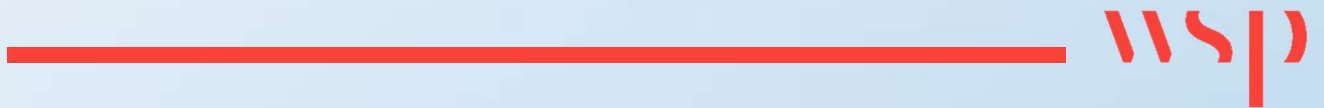


Appendix TA - AA

JUNCTION ASSESSMENTS





Junctions 9
PICADY 9 - Priority Intersection Module
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Filename: Tilbury2_Ferry Road Priority Junction.j9
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Report generation date: 19/11/2020 12:54:35

«Tilbury2 plus London Resort PM - Tilbury2 - 2020 with ComDev plus Tilbury2, PM

- »Junction Network
- »Arms
- »Traffic Demand
- »Origin-Destination Data
- »Vehicle Mix
- »Results

Summary of junction performance

PM								
	Set ID	Queue (Veh)	Delay (s)	RFC	LOS	Junction Delay (s)	Junction LOS	Network Residual Capacity
Tilbury2 plus London Resort PM - Tilbury2 - 2020 with ComDev plus Tilbury2								
Stream B-AC	D1	0.4	8.49	0.27	A	4.42	A	170 %
Stream C-AB		0.4	13.88	0.28	B			[Stream C-AB]
Tilbury2 plus London Resort PM - Tilbury2 2020 + LR 2038 Dev Flows								
Stream B-AC	D2	0.5	8.58	0.33	A	8.54	A	34 %
Stream C-AB		2.0	16.97	0.67	C			[Stream C-AB]
Tilbury2 plus London Resort PM - 2038 sensitivity tests + Tilbury2 + LR 2038 Dev Flows [D3]								
Stream B-AC	D3	0.9	9.99	0.48	A	14.56	B	7 %
Stream C-AB		4.7	26.87	0.85	D			[Stream C-AB]

Values shown are the highest values encountered over all time segments. Delay is the maximum value of average delay per arriving vehicle. Junction LOS and Junction Delay are demand-weighted averages. Network Residual Capacity indicates the amount by which network flow could be increased before a user-definable threshold (see Analysis Options) is met.

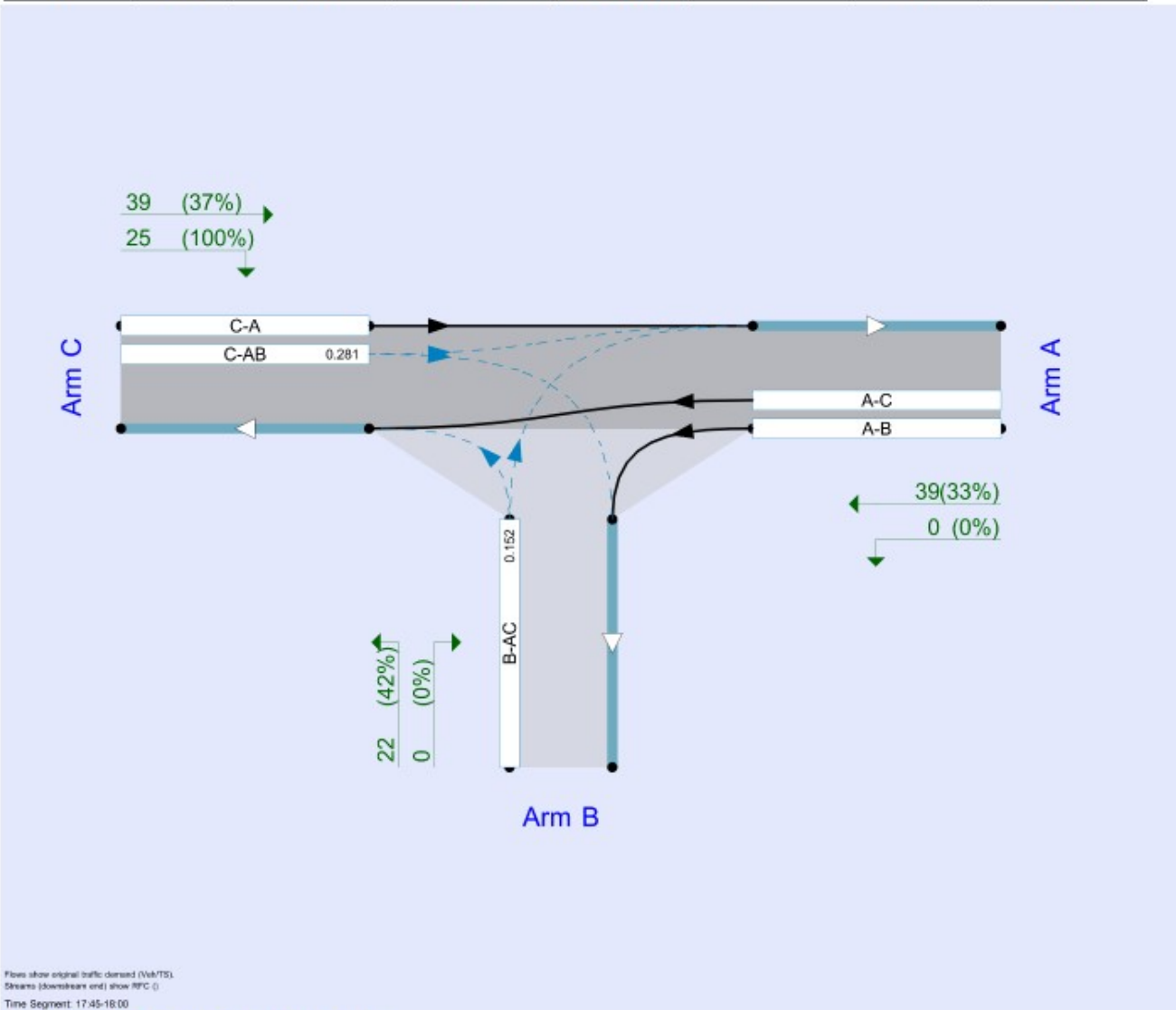
File summary

File Description

Title	
Location	
Site number	
Date	19/11/2020
Version	
Status	(new file)
Identifier	
Client	
Jobnumber	
Enumerator	CORP\UKAPS008
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	Veh	Veh	perTimeSegment	s	-Min	perMin



Flows show original traffic demand (Veh/TS).
Streams (downstream end) show R/C ().
Time Segment: 17:45-18:00

The junction diagram reflects the last run of Junctions.

Analysis Options

Vehicle length (m)	Calculate Queue Percentiles	Calculate detailed queueing delay	Calculate residual capacity	Residual capacity criteria type	RFC Threshold	Average Delay threshold (s)	Queue threshold (PCU)
5.75			✓	Delay	0.85	36.00	20.00

Analysis Set Details

ID	Name	Include in report	Use specific Demand Set(s)	Specific Demand Set (s)	Network flow scaling factor (%)	Network capacity scaling factor (%)
A1	Tilbury2 plus London Resort PM	✓	✓	D1,D2,D3	100.000	100.000

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D1	Tilbury2 - 2020 with ComDev plus Tilbury2	PM	DIRECT	17:00	18:00	60	15	✓

Tilbury2 plus London Resort PM - Tilbury2 - 2020 with ComDev plus Tilbury2, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Tilbury2 - Proposed Link Road / A1089 Ferry Road	T-Junction	Two-way		4.42	A

Junction Network Options

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold
Left	Normal/unknown	170	Stream C-AB

Arms

Arms

Arm	Name	Description	Arm type
A	Proposed Link Road (East)		Major
B	A1089 Ferry Road (South)		Minor
C	A1089 Ferry Road(North)		Major

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Has right turn bay	Width for right turn (m)	Visibility for right turn (m)	Blocks?	Blocking queue (PCU)
C	7.30		✓	3.65	157.0	✓	6.00

Geometries for Arm C are measured opposite Arm B. Geometries for Arm A (if relevant) are measured opposite Arm D.

Minor Arm Geometry

Arm	Minor arm type	Lane width (m)	Visibility to left (m)	Visibility to right (m)
B	One lane	4.35	200	250

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Stream	Intercept (Veh/TS)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
B-A	192.209	0.132	0.334	0.210	0.477
B-C	221.730	0.128	0.324	-	-
C-B	192.452	0.281	0.281	-	-

The slopes and intercepts shown above do NOT include any corrections or adjustments.

Streams may be combined, in which case capacity will be adjusted.

Values are shown for the first time segment only; they may differ for subsequent time segments.

Traffic Demand

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)	O-D data varies over time
✓	✓	HV Percentages	2.00	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Scaling Factor (%)
A		DIRECT	✓	100.000
B		DIRECT	✓	100.000
C		DIRECT	✓	100.000

Origin-Destination Data

Demand (Veh/TS)

		To			
		A	B	C	
17:00 - 17:15	From	A	0.00	0.00	39.00
		B	0.00	0.00	39.00
		C	39.00	24.00	0.00

Demand (Veh/TS)

		To			
		A	B	C	
17:15 - 17:30	From	A	0.00	0.00	39.00
		B	0.00	0.00	25.00
		C	39.00	1.00	0.00

Demand (Veh/TS)

		To			
		A	B	C	
17:30 - 17:45	From	A	0.00	0.00	39.00
		B	0.00	0.00	25.00
		C	39.00	14.00	0.00

Demand (Veh/TS)

		To			
		A	B	C	
17:45 - 18:00	From	A	0.00	0.00	39.00
		B	0.00	0.00	22.00
		C	39.00	25.00	0.00

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A	B	C
From	A	0	0	33
	B	0	0	42
	C	37	100	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/TS)	Total Junction Arrivals (Veh)
B-AC	0.27	8.49	0.4	A	27.75	111.00
C-AB	0.28	13.88	0.4	B	16.12	64.47
C-A					38.88	155.53
A-B					0.00	0.00
A-C					39.00	156.00

Main Results for each time segment

17:00 - 17:15

Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	39.00	39.00	144.31	0.270	38.63	0.0	0.4	8.489	A
C-AB	24.21	24.21	89.69	0.270	23.84	0.0	0.4	13.597	B
C-A	38.79	38.79			38.79				
A-B	0.00	0.00			0.00				
A-C	39.00	39.00			39.00				

17:15 - 17:30

Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	25.00	25.00	144.31	0.173	25.15	0.4	0.2	7.565	A
C-AB	1.00	1.00	88.76	0.011	1.35	0.4	0.0	10.316	B
C-A	39.00	39.00			39.00				
A-B	0.00	0.00			0.00				
A-C	39.00	39.00			39.00				

17:30 - 17:45

Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	25.00	25.00	144.31	0.173	25.00	0.2	0.2	7.545	A
C-AB	14.02	14.02	89.08	0.157	13.85	0.0	0.2	11.936	B
C-A	38.98	38.98			38.98				
A-B	0.00	0.00			0.00				
A-C	39.00	39.00			39.00				

17:45 - 18:00

Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	22.00	22.00	144.31	0.152	22.03	0.2	0.2	7.361	A
C-AB	25.24	25.24	89.87	0.281	25.04	0.2	0.4	13.857	B
C-A	38.76	38.76			38.76				
A-B	0.00	0.00			0.00				
A-C	39.00	39.00			39.00				

<h1>Junctions 9</h1>
<h2>ARCADY 9 - Roundabout Module</h2>
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- »2018 BY, PM
- »2023_DM, AM
- »2023_DM, PM
- »2023_DM + Dev, AM
- »2023_DM + Dev, PM
- »2025_DM, AM
- »2025_DM, PM
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- »2038_LDM + Dev, AM
- »2038_LDM + Dev, PM
- »2038_LDM + Dev + Til2, AM
- »2038_LDM + Dev + Til2, PM

Summary of junction performance

	AM					PM				
	Set ID	Queue (PCU)	Delay (s)	RFC	LOS	Set ID	Queue (PCU)	Delay (s)	RFC	LOS
2018 BY										
A - London Distribution Park	D1	0.2	8.94	0.08	A	D2	0.3	4.47	0.20	A
B - Dock Road South		1.5	9.00	0.56	A		0.7	4.88	0.39	A
C - A1089 St Andrews Road		2.0	8.37	0.50	A		2.9	8.80	0.69	A
D - Thurrock Park Way		0.8	6.33	0.37	A		0.1	4.32	0.09	A
E - A1089 Dock Road		7.9	15.98	0.85	C		2.1	5.41	0.62	A
2023_DM										
A - London Distribution Park	D3	0.2	10.04	0.09	B	D4	0.3	4.92	0.21	A
B - Dock Road South		1.7	10.82	0.61	B		0.7	5.26	0.41	A
C - A1089 St Andrews Road		2.6	9.94	0.57	A		4.8	12.97	0.79	B
D - Thurrock Park Way		0.9	6.68	0.38	A		0.1	4.61	0.10	A
E - A1089 Dock Road		21.7	39.88	0.96	E		2.9	6.78	0.69	A
2023_DM + Dev										
A - London Distribution Park	D5	0.2	10.50	0.09	B	D6	0.3	4.91	0.21	A
B - Dock Road South		1.9	11.93	0.63	B		0.7	5.26	0.41	A
C - A1089 St Andrews Road		2.6	9.85	0.57	A		11.8	28.71	0.92	D
D - Thurrock Park Way		0.9	6.68	0.38	A		0.1	5.17	0.11	A
E - A1089 Dock Road		44.1	71.31	1.01	F		2.9	6.78	0.69	A
2025_DM										
A - London Distribution Park	D7	0.2	10.22	0.09	B	D8	0.3	5.00	0.22	A
B - Dock Road South		1.8	11.16	0.61	B		0.7	5.33	0.41	A
C - A1089 St Andrews Road		2.7	10.27	0.58	B		5.3	14.16	0.81	B
D - Thurrock Park Way		0.9	6.75	0.39	A		0.1	4.67	0.10	A
E - A1089 Dock Road		27.9	49.31	0.98	E		3.1	7.10	0.71	A
2025_DM + Dev										
A - London Distribution Park	D9	0.2	10.42	0.09	B	D10	0.3	5.11	0.22	A
B - Dock Road South		1.9	11.62	0.62	B		0.7	5.46	0.42	A
C - A1089 St Andrews Road		2.7	10.23	0.58	B		9.5	23.75	0.89	C
D - Thurrock Park Way		0.9	6.75	0.39	A		0.1	5.04	0.11	A
E - A1089 Dock Road		38.0	63.43	1.00	F		3.4	7.47	0.72	A
2029_DM										
A - London Distribution Park	D11	0.2	10.58	0.09	B	D12	0.3	5.32	0.23	A
B - Dock Road South		1.9	11.82	0.63	B		0.8	5.59	0.42	A
C - A1089 St Andrews Road		3.2	11.34	0.62	B		7.8	19.96	0.86	C
D - Thurrock Park Way		0.9	6.98	0.39	A		0.1	4.86	0.10	A
E - A1089 Dock Road		62.8	94.47	1.03	F		3.9	8.40	0.75	A
2029_DM + Til2										
A - London Distribution Park	D13	0.2	10.79	0.09	B	D14	0.4	6.05	0.25	A
B - Dock Road South		2.1	12.88	0.65	B		0.8	6.29	0.45	A
C - A1089 St Andrews Road		6.4	18.49	0.77	C		30.9	66.46	0.99	F
D - Thurrock Park Way		1.1	8.43	0.44	A		0.2	5.40	0.11	A
E - A1089 Dock Road		189.5	284.29	1.16	F		6.1	12.05	0.82	B
2029_DM + Dev										
A - London Distribution Park	D15	0.2	10.67	0.09	B	D16	0.3	5.47	0.23	A
B - Dock Road South		1.9	12.15	0.63	B		0.8	5.77	0.43	A
C - A1089 St Andrews Road		3.1	11.20	0.62	B		25.9	57.33	0.98	F
D - Thurrock Park Way		0.9	6.98	0.39	A		0.2	5.36	0.11	A
E - A1089 Dock Road		22.8	43.88	1.03	F		4.0	8.11	0.77	A

E - A1089 Dock Road		89.0	120.09	1.00	F		4.3	9.11	0.77	A
2029_DM + Dev + Til2										
A - London Distribution Park	D17	0.2	10.82	0.09	B	D18	0.4	6.21	0.25	A
B - Dock Road South		2.1	13.08	0.65	B		0.9	6.50	0.46	A
C - A1089 St Andrews Road		6.3	18.14	0.76	C		109.1	185.94	1.11	F
D - Thurrock Park Way		1.1	8.43	0.44	A		0.2	5.56	0.12	A
E - A1089 Dock Road		225.0	352.20	1.19	F		6.8	13.34	0.84	B
2029_LDM										
A - London Distribution Park	D19	0.2	8.18	0.07	A	D20	0.3	4.89	0.21	A
B - Dock Road South		1.3	7.82	0.53	A		0.7	5.25	0.41	A
C - A1089 St Andrews Road		17.3	41.76	0.92	E		3.6	10.50	0.74	B
D - Thurrock Park Way		1.3	10.28	0.49	B		0.1	4.44	0.09	A
E - A1089 Dock Road		4.5	10.06	0.76	B		2.9	6.72	0.69	A
2029_LDM + Til2										
A - London Distribution Park	D21	0.2	9.43	0.08	A	D22	0.3	5.52	0.23	A
B - Dock Road South		1.6	10.18	0.59	B		0.8	5.87	0.43	A
C - A1089 St Andrews Road		84.6	151.80	1.07	F		8.2	20.70	0.87	C
D - Thurrock Park Way		1.6	12.00	0.53	B		0.1	4.96	0.10	A
E - A1089 Dock Road		10.8	21.37	0.89	C		4.3	9.02	0.76	A
2029_LDM + Dev										
A - London Distribution Park	D23	0.2	8.46	0.07	A	D24	0.3	5.02	0.22	A
B - Dock Road South		1.3	8.30	0.54	A		0.7	5.41	0.41	A
C - A1089 St Andrews Road		17.2	41.73	0.92	E		7.1	18.11	0.86	C
D - Thurrock Park Way		1.3	10.28	0.49	B		0.1	4.91	0.10	A
E - A1089 Dock Road		5.3	11.46	0.79	B		3.2	7.17	0.71	A
2029_LDM + Dev + Til2										
A - London Distribution Park	D25	0.2	9.79	0.09	A	D26	0.3	5.68	0.24	A
B - Dock Road South		1.8	10.97	0.61	B		0.8	6.06	0.44	A
C - A1089 St Andrews Road		84.2	151.23	1.07	F		26.8	58.54	0.98	F
D - Thurrock Park Way		1.6	12.01	0.53	B		0.2	5.48	0.11	A
E - A1089 Dock Road		14.2	27.58	0.92	D		4.7	9.77	0.78	A
2038_DM										
A - London Distribution Park	D27	0.2	10.70	0.09	B	D28	0.4	5.89	0.25	A
B - Dock Road South		1.9	12.06	0.63	B		0.8	6.03	0.44	A
C - A1089 St Andrews Road		4.0	13.22	0.67	B		18.4	43.94	0.95	E
D - Thurrock Park Way		1.0	7.34	0.41	A		0.1	5.15	0.11	A
E - A1089 Dock Road		149.8	208.11	1.12	F		5.8	11.57	0.82	B
2038_DM + Til2										
A - London Distribution Park	D29	0.2	10.81	0.09	B	D30	0.4	6.74	0.27	A
B - Dock Road South		2.1	12.86	0.65	B		0.9	6.83	0.47	A
C - A1089 St Andrews Road		8.7	23.64	0.82	C		86.9	154.59	1.09	F
D - Thurrock Park Way		1.2	8.97	0.46	A		0.2	5.43	0.11	A
E - A1089 Dock Road		301.0	492.50	1.25	F		10.1	18.94	0.89	C
2038_DM + Dev										
A - London Distribution Park	D31	0.2	10.75	0.09	B	D32	0.4	6.08	0.25	A
B - Dock Road South		2.0	12.37	0.64	B		0.8	6.27	0.45	A
C - A1089 St Andrews Road		3.9	12.90	0.67	B		122.8	209.02	1.13	F
D - Thurrock Park Way		1.0	7.34	0.41	A		0.2	5.46	0.11	A
E - A1089 Dock Road		200.9	306.29	1.17	F		6.8	13.17	0.84	B
2038_DM + Dev + Til2										
A - London Distribution Park	D33	0.2	10.84	0.09	B	D34	0.4	6.97	0.28	A
B - Dock Road South		2.1	13.13	0.65	B		1.0	7.12	0.48	A
C - A1089 St Andrews Road		8.4	22.85	0.82	C		238.4	463.22	1.26	F
D - Thurrock Park Way		1.2	8.97	0.46	A		0.2	5.50	0.11	A
E - A1089 Dock Road		382.6	609.63	1.29	F		12.4	22.81	0.91	C
2038_LDM										

A - London Distribution Park	D35	0.2	8.55	0.08	A	D36	0.3	5.33	0.23	A
B - Dock Road South		1.3	8.34	0.54	A		0.8	5.60	0.42	A
C - A1089 St Andrews Road		31.4	69.68	0.98	F		5.5	14.94	0.81	B
D - Thurrock Park Way		1.4	10.91	0.50	B		0.1	4.67	0.10	A
E - A1089 Dock Road		5.7	12.17	0.80	B		4.0	8.47	0.76	A
2038_LDM + Til2										
A - London Distribution Park	D37	0.2	9.88	0.09	A	D38	0.4	6.07	0.25	A
B - Dock Road South		1.8	11.00	0.61	B		0.8	6.31	0.45	A
C - A1089 St Andrews Road		131.6	222.98	1.13	F		16.8	40.14	0.94	E
D - Thurrock Park Way		1.6	11.93	0.53	B		0.1	5.23	0.11	A
E - A1089 Dock Road		15.9	30.50	0.93	D		6.2	12.21	0.83	B
2038_LDM + Dev										
A - London Distribution Park	D39	0.2	9.01	0.08	A	D40	0.3	5.52	0.23	A
B - Dock Road South		1.5	9.18	0.57	A		0.8	5.83	0.43	A
C - A1089 St Andrews Road		31.3	69.52	0.98	F		28.1	61.25	0.99	F
D - Thurrock Park Way		1.4	10.91	0.50	B		0.2	5.41	0.11	A
E - A1089 Dock Road		7.6	15.66	0.85	C		4.5	9.39	0.78	A
2038_LDM + Dev + Til2										
A - London Distribution Park	D41	0.2	10.40	0.09	B	D42	0.4	6.27	0.26	A
B - Dock Road South		2.0	12.28	0.64	B		0.9	6.58	0.46	A
C - A1089 St Andrews Road		130.2	220.74	1.13	F		114.2	193.61	1.12	F
D - Thurrock Park Way		1.6	11.95	0.53	B		0.2	5.58	0.12	A
E - A1089 Dock Road		27.7	49.50	0.97	E		7.2	13.92	0.85	B

Values shown are the highest values encountered over all time segments. Delay is the maximum value of average delay per arriving vehicle.

