89	22	991	971	0.092	88	89	0.0	0.1	4.601	A
		2	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	43	11	-	-	-	43	46	0.0	0.0	0.000	A
				3	89	22	-	-	-	89	90	0.0	0.0	0.000	A
2 - Station Road (S)	Entry	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	387	97	974	945	0.409	387	391	0.4	0.8	7.065	A
			2	1	250	62	974	945	0.264	250	260	0.3	0.3	6.003	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
		2	1	1	250	62	-	-	-	250	261	0.0	0.0	0.140	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	387	97	-	-	-	387	393	0.0	0.0	0.207	A
3 - Broad Rushes	Entry	1	1	1	205	51	1108	1020	0.201	205	194	0.2	0.4	4.807	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	371	93	1108	1019	0.365	371	377	0.3	0.7	6.365	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
		2	1	1	205	51	-	-	-	205	195	0.0	0.0	0.031	A
				2	371	93	-	-	-	371	378	0.0	0.0	0.060	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A

08:15 - 08:30

Arm	Side	Lane level	Lane	To Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Simulation max flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Average throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalise level of service
1 - Station Road (N)	Entry	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	55	14	991	941	0.058	55	55	0.0	0.0	4.424	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	101	25	991	938	0.108	102	106	0.1	0.2	4.788	A
		2	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	55	14	-	-	-	55	55	0.0	0.0	0.000	A
				3	101	25	-	-	-	101	106	0.0	0.0	0.000	A
2 - Station Road (S)	Entry	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	471	118	974	940	0.501	474	473	0.8	0.9	8.037	A
			2	1	317	79	974	941	0.337	314	311	0.3	0.8	6.051	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
		2	1	1	318	79	-	-	-	317	312	0.0	0.1	0.506	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	470	117	-	-	-	471	473	0.0	0.0	0.649	A
3 - Broad Rushes	Entry	1	1	1	244	61	1108	996	0.245	245	241	0.4	0.3	5.356	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	470	117	1108	996	0.472	472	468	0.7	1.2	7.382	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
		2	1	1	244	61	-	-	-	244	241	0.0	0.0	0.079	A
				2	470	117	-	-	-	470	470	0.0	0.0	0.087	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A

08:30 - 08:45

Arm	Side	Lane level	Lane	To Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Simulation max flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Average throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalise level of service
1 - Station Road (N)	Entry	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	56	14	991	939	0.059	56	60	0.0	0.1	4.220	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	100	25	991	940	0.107	99	106	0.2	0.2	4.725	A
		2	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	56	14	-	-	-	56	60	0.0	0.0	0.000	A
				3	100	25	-	-	-	100	106	0.0	0.0	0.000	A
2 - Station Road (S)	Entry	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	488	122	974	941	0.519	486	482	0.9	1.1	7.877	A
			2	1	319	80	974	941	0.339	320	319	0.8	0.6	6.353	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
		2	1	1	319	80	-	-	-	319	319	0.1	0.0	0.373	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	489	122	-	-	-	488	483	0.0	0.1	0.424	A
3 - Broad Rushes	Entry	1	1	1	229	57	1108	994	0.230	231	242	0.3	0.2	5.030	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	460	115	1108	994	0.462	458	469	1.2	1.1	7.257	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
		2	1	1	229	57	-	-	-	229	241	0.0	0.0	0.025	A
				2	460	115	-	-	-	460	469	0.0	0.0	0.040	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A

08:45 - 09:00

Arm	Side	Lane level	Lane	To Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Simulation max flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Average throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalise level of service
1 - Station Road (N)	Entry	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	41	10	991	966	0.042	41	48	0.1	0.1	4.320	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	82	21	991	967	0.085	82	86	0.2	0.0	4.690	A
		2	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	41	10	-	-	-	41	48	0.0	0.0	0.000	A
				3	82	21	-	-	-	82	86	0.0	0.0	0.000	A
2 - Station Road (S)	Entry	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	381	95	974	947	0.402	377	391	1.1	0.8	6.899	A
			2	1	247	62	974	947	0.261	246	254	0.6	0.5	5.677	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
		2	1	1	247	62	-	-	-	247	254	0.0	0.0	0.148	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	381	95	-	-	-	381	390	0.1	0.0	0.155	A
3 - Broad Rushes	Entry	1	1	1	195	49	1108	1021	0.191	194	196	0.2	0.3	5.121	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	387	97	1108	1020	0.379	385	385	1.1	0.7	6.155	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
		2	1	1	195	49	-	-	-	195	197	0.0	0.0	0.023	A
				2	387	97	-	-	-	387	383	0.0	0.0	0.069	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A