File summary

File Description

Title	
Location	
Site number	
Date	30/10/2020
Version	
Status	(new file)
Identifier	
Client	
Jobnumber	
Enumerator	CORP\INVN01911
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	Calculate residual capacity	RFC Threshold	Average Delay threshold (s)	Queue threshold (PCU)
5.75				0.85	36.00	20.00

Demand Set Summary

ID	Scenario name	Time Period name	Description	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D1	2018 BY	AM	2018 Base Year AM Junction Flows	ONE HOUR	07:45	09:15	15	✓
D2	2018 BY	PM	2018 Base Year PM Junction Flows	ONE HOUR	16:45	18:15	15	✓
D3	2023_DM	AM	2023 Do Minimum AM Junction flows	ONE HOUR	07:45	09:15	15	✓
D4	2023_DM	PM	2023 Do Minimum PM Junction flows	ONE HOUR	16:45	18:15	15	✓

U4	2023_DM	PM	2023 Do Minimum AM Junction flows	ONE HOUR	07:45	09:15	15	✓
D5	2023_DM + Dev	AM	2023 Do Something (Construction) AM Junction flows	ONE HOUR	07:45	09:15	15	✓
D6	2023_DM + Dev	PM	2023 Do Something (Construction) PM Junction flows	ONE HOUR	16:45	18:15	15	✓
D7	2025_DM	AM	2025 Do Minimum AM Junction flows	ONE HOUR	07:45	09:15	15	✓
D8	2025_DM	PM	2025 Do Minimum PM Junction flows	ONE HOUR	16:45	18:15	15	✓
D9	2025_DM + Dev	AM	2025 Do Something AM Junction flows	ONE HOUR	07:45	09:15	15	✓
D10	2025_DM + Dev	PM	2025 Do Something PM Junction flows	ONE HOUR	16:45	18:15	15	✓
D11	2029_DM	AM	2029 Do Minimum AM Junction flows	ONE HOUR	07:45	09:15	15	✓
D12	2029_DM	PM	2029 Do Minimum PM Junction flows	ONE HOUR	16:45	18:15	15	✓
D13	2029_DM + Til2	AM	2029 Do Minimum AM Junction flows + Tilbury2	ONE HOUR	07:45	09:15	15	✓
D14	2029_DM + Til2	PM	2029 Do Minimum PM Junction flows + Tilbury2	ONE HOUR	16:45	18:15	15	✓
D15	2029_DM + Dev	AM	2029 Do Something AM Junction flows	ONE HOUR	07:45	09:15	15	✓
D16	2029_DM + Dev	PM	2029 Do Something PM Junction flows	ONE HOUR	16:45	18:15	15	✓
D17	2029_DM + Dev + Til2	AM	2029 Do Something + Tilbury2 - Sensitivity - AM Junction flows	ONE HOUR	07:45	09:15	15	✓
D18	2029_DM + Dev + Til2	PM	2029 Do Something + Tilbury2 - Sensitivity - PM Junction flows	ONE HOUR	16:45	18:15	15	✓
D19	2029_LDM	AM	2029 Do Minimum AM with LTC Junction flows	ONE HOUR	07:45	09:15	15	✓
D20	2029_LDM	PM	2029 Do Minimum PM with LTC Junction flows	ONE HOUR	16:45	18:15	15	✓
D21	2029_LDM + Til2	AM	2029 Do Minimum AM with LTC Junction flows + Tilbury2	ONE HOUR	07:45	09:15	15	✓
D22	2029_LDM + Til2	PM	2029 Do Minimum PM with LTC Junction flows + Tilbury2	ONE HOUR	16:45	18:15	15	✓
D23	2029_LDM + Dev	AM	2029 Do Something AM with LTC Junction flows	ONE HOUR	07:45	09:15	15	✓
D24	2029_LDM + Dev	PM	2029 Do Something PM with LTC Junction flows	ONE HOUR	16:45	18:15	15	✓
D25	2029_LDM + Dev + Til2	AM	2029 Do Something AM with LTC Junction flows + Tilbury2 - Sensitivity - Junction flows	ONE HOUR	07:45	09:15	15	✓
D26	2029_LDM + Dev + Til2	PM	2029 Do Something PM with LTC Junction flows + Tilbury2 - Sensitivity - Junction flows	ONE HOUR	16:45	18:15	15	✓
D27	2038_DM	AM	2038 Do Minimum AM Junction flows	ONE HOUR	07:45	09:15	15	✓
D28	2038_DM	PM	2038 Do Minimum PM Junction flows	ONE HOUR	16:45	18:15	15	✓
D29	2038_DM + Til2	AM	2038 Do Minimum AM Junction flows + Tilbury2	ONE HOUR	07:45	09:15	15	✓
D30	2038_DM + Til2	PM	2038 Do Minimum PM Junction flows + Tilbury2	ONE HOUR	16:45	18:15	15	✓
D31	2038_DM + Dev	AM	2038 Do Something AM Junction flows	ONE HOUR	07:45	09:15	15	✓
D32	2038_DM + Dev	PM	2038 Do Something PM Junction flows	ONE HOUR	16:45	18:15	15	✓
D33	2038_DM + Dev + Til2	AM	2038 Do Something + Tilbury2 - Sensitivity - AM Junction flows	ONE HOUR	07:45	09:15	15	✓
D34	2038_DM + Dev + Til2	PM	2038 Do Something + Tilbury2 - Sensitivity - PM Junction flows	ONE HOUR	16:45	18:15	15	✓
D35	2038_LDM	AM	2038 Do Minimum AM with LTC Junction flows	ONE HOUR	07:45	09:15	15	✓
D36	2038_LDM	PM	2038 Do Minimum PM with LTC Junction flows	ONE HOUR	16:45	18:15	15	✓
D37	2038_LDM + Til2	AM	2038 Do Minimum AM with LTC Junction flows + Tilbury2	ONE HOUR	07:45	09:15	15	✓
D38	2038_LDM + Til2	PM	2038 Do Minimum PM with LTC Junction flows + Tilbury2	ONE HOUR	16:45	18:15	15	✓
D39	2038_LDM + Dev	AM	2038 Do Something AM with LTC Junction flows	ONE HOUR	07:45	09:15	15	✓
D40	2038_LDM + Dev	PM	2038 Do Something PM with LTC Junction flows	ONE HOUR	16:45	18:15	15	✓
D41	2038_LDM + Dev + Til2	AM	2038 Do Something AM with LTC Junction flows + Tilbury2 - Sensitivity - Junction flows	ONE HOUR	07:45	09:15	15	✓
			2038 Do Something AM with LTC Junction flows	ONE HOUR	07:45	09:15	15	✓

D42	2038_LDM + Dev + Til2	PM	flows + Tilbury2 - Sensitivity - Junction flows	ONE HOUR	16:45	18:15	15	✓
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Analysis Set Details

ID	Include in report	Network flow scaling factor (%)	Network capacity scaling factor (%)
A1	✓	100.000	100.000

2018 BY, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	ASDA Roundabout	Standard Roundabout		A, B, C, D, E	11.90	B

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Name	Description
A	London Distribution Park	
B	Dock Road South	
C	A1089 St Andrews Road	
D	Thurrock Park Way	
E	A1089 Dock Road	

Roundabout Geometry

Arm	V - Approach road half-width (m)	E - Entry width (m)	l' - Effective flare length (m)	R - Entry radius (m)	D - Inscribed circle diameter (m)	PHI - Conflict (entry) angle (deg)	Exit only
A - London Distribution Park	3.50	8.60	15.0	45.0	118.0	38.0	
B - Dock Road South	3.70	7.30	22.5	21.0	118.0	32.0	
C - A1089 St Andrews Road	7.30	7.30	0.0	40.0	118.0	20.0	
D - Thurrock Park Way	3.70	9.00	13.5	45.0	118.0	34.0	
E - A1089 Dock Road	7.45	7.45	0.0	60.0	118.0	25.0	

Slope / Intercept / Capacity

Roundabout Slope and Intercept used in model

Arm	Final slope	Final intercept (PCU/hr)
A - London Distribution Park	0.460	1800
B - Dock Road South	0.464	1834
C - A1089 St Andrews Road	0.548	2343
D - Thurrock Park Way	0.471	1857
E - A1089 Dock Road	0.550	2370

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

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Description	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D1	2018 BY	AM	2018 Base Year AM Junction Flows	ONE HOUR	07:45	09:15	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.30

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - London Distribution Park		ONE HOUR	✓	65	100.000
B - Dock Road South		ONE HOUR	✓	534	100.000
C - A1089 St Andrews Road		ONE HOUR	✓	773	100.000
D - Thurrock Park Way		ONE HOUR	✓	433	100.000
E - A1089 Dock Road		ONE HOUR	✓	1684	100.000

Origin-Destination Data

Demand (PCU/hr)

		To				
		A - London Distribution Park	B - Dock Road South	C - A1089 St Andrews Road	D - Thurrock Park Way	E - A1089 Dock Road
From	A - London Distribution Park	0	4	17	9	35
	B - Dock Road South	3	0	24	139	368
	C - A1089 St Andrews Road	6	11	20	77	659
	D - Thurrock Park Way	143	26	116	5	143
	E - A1089 Dock Road	103	241	840	499	1

Vehicle Mix

Heavy Vehicle Percentages

		To				
		A - London Distribution Park	B - Dock Road South	C - A1089 St Andrews Road	D - Thurrock Park Way	E - A1089 Dock Road
From	A - London Distribution Park	0	53	99	52	90
	B - Dock Road South	70	0	20	10	11
	C - A1089 St Andrews Road	43	0	84	19	90
	D - Thurrock Park Way	45	18	14	0	45
	E - A1089 Dock Road	42	9	62	12	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)
A - London Distribution Park	0.08	8.94	0.2	A	59	89
B - Dock Road South	0.56	9.00	1.5	A	490	735
C - A1089 St Andrews Road	0.50	8.37	2.0	A	709	1064
D - Thurrock Park Way	0.37	6.33	0.8	A	397	596
E - A1089 Dock Road	0.85	15.98	7.9	C	1545	2318

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)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - London Distribution Park	49	12	1317	1194	0.041	48	191	0.0	0.1	6.536	A
B - Dock Road South	402	101	1154	1298	0.310	400	211	0.0	0.5	4.586	A
C - A1089 St Andrews Road	582	145	793	1908	0.305	579	761	0.0	0.9	5.355	A
D - Thurrock Park Way	326	81	826	1468	0.222	324	546	0.0	0.4	4.467	A
E - A1089 Dock Road	1268	317	247	2234	0.568	1261	903	0.0	1.8	5.236	A

08:00 - 08:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - London Distribution Park	58	15	1577	1074	0.054	58	229	0.1	0.1	7.369	A
B - Dock Road South	480	120	1382	1192	0.403	479	252	0.5	0.8	5.779	A
C - A1089 St Andrews Road	695	174	950	1822	0.381	694	912	0.9	1.2	6.316	A
D - Thurrock Park Way	389	97	990	1391	0.280	389	654	0.4	0.5	5.101	A
E - A1089 Dock Road	1514	379	296	2207	0.686	1509	1082	1.8	3.0	7.308	A

08:15 - 08:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - London Distribution Park	71	18	1920	916	0.078	71	279	0.1	0.2	8.855	A
B - Dock Road South	588	147	1683	1053	0.558	585	307	0.8	1.4	8.781	A
C - A1089 St Andrews Road	851	213	1158	1708	0.498	848	1110	1.2	1.9	8.275	A
D - Thurrock Park Way	477	119	1210	1287	0.370	476	796	0.5	0.8	6.295	A
E - A1089 Dock Road	1854	464	362	2171	0.854	1836	1323	3.0	7.5	14.625	B

08:30 - 08:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - London Distribution Park	71	18	1935	909	0.078	71	281	0.2	0.2	8.937	A
B - Dock Road South	588	147	1697	1047	0.562	588	310	1.4	1.5	8.996	A
C - A1089 St Andrews Road	851	213	1166	1704	0.500	851	1119	1.9	2.0	8.366	A
D - Thurrock Park Way	477	119	1214	1285	0.371	477	802	0.8	0.8	6.329	A
E - A1089 Dock Road	1854	464	363	2170	0.854	1853	1328	7.5	7.9	15.984	C

08:45 - 09:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - London Distribution Park	58	15	1600	1063	0.055	58	231	0.2	0.1	7.452	A
B - Dock Road South	480	120	1402	1183	0.406	483	256	1.5	0.8	5.916	A
C - A1089 St Andrews Road	695	174	960	1816	0.383	698	924	2.0	1.2	6.397	A
D - Thurrock Park Way	389	97	996	1388	0.280	390	662	0.8	0.6	5.136	A
E - A1089 Dock Road	1514	379	298	2206	0.686	1533	1089	7.9	3.2	7.830	A

09:00 - 09:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - London Distribution Park	49	12	1330	1188	0.041	49	193	0.1	0.1	6.576	A
B - Dock Road South	402	101	1166	1293	0.311	403	213	0.8	0.5	4.644	A
C - A1089 St Andrews Road	582	145	800	1904	0.306	583	769	1.2	0.9	5.410	A
D - Thurrock Park Way	326	81	833	1465	0.223	327	551	0.6	0.4	4.496	A
E - A1089 Dock Road	1268	317	249	2233	0.568	1273	910	3.2	1.9	5.380	A

2018 BY, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	ASDA Roundabout	Standard Roundabout		A, B, C, D, E	6.44	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Description	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D2	2018 BY	PM	2018 Base Year PM Junction Flows	ONE HOUR	16:45	18:15	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - London Distribution Park		ONE HOUR	✓	198	100.000
B - Dock Road South		ONE HOUR	✓	443	100.000
C - A1089 St Andrews Road		ONE HOUR	✓	1098	100.000
D - Thurrock Park Way		ONE HOUR	✓	93	100.000
E - A1089 Dock Road		ONE HOUR	✓	1274	100.000

Origin-Destination Data

Demand (PCU/hr)

		To				
		A - London Distribution Park	B - Dock Road South	C - A1089 St Andrews Road	D - Thurrock Park Way	E - A1089 Dock Road
From	A - London Distribution Park	0	18	9	28	143
	B - Dock Road South	0	0	28	141	274
	C - A1089 St Andrews Road	5	33	34	90	936
	D - Thurrock Park Way	2	10	74	5	2
	E - A1089 Dock Road	39	387	457	389	2

Vehicle Mix

Heavy Vehicle Percentages

From	To				
	A - London Distribution Park	B - Dock Road South	C - A1089 St Andrews Road	D - Thurrock Park Way	E - A1089 Dock Road
A - London Distribution Park	0	0	53	0	10
B - Dock Road South	0	0	0	10	1
C - A1089 St Andrews Road	92	0	77	16	34
D - Thurrock Park Way	0	0	26	43	0
E - A1089 Dock Road	73	3	79	22	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)
A - London Distribution Park	0.20	4.47	0.3	A	182	273
B - Dock Road South	0.39	4.88	0.7	A	407	610
C - A1089 St Andrews Road	0.69	8.80	2.9	A	1008	1511
D - Thurrock Park Way	0.09	4.32	0.1	A	85	128
E - A1089 Dock Road	0.62	5.41	2.1	A	1169	1754

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)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - London Distribution Park	149	37	1043	1320	0.113	149	34	0.0	0.1	3.345	A
B - Dock Road South	334	83	856	1437	0.232	332	336	0.0	0.3	3.373	A
C - A1089 St Andrews Road	827	207	737	1939	0.426	823	451	0.0	1.0	4.256	A
D - Thurrock Park Way	70	18	1070	1353	0.052	70	490	0.0	0.1	3.418	A
E - A1089 Dock Road	959	240	122	2303	0.416	955	1017	0.0	0.9	3.483	A

17:00 - 17:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - London Distribution Park	178	44	1249	1225	0.145	178	41	0.1	0.2	3.743	A
B - Dock Road South	398	100	1024	1359	0.293	398	402	0.3	0.4	3.880	A
C - A1089 St Andrews Road	987	247	882	1859	0.531	985	540	1.0	1.5	5.441	A
D - Thurrock Park Way	84	21	1281	1254	0.067	84	586	0.1	0.1	3.748	A
E - A1089 Dock Road	1145	288	148	2290	0.500	1144	1218	0.9	1.3	4.101	A

17:15 - 17:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - London Distribution Park	218	55	1528	1096	0.199	218	51	0.2	0.3	4.461	A
B - Dock Road South	488	122	1254	1252	0.390	487	492	0.4	0.7	4.868	A
C - A1089 St Andrews Road	1209	302	1079	1751	0.690	1203	661	1.5	2.9	8.615	A
D - Thurrock Park Way	102	26	1565	1120	0.092	102	717	0.1	0.1	4.312	A
E - A1089 Dock Road	1403	351	179	2272	0.617	1400	1489	1.3	2.1	5.375	A

17:30 - 17:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - London Distribution Park	218	55	1531	1095	0.199	218	51	0.3	0.3	4.470	A
B - Dock Road South	488	122	1258	1251	0.390	488	493	0.7	0.7	4.885	A
C - A1089 St Andrews Road	1209	302	1081	1750	0.691	1209	863	2.9	2.9	8.798	A
D - Thurrock Park Way	102	26	1571	1117	0.092	102	719	0.1	0.1	4.324	A
E - A1089 Dock Road	1403	351	179	2271	0.618	1403	1494	2.1	2.1	5.415	A

17:45 - 18:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - London Distribution Park	178	44	1254	1222	0.146	178	41	0.3	0.2	3.754	A
B - Dock Road South	398	100	1028	1357	0.294	399	404	0.7	0.4	3.897	A
C - A1089 St Andrews Road	987	247	885	1858	0.531	993	543	2.9	1.5	5.545	A
D - Thurrock Park Way	84	21	1289	1250	0.067	84	589	0.1	0.1	3.764	A
E - A1089 Dock Road	1145	286	147	2289	0.500	1148	1226	2.1	1.3	4.136	A

18:00 - 18:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - London Distribution Park	149	37	1049	1317	0.113	149	35	0.2	0.1	3.359	A
B - Dock Road South	334	83	860	1435	0.232	334	338	0.4	0.3	3.388	A
C - A1089 St Andrews Road	827	207	740	1937	0.427	829	454	1.5	1.0	4.309	A
D - Thurrock Park Way	70	18	1077	1350	0.052	70	492	0.1	0.1	3.427	A
E - A1089 Dock Road	959	240	123	2302	0.417	961	1024	1.3	0.9	3.509	A

2023_DM, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	ASDA Roundabout	Standard Roundabout		A, B, C, D, E	24.62	C

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Description	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D3	2023_DM	AM	2023 Do Minimum AM Junction flows	ONE HOUR	07:45	09:15	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.30

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - London Distribution Park		ONE HOUR	✓	65	100.000
B - Dock Road South		ONE HOUR	✓	534	100.000
C - A1089 St Andrews Road		ONE HOUR	✓	865	100.000
D - Thurrock Park Way		ONE HOUR	✓	433	100.000
E - A1089 Dock Road		ONE HOUR	✓	1886	100.000

Origin-Destination Data

Demand (PCU/hr)

		To				
		A - London Distribution Park	B - Dock Road South	C - A1089 St Andrews Road	D - Thurrock Park Way	E - A1089 Dock Road
From	A - London Distribution Park	0	4	17	9	35
	B - Dock Road South	3	0	24	139	368
	C - A1089 St Andrews Road	6	13	22	86	738
	D - Thurrock Park Way	143	26	116	5	143
	E - A1089 Dock Road	116	270	940	559	1

Vehicle Mix

Heavy Vehicle Percentages

From	To				
	A - London Distribution Park	B - Dock Road South	C - A1089 St Andrews Road	D - Thurrock Park Way	E - A1089 Dock Road
A - London Distribution Park	0	53	99	52	90
B - Dock Road South	70	0	20	10	11
C - A1089 St Andrews Road	43	0	84	19	90
D - Thurrock Park Way	45	18	14	0	45
E - A1089 Dock Road	42	9	62	12	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)
A - London Distribution Park	0.09	10.04	0.2	B	59	89
B - Dock Road South	0.61	10.82	1.7	B	490	735
C - A1089 St Andrews Road	0.57	9.94	2.6	A	794	1191
D - Thurrock Park Way	0.38	6.68	0.9	A	397	596
E - A1089 Dock Road	0.96	39.88	21.7	E	1731	2596

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)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - London Distribution Park	49	12	1460	1128	0.043	48	201	0.0	0.1	6.934	A
B - Dock Road South	402	101	1274	1243	0.324	400	234	0.0	0.5	4.886	A
C - A1089 St Andrews Road	651	163	837	1884	0.346	647	837	0.0	1.0	5.752	A
D - Thurrock Park Way	326	81	888	1439	0.227	324	597	0.0	0.4	4.583	A
E - A1089 Dock Road	1420	355	250	2233	0.636	1410	962	0.0	2.4	6.175	A

08:00 - 08:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - London Distribution Park	58	15	1747	996	0.058	58	240	0.1	0.1	7.983	A
B - Dock Road South	480	120	1525	1128	0.426	479	280	0.5	0.8	6.366	A
C - A1089 St Andrews Road	778	194	1002	1793	0.434	776	1001	1.0	1.5	6.999	A
D - Thurrock Park Way	389	97	1064	1356	0.287	389	714	0.4	0.6	5.285	A
E - A1089 Dock Road	1696	424	300	2205	0.769	1687	1153	2.4	4.5	9.758	A

08:15 - 08:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - London Distribution Park	71	18	2099	834	0.085	71	291	0.1	0.2	9.811	A
B - Dock Road South	588	147	1833	983	0.598	585	336	0.8	1.7	10.276	B
C - A1089 St Andrews Road	952	238	1213	1678	0.568	948	1205	1.5	2.5	9.724	A
D - Thurrock Park Way	477	119	1300	1245	0.383	476	861	0.6	0.9	6.639	A
E - A1089 Dock Road	2077	519	367	2168	0.958	2023	1409	4.5	17.9	28.409	D

08:30 - 08:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - London Distribution Park	71	18	2135	817	0.087	71	294	0.2	0.2	10.037	B
B - Dock Road South	588	147	1864	989	0.607	588	342	1.7	1.7	10.816	B
C - A1089 St Andrews Road	952	238	1227	1670	0.570	952	1224	2.5	2.6	9.936	A
D - Thurrock Park Way	477	119	1306	1242	0.384	477	874	0.9	0.9	6.684	A
E - A1089 Dock Road	2077	519	368	2168	0.958	2061	1415	17.9	21.7	39.879	E

08:45 - 09:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - London Distribution Park	58	15	1818	963	0.060	58	245	0.2	0.1	8.279	A
B - Dock Road South	480	120	1586	1098	0.437	483	291	1.7	0.9	6.752	A
C - A1089 St Andrews Road	778	194	1029	1778	0.437	782	1040	2.6	1.6	7.189	A
D - Thurrock Park Way	389	97	1073	1352	0.288	390	739	0.9	0.6	5.329	A
E - A1089 Dock Road	1696	424	301	2204	0.769	1762	1162	21.7	5.0	13.221	B

09:00 - 09:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - London Distribution Park	49	12	1479	1119	0.043	49	203	0.1	0.1	6.997	A
B - Dock Road South	402	101	1291	1235	0.326	403	237	0.9	0.6	4.974	A
C - A1089 St Andrews Road	651	163	847	1878	0.347	653	848	1.6	1.1	5.834	A
D - Thurrock Park Way	326	81	896	1435	0.227	327	604	0.6	0.4	4.617	A
E - A1089 Dock Road	1420	355	252	2232	0.636	1430	971	5.0	2.5	6.482	A

2023_DM, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	ASDA Roundabout	Standard Roundabout		A, B, C, D, E	8.66	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Description	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D4	2023_DM	PM	2023 Do Minimum AM Junction flows	ONE HOUR	16:45	18:15	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - London Distribution Park		ONE HOUR	✓	198	100.000
B - Dock Road South		ONE HOUR	✓	443	100.000
C - A1089 St Andrews Road		ONE HOUR	✓	1232	100.000
D - Thurrock Park Way		ONE HOUR	✓	93	100.000
E - A1089 Dock Road		ONE HOUR	✓	1428	100.000

Origin-Destination Data

Demand (PCU/hr)

		To				
		A - London Distribution Park	B - Dock Road South	C - A1089 St Andrews Road	D - Thurrock Park Way	E - A1089 Dock Road
From	A - London Distribution Park	0	18	9	28	143
	B - Dock Road South	0	0	28	141	274
	C - A1089 St Andrews Road	6	37	38	101	1050
	D - Thurrock Park Way	2	10	74	5	2
	E - A1089 Dock Road	44	433	513	436	2

Vehicle Mix

Heavy Vehicle Percentages

From	To				
	A - London Distribution Park	B - Dock Road South	C - A1089 St Andrews Road	D - Thurrock Park Way	E - A1089 Dock Road
A - London Distribution Park	0	0	53	0	10
B - Dock Road South	0	0	0	10	1
C - A1089 St Andrews Road	92	0	77	16	34
D - Thurrock Park Way	0	0	26	43	0
E - A1089 Dock Road	73	3	79	22	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)
A - London Distribution Park	0.21	4.92	0.3	A	182	273
B - Dock Road South	0.41	5.26	0.7	A	407	610
C - A1089 St Andrews Road	0.79	12.97	4.8	B	1131	1696
D - Thurrock Park Way	0.10	4.61	0.1	A	85	128
E - A1089 Dock Road	0.69	6.78	2.9	A	1310	1966

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)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - London Distribution Park	149	37	1160	1266	0.118	148	39	0.0	0.1	3.507	A
B - Dock Road South	334	83	936	1400	0.238	332	373	0.0	0.3	3.488	A
C - A1089 St Andrews Road	928	232	772	1920	0.483	923	496	0.0	1.2	4.759	A
D - Thurrock Park Way	70	18	1161	1310	0.053	70	533	0.0	0.1	3.537	A
E - A1089 Dock Road	1075	269	129	2299	0.468	1071	1102	0.0	1.1	3.817	A

17:00 - 17:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - London Distribution Park	178	44	1389	1160	0.153	178	47	0.1	0.2	3.989	A
B - Dock Road South	398	100	1120	1314	0.303	398	447	0.3	0.4	4.068	A
C - A1089 St Andrews Road	1108	277	924	1836	0.603	1105	594	1.2	2.0	6.487	A
D - Thurrock Park Way	84	21	1390	1202	0.070	84	638	0.1	0.1	3.922	A
E - A1089 Dock Road	1284	321	154	2285	0.562	1282	1319	1.1	1.7	4.680	A

17:15 - 17:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - London Distribution Park	218	55	1699	1018	0.214	218	57	0.2	0.3	4.896	A
B - Dock Road South	488	122	1370	1198	0.407	487	546	0.4	0.7	5.234	A
C - A1089 St Andrews Road	1356	339	1130	1723	0.787	1346	727	2.0	4.6	12.304	B
D - Thurrock Park Way	102	26	1696	1058	0.097	102	780	0.1	0.1	4.590	A
E - A1089 Dock Road	1572	393	189	2266	0.694	1567	1610	1.7	2.9	6.684	A