09:00 - 09:15

Arm	Side	Lane level	Lane	To Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Simulation max flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Average throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalise level of service
1 - Station Road (N)	Entry	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	39	10	991	987	0.039	39	42	0.1	0.0	3.975	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	76	19	991	988	0.077	76	78	0.0	0.1	4.662	A
		2	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	39	10	-	-	-	39	42	0.0	0.0	0.000	A
				3	76	19	-	-	-	76	78	0.0	0.0	0.000	A
2 - Station Road (S)	Entry	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	321	80	974	949	0.338	322	334	0.8	0.4	6.130	A
			2	1	217	54	974	949	0.229	215	221	0.5	0.5	5.284	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
		2	1	1	217	54	-	-	-	217	221	0.0	0.0	0.049	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	321	80	-	-	-	321	332	0.0	0.0	0.092	A
3 - Broad Rushes	Entry	1	1	1	165	41	1108	1032	0.159	164	162	0.3	0.3	4.806	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	322	80	1108	1032	0.312	318	324	0.7	0.7	5.444	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
		2	1	1	165	41	-	-	-	165	162	0.0	0.0	0.006	A
				2	322	80	-	-	-	322	324	0.0	0.0	0.012	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A

2038 | 2a WD Flows | PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	1 - Station Road (N) - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.
Info	Simulation	A1 - [Lane Simulation]	This run uses Simulation mode. For detailed information on this mode, please see the User Guide.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		1, 2, 3	14.16	B

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	14.16	B

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D14	2038	2a WD Flows	PM	ONE HOUR	16:45	18:15	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1 - Station Road (N)		ONE HOUR	✓	479	100.000
2 - Station Road (S)		ONE HOUR	✓	798	100.000
3 - Broad Rushes		ONE HOUR	✓	418	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
		1 - Station Road (N)	2 - Station Road (S)	3 - Broad Rushes
From	1 - Station Road (N)	0	169	310
	2 - Station Road (S)	141	0	657
	3 - Broad Rushes	161	257	0

Vehicle Mix

HV data entry mode	PCU Factor for a HV (PCU)
HV Percentages	2.00

Junction	PCU factor for a cyclist	PCU factor for a cyclist in controlling flow
1	0.20	0.80

Heavy Vehicle %

	To			
		1 - Station Road (N)	2 - Station Road (S)	3 - Broad Rushes
	From			
	1 - Station Road (N)	0	2	12
	2 - Station Road (S)	2	0	0
	3 - Broad Rushes	11	0	0

Cyclist %

	To			
		1 - Station Road (N)	2 - Station Road (S)	3 - Broad Rushes
	From			
	1 - Station Road (N)	0	0	0
	2 - Station Road (S)	0	0	0
	3 - Broad Rushes	0	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
1 - Station Road (N)	0.34	5.70	0.9	A	441	661
2 - Station Road (S)	0.85	24.17	5.9	C	735	1103
3 - Broad Rushes	0.28	4.76	0.5	A	386	579

Main Results for each time segment

16:45 - 17:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Average throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Station Road (N)	360	90	189	1531	0.235	361	363	215	0.0	0.6	4.828	A
2 - Station Road (S)	604	151	234	1078	0.560	600	599	316	0.0	1.7	8.238	A
3 - Broad Rushes	308	77	97	1715	0.180	307	313	737	0.0	0.3	4.147	A