17:30 - 17:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - London Distribution Park	218	55	1704	1015	0.215	218	57	0.3	0.3	4.916	A
B - Dock Road South	488	122	1374	1196	0.408	488	548	0.7	0.7	5.262	A
C - A1089 St Andrews Road	1356	339	1133	1722	0.788	1356	729	4.6	4.8	12.975	B
D - Thurrock Park Way	102	26	1706	1054	0.097	102	783	0.1	0.1	4.613	A
E - A1089 Dock Road	1572	393	189	2266	0.694	1572	1619	2.9	2.9	6.781	A

17:45 - 18:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - London Distribution Park	178	44	1397	1157	0.154	178	47	0.3	0.2	4.008	A
B - Dock Road South	398	100	1126	1311	0.304	399	450	0.7	0.5	4.094	A
C - A1089 St Andrews Road	1108	277	928	1834	0.604	1118	597	4.8	2.1	6.759	A
D - Thurrock Park Way	84	21	1404	1196	0.070	84	642	0.1	0.1	3.948	A
E - A1089 Dock Road	1284	321	155	2285	0.562	1289	1333	2.9	1.7	4.750	A

18:00 - 18:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - London Distribution Park	149	37	1168	1262	0.118	149	39	0.2	0.1	3.524	A
B - Dock Road South	334	83	941	1397	0.239	334	376	0.5	0.3	3.511	A
C - A1089 St Andrews Road	928	232	776	1917	0.484	931	499	2.1	1.3	4.849	A
D - Thurrock Park Way	70	18	1170	1306	0.054	70	536	0.1	0.1	3.552	A
E - A1089 Dock Road	1075	269	130	2299	0.468	1077	1111	1.7	1.2	3.859	A

2023_DM + Dev, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	ASDA Roundabout	Standard Roundabout		A, B, C, D, E	41.23	E

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Description	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D5	2023_DM + Dev	AM	2023 Do Something (Construction) AM Junction flows	ONE HOUR	07:45	09:15	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.30

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - London Distribution Park		ONE HOUR	✓	65	100.000
B - Dock Road South		ONE HOUR	✓	534	100.000
C - A1089 St Andrews Road		ONE HOUR	✓	865	100.000
D - Thurrock Park Way		ONE HOUR	✓	433	100.000
E - A1089 Dock Road		ONE HOUR	✓	1986	100.000

Origin-Destination Data

Demand (PCU/hr)

		To				
		A - London Distribution Park	B - Dock Road South	C - A1089 St Andrews Road	D - Thurrock Park Way	E - A1089 Dock Road
From	A - London Distribution Park	0	4	17	9	35
	B - Dock Road South	3	0	24	139	368
	C - A1089 St Andrews Road	6	13	22	86	738
	D - Thurrock Park Way	143	26	116	5	143
	E - A1089 Dock Road	116	270	1040	559	1

Vehicle Mix

Heavy Vehicle Percentages

From	To					
	A - London Distribution Park	B - Dock Road South	C - A1089 St Andrews Road	D - Thurrock Park Way	E - A1089 Dock Road	
A - London Distribution Park	0	53	99	52	90	
B - Dock Road South	70	0	20	10	11	
C - A1089 St Andrews Road	43	0	84	19	90	
D - Thurrock Park Way	45	18	14	0	45	
E - A1089 Dock Road	42	9	56	12	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)
A - London Distribution Park	0.09	10.50	0.2	B	59	89
B - Dock Road South	0.63	11.93	1.9	B	490	735
C - A1089 St Andrews Road	0.57	9.85	2.6	A	794	1191
D - Thurrock Park Way	0.38	6.68	0.9	A	397	596
E - A1089 Dock Road	1.01	71.31	44.1	F	1823	2734

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)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - London Distribution Park	49	12	1534	1094	0.044	48	201	0.0	0.1	7.160	A
B - Dock Road South	402	101	1348	1208	0.333	400	234	0.0	0.6	5.092	A
C - A1089 St Andrews Road	651	163	837	1884	0.346	647	911	0.0	1.0	5.751	A
D - Thurrock Park Way	326	81	888	1439	0.227	324	597	0.0	0.4	4.583	A
E - A1089 Dock Road	1495	374	250	2233	0.670	1484	962	0.0	2.8	6.710	A

08:00 - 08:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - London Distribution Park	58	15	1834	956	0.061	58	240	0.1	0.1	8.340	A
B - Dock Road South	480	120	1612	1086	0.442	479	279	0.6	0.9	6.787	A
C - A1089 St Andrews Road	778	194	1002	1794	0.434	776	1090	1.0	1.5	6.996	A
D - Thurrock Park Way	389	97	1064	1356	0.287	389	714	0.4	0.6	5.285	A
E - A1089 Dock Road	1786	446	300	2205	0.810	1774	1153	2.8	5.7	11.518	B

08:15 - 08:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - London Distribution Park	71	18	2166	803	0.089	71	289	0.1	0.2	10.227	B
B - Dock Road South	588	147	1906	949	0.619	584	331	0.9	1.8	11.202	B
C - A1089 St Andrews Road	952	238	1201	1684	0.565	948	1290	1.5	2.5	9.637	A
D - Thurrock Park Way	477	119	1300	1245	0.383	476	849	0.6	0.9	6.638	A
E - A1089 Dock Road	2187	547	367	2168	1.009	2088	1408	5.7	30.3	41.217	E

08:30 - 08:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - London Distribution Park	71	18	2207	784	0.091	71	292	0.2	0.2	10.504	B
B - Dock Road South	588	147	1942	933	0.630	588	337	1.8	1.9	11.932	B
C - A1089 St Andrews Road	952	238	1216	1676	0.568	952	1313	2.5	2.6	9.851	A
D - Thurrock Park Way	477	119	1306	1242	0.384	477	883	0.9	0.9	6.683	A
E - A1089 Dock Road	2187	547	388	2168	1.009	2131	1415	30.3	44.1	71.310	F

08:45 - 09:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - London Distribution Park	58	15	1987	885	0.066	58	250	0.2	0.1	9.058	A
B - Dock Road South	480	120	1744	1025	0.468	484	302	1.9	1.0	7.676	A
C - A1089 St Andrews Road	778	194	1052	1766	0.440	782	1175	2.6	1.6	7.275	A
D - Thurrock Park Way	389	97	1073	1352	0.288	390	761	0.9	0.6	5.327	A
E - A1089 Dock Road	1786	446	301	2204	0.810	1936	1162	44.1	6.6	27.174	D

09:00 - 09:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - London Distribution Park	49	12	1559	1082	0.045	49	203	0.1	0.1	7.247	A
B - Dock Road South	402	101	1371	1198	0.336	404	237	1.0	0.6	5.210	A
C - A1089 St Andrews Road	651	163	849	1878	0.347	653	926	1.6	1.1	5.837	A
D - Thurrock Park Way	326	81	896	1435	0.227	327	606	0.6	0.4	4.620	A
E - A1089 Dock Road	1495	374	252	2232	0.670	1510	971	6.6	2.9	7.197	A

2023_DM + Dev, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	ASDA Roundabout	Standard Roundabout		A, B, C, D, E	15.19	C

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Description	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D6	2023_DM + Dev	PM	2023 Do Something (Construction) PM Junction flows	ONE HOUR	16:45	18:15	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - London Distribution Park		ONE HOUR	✓	198	100.000
B - Dock Road South		ONE HOUR	✓	443	100.000
C - A1089 St Andrews Road		ONE HOUR	✓	1432	100.000
D - Thurrock Park Way		ONE HOUR	✓	93	100.000
E - A1089 Dock Road		ONE HOUR	✓	1428	100.000

Origin-Destination Data

Demand (PCU/hr)

		To				
		A - London Distribution Park	B - Dock Road South	C - A1089 St Andrews Road	D - Thurrock Park Way	E - A1089 Dock Road
From	A - London Distribution Park	0	18	9	28	143
	B - Dock Road South	0	0	28	141	274
	C - A1089 St Andrews Road	6	37	38	101	1250
	D - Thurrock Park Way	2	10	74	5	2
	E - A1089 Dock Road	44	433	513	436	2

Vehicle Mix

Heavy Vehicle Percentages

From	To				
	A - London Distribution Park	B - Dock Road South	C - A1089 St Andrews Road	D - Thurrock Park Way	E - A1089 Dock Road
A - London Distribution Park	0	0	53	0	10
B - Dock Road South	0	0	0	10	1
C - A1089 St Andrews Road	92	0	77	16	29
D - Thurrock Park Way	0	0	26	43	0
E - A1089 Dock Road	73	3	79	22	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)
A - London Distribution Park	0.21	4.91	0.3	A	182	273
B - Dock Road South	0.41	5.26	0.7	A	407	610
C - A1089 St Andrews Road	0.92	28.71	11.8	D	1314	1971
D - Thurrock Park Way	0.11	5.17	0.1	A	85	128
E - A1089 Dock Road	0.69	6.78	2.9	A	1310	1966

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)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - London Distribution Park	149	37	1160	1266	0.118	148	39	0.0	0.1	3.507	A
B - Dock Road South	334	83	936	1400	0.238	332	373	0.0	0.3	3.488	A
C - A1089 St Andrews Road	1078	270	772	1920	0.562	1072	496	0.0	1.6	5.398	A
D - Thurrock Park Way	70	18	1310	1240	0.057	70	533	0.0	0.1	3.749	A
E - A1089 Dock Road	1075	269	129	2299	0.468	1071	1251	0.0	1.1	3.817	A

17:00 - 17:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - London Distribution Park	178	44	1389	1160	0.153	178	47	0.1	0.2	3.988	A
B - Dock Road South	398	100	1120	1314	0.303	398	447	0.3	0.4	4.088	A
C - A1089 St Andrews Road	1287	322	924	1836	0.701	1282	594	1.6	2.9	8.245	A
D - Thurrock Park Way	84	21	1568	1119	0.075	84	638	0.1	0.1	4.239	A
E - A1089 Dock Road	1284	321	154	2285	0.562	1282	1497	1.1	1.7	4.680	A

17:15 - 17:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - London Distribution Park	218	55	1698	1018	0.214	218	57	0.2	0.3	4.894	A
B - Dock Road South	488	122	1369	1198	0.407	487	546	0.4	0.7	5.232	A
C - A1089 St Andrews Road	1577	394	1130	1723	0.915	1546	726	2.9	10.5	22.958	C
D - Thurrock Park Way	102	26	1898	963	0.106	102	779	0.1	0.1	5.095	A
E - A1089 Dock Road	1572	393	187	2267	0.694	1567	1812	1.7	2.9	6.678	A

17:30 - 17:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - London Distribution Park	218	55	1704	1015	0.215	218	57	0.3	0.3	4.915	A
B - Dock Road South	488	122	1374	1196	0.408	488	548	0.7	0.7	5.261	A
C - A1089 St Andrews Road	1577	394	1133	1722	0.916	1571	729	10.5	11.8	28.713	D
D - Thurrock Park Way	102	26	1922	952	0.108	102	782	0.1	0.1	5.165	A
E - A1089 Dock Road	1572	393	189	2266	0.694	1572	1835	2.9	2.9	6.777	A

17:45 - 18:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - London Distribution Park	178	44	1398	1156	0.154	178	47	0.3	0.2	4.012	A
B - Dock Road South	398	100	1127	1311	0.304	399	450	0.7	0.5	4.095	A
C - A1089 St Andrews Road	1287	322	928	1834	0.702	1322	598	11.8	3.1	9.588	A
D - Thurrock Park Way	84	21	1606	1100	0.076	84	644	0.1	0.1	4.316	A
E - A1089 Dock Road	1284	321	157	2284	0.562	1289	1534	2.9	1.7	4.753	A

18:00 - 18:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - London Distribution Park	149	37	1168	1262	0.118	149	39	0.2	0.1	3.525	A
B - Dock Road South	334	83	941	1397	0.239	334	376	0.5	0.3	3.511	A
C - A1089 St Andrews Road	1078	270	776	1917	0.562	1084	499	3.1	1.7	5.571	A
D - Thurrock Park Way	70	18	1323	1234	0.057	70	537	0.1	0.1	3.770	A
E - A1089 Dock Road	1075	269	130	2299	0.468	1077	1264	1.7	1.2	3.861	A

2025_DM, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	ASDA Roundabout	Standard Roundabout		A, B, C, D, E	29.56	D

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Description	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D7	2025_DM	AM	2025 Do Minimum AM Junction flows	ONE HOUR	07:45	09:15	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.30

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - London Distribution Park		ONE HOUR	✓	65	100.000
B - Dock Road South		ONE HOUR	✓	534	100.000
C - A1089 St Andrews Road		ONE HOUR	✓	882	100.000
D - Thurrock Park Way		ONE HOUR	✓	433	100.000
E - A1089 Dock Road		ONE HOUR	✓	1922	100.000

Origin-Destination Data

Demand (PCU/hr)

		To				
		A - London Distribution Park	B - Dock Road South	C - A1089 St Andrews Road	D - Thurrock Park Way	E - A1089 Dock Road
From	A - London Distribution Park	0	4	17	9	35
	B - Dock Road South	3	0	24	139	368
	C - A1089 St Andrews Road	6	13	23	88	752
	D - Thurrock Park Way	143	26	116	5	143
	E - A1089 Dock Road	118	275	958	570	1

Vehicle Mix

Heavy Vehicle Percentages

From	To				
	A - London Distribution Park	B - Dock Road South	C - A1089 St Andrews Road	D - Thurrock Park Way	E - A1089 Dock Road
A - London Distribution Park	0	53	99	52	90
B - Dock Road South	70	0	20	10	11
C - A1089 St Andrews Road	43	0	84	19	90
D - Thurrock Park Way	45	18	14	0	45
E - A1089 Dock Road	42	9	62	12	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)
A - London Distribution Park	0.09	10.22	0.2	B	59	89
B - Dock Road South	0.61	11.16	1.8	B	490	735
C - A1089 St Andrews Road	0.58	10.27	2.7	B	809	1214
D - Thurrock Park Way	0.39	6.75	0.9	A	397	596
E - A1089 Dock Road	0.98	49.31	27.9	E	1764	2646

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)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - London Distribution Park	49	12	1486	1116	0.044	48	202	0.0	0.1	7.012	A
B - Dock Road South	402	101	1296	1232	0.326	400	237	0.0	0.6	4.947	A
C - A1089 St Andrews Road	664	166	845	1879	0.353	660	851	0.0	1.1	5.832	A
D - Thurrock Park Way	326	81	899	1434	0.227	324	606	0.0	0.4	4.605	A
E - A1089 Dock Road	1447	362	251	2232	0.648	1437	972	0.0	2.6	6.378	A

08:00 - 08:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - London Distribution Park	58	15	1777	982	0.059	58	242	0.1	0.1	8.105	A
B - Dock Road South	480	120	1551	1114	0.431	479	284	0.6	0.9	6.488	A
C - A1089 St Andrews Road	793	198	1012	1788	0.443	791	1018	1.1	1.6	7.142	A
D - Thurrock Park Way	389	97	1077	1350	0.288	389	726	0.4	0.6	5.320	A
E - A1089 Dock Road	1728	432	301	2205	0.784	1719	1165	2.6	4.9	10.367	B

08:15 - 08:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - London Distribution Park	71	18	2125	822	0.086	71	293	0.1	0.2	9.967	A
B - Dock Road South	588	147	1856	973	0.604	585	340	0.9	1.7	10.541	B
C - A1089 St Andrews Road	971	243	1221	1673	0.580	967	1219	1.6	2.7	10.033	B
D - Thurrock Park Way	477	119	1316	1237	0.385	476	872	0.6	0.9	6.708	A
E - A1089 Dock Road	2116	529	368	2168	0.976	2050	1424	4.9	21.6	32.583	D

08:30 - 08:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - London Distribution Park	71	18	2164	804	0.088	71	298	0.2	0.2	10.222	B
B - Dock Road South	588	147	1889	957	0.614	588	348	1.7	1.8	11.157	B
C - A1089 St Andrews Road	971	243	1237	1665	0.583	971	1240	2.7	2.7	10.275	B
D - Thurrock Park Way	477	119	1322	1234	0.386	477	885	0.9	0.9	6.752	A
E - A1089 Dock Road	2116	529	369	2167	0.977	2091	1430	21.6	27.9	49.315	E

08:45 - 09:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - London Distribution Park	58	15	1871	939	0.062	58	249	0.2	0.1	8.508	A
B - Dock Road South	480	120	1831	1077	0.446	483	298	1.8	0.9	6.998	A
C - A1089 St Andrews Road	793	198	1046	1769	0.448	797	1088	2.7	1.6	7.375	A
D - Thurrock Park Way	389	97	1086	1345	0.289	390	757	0.9	0.6	5.364	A
E - A1089 Dock Road	1728	432	302	2204	0.784	1817	1175	27.9	5.5	16.046	C

09:00 - 09:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - London Distribution Park	49	12	1507	1106	0.044	49	204	0.1	0.1	7.082	A
B - Dock Road South	402	101	1315	1224	0.329	403	241	0.9	0.6	5.044	A
C - A1089 St Andrews Road	664	166	856	1874	0.354	666	863	1.6	1.1	5.919	A
D - Thurrock Park Way	326	81	907	1430	0.228	327	615	0.6	0.4	4.642	A
E - A1089 Dock Road	1447	362	253	2231	0.649	1458	981	5.5	2.7	6.739	A

2025_DM, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	ASDA Roundabout	Standard Roundabout		A, B, C, D, E	9.26	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Description	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D8	2025_DM	PM	2025 Do Minimum PM Junction flows	ONE HOUR	16:45	18:15	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - London Distribution Park		ONE HOUR	✓	198	100.000
B - Dock Road South		ONE HOUR	✓	443	100.000
C - A1089 St Andrews Road		ONE HOUR	✓	1256	100.000
D - Thurrock Park Way		ONE HOUR	✓	93	100.000
E - A1089 Dock Road		ONE HOUR	✓	1456	100.000

Origin-Destination Data

Demand (PCU/hr)

		To				
		A - London Distribution Park	B - Dock Road South	C - A1089 St Andrews Road	D - Thurrock Park Way	E - A1089 Dock Road
From	A - London Distribution Park	0	18	9	28	143
	B - Dock Road South	0	0	28	141	274
	C - A1089 St Andrews Road	6	37	39	103	1071
	D - Thurrock Park Way	2	10	74	5	2
	E - A1089 Dock Road	45	442	523	444	2

Vehicle Mix

Heavy Vehicle Percentages

From	To				
	A - London Distribution Park	B - Dock Road South	C - A1089 St Andrews Road	D - Thurrock Park Way	E - A1089 Dock Road
A - London Distribution Park	0	0	53	0	10
B - Dock Road South	0	0	0	10	1
C - A1089 St Andrews Road	92	0	77	16	34
D - Thurrock Park Way	0	0	26	43	0
E - A1089 Dock Road	73	3	79	22	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)
A - London Distribution Park	0.22	5.00	0.3	A	182	273
B - Dock Road South	0.41	5.33	0.7	A	407	610
C - A1089 St Andrews Road	0.81	14.16	5.3	B	1153	1729
D - Thurrock Park Way	0.10	4.67	0.1	A	85	128
E - A1089 Dock Road	0.71	7.10	3.1	A	1338	2004

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)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - London Distribution Park	149	37	1181	1256	0.119	148	40	0.0	0.1	3.537	A
B - Dock Road South	334	83	950	1393	0.239	332	380	0.0	0.3	3.510	A
C - A1089 St Andrews Road	946	236	778	1917	0.493	940	504	0.0	1.3	4.861	A
D - Thurrock Park Way	70	18	1178	1302	0.054	70	540	0.0	0.1	3.559	A
E - A1089 Dock Road	1096	274	130	2299	0.477	1091	1118	0.0	1.2	3.884	A

17:00 - 17:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - London Distribution Park	178	44	1414	1149	0.155	178	48	0.1	0.2	4.036	A
B - Dock Road South	398	100	1137	1306	0.305	398	455	0.3	0.5	4.103	A
C - A1089 St Andrews Road	1129	282	931	1832	0.616	1126	604	1.3	2.1	6.718	A
D - Thurrock Park Way	84	21	1410	1193	0.070	84	647	0.1	0.1	3.954	A
E - A1089 Dock Road	1309	327	155	2285	0.573	1307	1338	1.2	1.7	4.801	A

17:15 - 17:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - London Distribution Park	218	55	1729	1004	0.217	218	58	0.2	0.3	4.983	A
B - Dock Road South	488	122	1391	1189	0.410	487	556	0.5	0.7	5.305	A
C - A1089 St Andrews Road	1383	346	1139	1719	0.805	1371	738	2.1	5.1	13.280	B
D - Thurrock Park Way	102	26	1719	1047	0.098	102	791	0.1	0.1	4.642	A
E - A1089 Dock Road	1603	401	190	2266	0.708	1598	1632	1.7	3.1	6.986	A

17:30 - 17:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - London Distribution Park	218	55	1735	1001	0.218	218	58	0.3	0.3	5.005	A
B - Dock Road South	488	122	1395	1187	0.411	488	558	0.7	0.7	5.335	A
C - A1089 St Andrews Road	1383	346	1142	1717	0.805	1382	741	5.1	5.3	14.158	B
D - Thurrock Park Way	102	26	1730	1042	0.098	102	794	0.1	0.1	4.688	A
E - A1089 Dock Road	1603	401	190	2265	0.708	1603	1642	3.1	3.1	7.099	A

17:45 - 18:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - London Distribution Park	178	44	1423	1145	0.155	178	48	0.3	0.2	4.059	A
B - Dock Road South	398	100	1143	1303	0.306	399	458	0.7	0.5	4.129	A
C - A1089 St Andrews Road	1129	282	935	1830	0.617	1142	608	5.3	2.2	7.044	A
D - Thurrock Park Way	84	21	1426	1186	0.071	84	651	0.1	0.1	3.984	A
E - A1089 Dock Road	1309	327	156	2284	0.573	1314	1353	3.1	1.8	4.881	A

18:00 - 18:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - London Distribution Park	149	37	1189	1252	0.119	149	40	0.2	0.1	3.553	A
B - Dock Road South	334	83	956	1390	0.240	334	383	0.5	0.3	3.533	A
C - A1089 St Andrews Road	946	236	782	1914	0.494	949	508	2.2	1.3	4.958	A
D - Thurrock Park Way	70	18	1187	1298	0.054	70	544	0.1	0.1	3.573	A
E - A1089 Dock Road	1096	274	131	2298	0.477	1098	1127	1.8	1.2	3.931	A

2025_DM + Dev, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	ASDA Roundabout	Standard Roundabout		A, B, C, D, E	36.99	E

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Description	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D9	2025_DM + Dev	AM	2025 Do Something AM Junction flows	ONE HOUR	07:45	09:15	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.30

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - London Distribution Park		ONE HOUR	✓	65	100.000
B - Dock Road South		ONE HOUR	✓	534	100.000
C - A1089 St Andrews Road		ONE HOUR	✓	882	100.000
D - Thurrock Park Way		ONE HOUR	✓	433	100.000
E - A1089 Dock Road		ONE HOUR	✓	1965	100.000

Origin-Destination Data

Demand (PCU/hr)

		To				
		A - London Distribution Park	B - Dock Road South	C - A1089 St Andrews Road	D - Thurrock Park Way	E - A1089 Dock Road
From	A - London Distribution Park	0	4	17	9	35
	B - Dock Road South	3	0	24	139	368
	C - A1089 St Andrews Road	6	13	23	88	752
	D - Thurrock Park Way	143	26	116	5	143
	E - A1089 Dock Road	118	275	1001	570	1

Vehicle Mix

Heavy Vehicle Percentages

From	To				
	A - London Distribution Park	B - Dock Road South	C - A1089 St Andrews Road	D - Thurrock Park Way	E - A1089 Dock Road
A - London Distribution Park	0	53	99	52	90
B - Dock Road South	70	0	20	10	11
C - A1089 St Andrews Road	43	0	84	19	90
D - Thurrock Park Way	45	18	14	0	45
E - A1089 Dock Road	42	9	59	12	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)
A - London Distribution Park	0.09	10.42	0.2	B	59	89
B - Dock Road South	0.62	11.62	1.9	B	490	735
C - A1089 St Andrews Road	0.58	10.23	2.7	B	809	1214
D - Thurrock Park Way	0.39	6.75	0.9	A	397	596
E - A1089 Dock Road	1.00	63.43	38.0	F	1803	2705

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)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - London Distribution Park	49	12	1517	1101	0.044	48	202	0.0	0.1	7.109	A
B - Dock Road South	402	101	1328	1218	0.330	400	237	0.0	0.6	5.036	A
C - A1089 St Andrews Road	664	166	845	1879	0.353	660	883	0.0	1.1	5.831	A
D - Thurrock Park Way	326	81	899	1434	0.227	324	606	0.0	0.4	4.605	A
E - A1089 Dock Road	1479	370	251	2232	0.663	1469	972	0.0	2.7	6.608	A

08:00 - 08:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - London Distribution Park	58	15	1815	964	0.060	58	242	0.1	0.1	8.259	A
B - Dock Road South	480	120	1589	1097	0.438	479	284	0.6	0.9	6.669	A
C - A1089 St Andrews Road	793	198	1012	1788	0.443	791	1056	1.1	1.6	7.140	A
D - Thurrock Park Way	389	97	1077	1350	0.288	389	725	0.4	0.6	5.320	A
E - A1089 Dock Road	1767	442	301	2205	0.801	1756	1165	2.7	5.4	11.133	B

08:15 - 08:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - London Distribution Park	71	18	2153	809	0.088	71	292	0.1	0.2	10.142	B
B - Dock Road South	588	147	1886	959	0.613	584	337	0.9	1.8	10.934	B
C - A1089 St Andrews Road	971	243	1215	1676	0.579	967	1255	1.6	2.7	9.991	A
D - Thurrock Park Way	477	119	1316	1237	0.385	476	866	0.6	0.9	6.705	A
E - A1089 Dock Road	2164	541	368	2168	0.998	2077	1424	5.4	27.2	38.243	E

08:30 - 08:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - London Distribution Park	71	18	2194	790	0.090	71	295	0.2	0.2	10.418	B
B - Dock Road South	588	147	1922	942	0.624	588	344	1.8	1.9	11.624	B
C - A1089 St Andrews Road	971	243	1231	1668	0.582	971	1278	2.7	2.7	10.232	B
D - Thurrock Park Way	477	119	1322	1234	0.386	477	880	0.9	0.9	6.752	A
E - A1089 Dock Road	2164	541	369	2167	0.998	2120	1430	27.2	38.0	63.431	F

08:45 - 09:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - London Distribution Park	58	15	1945	904	0.064	58	251	0.2	0.1	8.854	A
B - Dock Road South	480	120	1700	1045	0.459	484	303	1.9	1.0	7.401	A
C - A1089 St Andrews Road	793	198	1057	1764	0.450	797	1127	2.7	1.6	7.418	A
D - Thurrock Park Way	389	97	1086	1345	0.289	390	767	0.9	0.6	5.364	A
E - A1089 Dock Road	1767	442	302	2204	0.802	1894	1175	38.0	6.2	22.208	C

09:00 - 09:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - London Distribution Park	49	12	1541	1090	0.045	49	204	0.1	0.1	7.190	A
B - Dock Road South	402	101	1349	1208	0.333	404	241	1.0	0.6	5.145	A
C - A1089 St Andrews Road	664	166	856	1873	0.354	666	896	1.6	1.1	5.921	A
D - Thurrock Park Way	326	81	908	1430	0.228	327	615	0.6	0.4	4.642	A
E - A1089 Dock Road	1479	370	253	2231	0.663	1493	981	6.2	2.9	7.047	A

2025_DM + Dev, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	ASDA Roundabout	Standard Roundabout		A, B, C, D, E	13.30	B

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Description	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D10	2025_DM + Dev	PM	2025 Do Something PM Junction flows	ONE HOUR	16:45	18:15	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - London Distribution Park		ONE HOUR	✓	198	100.000
B - Dock Road South		ONE HOUR	✓	443	100.000
C - A1089 St Andrews Road		ONE HOUR	✓	1390	100.000
D - Thurrock Park Way		ONE HOUR	✓	93	100.000
E - A1089 Dock Road		ONE HOUR	✓	1487	100.000

Origin-Destination Data

Demand (PCU/hr)

		To				
		A - London Distribution Park	B - Dock Road South	C - A1089 St Andrews Road	D - Thurrock Park Way	E - A1089 Dock Road
From	A - London Distribution Park	0	18	9	28	143
	B - Dock Road South	0	0	28	141	274
	C - A1089 St Andrews Road	6	37	39	103	1205
	D - Thurrock Park Way	2	10	74	5	2
	E - A1089 Dock Road	45	442	554	444	2

Vehicle Mix

Heavy Vehicle Percentages

From	To				
	A - London Distribution Park	B - Dock Road South	C - A1089 St Andrews Road	D - Thurrock Park Way	E - A1089 Dock Road
A - London Distribution Park	0	0	53	0	10
B - Dock Road South	0	0	0	10	1
C - A1089 St Andrews Road	92	0	77	16	31
D - Thurrock Park Way	0	0	26	43	0
E - A1089 Dock Road	73	3	75	22	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)
A - London Distribution Park	0.22	5.11	0.3	A	182	273
B - Dock Road South	0.42	5.46	0.7	A	407	610
C - A1089 St Andrews Road	0.89	23.75	9.5	C	1275	1913
D - Thurrock Park Way	0.11	5.04	0.1	A	85	128
E - A1089 Dock Road	0.72	7.47	3.4	A	1364	2047

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)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - London Distribution Park	149	37	1204	1245	0.120	148	40	0.0	0.1	3.572	A
B - Dock Road South	334	83	973	1382	0.241	332	380	0.0	0.3	3.545	A
C - A1089 St Andrews Road	1046	262	777	1917	0.546	1040	528	0.0	1.5	5.297	A
D - Thurrock Park Way	70	18	1277	1255	0.056	70	540	0.0	0.1	3.700	A
E - A1089 Dock Road	1119	280	130	2299	0.487	1115	1218	0.0	1.2	3.955	A

17:00 - 17:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - London Distribution Park	178	44	1442	1136	0.157	178	48	0.1	0.2	4.090	A
B - Dock Road South	398	100	1165	1293	0.308	398	455	0.3	0.5	4.160	A
C - A1089 St Andrews Road	1250	312	931	1832	0.682	1245	632	1.5	2.7	7.890	A
D - Thurrock Park Way	84	21	1529	1137	0.074	84	647	0.1	0.1	4.165	A
E - A1089 Dock Road	1337	334	155	2285	0.585	1334	1457	1.2	1.8	4.936	A

17:15 - 17:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - London Distribution Park	218	55	1762	989	0.221	218	58	0.2	0.3	5.081	A
B - Dock Road South	488	122	1424	1173	0.416	487	556	0.5	0.7	5.423	A
C - A1089 St Andrews Road	1530	383	1139	1719	0.891	1506	772	2.7	8.7	20.076	C
D - Thurrock Park Way	102	26	1855	983	0.104	102	790	0.1	0.1	4.978	A
E - A1089 Dock Road	1637	409	189	2266	0.722	1631	1768	1.8	3.3	7.337	A

17:30 - 17:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - London Distribution Park	218	55	1769	986	0.221	218	58	0.3	0.3	5.106	A
B - Dock Road South	488	122	1429	1171	0.417	488	558	0.7	0.7	5.458	A
C - A1089 St Andrews Road	1530	383	1142	1717	0.891	1527	775	8.7	9.5	23.750	C
D - Thurrock Park Way	102	26	1875	974	0.105	102	794	0.1	0.1	5.035	A
E - A1089 Dock Road	1637	409	190	2265	0.723	1637	1788	3.3	3.4	7.475	A

17:45 - 18:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - London Distribution Park	178	44	1452	1131	0.157	178	48	0.3	0.2	4.115	A
B - Dock Road South	398	100	1172	1290	0.309	399	458	0.7	0.5	4.193	A
C - A1089 St Andrews Road	1250	312	935	1830	0.683	1276	636	9.5	2.9	8.823	A
D - Thurrock Park Way	84	21	1559	1123	0.075	84	652	0.1	0.1	4.224	A
E - A1089 Dock Road	1337	334	157	2284	0.585	1343	1486	3.4	1.9	5.030	A

18:00 - 18:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - London Distribution Park	149	37	1213	1242	0.120	149	40	0.2	0.1	3.588	A
B - Dock Road South	334	83	979	1380	0.242	334	383	0.5	0.3	3.567	A
C - A1089 St Andrews Road	1046	262	782	1914	0.547	1052	531	2.9	1.6	5.452	A
D - Thurrock Park Way	70	18	1290	1250	0.056	70	544	0.1	0.1	3.719	A
E - A1089 Dock Road	1119	280	131	2298	0.487	1122	1229	1.9	1.3	4.005	A

2029_DM, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	ASDA Roundabout	Standard Roundabout		A, B, C, D, E	53.20	F

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Description	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D11	2029_DM	AM	2029 Do Minimum AM Junction flows	ONE HOUR	07:45	09:15	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.30

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - London Distribution Park		ONE HOUR	✓	65	100.000
B - Dock Road South		ONE HOUR	✓	534	100.000
C - A1089 St Andrews Road		ONE HOUR	✓	934	100.000
D - Thurrock Park Way		ONE HOUR	✓	433	100.000
E - A1089 Dock Road		ONE HOUR	✓	2034	100.000

Origin-Destination Data

Demand (PCU/hr)

		To				
		A - London Distribution Park	B - Dock Road South	C - A1089 St Andrews Road	D - Thurrock Park Way	E - A1089 Dock Road
From	A - London Distribution Park	0	4	17	9	35
	B - Dock Road South	3	0	24	139	368
	C - A1089 St Andrews Road	7	14	24	93	796
	D - Thurrock Park Way	143	26	116	5	143
	E - A1089 Dock Road	125	291	1014	603	1

Vehicle Mix

Heavy Vehicle Percentages

From	To				
	A - London Distribution Park	B - Dock Road South	C - A1089 St Andrews Road	D - Thurrock Park Way	E - A1089 Dock Road
A - London Distribution Park	0	53	99	52	90
B - Dock Road South	70	0	20	10	11
C - A1089 St Andrews Road	43	0	84	19	90
D - Thurrock Park Way	45	18	14	0	45
E - A1089 Dock Road	42	9	62	12	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)
A - London Distribution Park	0.09	10.58	0.2	B	59	89
B - Dock Road South	0.63	11.82	1.9	B	490	735
C - A1089 St Andrews Road	0.62	11.34	3.2	B	857	1286
D - Thurrock Park Way	0.39	6.98	0.9	A	397	596
E - A1089 Dock Road	1.03	94.47	62.8	F	1867	2800

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)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - London Distribution Park	49	12	1564	1080	0.045	48	208	0.0	0.1	7.258	A
B - Dock Road South	402	101	1363	1202	0.335	400	250	0.0	0.6	5.135	A
C - A1089 St Andrews Road	703	176	870	1866	0.377	698	893	0.0	1.2	6.085	A
D - Thurrock Park Way	326	81	934	1417	0.230	324	634	0.0	0.4	4.675	A
E - A1089 Dock Road	1531	383	253	2231	0.688	1519	1005	0.0	3.0	7.101	A

08:00 - 08:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - London Distribution Park	58	15	1870	939	0.062	58	249	0.1	0.1	8.495	A
B - Dock Road South	480	120	1629	1078	0.445	479	299	0.6	0.9	6.873	A
C - A1089 St Andrews Road	840	210	1040	1773	0.474	837	1067	1.2	1.8	7.609	A
D - Thurrock Park Way	389	97	1119	1330	0.293	389	759	0.4	0.6	5.431	A
E - A1089 Dock Road	1829	457	303	2203	0.830	1815	1204	3.0	6.4	12.796	B

08:15 - 08:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - London Distribution Park	71	18	2181	796	0.089	71	297	0.1	0.2	10.326	B
B - Dock Road South	588	147	1903	951	0.618	584	349	0.9	1.8	11.157	B
C - A1089 St Andrews Road	1028	257	1238	1664	0.618	1023	1249	1.8	3.1	11.030	B
D - Thurrock Park Way	477	119	1367	1213	0.393	475	894	0.6	0.9	6.921	A
E - A1089 Dock Road	2240	560	371	2166	1.034	2108	1471	6.4	39.4	49.807	E

08:30 - 08:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - London Distribution Park	71	18	2218	779	0.091	71	300	0.2	0.2	10.578	B
B - Dock Road South	588	147	1934	936	0.628	588	355	1.8	1.9	11.816	B
C - A1089 St Andrews Road	1028	257	1253	1656	0.621	1028	1269	3.1	3.2	11.344	B
D - Thurrock Park Way	477	119	1374	1210	0.394	477	907	0.9	0.9	6.976	A
E - A1089 Dock Road	2240	560	372	2165	1.034	2146	1478	39.4	62.8	94.470	F

08:45 - 09:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - London Distribution Park	58	15	2088	839	0.069	58	264	0.2	0.2	9.600	A
B - Dock Road South	480	120	1814	992	0.484	483	332	1.9	1.1	8.168	A
C - A1089 St Andrews Road	840	210	1114	1732	0.485	845	1184	3.2	1.9	8.085	A
D - Thurrock Park Way	389	97	1129	1325	0.294	391	829	0.9	0.6	5.483	A
E - A1089 Dock Road	1829	457	305	2202	0.830	2047	1215	62.8	8.1	49.690	E

09:00 - 09:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - London Distribution Park	49	12	1595	1065	0.046	49	211	0.2	0.1	7.369	A
B - Dock Road South	402	101	1389	1189	0.338	404	255	1.1	0.6	5.271	A
C - A1089 St Andrews Road	703	176	884	1658	0.378	706	910	1.9	1.2	6.203	A
D - Thurrock Park Way	326	81	944	1413	0.231	327	646	0.6	0.4	4.715	A
E - A1089 Dock Road	1531	383	255	2230	0.687	1551	1015	8.1	3.2	7.776	A

2029_DM, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	ASDA Roundabout	Standard Roundabout		A, B, C, D, E	12.06	B

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Description	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D12	2029_DM	PM	2029 Do Minimum PM Junction flows	ONE HOUR	16:45	18:15	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - London Distribution Park		ONE HOUR	✓	198	100.000
B - Dock Road South		ONE HOUR	✓	443	100.000
C - A1089 St Andrews Road		ONE HOUR	✓	1333	100.000
D - Thurrock Park Way		ONE HOUR	✓	93	100.000
E - A1089 Dock Road		ONE HOUR	✓	1547	100.000

Origin-Destination Data

Demand (PCU/hr)

		To				
		A - London Distribution Park	B - Dock Road South	C - A1089 St Andrews Road	D - Thurrock Park Way	E - A1089 Dock Road
From	A - London Distribution Park	0	18	9	28	143
	B - Dock Road South	0	0	28	141	274
	C - A1089 St Andrews Road	6	40	41	109	1137
	D - Thurrock Park Way	2	10	74	5	2
	E - A1089 Dock Road	48	469	555	472	3

Vehicle Mix

Heavy Vehicle Percentages

From	To				
	A - London Distribution Park	B - Dock Road South	C - A1089 St Andrews Road	D - Thurrock Park Way	E - A1089 Dock Road
A - London Distribution Park	0	0	53	0	10
B - Dock Road South	0	0	0	10	1
C - A1089 St Andrews Road	92	0	77	16	34
D - Thurrock Park Way	0	0	26	43	0
E - A1089 Dock Road	73	3	79	22	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)
A - London Distribution Park	0.23	5.32	0.3	A	182	273
B - Dock Road South	0.42	5.59	0.8	A	407	610
C - A1089 St Andrews Road	0.88	19.96	7.8	C	1223	1835
D - Thurrock Park Way	0.10	4.86	0.1	A	85	128
E - A1089 Dock Road	0.75	8.40	3.9	A	1420	2129

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)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - London Distribution Park	149	37	1251	1224	0.122	148	42	0.0	0.2	3.642	A
B - Dock Road South	334	83	997	1371	0.243	332	402	0.0	0.3	3.583	A
C - A1089 St Andrews Road	1004	251	799	1905	0.527	998	530	0.0	1.5	5.223	A
D - Thurrock Park Way	70	18	1231	1277	0.055	70	566	0.0	0.1	3.633	A
E - A1089 Dock Road	1165	291	133	2297	0.507	1159	1168	0.0	1.3	4.118	A

17:00 - 17:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - London Distribution Park	178	44	1497	1110	0.160	178	50	0.2	0.2	4.201	A
B - Dock Road South	398	100	1193	1280	0.311	398	482	0.3	0.5	4.223	A
C - A1089 St Andrews Road	1198	300	957	1818	0.659	1194	634	1.5	2.5	7.587	A
D - Thurrock Park Way	84	21	1474	1163	0.072	84	677	0.1	0.1	4.064	A
E - A1089 Dock Road	1391	348	160	2282	0.609	1388	1398	1.3	2.0	5.246	A

17:15 - 17:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - London Distribution Park	218	55	1829	958	0.228	218	61	0.2	0.3	5.291	A
B - Dock Road South	488	122	1458	1157	0.421	487	588	0.5	0.7	5.552	A
C - A1089 St Andrews Road	1468	367	1170	1701	0.863	1449	775	2.5	7.3	17.662	C
D - Thurrock Park Way	102	26	1792	1013	0.101	102	827	0.1	0.1	4.817	A
E - A1089 Dock Road	1703	426	195	2263	0.753	1696	1699	2.0	3.8	8.192	A

17:30 - 17:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - London Distribution Park	218	55	1837	954	0.228	218	62	0.3	0.3	5.324	A
B - Dock Road South	488	122	1464	1155	0.422	488	591	0.7	0.8	5.592	A
C - A1089 St Andrews Road	1468	367	1174	1699	0.864	1468	778	7.3	7.8	19.958	C
D - Thurrock Park Way	102	26	1808	1005	0.102	102	831	0.1	0.1	4.859	A
E - A1089 Dock Road	1703	426	196	2262	0.753	1703	1715	3.8	3.9	8.401	A

17:45 - 18:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - London Distribution Park	178	44	1509	1105	0.161	178	51	0.3	0.2	4.231	A
B - Dock Road South	398	100	1202	1276	0.312	399	486	0.8	0.5	4.257	A
C - A1089 St Andrews Road	1198	300	962	1815	0.660	1219	639	7.8	2.6	8.254	A
D - Thurrock Park Way	84	21	1498	1152	0.073	84	683	0.1	0.1	4.109	A
E - A1089 Dock Road	1391	348	162	2281	0.610	1398	1420	3.9	2.1	5.373	A

18:00 - 18:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - London Distribution Park	149	37	1260	1220	0.122	149	42	0.2	0.2	3.664	A
B - Dock Road South	334	83	1004	1368	0.244	334	405	0.5	0.3	3.609	A
C - A1089 St Andrews Road	1004	251	804	1902	0.528	1008	534	2.6	1.5	5.361	A
D - Thurrock Park Way	70	18	1242	1272	0.055	70	570	0.1	0.1	3.650	A
E - A1089 Dock Road	1165	291	134	2296	0.507	1168	1178	2.1	1.4	4.179	A

2029_DM + Til2, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	ASDA Roundabout	Standard Roundabout		A, B, C, D, E	151.68	F

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Description	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D13	2029_DM + Til2	AM	2029 Do Minimum AM Junction flows + Tilbury2	ONE HOUR	07:45	09:15	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.30

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - London Distribution Park		ONE HOUR	✓	65	100.000
B - Dock Road South		ONE HOUR	✓	534	100.000
C - A1089 St Andrews Road		ONE HOUR	✓	1179	100.000
D - Thurrock Park Way		ONE HOUR	✓	433	100.000
E - A1089 Dock Road		ONE HOUR	✓	2279	100.000

Origin-Destination Data

Demand (PCU/hr)

		To				
		A - London Distribution Park	B - Dock Road South	C - A1089 St Andrews Road	D - Thurrock Park Way	E - A1089 Dock Road
From	A - London Distribution Park	0	4	17	9	35
	B - Dock Road South	3	0	24	139	368
	C - A1089 St Andrews Road	7	14	24	93	1041
	D - Thurrock Park Way	143	26	116	5	143
	E - A1089 Dock Road	125	291	1259	603	1

Vehicle Mix

Heavy Vehicle Percentages

From	To				
	A - London Distribution Park	B - Dock Road South	C - A1089 St Andrews Road	D - Thurrock Park Way	E - A1089 Dock Road
A - London Distribution Park	0	53	99	52	90
B - Dock Road South	70	0	20	10	11
C - A1089 St Andrews Road	43	0	84	19	92
D - Thurrock Park Way	45	18	14	0	45
E - A1089 Dock Road	42	9	67	12	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)
A - London Distribution Park	0.09	10.79	0.2	B	59	89
B - Dock Road South	0.65	12.88	2.1	B	490	735
C - A1089 St Andrews Road	0.77	18.49	6.4	C	1082	1623
D - Thurrock Park Way	0.44	8.43	1.1	A	397	596
E - A1089 Dock Road	1.16	284.29	189.5	F	2091	3137

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)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - London Distribution Park	49	12	1742	998	0.049	48	208	0.0	0.1	7.882	A
B - Dock Road South	402	101	1541	1119	0.359	399	249	0.0	0.6	5.722	A
C - A1089 St Andrews Road	888	222	888	1867	0.475	880	1073	0.0	1.8	7.384	A
D - Thurrock Park Way	326	81	1115	1332	0.245	324	633	0.0	0.5	5.089	A
E - A1089 Dock Road	1716	429	253	2231	0.789	1697	1187	0.0	4.7	9.684	A

08:00 - 08:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - London Distribution Park	58	15	2067	849	0.068	58	248	0.1	0.2	9.488	A
B - Dock Road South	480	120	1829	985	0.487	478	296	0.6	1.1	8.115	A
C - A1089 St Andrews Road	1060	265	1034	1776	0.597	1055	1273	1.8	2.9	10.115	B
D - Thurrock Park Way	389	97	1337	1227	0.317	388	752	0.5	0.7	6.094	A
E - A1089 Dock Road	2049	512	303	2203	0.930	2011	1422	4.7	14.2	24.003	C

08:15 - 08:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - London Distribution Park	71	18	2238	770	0.092	71	286	0.2	0.2	10.713	B
B - Dock Road South	588	147	1986	912	0.645	584	323	1.1	2.0	12.450	B
C - A1089 St Andrews Road	1298	325	1183	1694	0.766	1285	1388	2.9	6.2	17.383	C
D - Thurrock Park Way	477	119	1629	1090	0.438	475	839	0.7	1.1	8.299	A
E - A1089 Dock Road	2509	627	370	2166	1.158	2154	1734	14.2	103.1	107.626	F

08:30 - 08:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - London Distribution Park	71	18	2249	785	0.093	71	287	0.2	0.2	10.795	B
B - Dock Road South	588	147	1996	908	0.648	588	324	2.0	2.1	12.878	B
C - A1089 St Andrews Road	1298	325	1189	1691	0.768	1297	1395	6.2	6.4	18.493	C
D - Thurrock Park Way	477	119	1643	1083	0.440	477	843	1.1	1.1	8.433	A
E - A1089 Dock Road	2509	627	372	2165	1.159	2164	1747	103.1	189.5	249.011	F

08:45 - 09:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - London Distribution Park	58	15	2232	772	0.075	58	258	0.2	0.2	10.490	B
B - Dock Road South	480	120	1972	919	0.523	483	318	2.1	1.3	9.547	A
C - A1089 St Andrews Road	1060	265	1085	1748	0.606	1073	1371	6.4	3.2	11.061	B
D - Thurrock Park Way	389	97	1357	1218	0.320	391	801	1.1	0.7	6.200	A
E - A1089 Dock Road	2049	512	306	2202	0.930	2185	1442	189.5	155.5	284.294	F

09:00 - 09:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - London Distribution Park	49	12	2227	775	0.063	49	237	0.2	0.1	10.316	B
B - Dock Road South	402	101	1961	924	0.435	404	315	1.3	0.9	7.958	A
C - A1089 St Andrews Road	888	222	1008	1790	0.496	892	1357	3.2	2.0	8.214	A
D - Thurrock Park Way	326	81	1130	1325	0.246	327	770	0.7	0.5	5.132	A
E - A1089 Dock Road	1716	429	255	2230	0.770	2209	1202	155.5	32.3	156.632	F

2029_DM + Til2, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	ASDA Roundabout	Standard Roundabout		A, B, C, D, E	32.01	D

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Description	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D14	2029_DM + Til2	PM	2029 Do Minimum PM Junction flows + Tilbury2	ONE HOUR	16:45	18:15	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - London Distribution Park		ONE HOUR	✓	200	100.000
B - Dock Road South		ONE HOUR	✓	443	100.000
C - A1089 St Andrews Road		ONE HOUR	✓	1534	100.000
D - Thurrock Park Way		ONE HOUR	✓	93	100.000
E - A1089 Dock Road		ONE HOUR	✓	1693	100.000

Origin-Destination Data

Demand (PCU/hr)

		To				
		A - London Distribution Park	B - Dock Road South	C - A1089 St Andrews Road	D - Thurrock Park Way	E - A1089 Dock Road
From	A - London Distribution Park	0	20	9	28	143
	B - Dock Road South	0	0	28	141	274
	C - A1089 St Andrews Road	6	40	41	109	1338
	D - Thurrock Park Way	2	10	74	5	2
	E - A1089 Dock Road	48	469	701	472	3

Vehicle Mix

Heavy Vehicle Percentages

From	To				
	A - London Distribution Park	B - Dock Road South	C - A1089 St Andrews Road	D - Thurrock Park Way	E - A1089 Dock Road
A - London Distribution Park	0	24	53	0	10
B - Dock Road South	0	0	0	10	1
C - A1089 St Andrews Road	92	0	77	16	39
D - Thurrock Park Way	0	0	26	43	0
E - A1089 Dock Road	73	3	83	22	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)
A - London Distribution Park	0.25	6.05	0.4	A	184	275
B - Dock Road South	0.45	6.29	0.8	A	407	610
C - A1089 St Andrews Road	0.99	66.46	30.9	F	1408	2111
D - Thurrock Park Way	0.11	5.40	0.2	A	85	128
E - A1089 Dock Road	0.82	12.05	6.1	B	1554	2330