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Average throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Station Road (N)	437	109	238	1565	0.279	437	441	270	0.6	0.6	5.157	A
2 - Station Road (S)	708	177	284	1039	0.681	710	712	392	1.7	1.9	10.652	B
3 - Broad Rushes	384	96	125	1707	0.225	384	390	869	0.3	0.5	4.378	A

17:15 - 17:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Average throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Station Road (N)	531	133	289	1562	0.340	531	530	332	0.6	0.9	5.511	A
2 - Station Road (S)	869	217	340	1049	0.829	875	865	480	1.9	5.9	21.825	C
3 - Broad Rushes	465	116	156	1666	0.279	466	469	1060	0.5	0.5	4.748	A

17:30 - 17:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Average throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Station Road (N)	527	132	297	1565	0.337	526	539	330	0.9	0.8	5.701	A
2 - Station Road (S)	891	223	339	1045	0.853	887	889	484	5.9	5.9	24.166	C
3 - Broad Rushes	465	116	160	1641	0.283	467	468	1067	0.5	0.5	4.763	A

17:45 - 18:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Average throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Station Road (N)	434	109	234	1560	0.278	437	439	271	0.8	0.6	5.210	A
2 - Station Road (S)	731	183	283	1085	0.673	730	746	388	5.9	2.6	14.437	B
3 - Broad Rushes	381	95	125	1678	0.227	380	382	888	0.5	0.5	4.505	A

18:00 - 18:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Average throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Station Road (N)	356	89	188	1561	0.228	356	367	231	0.6	0.5	4.605	A
2 - Station Road (S)	607	152	232	1083	0.561	607	616	313	2.6	1.3	8.617	A
3 - Broad Rushes	314	78	106	1737	0.181	313	322	732	0.5	0.5	4.195	A

Lane Results

Lane Level notation: Lane Level 1 is always closest to the junction.

Lanes: Main Results for each time segment

16:45 - 17:00

Arm	Side	Lane level	Lane	Destination arms	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Average throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Station Road (N)	Entry	1	1	2	127	1029	0.124	127	128	0.0	0.2	4.246	A
			2	1, 3	233	1029	0.226	234	235	0.0	0.3	5.173	A
	Exit	1	1	(1, 3, 2)	360			360	365	0.0	0.0	0.001	A
			1		215			215	225	0.0	0.0	0.000	A
2 - Station Road (S)	Entry	1	1	3	505	897	0.563	504	495	0.0	1.3	8.541	A
			2	1, 2	97	897	0.108	97	104	0.0	0.1	4.618	A
	Exit	1	1	(1, 3, 2)	604			601	605	0.0	0.2	0.346	A
			1		316			316	320	0.0	0.0	0.000	A
3 - Broad Rushes	Entry	1	1	1	118	1074	0.109	118	121	0.0	0.1	4.174	A
			2	3, 2	190	1074	0.177	189	192	0.0	0.2	4.132	A
	Exit	1	1	(1, 3, 2)	308			308	314	0.0	0.0	0.000	A
			1		737			737	731	0.0	0.0	0.000	A

17:00 - 17:15

Arm	Side	Lane level	Lane	Destination arms	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Average throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Station Road (N)	Entry	1	1	2	155	1013	0.152	154	156	0.2	0.2	4.207	A
			2	1, 3	283	1013	0.279	284	285	0.3	0.4	5.726	A
	Exit	1	1	(1, 3, 2)	437			437	441	0.0	0.0	0.002	A
			1		270			270	278	0.0	0.0	0.000	A
2 - Station Road (S)	Entry	1	1	3	584	881	0.663	585	584	1.3	1.5	10.199	B
			2	1, 2	125	881	0.142	125	129	0.1	0.2	4.949	A
	Exit	1	1	(1, 3, 2)	708			709	714	0.2	0.1	1.394	A
			1		392			392	397	0.0	0.0	0.000	A
3 - Broad Rushes	Entry	1	1	1	146	1064	0.137	146	149	0.1	0.2	4.408	A
			2	3, 2	238	1064	0.224	238	241	0.2	0.3	4.361	A
	Exit	1	1	(1, 3, 2)	384			384	391	0.0	0.0	0.000	A
			1		869			869	868	0.0	0.0	0.000	A