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)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - London Distribution Park	151	38	1359	1174	0.128	150	42	0.0	0.2	3.904	A
B - Dock Road South	334	83	1106	1321	0.252	332	404	0.0	0.3	3.766	A
C - A1089 St Andrews Road	1155	289	799	1905	0.606	1147	639	0.0	2.1	6.418	A
D - Thurrock Park Way	70	18	1380	1207	0.058	70	565	0.0	0.1	3.857	A
E - A1089 Dock Road	1275	319	133	2297	0.555	1268	1317	0.0	1.7	4.684	A

17:00 - 17:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - London Distribution Park	180	45	1627	1051	0.171	180	50	0.2	0.2	4.591	A
B - Dock Road South	398	100	1324	1220	0.327	398	483	0.3	0.5	4.533	A
C - A1089 St Andrews Road	1379	345	956	1818	0.758	1371	765	2.1	4.1	10.796	B
D - Thurrock Park Way	84	21	1651	1080	0.078	84	677	0.1	0.1	4.405	A
E - A1089 Dock Road	1522	380	159	2282	0.667	1518	1575	1.7	2.6	6.311	A

17:15 - 17:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - London Distribution Park	220	55	1982	888	0.248	220	61	0.2	0.4	5.984	A
B - Dock Road South	488	122	1614	1085	0.449	486	588	0.5	0.8	6.214	A
C - A1089 St Andrews Road	1689	422	1168	1702	0.992	1617	932	4.1	22.2	40.290	E
D - Thurrock Park Way	102	26	1963	933	0.110	102	822	0.1	0.1	5.283	A
E - A1089 Dock Road	1864	466	192	2265	0.823	1851	1873	2.6	5.9	11.384	B

17:30 - 17:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - London Distribution Park	220	55	1996	881	0.250	220	61	0.4	0.4	6.052	A
B - Dock Road South	488	122	1624	1081	0.451	488	592	0.8	0.8	6.290	A
C - A1089 St Andrews Road	1689	422	1173	1700	0.994	1654	938	22.2	30.9	66.465	F
D - Thurrock Park Way	102	26	1999	915	0.112	102	829	0.1	0.2	5.396	A
E - A1089 Dock Road	1864	466	194	2263	0.824	1863	1908	5.9	6.1	12.053	B

17:45 - 18:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - London Distribution Park	180	45	1650	1040	0.173	180	51	0.4	0.2	4.657	A
B - Dock Road South	398	100	1339	1212	0.328	400	491	0.8	0.5	4.595	A
C - A1089 St Andrews Road	1379	345	964	1814	0.760	1484	775	30.9	4.6	19.270	C
D - Thurrock Park Way	84	21	1757	1029	0.081	84	690	0.2	0.1	4.643	A
E - A1089 Dock Road	1522	380	166	2279	0.668	1535	1675	6.1	2.8	6.632	A

18:00 - 18:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - London Distribution Park	151	38	1371	1169	0.129	151	42	0.2	0.2	3.933	A
B - Dock Road South	334	83	1115	1317	0.253	334	407	0.5	0.4	3.800	A
C - A1089 St Andrews Road	1155	289	805	1902	0.607	1165	644	4.6	2.2	6.760	A
D - Thurrock Park Way	70	18	1399	1198	0.058	70	571	0.1	0.1	3.889	A
E - A1089 Dock Road	1275	319	135	2296	0.555	1279	1334	2.8	1.7	4.788	A

2029_DM + Dev, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	ASDA Roundabout	Standard Roundabout		A, B, C, D, E	70.44	F

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Description	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D15	2029_DM + Dev	AM	2029 Do Something AM Junction flows	ONE HOUR	07:45	09:15	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.30

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - London Distribution Park		ONE HOUR	✓	65	100.000
B - Dock Road South		ONE HOUR	✓	534	100.000
C - A1089 St Andrews Road		ONE HOUR	✓	934	100.000
D - Thurrock Park Way		ONE HOUR	✓	433	100.000
E - A1089 Dock Road		ONE HOUR	✓	2094	100.000

Origin-Destination Data

Demand (PCU/hr)

		To				
		A - London Distribution Park	B - Dock Road South	C - A1089 St Andrews Road	D - Thurrock Park Way	E - A1089 Dock Road
From	A - London Distribution Park	0	4	17	9	35
	B - Dock Road South	3	0	24	139	368
	C - A1089 St Andrews Road	7	14	24	93	796
	D - Thurrock Park Way	143	26	116	5	143
	E - A1089 Dock Road	125	291	1074	603	1

Vehicle Mix

Heavy Vehicle Percentages

From	To				
	A - London Distribution Park	B - Dock Road South	C - A1089 St Andrews Road	D - Thurrock Park Way	E - A1089 Dock Road
A - London Distribution Park	0	53	99	52	90
B - Dock Road South	70	0	20	10	11
C - A1089 St Andrews Road	43	0	84	19	90
D - Thurrock Park Way	45	18	14	0	45
E - A1089 Dock Road	42	9	59	12	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)
A - London Distribution Park	0.09	10.67	0.2	B	59	89
B - Dock Road South	0.63	12.15	1.9	B	490	735
C - A1089 St Andrews Road	0.62	11.20	3.1	B	857	1286
D - Thurrock Park Way	0.39	6.98	0.9	A	397	596
E - A1089 Dock Road	1.06	126.69	89.6	F	1922	2882

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)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - London Distribution Park	49	12	1608	1059	0.046	48	208	0.0	0.1	7.405	A
B - Dock Road South	402	101	1407	1181	0.340	400	250	0.0	0.6	5.268	A
C - A1089 St Andrews Road	703	176	869	1866	0.377	698	937	0.0	1.2	6.084	A
D - Thurrock Park Way	326	81	934	1417	0.230	324	634	0.0	0.4	4.674	A
E - A1089 Dock Road	1577	394	253	2231	0.707	1563	1005	0.0	3.3	7.529	A

08:00 - 08:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - London Distribution Park	58	15	1920	916	0.063	58	249	0.1	0.1	8.728	A
B - Dock Road South	480	120	1680	1054	0.455	479	298	0.6	0.9	7.155	A
C - A1089 St Andrews Road	840	210	1039	1773	0.474	837	1119	1.2	1.8	7.605	A
D - Thurrock Park Way	389	97	1119	1330	0.293	389	758	0.4	0.6	5.431	A
E - A1089 Dock Road	1883	471	303	2203	0.854	1866	1204	3.3	7.5	14.487	B

08:15 - 08:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - London Distribution Park	71	18	2203	786	0.090	71	295	0.1	0.2	10.468	B
B - Dock Road South	588	147	1930	938	0.627	584	343	0.9	1.9	11.546	B
C - A1089 St Andrews Road	1028	257	1225	1671	0.615	1023	1289	1.8	3.1	10.918	B
D - Thurrock Park Way	477	119	1367	1213	0.393	475	882	0.6	0.9	6.921	A
E - A1089 Dock Road	2306	576	371	2166	1.065	2127	1471	7.5	52.3	61.286	F

08:30 - 08:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - London Distribution Park	71	18	2231	773	0.092	71	297	0.2	0.2	10.671	B
B - Dock Road South	588	147	1955	927	0.634	588	348	1.9	1.9	12.152	B
C - A1089 St Andrews Road	1028	257	1237	1664	0.618	1028	1305	3.1	3.1	11.197	B
D - Thurrock Park Way	477	119	1374	1210	0.394	477	892	0.9	0.9	6.976	A
E - A1089 Dock Road	2306	576	372	2165	1.065	2156	1478	52.3	89.6	128.692	F

08:45 - 09:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - London Distribution Park	58	15	2206	785	0.074	58	267	0.2	0.2	10.309	B
B - Dock Road South	480	120	1923	941	0.510	483	341	1.9	1.2	9.062	A
C - A1089 St Andrews Road	840	210	1131	1723	0.487	845	1275	3.1	1.9	8.168	A
D - Thurrock Park Way	389	97	1129	1325	0.294	391	847	0.9	0.6	5.480	A
E - A1089 Dock Road	1883	471	305	2202	0.855	2168	1214	89.6	18.3	94.586	F

09:00 - 09:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - London Distribution Park	49	12	1678	1028	0.047	49	213	0.2	0.1	7.655	A
B - Dock Road South	402	101	1466	1153	0.349	404	260	1.2	0.6	5.531	A
C - A1089 St Andrews Road	703	176	895	1852	0.380	706	976	1.9	1.2	6.240	A
D - Thurrock Park Way	326	81	944	1412	0.231	327	657	0.6	0.4	4.714	A
E - A1089 Dock Road	1577	394	255	2230	0.707	1636	1016	18.3	3.5	9.449	A

2029_DM + Dev, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	ASDA Roundabout	Standard Roundabout		A, B, C, D, E	27.50	D

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Description	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D16	2029_DM + Dev	PM	2029 Do Something AM Junction flows	ONE HOUR	16:45	18:15	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - London Distribution Park		ONE HOUR	✓	198	100.000
B - Dock Road South		ONE HOUR	✓	443	100.000
C - A1089 St Andrews Road		ONE HOUR	✓	1517	100.000
D - Thurrock Park Way		ONE HOUR	✓	93	100.000
E - A1089 Dock Road		ONE HOUR	✓	1588	100.000

Origin-Destination Data

Demand (PCU/hr)

		To				
		A - London Distribution Park	B - Dock Road South	C - A1089 St Andrews Road	D - Thurrock Park Way	E - A1089 Dock Road
From	A - London Distribution Park	0	18	9	28	143
	B - Dock Road South	0	0	28	141	274
	C - A1089 St Andrews Road	6	40	41	109	1321
	D - Thurrock Park Way	2	10	74	5	2
	E - A1089 Dock Road	48	469	596	472	3

Vehicle Mix

Heavy Vehicle Percentages

From	To				
	A - London Distribution Park	B - Dock Road South	C - A1089 St Andrews Road	D - Thurrock Park Way	E - A1089 Dock Road
A - London Distribution Park	0	0	53	0	10
B - Dock Road South	0	0	0	10	1
C - A1089 St Andrews Road	92	0	77	16	30
D - Thurrock Park Way	0	0	26	43	0
E - A1089 Dock Road	73	3	74	22	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)
A - London Distribution Park	0.23	5.47	0.3	A	182	273
B - Dock Road South	0.43	5.77	0.8	A	407	610
C - A1089 St Andrews Road	0.98	57.33	25.9	F	1392	2088
D - Thurrock Park Way	0.11	5.36	0.2	A	85	128
E - A1089 Dock Road	0.77	9.11	4.3	A	1457	2186

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)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - London Distribution Park	149	37	1281	1210	0.123	148	42	0.0	0.2	3.691	A
B - Dock Road South	334	83	1027	1357	0.246	332	402	0.0	0.3	3.633	A
C - A1089 St Andrews Road	1142	286	799	1905	0.600	1134	560	0.0	1.9	5.970	A
D - Thurrock Park Way	70	18	1368	1213	0.058	70	566	0.0	0.1	3.838	A
E - A1089 Dock Road	1196	299	133	2297	0.521	1190	1304	0.0	1.4	4.225	A

17:00 - 17:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - London Distribution Park	178	44	1534	1094	0.163	178	50	0.2	0.2	4.278	A
B - Dock Road South	398	100	1230	1263	0.315	398	482	0.3	0.5	4.306	A
C - A1089 St Andrews Road	1364	341	957	1818	0.750	1357	671	1.9	3.7	9.897	A
D - Thurrock Park Way	84	21	1636	1086	0.077	84	677	0.1	0.1	4.375	A
E - A1089 Dock Road	1428	357	159	2282	0.625	1425	1560	1.4	2.1	5.461	A

17:15 - 17:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - London Distribution Park	218	55	1871	939	0.232	218	61	0.2	0.3	5.433	A
B - Dock Road South	488	122	1502	1137	0.429	487	587	0.5	0.8	5.721	A
C - A1089 St Andrews Road	1670	418	1170	1702	0.982	1608	818	3.7	19.4	36.203	E
D - Thurrock Park Way	102	26	1953	937	0.109	102	824	0.1	0.1	5.255	A
E - A1089 Dock Road	1748	437	192	2264	0.772	1740	1863	2.1	4.2	8.822	A

17:30 - 17:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - London Distribution Park	218	55	1881	934	0.233	218	62	0.3	0.3	5.474	A
B - Dock Road South	488	122	1509	1134	0.430	488	590	0.8	0.8	5.770	A
C - A1089 St Andrews Road	1670	418	1174	1699	0.983	1644	823	19.4	25.9	57.329	F
D - Thurrock Park Way	102	26	1989	920	0.111	102	829	0.1	0.2	5.363	A
E - A1089 Dock Road	1748	437	194	2263	0.773	1748	1897	4.2	4.3	9.107	A

17:45 - 18:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - London Distribution Park	178	44	1550	1088	0.164	178	51	0.3	0.2	4.320	A
B - Dock Road South	398	100	1241	1258	0.317	399	488	0.8	0.5	4.350	A
C - A1089 St Andrews Road	1364	341	962	1815	0.751	1451	678	25.9	4.1	15.620	C
D - Thurrock Park Way	84	21	1725	1044	0.080	84	688	0.2	0.1	4.568	A
E - A1089 Dock Road	1428	357	165	2279	0.626	1436	1644	4.3	2.2	5.628	A

18:00 - 18:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - London Distribution Park	149	37	1291	1205	0.124	149	42	0.2	0.2	3.711	A
B - Dock Road South	334	83	1035	1354	0.246	334	405	0.5	0.3	3.661	A
C - A1089 St Andrews Road	1142	286	804	1902	0.601	1151	565	4.1	2.0	6.246	A
D - Thurrock Park Way	70	18	1385	1205	0.058	70	570	0.1	0.1	3.868	A
E - A1089 Dock Road	1196	299	135	2296	0.521	1199	1320	2.2	1.4	4.296	A

2029_DM + Dev + Til2, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	ASDA Roundabout	Standard Roundabout		A, B, C, D, E	188.27	F

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Description	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D17	2029_DM + Dev + Til2	AM	2029 Do Something + Tilbury2 - Sensitivity - AM Junction flows	ONE HOUR	07:45	09:15	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.30

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - London Distribution Park		ONE HOUR	✓	65	100.000
B - Dock Road South		ONE HOUR	✓	534	100.000
C - A1089 St Andrews Road		ONE HOUR	✓	1179	100.000
D - Thurrock Park Way		ONE HOUR	✓	433	100.000
E - A1089 Dock Road		ONE HOUR	✓	2339	100.000

Origin-Destination Data

Demand (PCU/hr)

		To				
		A - London Distribution Park	B - Dock Road South	C - A1089 St Andrews Road	D - Thurrock Park Way	E - A1089 Dock Road
From	A - London Distribution Park	0	4	17	9	35
	B - Dock Road South	3	0	24	139	368
	C - A1089 St Andrews Road	7	14	24	93	1041
	D - Thurrock Park Way	143	26	116	5	143
	E - A1089 Dock Road	125	291	1319	603	1

Vehicle Mix

Heavy Vehicle Percentages

From	To					
	A - London Distribution Park	B - Dock Road South	C - A1089 St Andrews Road	D - Thurrock Park Way	E - A1089 Dock Road	
A - London Distribution Park	0	53	99	52	90	
B - Dock Road South	70	0	20	10	11	
C - A1089 St Andrews Road	43	0	84	19	92	
D - Thurrock Park Way	45	18	14	0	45	
E - A1089 Dock Road	42	9	63	12	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)
A - London Distribution Park	0.09	10.82	0.2	B	59	89
B - Dock Road South	0.65	13.08	2.1	B	490	735
C - A1089 St Andrews Road	0.76	18.14	6.3	C	1082	1623
D - Thurrock Park Way	0.44	8.43	1.1	A	397	596
E - A1089 Dock Road	1.19	352.20	225.0	F	2148	3220

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)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - London Distribution Park	49	12	1786	978	0.050	48	208	0.0	0.1	8.051	A
B - Dock Road South	402	101	1585	1099	0.366	399	249	0.0	0.7	5.885	A
C - A1089 St Andrews Road	888	222	888	1867	0.475	880	1117	0.0	1.8	7.382	A
D - Thurrock Park Way	326	81	1115	1332	0.245	324	632	0.0	0.5	5.069	A
E - A1089 Dock Road	1761	440	253	2231	0.789	1740	1187	0.0	5.2	10.396	B

08:00 - 08:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - London Distribution Park	58	15	2109	829	0.070	58	247	0.1	0.2	9.705	A
B - Dock Road South	480	120	1872	965	0.497	478	294	0.7	1.1	8.448	A
C - A1089 St Andrews Road	1060	265	1031	1778	0.596	1055	1320	1.8	2.9	10.093	B
D - Thurrock Park Way	389	97	1337	1227	0.317	388	749	0.5	0.7	6.094	A
E - A1089 Dock Road	2103	526	303	2203	0.954	2052	1422	5.2	17.8	28.448	D

08:15 - 08:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - London Distribution Park	71	18	2245	766	0.093	71	283	0.2	0.2	10.762	B
B - Dock Road South	588	147	2000	906	0.649	584	316	1.1	2.0	12.691	B
C - A1089 St Andrews Road	1298	325	1169	1702	0.763	1286	1415	2.9	6.1	17.110	C
D - Thurrock Park Way	477	119	1630	1090	0.438	475	825	0.7	1.1	8.302	A
E - A1089 Dock Road	2575	644	370	2166	1.189	2158	1734	17.8	122.2	125.812	F

08:30 - 08:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - London Distribution Park	71	18	2252	783	0.093	71	284	0.2	0.2	10.820	B
B - Dock Road South	588	147	2006	903	0.651	588	317	2.0	2.1	13.081	B
C - A1089 St Andrews Road	1298	325	1174	1699	0.764	1297	1420	6.1	6.3	18.138	C
D - Thurrock Park Way	477	119	1643	1083	0.440	477	829	1.1	1.1	8.433	A
E - A1089 Dock Road	2575	644	372	2165	1.189	2165	1747	122.2	225.0	293.475	F

08:45 - 09:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - London Distribution Park	58	15	2238	770	0.075	58	255	0.2	0.2	10.527	B
B - Dock Road South	480	120	1985	913	0.526	483	312	2.1	1.3	9.679	A
C - A1089 St Andrews Road	1060	265	1071	1756	0.604	1072	1397	6.3	3.2	10.924	B
D - Thurrock Park Way	389	97	1356	1218	0.320	391	787	1.1	0.7	6.199	A
E - A1089 Dock Road	2103	526	306	2202	0.955	2188	1442	225.0	203.8	352.204	F

09:00 - 09:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - London Distribution Park	49	12	2235	771	0.063	49	234	0.2	0.1	10.368	B
B - Dock Road South	402	101	1976	917	0.438	404	308	1.3	0.9	8.064	A
C - A1089 St Andrews Road	888	222	994	1798	0.494	892	1385	3.2	2.0	8.144	A
D - Thurrock Park Way	326	81	1130	1325	0.246	327	757	0.7	0.5	5.132	A
E - A1089 Dock Road	1761	440	255	2230	0.790	2214	1201	203.8	90.6	241.205	F

2029_DM + Dev + Til2, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	ASDA Roundabout	Standard Roundabout		A, B, C, D, E	82.93	F

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Description	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D18	2029_DM + Dev + Til2	PM	2029 Do Something + Tilbury2 - Sensitivity - PM Junction flows	ONE HOUR	16:45	18:15	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - London Distribution Park		ONE HOUR	✓	200	100.000
B - Dock Road South		ONE HOUR	✓	443	100.000
C - A1089 St Andrews Road		ONE HOUR	✓	1719	100.000
D - Thurrock Park Way		ONE HOUR	✓	93	100.000
E - A1089 Dock Road		ONE HOUR	✓	1734	100.000

Origin-Destination Data

Demand (PCU/hr)

		To				
		A - London Distribution Park	B - Dock Road South	C - A1089 St Andrews Road	D - Thurrock Park Way	E - A1089 Dock Road
From	A - London Distribution Park	0	20	9	28	143
	B - Dock Road South	0	0	28	141	274
	C - A1089 St Andrews Road	6	40	41	109	1523
	D - Thurrock Park Way	2	10	74	5	2
	E - A1089 Dock Road	48	469	742	472	3

Vehicle Mix

Heavy Vehicle Percentages

		To				
		A - London Distribution Park	B - Dock Road South	C - A1089 St Andrews Road	D - Thurrock Park Way	E - A1089 Dock Road
From	A - London Distribution Park	0	24	53	0	10
	B - Dock Road South	0	0	0	10	1
	C - A1089 St Andrews Road	92	0	77	16	34
	D - Thurrock Park Way	0	0	26	43	0
	E - A1089 Dock Road	73	3	78	22	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)
A - London Distribution Park	0.25	6.21	0.4	A	184	275
B - Dock Road South	0.46	6.50	0.9	A	407	610
C - A1089 St Andrews Road	1.11	185.94	109.1	F	1577	2386
D - Thurrock Park Way	0.12	5.56	0.2	A	85	128
E - A1089 Dock Road	0.84	13.34	6.8	B	1591	2387

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)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - London Distribution Park	151	38	1390	1160	0.130	150	42	0.0	0.2	3.958	A
B - Dock Road South	334	83	1136	1307	0.255	332	404	0.0	0.4	3.821	A
C - A1089 St Andrews Road	1294	324	799	1905	0.679	1283	669	0.0	2.7	7.565	A
D - Thurrock Park Way	70	18	1517	1143	0.081	70	565	0.0	0.1	4.088	A
E - A1089 Dock Road	1305	326	133	2297	0.588	1298	1453	0.0	1.7	4.811	A

17:00 - 17:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - London Distribution Park	180	45	1663	1034	0.174	180	50	0.2	0.2	4.680	A
B - Dock Road South	398	100	1360	1203	0.331	398	483	0.4	0.5	4.631	A
C - A1089 St Andrews Road	1545	386	956	1819	0.850	1529	801	2.7	6.7	15.725	C
D - Thurrock Park Way	84	21	1809	1005	0.083	84	676	0.1	0.1	4.762	A
E - A1089 Dock Road	1559	390	159	2283	0.683	1554	1734	1.7	2.8	6.603	A

17:15 - 17:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - London Distribution Park	220	55	2019	871	0.253	220	60	0.2	0.4	6.141	A
B - Dock Road South	488	122	1654	1066	0.457	488	584	0.5	0.9	6.413	A
C - A1089 St Andrews Road	1893	473	1168	1703	1.112	1680	973	6.7	60.0	82.609	F
D - Thurrock Park Way	102	26	2034	899	0.114	102	813	0.1	0.2	5.508	A
E - A1089 Dock Road	1909	477	185	2268	0.842	1894	1952	2.8	6.6	12.450	B

17:30 - 17:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - London Distribution Park	220	55	2033	884	0.255	220	61	0.4	0.4	6.214	A
B - Dock Road South	488	122	1665	1061	0.460	488	589	0.9	0.9	6.500	A
C - A1089 St Andrews Road	1893	473	1173	1700	1.114	1696	979	60.0	109.1	185.941	F
D - Thurrock Park Way	102	26	2051	891	0.115	102	819	0.2	0.2	5.564	A
E - A1089 Dock Road	1909	477	186	2268	0.842	1908	1967	6.6	6.8	13.343	B

17:45 - 18:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - London Distribution Park	180	45	1695	1019	0.176	180	52	0.4	0.2	4.772	A
B - Dock Road South	398	100	1381	1193	0.334	400	495	0.9	0.5	4.708	A
C - A1089 St Andrews Road	1545	388	964	1814	0.852	1792	816	109.1	47.4	159.601	F
D - Thurrock Park Way	84	21	2058	888	0.094	84	699	0.2	0.1	5.458	A
E - A1089 Dock Road	1559	390	173	2275	0.685	1574	1969	6.8	3.0	7.044	A

18:00 - 18:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - London Distribution Park	151	38	1410	1150	0.131	151	43	0.2	0.2	4.004	A
B - Dock Road South	334	83	1150	1300	0.256	334	411	0.5	0.4	3.862	A
C - A1089 St Andrews Road	1294	324	805	1902	0.681	1472	680	47.4	2.9	16.599	C
D - Thurrock Park Way	70	18	1695	1059	0.066	70	581	0.1	0.1	4.441	A
E - A1089 Dock Road	1305	326	143	2291	0.570	1310	1622	3.0	1.8	4.954	A

2029_LDM, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	ASDA Roundabout	Standard Roundabout		A, B, C, D, E	21.30	C

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Description	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D19	2029_LDM	AM	2029 Do Minimum AM with LTC Junction flows	ONE HOUR	07:45	09:15	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.30

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - London Distribution Park		ONE HOUR	✓	65	100.000
B - Dock Road South		ONE HOUR	✓	534	100.000
C - A1089 St Andrews Road		ONE HOUR	✓	1447	100.000
D - Thurrock Park Way		ONE HOUR	✓	433	100.000
E - A1089 Dock Road		ONE HOUR	✓	1492	100.000

Origin-Destination Data

Demand (PCU/hr)

		To				
		A - London Distribution Park	B - Dock Road South	C - A1089 St Andrews Road	D - Thurrock Park Way	E - A1089 Dock Road
From	A - London Distribution Park	0	4	17	9	35
	B - Dock Road South	3	0	24	139	368
	C - A1089 St Andrews Road	10	21	37	144	1235
	D - Thurrock Park Way	143	26	116	5	143
	E - A1089 Dock Road	91	214	744	442	1

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	ASDA Roundabout	Standard Roundabout		A, B, C, D, E	29.17	D

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Description	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D40	2038_LDM + Dev	PM	2038 Do Something PM with LTC Junction flows	ONE HOUR	16:45	18:15	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - London Distribution Park		ONE HOUR	✓	198	100.000
B - Dock Road South		ONE HOUR	✓	443	100.000
C - A1089 St Andrews Road		ONE HOUR	✓	1527	100.000
D - Thurrock Park Way		ONE HOUR	✓	93	100.000
E - A1089 Dock Road		ONE HOUR	✓	1605	100.000

Origin-Destination Data

Demand (PCU/hr)

		To				
		A - London Distribution Park	B - Dock Road South	C - A1089 St Andrews Road	D - Thurrock Park Way	E - A1089 Dock Road
From	A - London Distribution Park	0	18	9	28	143
	B - Dock Road South	0	0	28	141	274
	C - A1089 St Andrews Road	6	37	39	103	1342
	D - Thurrock Park Way	2	10	74	5	2
	E - A1089 Dock Road	48	471	609	474	3

Vehicle Mix

Heavy Vehicle Percentages

From	To				
	A - London Distribution Park	B - Dock Road South	C - A1089 St Andrews Road	D - Thurrock Park Way	E - A1089 Dock Road
A - London Distribution Park	0	0	53	0	10
B - Dock Road South	0	0	0	10	1
C - A1089 St Andrews Road	92	0	77	16	27
D - Thurrock Park Way	0	0	26	43	0
E - A1089 Dock Road	73	3	73	22	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)
A - London Distribution Park	0.23	5.52	0.3	A	182	273
B - Dock Road South	0.43	5.83	0.8	A	407	610
C - A1089 St Andrews Road	0.99	61.25	28.1	F	1401	2102
D - Thurrock Park Way	0.11	5.41	0.2	A	85	128
E - A1089 Dock Road	0.78	9.39	4.5	A	1473	2209

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)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - London Distribution Park	149	37	1290	1206	0.124	148	42	0.0	0.2	3.705	A
B - Dock Road South	334	83	1037	1353	0.247	332	402	0.0	0.3	3.649	A
C - A1089 St Andrews Road	1150	287	801	1904	0.604	1142	569	0.0	1.9	5.918	A
D - Thurrock Park Way	70	18	1380	1207	0.058	70	563	0.0	0.1	3.857	A
E - A1089 Dock Road	1208	302	130	2299	0.526	1203	1320	0.0	1.4	4.265	A

17:00 - 17:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - London Distribution Park	178	44	1545	1089	0.163	178	50	0.2	0.2	4.302	A
B - Dock Road South	398	100	1242	1258	0.317	398	481	0.3	0.5	4.333	A
C - A1089 St Andrews Road	1373	343	958	1817	0.755	1365	681	1.9	3.7	9.910	A
D - Thurrock Park Way	84	21	1650	1080	0.078	84	674	0.1	0.1	4.404	A
E - A1089 Dock Road	1443	361	155	2285	0.631	1440	1579	1.4	2.2	5.542	A

17:15 - 17:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - London Distribution Park	218	55	1884	933	0.234	218	61	0.2	0.3	5.478	A
B - Dock Road South	488	122	1516	1131	0.431	487	586	0.5	0.8	5.779	A
C - A1089 St Andrews Road	1681	420	1172	1700	0.989	1614	830	3.7	20.6	37.577	E
D - Thurrock Park Way	102	26	1966	931	0.110	102	819	0.1	0.1	5.294	A
E - A1089 Dock Road	1767	442	187	2267	0.779	1758	1882	2.2	4.4	9.074	A

17:30 - 17:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - London Distribution Park	218	55	1894	928	0.235	218	62	0.3	0.3	5.520	A
B - Dock Road South	488	122	1523	1127	0.433	488	589	0.8	0.8	5.830	A
C - A1089 St Andrews Road	1681	420	1176	1698	0.990	1651	835	20.6	28.1	61.251	F
D - Thurrock Park Way	102	26	2002	914	0.112	102	825	0.1	0.2	5.405	A
E - A1089 Dock Road	1767	442	189	2266	0.780	1767	1916	4.4	4.5	9.388	A

17:45 - 18:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - London Distribution Park	178	44	1562	1081	0.165	178	51	0.3	0.2	4.347	A
B - Dock Road South	398	100	1253	1252	0.318	399	487	0.8	0.5	4.379	A
C - A1089 St Andrews Road	1373	343	964	1814	0.757	1469	688	28.1	4.1	16.658	C
D - Thurrock Park Way	84	21	1748	1034	0.081	84	685	0.2	0.1	4.622	A
E - A1089 Dock Road	1443	361	161	2282	0.632	1452	1671	4.5	2.3	5.722	A

18:00 - 18:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - London Distribution Park	149	37	1300	1201	0.124	149	42	0.2	0.2	3.729	A
B - Dock Road South	334	83	1045	1349	0.247	334	405	0.5	0.3	3.675	A
C - A1089 St Andrews Road	1150	287	806	1901	0.605	1158	573	4.1	2.0	6.200	A
D - Thurrock Park Way	70	18	1397	1199	0.058	70	567	0.1	0.1	3.888	A
E - A1089 Dock Road	1208	302	131	2298	0.526	1212	1336	2.3	1.5	4.338	A

2038_LDM + Dev + Til2, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	ASDA Roundabout	Standard Roundabout		A, B, C, D, E	105.77	F

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Description	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D41	2038_LDM + Dev + Til2	AM	2038 Do Something AM with LTC Junction flows + Tilbury2 - Sensitivity - Junction flows	ONE HOUR	07:45	09:15	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.30

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - London Distribution Park		ONE HOUR	✓	65	100.000
B - Dock Road South		ONE HOUR	✓	534	100.000
C - A1089 St Andrews Road		ONE HOUR	✓	1774	100.000
D - Thurrock Park Way		ONE HOUR	✓	433	100.000
E - A1089 Dock Road		ONE HOUR	✓	1906	100.000

Origin-Destination Data

Demand (PCU/hr)

		To				
		A - London Distribution Park	B - Dock Road South	C - A1089 St Andrews Road	D - Thurrock Park Way	E - A1089 Dock Road
From	A - London Distribution Park	0	4	17	9	35
	B - Dock Road South	3	0	24	139	368
	C - A1089 St Andrews Road	11	23	39	152	1549
	D - Thurrock Park Way	143	26	116	5	143
	E - A1089 Dock Road	96	225	1118	466	1

Vehicle Mix

Heavy Vehicle Percentages

From	To					
	A - London Distribution Park	B - Dock Road South	C - A1089 St Andrews Road	D - Thurrock Park Way	E - A1089 Dock Road	
A - London Distribution Park	0	53	99	52	90	
B - Dock Road South	70	0	20	10	11	
C - A1089 St Andrews Road	43	0	84	19	92	
D - Thurrock Park Way	45	18	14	0	45	
E - A1089 Dock Road	42	9	62	12	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)
A - London Distribution Park	0.09	10.40	0.2	B	59	89
B - Dock Road South	0.64	12.28	2.0	B	490	735
C - A1089 St Andrews Road	1.13	220.74	130.2	F	1628	2442
D - Thurrock Park Way	0.53	11.95	1.6	B	397	596
E - A1089 Dock Road	0.97	49.50	27.7	E	1749	2624

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)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - London Distribution Park	49	12	1509	1105	0.044	48	189	0.0	0.1	7.082	A
B - Dock Road South	402	101	1350	1208	0.333	400	207	0.0	0.6	5.096	A
C - A1089 St Andrews Road	1336	334	768	1922	0.695	1318	982	0.0	4.4	11.751	B
D - Thurrock Park Way	326	81	1510	1146	0.284	324	576	0.0	0.6	6.207	A
E - A1089 Dock Road	1435	359	273	2220	0.647	1424	1560	0.0	2.7	6.619	A

08:00 - 08:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - London Distribution Park	58	15	1805	989	0.060	58	226	0.1	0.1	8.217	A
B - Dock Road South	480	120	1615	1085	0.443	479	248	0.6	0.9	6.799	A
C - A1089 St Andrews Road	1595	399	919	1839	0.867	1568	1175	4.4	11.0	24.791	C
D - Thurrock Park Way	389	97	1799	1010	0.386	388	688	0.6	0.9	8.213	A
E - A1089 Dock Road	1714	428	327	2190	0.782	1704	1860	2.7	5.1	10.755	B

08:15 - 08:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - London Distribution Park	71	18	2151	810	0.088	71	273	0.1	0.2	10.131	B
B - Dock Road South	588	147	1927	940	0.626	584	294	0.9	1.9	11.496	B
C - A1089 St Andrews Road	1953	488	1110	1734	1.126	1707	1402	11.0	72.5	102.353	F
D - Thurrock Park Way	477	119	2006	912	0.523	474	811	0.9	1.5	11.620	B
E - A1089 Dock Road	2099	525	391	2155	0.974	2033	2090	5.1	21.6	32.964	D

08:30 - 08:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - London Distribution Park	71	18	2192	791	0.090	71	276	0.2	0.2	10.401	B
B - Dock Road South	588	147	1963	923	0.637	588	300	1.9	2.0	12.285	B
C - A1089 St Andrews Road	1953	488	1123	1727	1.131	1722	1427	72.5	130.2	220.741	F
D - Thurrock Park Way	477	119	2023	904	0.527	477	823	1.5	1.6	11.951	B
E - A1089 Dock Road	2099	525	393	2154	0.974	2074	2106	21.6	27.7	49.496	E

08:45 - 09:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - London Distribution Park	58	15	1906	922	0.063	58	234	0.2	0.1	8.667	A
B - Dock Road South	480	120	1702	1044	0.460	484	263	2.0	1.0	7.421	A
C - A1089 St Andrews Road	1595	399	948	1823	0.875	1795	1238	130.2	80.1	212.436	F
D - Thurrock Park Way	389	97	2010	910	0.428	391	733	1.6	1.1	9.897	A
E - A1089 Dock Road	1714	428	339	2184	0.785	1801	2063	27.7	5.7	16.750	C

09:00 - 09:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - London Distribution Park	49	12	1542	1090	0.045	49	193	0.1	0.1	7.193	A
B - Dock Road South	402	101	1377	1195	0.336	404	214	1.0	0.6	5.227	A
C - A1089 St Andrews Road	1336	334	777	1917	0.697	1636	1003	80.1	5.0	51.249	F
D - Thurrock Park Way	326	81	1803	1008	0.324	328	610	1.1	0.7	7.543	A
E - A1089 Dock Road	1435	359	289	2211	0.649	1447	1842	5.7	2.8	7.082	A

2038_LDM + Dev + Til2, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	ASDA Roundabout	Standard Roundabout		A, B, C, D, E	86.27	F

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Description	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D42	2038_LDM + Dev + Til2	PM	2038 Do Something AM with LTC Junction flows + Tilbury2 - Sensitivity - Junction flows	ONE HOUR	16:45	18:15	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - London Distribution Park		ONE HOUR	✓	200	100.000
B - Dock Road South		ONE HOUR	✓	443	100.000
C - A1089 St Andrews Road		ONE HOUR	✓	1728	100.000
D - Thurrock Park Way		ONE HOUR	✓	93	100.000
E - A1089 Dock Road		ONE HOUR	✓	1751	100.000

Origin-Destination Data

Demand (PCU/hr)

		To				
		A - London Distribution Park	B - Dock Road South	C - A1089 St Andrews Road	D - Thurrock Park Way	E - A1089 Dock Road
From	A - London Distribution Park	0	20	9	28	143
	B - Dock Road South	0	0	28	141	274
	C - A1089 St Andrews Road	6	37	39	103	1543
	D - Thurrock Park Way	2	10	74	5	2
	E - A1089 Dock Road	48	471	755	474	3

Vehicle Mix

Heavy Vehicle Percentages

From	To				
	A - London Distribution Park	B - Dock Road South	C - A1089 St Andrews Road	D - Thurrock Park Way	E - A1089 Dock Road
A - London Distribution Park	0	24	53	0	10
B - Dock Road South	0	0	0	10	1
C - A1089 St Andrews Road	92	0	77	16	32
D - Thurrock Park Way	0	0	26	43	0
E - A1089 Dock Road	73	3	77	22	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)
A - London Distribution Park	0.26	6.27	0.4	A	184	275
B - Dock Road South	0.46	6.58	0.9	A	407	610
C - A1089 St Andrews Road	1.12	193.61	114.2	F	1586	2378
D - Thurrock Park Way	0.12	5.58	0.2	A	85	128
E - A1089 Dock Road	0.85	13.92	7.2	B	1607	2410

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)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - London Distribution Park	151	38	1399	1156	0.130	150	42	0.0	0.2	3.974	A
B - Dock Road South	334	83	1146	1302	0.256	332	403	0.0	0.4	3.838	A
C - A1089 St Andrews Road	1301	325	800	1904	0.683	1290	678	0.0	2.7	7.546	A
D - Thurrock Park Way	70	18	1528	1137	0.082	70	562	0.0	0.1	4.108	A
E - A1089 Dock Road	1318	330	129	2299	0.573	1311	1468	0.0	1.8	4.859	A

17:00 - 17:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - London Distribution Park	180	45	1674	1029	0.175	180	50	0.2	0.2	4.707	A
B - Dock Road South	398	100	1372	1197	0.333	398	482	0.4	0.5	4.658	A
C - A1089 St Andrews Road	1553	388	958	1818	0.855	1537	811	2.7	6.9	15.925	C
D - Thurrock Park Way	84	21	1822	999	0.084	84	673	0.1	0.1	4.794	A
E - A1089 Dock Road	1574	394	155	2285	0.689	1570	1751	1.8	2.9	6.713	A

17:15 - 17:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - London Distribution Park	220	55	2031	865	0.255	220	60	0.2	0.4	6.195	A
B - Dock Road South	488	122	1668	1060	0.460	486	583	0.5	0.9	6.484	A
C - A1089 St Andrews Road	1903	476	1170	1702	1.118	1680	984	6.9	62.4	85.139	F
D - Thurrock Park Way	102	26	2041	896	0.114	102	809	0.1	0.2	5.529	A
E - A1089 Dock Road	1928	482	180	2271	0.849	1912	1964	2.9	6.9	12.907	B

17:30 - 17:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - London Distribution Park	220	55	2046	858	0.257	220	61	0.4	0.4	6.273	A
B - Dock Road South	488	122	1679	1055	0.462	488	588	0.9	0.9	6.576	A
C - A1089 St Andrews Road	1903	476	1176	1698	1.120	1695	991	62.4	114.2	193.809	F
D - Thurrock Park Way	102	26	2057	888	0.115	102	814	0.2	0.2	5.583	A
E - A1089 Dock Road	1928	482	181	2271	0.849	1927	1979	6.9	7.2	13.925	B

17:45 - 18:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - London Distribution Park	180	45	1708	1015	0.177	180	52	0.4	0.2	4.798	A
B - Dock Road South	398	100	1393	1188	0.335	400	493	0.9	0.5	4.743	A
C - A1089 St Andrews Road	1553	388	966	1813	0.857	1792	826	114.2	54.4	171.383	F
D - Thurrock Park Way	84	21	2064	885	0.095	84	694	0.2	0.1	5.479	A
E - A1089 Dock Road	1574	394	167	2278	0.691	1591	1981	7.2	3.1	7.190	A

18:00 - 18:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - London Distribution Park	151	38	1420	1146	0.131	151	43	0.2	0.2	4.021	A
B - Dock Road South	334	83	1160	1295	0.257	334	411	0.5	0.4	3.883	A
C - A1089 St Andrews Road	1301	325	806	1901	0.684	1507	688	54.4	3.0	19.840	C
D - Thurrock Park Way	70	18	1734	1040	0.067	70	579	0.1	0.1	4.523	A
E - A1089 Dock Road	1318	330	140	2293	0.575	1323	1664	3.1	1.8	5.011	A

<h1>Junctions 9</h1>
<h2>ARCADY 9 - Roundabout Module</h2>
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Path: \\uk.wspgroup.com\Central Data\Projects\700635xx\70063529 - London Paramount Resort\03 WIP\TP Transport Planning\01 Analysis & Calcs\Junction Assessments
Report generation date: 17/12/2020 16:26:09

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- »2018 BY, PM
- »2023_DM, AM
- »2023_DM, PM
- »2023_DM + Dev, AM
- »2023_DM + Dev, PM
- »2025_DM, AM
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- »2029_DM, AM
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- »2038_LDM + Dev, AM
- »2038_LDM + Dev, PM
- »2038_LDM + Dev + Til2, AM
- »2038_LDM + Dev + Til2, PM

Summary of junction performance

	AM					PM				
	Set ID	Queue (PCU)	Delay (s)	RFC	LOS	Set ID	Queue (PCU)	Delay (s)	RFC	LOS
2018 BY										
A - London Distribution Park	D1	0.2	8.94	0.08	A	D2	0.3	4.47	0.20	A
B - Dock Road South		1.5	9.00	0.56	A		0.7	4.89	0.39	A
C - A1089 St Andrews Road		1.7	7.06	0.46	A		2.3	6.79	0.63	A
D - Thurrock Park Way		0.8	6.33	0.37	A		0.1	4.32	0.09	A
E - A1089 Dock Road		7.9	15.98	0.85	C		2.1	5.41	0.62	A
2023_DM										
A - London Distribution Park	D3	0.2	10.04	0.09	B	D4	0.3	4.92	0.21	A
B - Dock Road South		1.7	10.82	0.61	B		0.7	5.26	0.41	A
C - A1089 St Andrews Road		2.1	8.15	0.52	A		3.4	9.07	0.72	A
D - Thurrock Park Way		0.9	6.68	0.38	A		0.1	4.61	0.10	A
E - A1089 Dock Road		21.7	39.88	0.96	E		2.9	6.78	0.69	A
2023_DM + Dev										
A - London Distribution Park	D5	0.2	10.50	0.09	B	D6	0.3	4.92	0.21	A
B - Dock Road South		1.9	11.93	0.63	B		0.7	5.26	0.41	A
C - A1089 St Andrews Road		2.1	8.09	0.52	A		6.3	14.96	0.84	B
D - Thurrock Park Way		0.9	6.68	0.38	A		0.1	5.18	0.11	A
E - A1089 Dock Road		44.1	71.32	1.01	F		2.9	6.78	0.69	A
2025_DM										
A - London Distribution Park	D7	0.2	10.22	0.09	B	D8	0.3	5.00	0.22	A
B - Dock Road South		1.8	11.16	0.61	B		0.7	5.33	0.41	A
C - A1089 St Andrews Road		2.2	8.38	0.53	A		3.6	9.65	0.74	A
D - Thurrock Park Way		0.9	6.75	0.39	A		0.1	4.67	0.10	A
E - A1089 Dock Road		27.9	49.32	0.98	E		3.1	7.10	0.71	A
2025_DM + Dev										
A - London Distribution Park	D9	0.2	10.42	0.09	B	D10	0.3	5.11	0.22	A
B - Dock Road South		1.9	11.63	0.62	B		0.7	5.46	0.42	A
C - A1089 St Andrews Road		2.2	8.35	0.53	A		5.5	13.41	0.82	B
D - Thurrock Park Way		0.9	6.75	0.39	A		0.1	5.04	0.11	A
E - A1089 Dock Road		38.0	63.44	1.00	F		3.4	7.48	0.72	A
2029_DM										
A - London Distribution Park	D11	0.2	10.58	0.09	B	D12	0.3	5.32	0.23	A
B - Dock Road South		1.9	11.82	0.63	B		0.8	5.59	0.42	A
C - A1089 St Andrews Road		2.6	9.08	0.57	A		4.8	12.15	0.79	B
D - Thurrock Park Way		0.9	6.98	0.39	A		0.1	4.86	0.10	A
E - A1089 Dock Road		62.8	94.48	1.03	F		3.9	8.40	0.75	A
2029_DM + Til2										
A - London Distribution Park	D13	0.2	10.79	0.09	B	D14	0.4	6.06	0.25	A
B - Dock Road South		2.1	12.88	0.65	B		0.8	6.29	0.45	A
C - A1089 St Andrews Road		4.7	13.27	0.70	B		11.8	26.73	0.91	D
D - Thurrock Park Way		1.1	8.44	0.44	A		0.2	5.48	0.11	A
E - A1089 Dock Road		189.5	284.31	1.16	F		6.1	12.08	0.82	B
2029_DM + Dev										
A - London Distribution Park	D15	0.2	10.67	0.09	B	D16	0.3	5.48	0.23	A
B - Dock Road South		1.9	12.15	0.63	B		0.8	5.77	0.43	A
C - A1089 St Andrews Road		2.5	8.98	0.56	A		10.2	23.31	0.90	C
D - Thurrock Park Way		0.9	6.98	0.39	A		0.2	5.43	0.11	A
E - A1089 Dock Road		62.7	93.76	1.03	F		4.0	8.40	0.75	A

E - A1089 Dock Road		89.7	120.70	1.00	F		4.3	9.12	0.77	A
2029_DM + Dev + Til2										
A - London Distribution Park	D17	0.2	10.82	0.09	B	D18	0.4	6.24	0.26	A
B - Dock Road South		2.1	13.08	0.65	B		0.9	6.52	0.46	A
C - A1089 St Andrews Road		4.6	13.07	0.70	B		44.5	81.39	1.02	F
D - Thurrock Park Way		1.1	8.44	0.44	A		0.2	6.02	0.12	A
E - A1089 Dock Road		225.0	352.22	1.19	F		6.9	13.48	0.84	B
2029_LDM										
A - London Distribution Park	D19	0.2	8.18	0.07	A	D20	0.3	4.89	0.21	A
B - Dock Road South		1.3	7.82	0.53	A		0.7	5.25	0.41	A
C - A1089 St Andrews Road		9.6	22.82	0.84	C		2.7	7.78	0.67	A
D - Thurrock Park Way		1.4	10.34	0.49	B		0.1	4.44	0.09	A
E - A1089 Dock Road		4.5	10.07	0.76	B		2.9	6.72	0.69	A
2029_LDM + Til2										
A - London Distribution Park	D21	0.2	9.45	0.08	A	D22	0.3	5.52	0.23	A
B - Dock Road South		1.6	10.21	0.59	B		0.8	5.87	0.43	A
C - A1089 St Andrews Road		34.7	69.22	0.98	F		5.1	12.55	0.79	B
D - Thurrock Park Way		1.7	13.37	0.56	B		0.1	4.96	0.10	A
E - A1089 Dock Road		10.8	21.53	0.89	C		4.3	9.02	0.76	A
2029_LDM + Dev										
A - London Distribution Park	D23	0.2	8.46	0.07	A	D24	0.3	5.02	0.22	A
B - Dock Road South		1.3	8.30	0.54	A		0.7	5.41	0.41	A
C - A1089 St Andrews Road		9.6	22.81	0.84	C		4.5	11.24	0.78	B
D - Thurrock Park Way		1.4	10.34	0.49	B		0.1	4.91	0.10	A
E - A1089 Dock Road		5.3	11.46	0.79	B		3.2	7.17	0.71	A
2029_LDM + Dev + Til2										
A - London Distribution Park	D25	0.2	9.81	0.09	A	D26	0.3	5.68	0.24	A
B - Dock Road South		1.8	11.00	0.61	B		0.8	6.06	0.44	A
C - A1089 St Andrews Road		34.6	68.93	0.98	F		10.6	23.99	0.90	C
D - Thurrock Park Way		1.7	13.37	0.56	B		0.2	5.55	0.11	A
E - A1089 Dock Road		14.4	27.84	0.92	D		4.7	9.79	0.78	A
2038_DM										
A - London Distribution Park	D27	0.2	10.70	0.09	B	D28	0.4	5.89	0.25	A
B - Dock Road South		1.9	12.06	0.63	B		0.8	6.03	0.44	A
C - A1089 St Andrews Road		3.1	10.26	0.62	B		8.4	19.81	0.87	C
D - Thurrock Park Way		1.0	7.35	0.41	A		0.1	5.18	0.11	A
E - A1089 Dock Road		149.8	208.12	1.12	F		5.8	11.58	0.82	B
2038_DM + Til2										
A - London Distribution Park	D29	0.2	10.81	0.09	B	D30	0.4	6.77	0.27	A
B - Dock Road South		2.1	12.86	0.65	B		0.9	6.85	0.47	A
C - A1089 St Andrews Road		5.9	15.79	0.75	C		31.5	62.99	0.99	F
D - Thurrock Park Way		1.2	8.98	0.46	A		0.2	5.80	0.12	A
E - A1089 Dock Road		301.0	492.52	1.25	F		10.2	19.19	0.89	C
2038_DM + Dev										
A - London Distribution Park	D31	0.2	10.75	0.09	B	D32	0.4	6.11	0.25	A
B - Dock Road South		2.0	12.37	0.64	B		0.8	6.29	0.45	A
C - A1089 St Andrews Road		3.1	10.05	0.61	B		54.1	95.66	1.04	F
D - Thurrock Park Way		1.0	7.35	0.41	A		0.2	5.92	0.12	A
E - A1089 Dock Road		201.0	306.30	1.17	F		6.8	13.32	0.85	B
2038_DM + Dev + Til2										
A - London Distribution Park	D33	0.2	10.84	0.09	B	D34	0.4	7.01	0.28	A
B - Dock Road South		2.1	13.13	0.65	B		1.0	7.15	0.48	A
C - A1089 St Andrews Road		5.8	15.41	0.75	C		154.2	238.92	1.16	F
D - Thurrock Park Way		1.2	8.98	0.46	A		0.2	6.03	0.12	A
E - A1089 Dock Road		382.6	609.65	1.29	F		12.6	23.21	0.91	C
2038_LDM										

A - London Distribution Park	D35	0.2	8.55	0.08	A	D36	0.3	5.33	0.23	A
B - Dock Road South		1.3	8.34	0.54	A		0.8	5.60	0.42	A
C - A1089 St Andrews Road		14.4	32.75	0.89	D		3.8	10.02	0.74	B
D - Thurrock Park Way		1.5	11.17	0.51	B		0.1	4.67	0.10	A
E - A1089 Dock Road		5.7	12.19	0.81	B		4.0	8.47	0.76	A
2038_LDM + Til2										
A - London Distribution Park	D37	0.2	9.90	0.09	A	D38	0.4	6.07	0.25	A
B - Dock Road South		1.8	11.04	0.61	B		0.8	6.31	0.45	A
C - A1089 St Andrews Road		64.1	112.67	1.04	F		8.1	18.96	0.86	C
D - Thurrock Park Way		1.8	13.84	0.56	B		0.1	5.25	0.11	A
E - A1089 Dock Road		16.1	30.91	0.93	D		6.2	12.22	0.83	B
2038_LDM + Dev										
A - London Distribution Park	D39	0.2	9.02	0.08	A	D40	0.3	5.53	0.24	A
B - Dock Road South		1.5	9.19	0.57	A		0.8	5.83	0.43	A
C - A1089 St Andrews Road		14.3	32.71	0.89	D		10.7	24.21	0.91	C
D - Thurrock Park Way		1.5	11.17	0.51	B		0.2	5.48	0.11	A
E - A1089 Dock Road		7.7	15.89	0.85	C		4.5	9.40	0.78	A
2038_LDM + Dev + Til2										
A - London Distribution Park	D41	0.2	10.43	0.09	B	D42	0.4	6.30	0.26	A
B - Dock Road South		2.0	12.32	0.64	B		0.9	6.59	0.46	A
C - A1089 St Andrews Road		63.1	111.07	1.04	F		47.9	86.10	1.02	F
D - Thurrock Park Way		1.8	13.87	0.56	B		0.2	6.06	0.12	A
E - A1089 Dock Road		28.1	50.24	0.98	F		7.3	14.06	0.85	B

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.