17:15 - 17:30

Arm	Side	Lane level	Lane	Destination arms	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Average throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Station Road (N)	Entry	1	1	2	191	997	0.192	191	188	0.2	0.2	4.573	A
			2	1, 3	340	997	0.341	340	342	0.4	0.7	6.069	A
		2	1	(1, 3, 2)	531			531	531	0.0	0.0	0.003	A
	Exit	1	1		332			332	334	0.0	0.0	0.000	A
2 - Station Road (S)	Entry	1	1	3	717	862	0.832	720	711	1.5	3.0	14.611	B
			2	1, 2	156	862	0.181	156	154	0.2	0.2	5.252	A
		2	1	(1, 3, 2)	869			874	871	0.1	2.6	8.778	A
	Exit	1	1		480			480	476	0.0	0.0	0.000	A
3 - Broad Rushes	Entry	1	1	1	177	1053	0.168	176	181	0.2	0.2	4.575	A
			2	3, 2	288	1053	0.274	289	288	0.3	0.3	4.845	A
		2	1	(1, 3, 2)	465			465	469	0.0	0.0	0.001	A
	Exit	1	1		1060			1060	1053	0.0	0.0	0.000	A

17:30 - 17:45

Arm	Side	Lane level	Lane	Destination arms	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Average throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Station Road (N)	Entry	1	1	2	187	994	0.188	187	193	0.2	0.3	4.590	A
			2	1, 3	340	994	0.342	339	346	0.7	0.6	6.367	A
		2	1	(1, 3, 2)	527			527	539	0.0	0.0	0.009	A
	Exit	1	1		330			330	336	0.0	0.0	0.000	A
2 - Station Road (S)	Entry	1	1	3	727	862	0.843	727	731	3.0	3.1	15.173	C
			2	1, 2	161	862	0.187	160	158	0.2	0.3	5.529	A
		2	1	(1, 3, 2)	891			888	889	2.6	2.5	10.703	B
	Exit	1	1		484			484	483	0.0	0.0	0.000	A
3 - Broad Rushes	Entry	1	1	1	169	1051	0.161	170	178	0.2	0.2	4.764	A
			2	3, 2	296	1051	0.282	297	290	0.3	0.3	4.748	A
		2	1	(1, 3, 2)	465			465	468	0.0	0.0	0.010	A
	Exit	1	1		1067			1067	1077	0.0	0.0	0.000	A

17:45 - 18:00

Arm	Side	Lane level	Lane	Destination arms	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Average throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Station Road (N)	Entry	1	1	2	152	1015	0.149	154	155	0.3	0.1	4.307	A
			2	1, 3	283	1015	0.279	283	285	0.6	0.5	5.721	A
		2	1	(1, 3, 2)	434			434	438	0.0	0.0	0.019	A
	Exit	1	1		271			271	282	0.0	0.0	0.000	A
2 - Station Road (S)	Entry	1	1	3	604	881	0.685	605	612	3.1	1.8	11.831	B
			2	1, 2	126	881	0.143	125	134	0.3	0.2	5.008	A
		2	1	(1, 3, 2)	731			730	740	2.5	0.6	3.886	A
	Exit	1	1		388			388	389	0.0	0.0	0.000	A
3 - Broad Rushes	Entry	1	1	1	146	1064	0.137	146	148	0.2	0.2	4.682	A
			2	3, 2	235	1064	0.221	234	234	0.3	0.3	4.395	A
		2	1	(1, 3, 2)	381			381	382	0.0	0.0	0.006	A
	Exit	1	1		888			888	897	0.0	0.0	0.000	A

18:00 - 18:15

Arm	Side	Lane level	Lane	Destination arms	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Average throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Station Road (N)	Entry	1	1	2	126	1030	0.122	125	130	0.1	0.2	4.054	A
			2	1, 3	230	1030	0.223	232	237	0.5	0.3	4.939	A
		2	1	(1, 3, 2)	356			356	367	0.0	0.0	0.000	A
	Exit	1	1		231			231	230	0.0	0.0	0.000	A
2 - Station Road (S)	Entry	1	1	3	500	898	0.557	501	510	1.8	1.1	8.743	A
			2	1, 2	107	898	0.119	106	106	0.2	0.1	4.702	A
		2	1	(1, 3, 2)	607			607	613	0.6	0.1	0.600	A
	Exit	1	1		313			313	329	0.0	0.0	0.000	A
3 - Broad Rushes	Entry	1	1	1	126	1070	0.118	125	123	0.2	0.2	4.247	A
			2	3, 2	188	1070	0.175	188	199	0.3	0.2	4.166	A
		2	1	(1, 3, 2)	314			314	322	0.0	0.0	0.000	A
	Exit	1	1		732			732	747	0.0	0.0	0.000	A

Lane movements: Main Results for each time segment

16:45 - 17:00

Arm	Side	Lane level	Lane	To Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Simulation max flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Average throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalise level of service
1 - Station Road (N)	Entry	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	127	32	991	1029	0.124	127	128	0.0	0.2	4.246	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	233	58	991	1029	0.226	234	235	0.0	0.3	5.173	A
		2	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	127	32	-	-	-	127	128	0.0	0.0	0.000	A
				3	233	58	-	-	-	233	236	0.0	0.0	0.001	A
2 - Station Road (S)	Entry	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	505	126	974	897	0.562	504	495	0.0	1.3	8.541	A
			2	1	97	24	974	898	0.108	97	104	0.0	0.1	4.618	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
		2	1	1	97	24	-	-	-	97	104	0.0	0.0	0.245	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	507	127	-	-	-	505	501	0.0	0.2	0.367	A
3 - Broad Rushes	Entry	1	1	1	118	29	1108	1073	0.110	118	121	0.0	0.1	4.174	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	190	48	1108	1074	0.177	189	192	0.0	0.2	4.132	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
		2	1	1	118	29	-	-	-	118	121	0.0	0.0	0.000	A
				2	190	48	-	-	-	190	193	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A

17:00 - 17:15

Arm	Side	Lane level	Lane	To Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Simulation max flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Average throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalis level of service
1 - Station Road (N)	Entry	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	155	39	991	1013	0.153	154	156	0.2	0.2	4.207	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	283	71	991	1014	0.279	284	285	0.3	0.4	5.726	A
		2	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	155	39	-	-	-	155	156	0.0	0.0	0.000	A
				3	283	71	-	-	-	283	285	0.0	0.0	0.003	A
2 - Station Road (S)	Entry	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	584	146	974	880	0.663	585	584	1.3	1.5	10.199	B
			2	1	125	31	974	879	0.142	125	129	0.1	0.2	4.949	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
		2	1	1	125	31	-	-	-	125	129	0.0	0.0	1.121	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	583	146	-	-	-	584	585	0.2	0.1	1.453	A
3 - Broad Rushes	Entry	1	1	1	146	36	1108	1065	0.137	146	149	0.1	0.2	4.408	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	238	60	1108	1064	0.224	238	241	0.2	0.3	4.361	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
		2	1	1	146	36	-	-	-	146	150	0.0	0.0	0.000	A
				2	238	60	-	-	-	238	241	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A

17:15 - 17:30

Arm	Side	Lane level	Lane	To Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Simulation max flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Average throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalis level of service
1 - Station Road (N)	Entry	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	191	48	991	997	0.192	191	188	0.2	0.2	4.573	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	340	85	991	997	0.341	340	342	0.4	0.7	6.069	A
		2	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	191	48	-	-	-	191	188	0.0	0.0	0.001	A
				3	340	85	-	-	-	340	343	0.0	0.0	0.005	A
2 - Station Road (S)	Entry	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	717	179	974	862	0.832	720	711	1.5	3.0	14.611	B
			2	1	156	39	974	863	0.181	156	154	0.2	0.2	5.252	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
		2	1	1	157	39	-	-	-	156	154	0.0	0.5	8.175	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	712	178	-	-	-	717	717	0.1	2.1	8.905	A
3 - Broad Rushes	Entry	1	1	1	177	44	1108	1053	0.168	176	181	0.2	0.2	4.575	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	288	72	1108	1053	0.274	289	288	0.3	0.3	4.845	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
		2	1	1	177	44	-	-	-	177	180	0.0	0.0	0.001	A
				2	288	72	-	-	-	288	288	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A