File summary

File Description

Title	
Location	
Site number	
Date	30/10/2020
Version	
Status	(new file)
Identifier	
Client	
Jobnumber	
Enumerator	CORP\INVN01911
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	Calculate residual capacity	RFC Threshold	Average Delay threshold (s)	Queue threshold (PCU)
5.75				0.85	36.00	20.00

Demand Set Summary

ID	Scenario name	Time Period name	Description	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D1	2018 BY	AM	2018 Base Year AM Junction Flows	ONE HOUR	07:45	09:15	15	✓
D2	2018 BY	PM	2018 Base Year PM Junction Flows	ONE HOUR	16:45	18:15	15	✓

D3	2023_DM	AM	2023 Do Minimum AM Junction flows	ONE HOUR	07:45	09:15	15	✓
D4	2023_DM	PM	2023 Do Minimum PM Junction flows	ONE HOUR	16:45	18:15	15	✓
D5	2023_DM + Dev	AM	2023 Do Something (Construction) AM Junction flows	ONE HOUR	07:45	09:15	15	✓
D6	2023_DM + Dev	PM	2023 Do Something (Construction) PM Junction flows	ONE HOUR	16:45	18:15	15	✓
D7	2025_DM	AM	2025 Do Minimum AM Junction flows	ONE HOUR	07:45	09:15	15	✓
D8	2025_DM	PM	2025 Do Minimum PM Junction flows	ONE HOUR	16:45	18:15	15	✓
D9	2025_DM + Dev	AM	2025 Do Something AM Junction flows	ONE HOUR	07:45	09:15	15	✓
D10	2025_DM + Dev	PM	2025 Do Something PM Junction flows	ONE HOUR	16:45	18:15	15	✓
D11	2029_DM	AM	2029 Do Minimum AM Junction flows	ONE HOUR	07:45	09:15	15	✓
D12	2029_DM	PM	2029 Do Minimum PM Junction flows	ONE HOUR	16:45	18:15	15	✓
D13	2029_DM + Til2	AM	2029 Do Minimum AM Junction flows + Tilbury2	ONE HOUR	07:45	09:15	15	✓
D14	2029_DM + Til2	PM	2029 Do Minimum PM Junction flows + Tilbury2	ONE HOUR	16:45	18:15	15	✓
D15	2029_DM + Dev	AM	2029 Do Something AM Junction flows	ONE HOUR	07:45	09:15	15	✓
D16	2029_DM + Dev	PM	2029 Do Something PM Junction flows	ONE HOUR	16:45	18:15	15	✓
D17	2029_DM + Dev + Til2	AM	2029 Do Something + Tilbury2 - Sensitivity - AM Junction flows	ONE HOUR	07:45	09:15	15	✓
D18	2029_DM + Dev + Til2	PM	2029 Do Something + Tilbury2 - Sensitivity - PM Junction flows	ONE HOUR	16:45	18:15	15	✓
D19	2029_LDM	AM	2029 Do Minimum AM with LTC Junction flows	ONE HOUR	07:45	09:15	15	✓
D20	2029_LDM	PM	2029 Do Minimum PM with LTC Junction flows	ONE HOUR	16:45	18:15	15	✓
D21	2029_LDM + Til2	AM	2029 Do Minimum AM with LTC Junction flows + Tilbury2	ONE HOUR	07:45	09:15	15	✓
D22	2029_LDM + Til2	PM	2029 Do Minimum PM with LTC Junction flows + Tilbury2	ONE HOUR	16:45	18:15	15	✓
D23	2029_LDM + Dev	AM	2029 Do Something AM with LTC Junction flows	ONE HOUR	07:45	09:15	15	✓
D24	2029_LDM + Dev	PM	2029 Do Something PM with LTC Junction flows	ONE HOUR	16:45	18:15	15	✓
D25	2029_LDM + Dev + Til2	AM	2029 Do Something AM with LTC Junction flows + Tilbury2 - Sensitivity - Junction flows	ONE HOUR	07:45	09:15	15	✓
D26	2029_LDM + Dev + Til2	PM	2029 Do Something PM with LTC Junction flows + Tilbury2 - Sensitivity - Junction flows	ONE HOUR	16:45	18:15	15	✓
D27	2038_DM	AM	2038 Do Minimum AM Junction flows	ONE HOUR	07:45	09:15	15	✓
D28	2038_DM	PM	2038 Do Minimum PM Junction flows	ONE HOUR	16:45	18:15	15	✓
D29	2038_DM + Til2	AM	2038 Do Minimum AM Junction flows + Tilbury2	ONE HOUR	07:45	09:15	15	✓
D30	2038_DM + Til2	PM	2038 Do Minimum PM Junction flows + Tilbury2	ONE HOUR	16:45	18:15	15	✓
D31	2038_DM + Dev	AM	2038 Do Something AM Junction flows	ONE HOUR	07:45	09:15	15	✓
D32	2038_DM + Dev	PM	2038 Do Something PM Junction flows	ONE HOUR	16:45	18:15	15	✓
D33	2038_DM + Dev + Til2	AM	2038 Do Something + Tilbury2 - Sensitivity - AM Junction flows	ONE HOUR	07:45	09:15	15	✓
D34	2038_DM + Dev + Til2	PM	2038 Do Something + Tilbury2 - Sensitivity - PM Junction flows	ONE HOUR	16:45	18:15	15	✓
D35	2038_LDM	AM	2038 Do Minimum AM with LTC Junction flows	ONE HOUR	07:45	09:15	15	✓
D36	2038_LDM	PM	2038 Do Minimum PM with LTC Junction flows	ONE HOUR	16:45	18:15	15	✓
D37	2038_LDM + Til2	AM	2038 Do Minimum AM with LTC Junction flows + Tilbury2	ONE HOUR	07:45	09:15	15	✓
D38	2038_LDM + Til2	PM	2038 Do Minimum PM with LTC Junction flows + Tilbury2	ONE HOUR	16:45	18:15	15	✓
D39	2038_LDM + Dev	AM	2038 Do Something AM with LTC Junction flows	ONE HOUR	07:45	09:15	15	✓
D40	2038_LDM + Dev	PM	2038 Do Something PM with LTC Junction flows	ONE HOUR	16:45	18:15	15	✓
D41	2038_LDM + Dev + Til2	AM	2038 Do Something AM with LTC Junction flows + Tilbury2 - Sensitivity - Junction flows	ONE HOUR	07:45	09:15	15	✓

D42	2038_LDM + Dev + Til2	PM	2038 Do Something AM with LTC Junction flows + Tilbury2 - Sensitivity - Junction flows	ONE HOUR	16:45	18:15	15	✓
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Analysis Set Details

ID	Include in report	Network flow scaling factor (%)	Network capacity scaling factor (%)
A1	✓	100.000	100.000

2018 BY, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	C - A1089 St Andrews Road - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	ASDA Roundabout	Standard Roundabout		A, B, C, D, E	11.61	B

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Name	Description
A	London Distribution Park	
B	Dock Road South	
C	A1089 St Andrews Road	
D	Thurrock Park Way	
E	A1089 Dock Road	

Roundabout Geometry

Arm	V - Approach road half-width (m)	E - Entry width (m)	F - Effective flare length (m)	R - Entry radius (m)	D - Inscribed circle diameter (m)	PHI - Conflict (entry) angle (deg)	Exit only
A - London Distribution Park	3.50	8.60	15.0	45.0	116.0	38.0	
B - Dock Road South	3.70	7.30	22.5	21.0	116.0	32.0	
C - A1089 St Andrews Road	7.42	8.11	37.0	36.0	116.0	27.0	
D - Thurrock Park Way	3.70	9.00	13.5	45.0	116.0	34.0	
E - A1089 Dock Road	7.45	7.45	0.0	60.0	116.0	25.0	

Slope / Intercept / Capacity

Roundabout Slope and Intercept used in model

Arm	Final slope	Final intercept (PCU/hr)
A - London Distribution Park	0.460	1800
B - Dock Road South	0.464	1834
C - A1089 St Andrews Road	0.568	2524
D - Thurrock Park Way	0.471	1857
E - A1089 Dock Road	0.550	2370

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

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Description	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D1	2018 BY	AM	2018 Base Year AM Junction Flows	ONE HOUR	07:45	09:15	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.30

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - London Distribution Park		ONE HOUR	✓	65	100.000
B - Dock Road South		ONE HOUR	✓	534	100.000
C - A1089 St Andrews Road		ONE HOUR	✓	773	100.000
D - Thurrock Park Way		ONE HOUR	✓	433	100.000
E - A1089 Dock Road		ONE HOUR	✓	1684	100.000

Origin-Destination Data

Demand (PCU/hr)

	From	To				
		A - London Distribution Park	B - Dock Road South	C - A1089 St Andrews Road	D - Thurrock Park Way	E - A1089 Dock Road
	A - London Distribution Park	0	4	17	9	35
	B - Dock Road South	3	0	24	139	368
	C - A1089 St Andrews Road	6	11	20	77	659
	D - Thurrock Park Way	143	26	116	5	143
	E - A1089 Dock Road	103	241	840	499	1

Vehicle Mix

Heavy Vehicle Percentages

	From	To				
		A - London Distribution Park	B - Dock Road South	C - A1089 St Andrews Road	D - Thurrock Park Way	E - A1089 Dock Road
	A - London Distribution Park	0	53	99	52	90
	B - Dock Road South	70	0	20	10	11
	C - A1089 St Andrews Road	43	0	84	19	90
	D - Thurrock Park Way	45	18	14	0	45
	E - A1089 Dock Road	42	9	62	12	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)
A - London Distribution Park	0.08	8.94	0.2	A	59	89
B - Dock Road South	0.56	9.00	1.5	A	490	735
C - A1089 St Andrews Road	0.46	7.06	1.7	A	709	1084
D - Thurrock Park Way	0.37	6.33	0.8	A	397	596
E - A1089 Dock Road	0.85	15.98	7.9	C	1545	2318

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)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - London Distribution Park	49	12	1317	1194	0.041	48	191	0.0	0.1	6.538	A
B - Dock Road South	402	101	1154	1298	0.310	400	211	0.0	0.5	4.588	A
C - A1089 St Andrews Road	582	145	793	2074	0.281	579	761	0.0	0.8	4.785	A
D - Thurrock Park Way	326	81	826	1468	0.222	324	546	0.0	0.4	4.467	A
E - A1089 Dock Road	1268	317	247	2234	0.568	1261	903	0.0	1.8	5.237	A

08:00 - 08:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - London Distribution Park	58	15	1577	1074	0.054	58	229	0.1	0.1	7.389	A
B - Dock Road South	480	120	1382	1192	0.403	479	252	0.5	0.8	5.779	A
C - A1089 St Andrews Road	695	174	950	1985	0.350	694	912	0.8	1.1	5.523	A
D - Thurrock Park Way	389	97	990	1391	0.280	389	654	0.4	0.5	5.102	A
E - A1089 Dock Road	1514	379	296	2207	0.686	1509	1082	1.8	3.0	7.308	A

08:15 - 08:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - London Distribution Park	71	18	1920	916	0.078	71	279	0.1	0.2	8.856	A
B - Dock Road South	588	147	1683	1053	0.558	585	307	0.8	1.4	8.781	A
C - A1089 St Andrews Road	851	213	1158	1867	0.456	849	1110	1.1	1.6	6.997	A
D - Thurrock Park Way	477	119	1211	1287	0.370	476	796	0.5	0.8	6.297	A
E - A1089 Dock Road	1854	464	362	2171	0.854	1836	1324	3.0	7.5	14.628	B

08:30 - 08:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - London Distribution Park	71	18	1935	909	0.078	71	281	0.2	0.2	8.937	A
B - Dock Road South	588	147	1697	1047	0.562	588	310	1.4	1.5	8.996	A
C - A1089 St Andrews Road	851	213	1166	1862	0.457	851	1119	1.6	1.7	7.057	A
D - Thurrock Park Way	477	119	1214	1285	0.371	477	802	0.8	0.8	6.329	A
E - A1089 Dock Road	1854	464	383	2170	0.854	1853	1328	7.5	7.9	15.962	C

08:45 - 09:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - London Distribution Park	58	15	1600	1063	0.055	58	231	0.2	0.1	7.449	A
B - Dock Road South	480	120	1402	1183	0.406	483	256	1.5	0.8	5.914	A
C - A1089 St Andrews Road	695	174	960	1979	0.351	697	924	1.7	1.1	5.580	A
D - Thurrock Park Way	389	97	996	1388	0.280	390	662	0.8	0.6	5.135	A
E - A1089 Dock Road	1514	379	298	2206	0.686	1533	1089	7.9	3.2	7.829	A

09:00 - 09:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - London Distribution Park	49	12	1330	1188	0.041	49	193	0.1	0.1	6.576	A
B - Dock Road South	402	101	1165	1293	0.311	403	213	0.8	0.5	4.644	A
C - A1089 St Andrews Road	582	145	800	2070	0.281	583	769	1.1	0.8	4.804	A
D - Thurrock Park Way	326	81	832	1465	0.223	327	551	0.6	0.4	4.498	A
E - A1089 Dock Road	1268	317	249	2233	0.568	1273	910	3.2	1.9	5.380	A

2018 BY, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	C - A1089 St Andrews Road - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	ASDA Roundabout	Standard Roundabout		A, B, C, D, E	5.73	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Description	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D2	2018 BY	PM	2018 Base Year PM Junction Flows	ONE HOUR	18:45	18:15	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - London Distribution Park		ONE HOUR	✓	198	100.000
B - Dock Road South		ONE HOUR	✓	443	100.000
C - A1089 St Andrews Road		ONE HOUR	✓	1098	100.000
D - Thurrock Park Way		ONE HOUR	✓	93	100.000
E - A1089 Dock Road		ONE HOUR	✓	1274	100.000

Origin-Destination Data

Demand (PCU/hr)

		To				
		A - London Distribution Park	B - Dock Road South	C - A1089 St Andrews Road	D - Thurrock Park Way	E - A1089 Dock Road
From	A - London Distribution Park	0	18	9	28	143
	B - Dock Road South	0	0	28	141	274
	C - A1089 St Andrews Road	5	33	34	90	938
	D - Thurrock Park Way	2	10	74	5	2
	E - A1089 Dock Road	39	387	457	389	2

Vehicle Mix

Heavy Vehicle Percentages

From	To				
	A - London Distribution Park	B - Dock Road South	C - A1089 St Andrews Road	D - Thurrock Park Way	E - A1089 Dock Road
A - London Distribution Park	0	0	53	0	10
B - Dock Road South	0	0	0	10	1
C - A1089 St Andrews Road	92	0	77	16	34
D - Thurrock Park Way	0	0	26	43	0
E - A1089 Dock Road	73	3	79	22	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)
A - London Distribution Park	0.20	4.47	0.3	A	182	273
B - Dock Road South	0.39	4.89	0.7	A	407	610
C - A1089 St Andrews Road	0.63	6.79	2.3	A	1008	1511
D - Thurrock Park Way	0.09	4.32	0.1	A	85	128
E - A1089 Dock Road	0.62	5.41	2.1	A	1169	1754

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)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - London Distribution Park	149	37	1043	1319	0.113	149	34	0.0	0.1	3.345	A
B - Dock Road South	334	83	856	1437	0.232	332	336	0.0	0.3	3.373	A
C - A1089 St Andrews Road	827	207	737	2106	0.393	823	451	0.0	0.8	3.707	A
D - Thurrock Park Way	70	18	1070	1353	0.052	70	490	0.0	0.1	3.418	A
E - A1089 Dock Road	959	240	122	2303	0.416	955	1018	0.0	0.9	3.484	A

17:00 - 17:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - London Distribution Park	178	44	1249	1225	0.145	178	41	0.1	0.2	3.743	A
B - Dock Road South	398	100	1024	1359	0.293	398	402	0.3	0.4	3.880	A
C - A1089 St Andrews Road	987	247	882	2024	0.488	985	541	0.8	1.2	4.588	A
D - Thurrock Park Way	84	21	1281	1254	0.067	84	588	0.1	0.1	3.748	A
E - A1089 Dock Road	1145	288	148	2290	0.500	1144	1218	0.9	1.3	4.101	A

17:15 - 17:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - London Distribution Park	218	55	1528	1096	0.199	218	51	0.2	0.3	4.461	A
B - Dock Road South	488	122	1254	1252	0.390	487	492	0.4	0.7	4.888	A
C - A1089 St Andrews Road	1209	302	1079	1912	0.632	1205	661	1.2	2.2	6.709	A
D - Thurrock Park Way	102	26	1567	1119	0.092	102	717	0.1	0.1	4.315	A
E - A1089 Dock Road	1403	351	179	2272	0.617	1400	1490	1.3	2.1	5.375	A

17:30 - 17:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - London Distribution Park	218	55	1531	1095	0.199	218	51	0.3	0.3	4.470	A
B - Dock Road South	488	122	1258	1251	0.390	488	493	0.7	0.7	4.885	A
C - A1089 St Andrews Road	1209	302	1081	1910	0.633	1209	663	2.2	2.3	6.792	A
D - Thurrock Park Way	102	26	1571	1117	0.092	102	719	0.1	0.1	4.324	A
E - A1089 Dock Road	1403	351	179	2271	0.618	1403	1494	2.1	2.1	5.415	A

17:45 - 18:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - London Distribution Park	178	44	1254	1223	0.146	178	41	0.3	0.2	3.757	A
B - Dock Road South	398	100	1028	1357	0.294	399	404	0.7	0.4	3.897	A
C - A1089 St Andrews Road	987	247	885	2022	0.488	991	543	2.3	1.3	4.641	A
D - Thurrock Park Way	84	21	1287	1251	0.067	84	589	0.1	0.1	3.759	A
E - A1089 Dock Road	1145	286	147	2289	0.500	1148	1224	2.1	1.3	4.136	A

18:00 - 18:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - London Distribution Park	149	37	1049	1317	0.113	149	35	0.2	0.1	3.356	A
B - Dock Road South	334	83	860	1435	0.232	334	338	0.4	0.3	3.391	A
C - A1089 St Andrews Road	827	207	740	2104	0.393	828	454	1.3	0.9	3.744	A
D - Thurrock Park Way	70	18	1076	1350	0.052	70	492	0.1	0.1	3.429	A
E - A1089 Dock Road	959	240	123	2303	0.417	961	1024	1.3	0.9	3.509	A

2023_DM, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	C - A1089 St Andrews Road - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	ASDA Roundabout	Standard Roundabout		A, B, C, D, E	24.21	C

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Description	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D3	2023_DM	AM	2023 Do Minimum AM Junction flows	ONE HOUR	07:45	09:15	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.30

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - London Distribution Park		ONE HOUR	✓	65	100.000
B - Dock Road South		ONE HOUR	✓	534	100.000
C - A1089 St Andrews Road		ONE HOUR	✓	865	100.000
D - Thurrock Park Way		ONE HOUR	✓	433	100.000
E - A1089 Dock Road		ONE HOUR	✓	1886	100.000

Origin-Destination Data

Demand (PCU/hr)

		To				
		A - London Distribution Park	B - Dock Road South	C - A1089 St Andrews Road	D - Thurrock Park Way	E - A1089 Dock Road
From	A - London Distribution Park	0	4	17	9	35
	B - Dock Road South	3	0	24	139	368
	C - A1089 St Andrews Road	6	13	22	86	738
	D - Thurrock Park Way	143	26	116	5	143
	E - A1089 Dock Road	116	270	940	559	1

Vehicle Mix

Heavy Vehicle Percentages

From	To				
	A - London Distribution Park	B - Dock Road South	C - A1089 St Andrews Road	D - Thurrock Park Way	E - A1089 Dock Road
A - London Distribution Park	0	53	99	52	90
B - Dock Road South	70	0	20	10	11
C - A1089 St Andrews Road	43	0	84	19	90
D - Thurrock Park Way	45	18	14	0	45
E - A1089 Dock Road	42	9	62	12	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)
A - London Distribution Park	0.09	10.04	0.2	B	59	89
B - Dock Road South	0.61	10.82	1.7	B	490	735
C - A1089 St Andrews Road	0.52	8.15	2.1	A	794	1191
D - Thurrock Park Way	0.38	6.68	0.9	A	397	596
E - A1089 Dock Road	0.96	39.88	21.7	E	1731	2596

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)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - London Distribution Park	49	12	1460	1128	0.043	48	201	0.0	0.1	6.935	A
B - Dock Road South	402	101	1274	1243	0.324	400	234	0.0	0.5	4.886	A
C - A1089 St Andrews Road	651	163	837	2049	0.318	648	837	0.0	0.9	5.078	A
D - Thurrock Park Way	326	81	888	1439	0.227	324	597	0.0	0.4	4.584	A
E - A1089 Dock Road	1420	355	250	2233	0.636	1410	962	0.0	2.4	6.175	A

08:00 - 08:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - London Distribution Park	58	15	1747	996	0.058	58	240	0.1	0.1	7.983	A
B - Dock Road South	480	120	1525	1128	0.426	479	280	0.5	0.8	6.386	A
C - A1089 St Andrews Road	778	194	1002	1955	0.398	776	1001	0.9	1.3	6.044	A
D - Thurrock Park Way	389	97	1064	1356	0.287	389	714	0.4	0.6	5.286	A
E - A1089 Dock Road	1696	424	300	2205	0.769	1687	1153	2.4	4.5	9.758	A

08:15 - 08:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - London Distribution Park	71	18	2099	834	0.085	71	291	0.1	0.2	9.811	A
B - Dock Road South	588	147	1833	983	0.598	585	336	0.8	1.7	10.276	B
C - A1089 St Andrews Road	952	238	1213	1836	0.519	949	1205	1.3	2.1	8.020	A
D - Thurrock Park Way	477	119	1301	1244	0.383	476	862	0.6	0.9	6.643	A
E - A1089 Dock Road	2077	519	367	2168	0.958	2023	1409	4.5	17.9	28.411	D

08:30 - 08:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - London Distribution Park	71	18	2135	817	0.087	71	294	0.2	0.2	10.037	B
B - Dock Road South	588	147	1864	969	0.607	588	342	1.7	1.7	10.816	B
C - A1089 St Andrews Road	952	238	1227	1827	0.521	952	1224	2.1	2.1	8.151	A
D - Thurrock Park Way	477	119	1308	1242	0.384	477	874	0.9	0.9	6.684	A
E - A1089 Dock Road	2077	519	368	2168	0.958	2061	1415	17.9	21.7	39.881	E