17:30 - 17:45

Arm	Side	Lane level	Lane	To Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Simulation max flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Average throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalis level of service
1 - Station Road (N)	Entry	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	187	47	991	994	0.188	187	193	0.2	0.3	4.590	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	340	85	991	994	0.342	339	346	0.7	0.6	6.367	A
		2	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	187	47	-	-	-	187	193	0.0	0.0	0.007	A
				3	340	85	-	-	-	340	346	0.0	0.0	0.010	A
2 - Station Road (S)	Entry	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	727	182	974	862	0.844	727	731	3.0	3.1	15.173	C
			2	1	161	40	974	862	0.187	160	158	0.2	0.3	5.529	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
		2	1	1	162	40	-	-	-	161	158	0.5	0.5	10.217	B
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	730	182	-	-	-	727	731	2.1	2.0	10.807	B
3 - Broad Rushes	Entry	1	1	1	169	42	1108	1051	0.161	170	178	0.2	0.2	4.764	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	296	74	1108	1051	0.282	297	290	0.3	0.3	4.748	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
		2	1	1	169	42	-	-	-	169	178	0.0	0.0	0.013	A
				2	296	74	-	-	-	296	290	0.0	0.0	0.008	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A

17:45 - 18:00

Arm	Side	Lane level	Lane	To Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Simulation max flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Average throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalis level of service
1 - Station Road (N)	Entry	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	152	38	991	1014	0.150	154	155	0.3	0.1	4.307	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	283	71	991	1015	0.279	283	285	0.6	0.5	5.721	A
		2	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	152	38	-	-	-	152	154	0.0	0.0	0.014	A
				3	283	71	-	-	-	283	284	0.0	0.0	0.022	A
2 - Station Road (S)	Entry	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	604	151	974	881	0.685	605	612	3.1	1.8	11.831	B
			2	1	126	32	974	881	0.143	125	134	0.3	0.2	5.008	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
		2	1	1	126	31	-	-	-	126	134	0.5	0.1	3.402	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	605	151	-	-	-	604	607	2.0	0.5	3.990	A
3 - Broad Rushes	Entry	1	1	1	146	36	1108	1063	0.137	146	148	0.2	0.2	4.682	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	235	59	1108	1063	0.221	234	234	0.3	0.3	4.395	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
		2	1	1	146	36	-	-	-	146	148	0.0	0.0	0.008	A
				2	235	59	-	-	-	235	234	0.0	0.0	0.004	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A

18:00 - 18:15

Arm	Side	Lane level	Lane	To Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Simulation max flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Average throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalise level of service
1 - Station Road (N)	Entry	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	126	31	991	1028	0.122	125	130	0.1	0.2	4.054	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	230	58	991	1030	0.223	232	237	0.5	0.3	4.939	A
		2	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	126	31	-	-	-	126	130	0.0	0.0	0.000	A
				3	230	58	-	-	-	230	237	0.0	0.0	0.000	A
2 - Station Road (S)	Entry	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	500	125	974	897	0.557	501	510	1.8	1.1	8.743	A
			2	1	107	27	974	897	0.119	106	106	0.2	0.1	4.702	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
		2	1	1	107	27	-	-	-	107	106	0.1	0.0	0.532	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	501	125	-	-	-	500	507	0.5	0.1	0.614	A
3 - Broad Rushes	Entry	1	1	1	126	31	1108	1071	0.118	125	123	0.2	0.2	4.247	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	188	47	1108	1071	0.175	188	199	0.3	0.2	4.166	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
		2	1	1	126	31	-	-	-	126	123	0.0	0.0	0.000	A
				2	188	47	-	-	-	188	199	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A