08:45 - 09:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - London Distribution Park	58	15	1818	963	0.060	58	245	0.2	0.1	8.279	A
B - Dock Road South	480	120	1586	1098	0.437	483	291	1.7	0.9	6.752	A
C - A1089 St Andrews Road	778	194	1029	1940	0.401	781	1040	2.1	1.3	6.174	A
D - Thurrock Park Way	389	97	1072	1352	0.288	390	738	0.9	0.6	5.327	A
E - A1089 Dock Road	1696	424	301	2204	0.769	1762	1161	21.7	5.0	13.218	B

09:00 - 09:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - London Distribution Park	49	12	1479	1119	0.043	49	203	0.1	0.1	7.000	A
B - Dock Road South	402	101	1291	1235	0.326	403	237	0.9	0.6	4.976	A
C - A1089 St Andrews Road	651	163	847	2043	0.319	653	848	1.3	0.9	5.138	A
D - Thurrock Park Way	326	81	896	1435	0.227	327	604	0.6	0.4	4.617	A
E - A1089 Dock Road	1420	355	252	2232	0.636	1430	970	5.0	2.5	6.482	A

2023_DM, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	C - A1089 St Andrews Road - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	ASDA Roundabout	Standard Roundabout		A, B, C, D, E	7.25	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Description	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D4	2023_DM	PM	2023 Do Minimum AM Junction flows	ONE HOUR	16:45	18:15	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - London Distribution Park		ONE HOUR	✓	198	100.000
B - Dock Road South		ONE HOUR	✓	443	100.000
C - A1089 St Andrews Road		ONE HOUR	✓	1232	100.000
D - Thurrock Park Way		ONE HOUR	✓	93	100.000
E - A1089 Dock Road		ONE HOUR	✓	1428	100.000

Origin-Destination Data

Demand (PCU/hr)

		To				
		A - London Distribution Park	B - Dock Road South	C - A1089 St Andrews Road	D - Thurrock Park Way	E - A1089 Dock Road
From	A - London Distribution Park	0	18	9	28	143
	B - Dock Road South	0	0	28	141	274
	C - A1089 St Andrews Road	6	37	38	101	1050
	D - Thurrock Park Way	2	10	74	5	2
	E - A1089 Dock Road	44	433	513	436	2

Vehicle Mix

Heavy Vehicle Percentages

From	To				
	A - London Distribution Park	B - Dock Road South	C - A1089 St Andrews Road	D - Thurrock Park Way	E - A1089 Dock Road
A - London Distribution Park	0	0	53	0	10
B - Dock Road South	0	0	0	10	1
C - A1089 St Andrews Road	92	0	77	16	34
D - Thurrock Park Way	0	0	26	43	0
E - A1089 Dock Road	73	3	79	22	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)
A - London Distribution Park	0.21	4.92	0.3	A	182	273
B - Dock Road South	0.41	5.26	0.7	A	407	610
C - A1089 St Andrews Road	0.72	9.07	3.4	A	1131	1696
D - Thurrock Park Way	0.10	4.61	0.1	A	85	128
E - A1089 Dock Road	0.69	6.78	2.9	A	1310	1966

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)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - London Distribution Park	149	37	1160	1266	0.118	148	39	0.0	0.1	3.507	A
B - Dock Road South	334	83	936	1400	0.238	332	373	0.0	0.3	3.488	A
C - A1089 St Andrews Road	928	232	772	2086	0.445	923	496	0.0	1.1	4.085	A
D - Thurrock Park Way	70	18	1162	1310	0.054	70	533	0.0	0.1	3.538	A
E - A1089 Dock Road	1075	269	129	2299	0.468	1071	1103	0.0	1.1	3.817	A

17:00 - 17:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - London Distribution Park	178	44	1389	1160	0.153	178	47	0.1	0.2	3.989	A
B - Dock Road South	398	100	1120	1314	0.303	398	447	0.3	0.4	4.068	A
C - A1089 St Andrews Road	1108	277	924	2000	0.554	1105	594	1.1	1.6	5.315	A
D - Thurrock Park Way	84	21	1391	1202	0.070	84	638	0.1	0.1	3.923	A
E - A1089 Dock Road	1284	321	154	2285	0.562	1282	1320	1.1	1.7	4.681	A

17:15 - 17:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - London Distribution Park	218	55	1699	1018	0.214	218	57	0.2	0.3	4.897	A
B - Dock Road South	488	122	1370	1198	0.407	487	547	0.4	0.7	5.234	A
C - A1089 St Andrews Road	1356	339	1130	1883	0.721	1350	727	1.6	3.3	8.836	A
D - Thurrock Park Way	102	26	1699	1057	0.097	102	780	0.1	0.1	4.598	A
E - A1089 Dock Road	1572	393	189	2266	0.694	1567	1613	1.7	2.9	6.685	A

17:30 - 17:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - London Distribution Park	218	55	1704	1015	0.215	218	57	0.3	0.3	4.916	A
B - Dock Road South	488	122	1374	1196	0.408	488	548	0.7	0.7	5.262	A
C - A1089 St Andrews Road	1356	339	1133	1881	0.721	1356	729	3.3	3.4	9.072	A
D - Thurrock Park Way	102	26	1706	1053	0.097	102	783	0.1	0.1	4.613	A
E - A1089 Dock Road	1572	393	189	2266	0.694	1572	1619	2.9	2.9	6.781	A

17:45 - 18:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - London Distribution Park	178	44	1397	1157	0.154	178	47	0.3	0.2	4.009	A
B - Dock Road South	398	100	1126	1311	0.304	399	449	0.7	0.5	4.092	A
C - A1089 St Andrews Road	1108	277	928	1997	0.554	1114	597	3.4	1.7	5.438	A
D - Thurrock Park Way	84	21	1401	1197	0.070	84	642	0.1	0.1	3.941	A
E - A1089 Dock Road	1284	321	155	2285	0.562	1289	1329	2.9	1.7	4.747	A

18:00 - 18:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - London Distribution Park	149	37	1168	1262	0.118	149	39	0.2	0.1	3.524	A
B - Dock Road South	334	83	941	1397	0.239	334	376	0.5	0.3	3.508	A
C - A1089 St Andrews Road	928	232	776	2084	0.445	930	499	1.7	1.1	4.142	A
D - Thurrock Park Way	70	18	1170	1306	0.054	70	536	0.1	0.1	3.549	A
E - A1089 Dock Road	1075	269	130	2299	0.468	1077	1110	1.7	1.2	3.859	A

2023_DM + Dev, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	C - A1089 St Andrews Road - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	ASDA Roundabout	Standard Roundabout		A, B, C, D, E	40.84	E

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Description	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D5	2023_DM + Dev	AM	2023 Do Something (Construction) AM Junction flows	ONE HOUR	07:45	09:15	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.30

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - London Distribution Park		ONE HOUR	✓	65	100.000
B - Dock Road South		ONE HOUR	✓	534	100.000
C - A1089 St Andrews Road		ONE HOUR	✓	865	100.000
D - Thurrock Park Way		ONE HOUR	✓	433	100.000
E - A1089 Dock Road		ONE HOUR	✓	1986	100.000

Origin-Destination Data

Demand (PCU/hr)

		To				
		A - London Distribution Park	B - Dock Road South	C - A1089 St Andrews Road	D - Thurrock Park Way	E - A1089 Dock Road
From	A - London Distribution Park	0	4	17	9	35
	B - Dock Road South	3	0	24	139	368
	C - A1089 St Andrews Road	6	13	22	86	738
	D - Thurrock Park Way	143	26	116	5	143
	E - A1089 Dock Road	116	270	1040	559	1

Vehicle Mix

Heavy Vehicle Percentages

From	To				
	A - London Distribution Park	B - Dock Road South	C - A1089 St Andrews Road	D - Thurrock Park Way	E - A1089 Dock Road
A - London Distribution Park	0	53	99	52	90
B - Dock Road South	70	0	20	10	11
C - A1089 St Andrews Road	43	0	84	19	90
D - Thurrock Park Way	45	18	14	0	45
E - A1089 Dock Road	42	9	56	12	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)
A - London Distribution Park	0.09	10.50	0.2	B	59	89
B - Dock Road South	0.63	11.93	1.9	B	490	735
C - A1089 St Andrews Road	0.52	8.09	2.1	A	794	1191
D - Thurrock Park Way	0.38	6.88	0.9	A	397	596
E - A1089 Dock Road	1.01	71.32	44.1	F	1823	2734

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)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - London Distribution Park	49	12	1534	1094	0.044	48	201	0.0	0.1	7.160	A
B - Dock Road South	402	101	1348	1208	0.333	400	234	0.0	0.6	5.092	A
C - A1089 St Andrews Road	651	163	837	2049	0.318	648	911	0.0	0.9	5.078	A
D - Thurrock Park Way	326	81	888	1439	0.227	324	597	0.0	0.4	4.584	A
E - A1089 Dock Road	1495	374	250	2233	0.670	1484	962	0.0	2.8	6.710	A

08:00 - 08:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - London Distribution Park	58	15	1834	956	0.061	58	240	0.1	0.1	8.340	A
B - Dock Road South	480	120	1612	1086	0.442	479	279	0.6	0.9	6.787	A
C - A1089 St Andrews Road	778	194	1002	1956	0.398	776	1090	0.9	1.3	6.042	A
D - Thurrock Park Way	389	97	1064	1356	0.287	389	714	0.4	0.6	5.286	A
E - A1089 Dock Road	1786	446	300	2205	0.810	1774	1153	2.8	5.7	11.518	B

08:15 - 08:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - London Distribution Park	71	18	2166	803	0.089	71	289	0.1	0.2	10.228	B
B - Dock Road South	588	147	1906	949	0.619	584	331	0.9	1.8	11.202	B
C - A1089 St Andrews Road	952	238	1201	1842	0.517	949	1290	1.3	2.1	7.959	A
D - Thurrock Park Way	477	119	1300	1245	0.383	476	850	0.6	0.9	6.642	A
E - A1089 Dock Road	2187	547	367	2168	1.009	2088	1409	5.7	30.3	41.220	E

08:30 - 08:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - London Distribution Park	71	18	2207	784	0.091	71	292	0.2	0.2	10.504	B
B - Dock Road South	588	147	1942	933	0.630	588	337	1.8	1.9	11.932	B
C - A1089 St Andrews Road	952	238	1216	1834	0.519	952	1313	2.1	2.1	8.092	A
D - Thurrock Park Way	477	119	1306	1242	0.384	477	863	0.9	0.9	6.684	A
E - A1089 Dock Road	2187	547	368	2168	1.009	2131	1415	30.3	44.1	71.315	F

08:45 - 09:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - London Distribution Park	58	15	1987	885	0.066	58	250	0.2	0.1	9.058	A
B - Dock Road South	480	120	1744	1025	0.468	484	302	1.9	1.0	7.676	A
C - A1089 St Andrews Road	778	194	1052	1927	0.404	781	1175	2.1	1.4	6.240	A
D - Thurrock Park Way	389	97	1072	1352	0.288	390	761	0.9	0.6	5.325	A
E - A1089 Dock Road	1786	446	301	2204	0.810	1936	1161	44.1	6.6	27.174	D

09:00 - 09:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - London Distribution Park	49	12	1559	1082	0.045	49	203	0.1	0.1	7.247	A
B - Dock Road South	402	101	1370	1198	0.336	404	237	1.0	0.6	5.209	A
C - A1089 St Andrews Road	651	163	849	2042	0.319	653	926	1.4	0.9	5.142	A
D - Thurrock Park Way	326	81	896	1435	0.227	327	606	0.6	0.4	4.619	A
E - A1089 Dock Road	1495	374	252	2232	0.670	1510	971	6.6	2.9	7.197	A

2023_DM + Dev, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	C - A1089 St Andrews Road - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	ASDA Roundabout	Standard Roundabout		A, B, C, D, E	9.71	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Description	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D6	2023_DM + Dev	PM	2023 Do Something (Construction) PM Junction flows	ONE HOUR	16:45	18:15	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - London Distribution Park		ONE HOUR	✓	198	100.000
B - Dock Road South		ONE HOUR	✓	443	100.000
C - A1089 St Andrews Road		ONE HOUR	✓	1432	100.000
D - Thurrock Park Way		ONE HOUR	✓	93	100.000
E - A1089 Dock Road		ONE HOUR	✓	1428	100.000

Origin-Destination Data

Demand (PCU/hr)

		To				
		A - London Distribution Park	B - Dock Road South	C - A1089 St Andrews Road	D - Thurrock Park Way	E - A1089 Dock Road
From	A - London Distribution Park	0	18	9	28	143
	B - Dock Road South	0	0	28	141	274
	C - A1089 St Andrews Road	6	37	38	101	1250
	D - Thurrock Park Way	2	10	74	5	2
	E - A1089 Dock Road	44	433	513	436	2

Vehicle Mix

Heavy Vehicle Percentages

From	To				
	A - London Distribution Park	B - Dock Road South	C - A1089 St Andrews Road	D - Thurrock Park Way	E - A1089 Dock Road
A - London Distribution Park	0	0	53	0	10
B - Dock Road South	0	0	0	10	1
C - A1089 St Andrews Road	92	0	77	16	29
D - Thurrock Park Way	0	0	26	43	0
E - A1089 Dock Road	73	3	79	22	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)
A - London Distribution Park	0.21	4.92	0.3	A	182	273
B - Dock Road South	0.41	5.26	0.7	A	407	610
C - A1089 St Andrews Road	0.84	14.96	6.3	B	1314	1971
D - Thurrock Park Way	0.11	5.18	0.1	A	85	128
E - A1089 Dock Road	0.69	6.78	2.9	A	1310	1966

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)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - London Distribution Park	149	37	1160	1266	0.118	148	39	0.0	0.1	3.507	A
B - Dock Road South	334	83	936	1400	0.238	332	373	0.0	0.3	3.488	A
C - A1089 St Andrews Road	1078	270	772	2086	0.517	1073	496	0.0	1.4	4.528	A
D - Thurrock Park Way	70	18	1311	1239	0.057	70	533	0.0	0.1	3.751	A
E - A1089 Dock Road	1075	269	129	2299	0.468	1071	1252	0.0	1.1	3.817	A

17:00 - 17:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - London Distribution Park	178	44	1389	1160	0.153	178	47	0.1	0.2	3.989	A
B - Dock Road South	398	100	1120	1314	0.303	398	447	0.3	0.4	4.068	A
C - A1089 St Andrews Road	1287	322	924	2000	0.644	1284	594	1.4	2.3	6.408	A
D - Thurrock Park Way	84	21	1569	1118	0.075	84	638	0.1	0.1	4.242	A
E - A1089 Dock Road	1284	321	154	2285	0.562	1282	1499	1.1	1.7	4.680	A

17:15 - 17:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - London Distribution Park	218	55	1699	1018	0.214	218	57	0.2	0.3	4.896	A
B - Dock Road South	488	122	1370	1198	0.407	487	546	0.4	0.7	5.233	A
C - A1089 St Andrews Road	1577	394	1130	1883	0.837	1562	726	2.3	6.0	13.764	B
D - Thurrock Park Way	102	26	1912	957	0.107	102	780	0.1	0.1	5.134	A
E - A1089 Dock Road	1572	393	188	2267	0.694	1567	1826	1.7	2.9	6.683	A

17:30 - 17:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - London Distribution Park	218	55	1704	1015	0.215	218	57	0.3	0.3	4.915	A
B - Dock Road South	488	122	1374	1196	0.408	488	548	0.7	0.7	5.262	A
C - A1089 St Andrews Road	1577	394	1133	1881	0.838	1576	729	6.0	6.3	14.960	B
D - Thurrock Park Way	102	26	1928	950	0.108	102	783	0.1	0.1	5.176	A
E - A1089 Dock Road	1572	393	189	2266	0.694	1572	1839	2.9	2.9	6.782	A

17:45 - 18:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - London Distribution Park	178	44	1397	1156	0.154	178	47	0.3	0.2	4.010	A
B - Dock Road South	398	100	1126	1311	0.304	399	450	0.7	0.5	4.092	A
C - A1089 St Andrews Road	1287	322	928	1997	0.645	1303	598	6.3	2.4	6.787	A
D - Thurrock Park Way	84	21	1589	1109	0.075	84	642	0.1	0.1	4.281	A
E - A1089 Dock Road	1284	321	156	2284	0.562	1289	1517	2.9	1.7	4.749	A

18:00 - 18:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - London Distribution Park	149	37	1168	1262	0.118	149	39	0.2	0.1	3.522	A
B - Dock Road South	334	83	941	1397	0.239	334	376	0.5	0.3	3.511	A
C - A1089 St Andrews Road	1078	270	776	2084	0.517	1082	499	2.4	1.4	4.622	A
D - Thurrock Park Way	70	18	1322	1235	0.057	70	536	0.1	0.1	3.770	A
E - A1089 Dock Road	1075	269	130	2299	0.468	1077	1262	1.7	1.2	3.861	A

2025_DM, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	C - A1089 St Andrews Road - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	ASDA Roundabout	Standard Roundabout		A, B, C, D, E	29.13	D

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Description	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D7	2025_DM	AM	2025 Do Minimum AM Junction flows	ONE HOUR	07:45	09:15	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.30

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - London Distribution Park		ONE HOUR	✓	65	100.000
B - Dock Road South		ONE HOUR	✓	534	100.000
C - A1089 St Andrews Road		ONE HOUR	✓	882	100.000
D - Thurrock Park Way		ONE HOUR	✓	433	100.000
E - A1089 Dock Road		ONE HOUR	✓	1922	100.000

Origin-Destination Data

Demand (PCU/hr)

		To				
		A - London Distribution Park	B - Dock Road South	C - A1089 St Andrews Road	D - Thurrock Park Way	E - A1089 Dock Road
From	A - London Distribution Park	0	4	17	9	35
	B - Dock Road South	3	0	24	139	368
	C - A1089 St Andrews Road	6	13	23	88	752
	D - Thurrock Park Way	143	26	116	5	143
	E - A1089 Dock Road	118	275	958	570	1

Vehicle Mix

Heavy Vehicle Percentages

		To				
		A - London Distribution Park	B - Dock Road South	C - A1089 St Andrews Road	D - Thurrock Park Way	E - A1089 Dock Road
From	A - London Distribution Park	0	53	99	52	90
	B - Dock Road South	70	0	20	10	11
	C - A1089 St Andrews Road	43	0	84	19	90
	D - Thurrock Park Way	45	18	14	0	45
	E - A1089 Dock Road	42	9	62	12	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)
A - London Distribution Park	0.09	10.22	0.2	B	59	89
B - Dock Road South	0.61	11.16	1.8	B	490	735
C - A1089 St Andrews Road	0.53	8.38	2.2	A	809	1214
D - Thurrock Park Way	0.39	6.75	0.9	A	397	596
E - A1089 Dock Road	0.98	49.32	27.9	E	1764	2646

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)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - London Distribution Park	49	12	1486	1116	0.044	48	202	0.0	0.1	7.012	A
B - Dock Road South	402	101	1296	1232	0.326	400	237	0.0	0.6	4.947	A
C - A1089 St Andrews Road	664	166	845	2044	0.325	660	851	0.0	0.9	5.143	A
D - Thurrock Park Way	326	81	899	1434	0.227	324	606	0.0	0.4	4.606	A
E - A1089 Dock Road	1447	362	251	2232	0.648	1437	973	0.0	2.6	6.378	A

08:00 - 08:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - London Distribution Park	58	15	1777	982	0.059	58	242	0.1	0.1	8.105	A
B - Dock Road South	480	120	1551	1114	0.431	479	284	0.6	0.9	6.488	A
C - A1089 St Andrews Road	793	198	1012	1950	0.407	791	1018	0.9	1.3	6.151	A
D - Thurrock Park Way	389	97	1077	1350	0.288	389	726	0.4	0.6	5.321	A
E - A1089 Dock Road	1728	432	301	2205	0.784	1719	1165	2.6	4.9	10.367	B

08:15 - 08:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - London Distribution Park	71	18	2125	822	0.086	71	293	0.1	0.2	9.967	A
B - Dock Road South	588	147	1856	973	0.604	585	340	0.9	1.7	10.542	B
C - A1089 St Andrews Road	971	243	1221	1831	0.530	968	1219	1.3	2.2	8.233	A
D - Thurrock Park Way	477	119	1317	1237	0.385	476	872	0.6	0.9	6.710	A
E - A1089 Dock Road	2116	529	368	2168	0.976	2050	1425	4.9	21.6	32.585	D

08:30 - 08:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - London Distribution Park	71	18	2164	804	0.088	71	298	0.2	0.2	10.222	B
B - Dock Road South	588	147	1889	957	0.614	588	348	1.7	1.8	11.157	B
C - A1089 St Andrews Road	971	243	1237	1822	0.533	971	1240	2.2	2.2	8.379	A
D - Thurrock Park Way	477	119	1322	1234	0.386	477	885	0.9	0.9	6.752	A
E - A1089 Dock Road	2116	529	389	2167	0.977	2091	1430	21.6	27.9	49.318	E

08:45 - 09:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - London Distribution Park	58	15	1871	939	0.062	58	249	0.2	0.1	8.509	A
B - Dock Road South	480	120	1831	1077	0.446	483	298	1.8	0.9	6.993	A
C - A1089 St Andrews Road	793	198	1046	1930	0.411	796	1088	2.2	1.4	6.312	A
D - Thurrock Park Way	389	97	1085	1346	0.289	390	757	0.9	0.6	5.361	A
E - A1089 Dock Road	1728	432	302	2204	0.784	1817	1174	27.9	5.5	16.044	C

09:00 - 09:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - London Distribution Park	49	12	1507	1106	0.044	49	204	0.1	0.1	7.084	A
B - Dock Road South	402	101	1315	1224	0.329	403	241	0.9	0.6	5.044	A
C - A1089 St Andrews Road	664	166	856	2038	0.326	666	863	1.4	1.0	5.206	A
D - Thurrock Park Way	326	81	907	1430	0.228	327	614	0.6	0.4	4.639	A
E - A1089 Dock Road	1447	362	253	2231	0.649	1458	981	5.5	2.7	6.742	A

2025_DM, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	C - A1089 St Andrews Road - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	ASDA Roundabout	Standard Roundabout		A, B, C, D, E	7.62	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Description	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D8	2025_DM	PM	2025 Do Minimum PM Junction flows	ONE HOUR	16:45	18:15	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - London Distribution Park		ONE HOUR	✓	198	100.000
B - Dock Road South		ONE HOUR	✓	443	100.000
C - A1089 St Andrews Road		ONE HOUR	✓	1256	100.000
D - Thurrock Park Way		ONE HOUR	✓	93	100.000
E - A1089 Dock Road		ONE HOUR	✓	1456	100.000

Origin-Destination Data

Demand (PCU/hr)

		To				
		A - London Distribution Park	B - Dock Road South	C - A1089 St Andrews Road	D - Thurrock Park Way	E - A1089 Dock Road
From	A - London Distribution Park	0	18	9	28	143
	B - Dock Road South	0	0	28	141	274
	C - A1089 St Andrews Road	6	37	39	103	1071
	D - Thurrock Park Way	2	10	74	5	2
	E - A1089 Dock Road	45	442	523	444	2

Vehicle Mix

Heavy Vehicle Percentages

From	To				
	A - London Distribution Park	B - Dock Road South	C - A1089 St Andrews Road	D - Thurrock Park Way	E - A1089 Dock Road
A - London Distribution Park	0	0	53	0	10
B - Dock Road South	0	0	0	10	1
C - A1089 St Andrews Road	92	0	77	16	34
D - Thurrock Park Way	0	0	26	43	0
E - A1089 Dock Road	73	3	79	22	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)
A - London Distribution Park	0.22	5.00	0.3	A	182	273
B - Dock Road South	0.41	5.33	0.7	A	407	610
C - A1089 St Andrews Road	0.74	9.65	3.6	A	1153	1729
D - Thurrock Park Way	0.10	4.67	0.1	A	85	128
E - A1089 Dock Road	0.71	7.10	3.1	A	1336	2004

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)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - London Distribution Park	149	37	1181	1256	0.119	148	40	0.0	0.1	3.537	A
B - Dock Road South	334	83	950	1393	0.239	332	380	0.0	0.3	3.510	A
C - A1089 St Andrews Road	946	236	778	2083	0.454	941	505	0.0	1.1	4.161	A
D - Thurrock Park Way	70	18	1178	1302	0.054	70	540	0.0	0.1	3.560	A
E - A1089 Dock Road	1096	274	130	2299	0.477	1091	1118	0.0	1.2	3.884	A

17:00 - 17:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - London Distribution Park	178	44	1414	1149	0.155	178	48	0.1	0.2	4.036	A
B - Dock Road South	398	100	1137	1306	0.305	398	455	0.3	0.5	4.103	A
C - A1089 St Andrews Road	1129	282	931	1996	0.566	1127	604	1.1	1.7	5.472	A
D - Thurrock Park Way	84	21	1410	1193	0.070	84	647	0.1	0.1	3.955	A
E - A1089 Dock Road	1309	327	155	2285	0.573	1307	1339	1.2	1.7	4.802	A

17:15 - 17:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - London Distribution Park	218	55	1729	1004	0.217	218	58	0.2	0.3	4.984	A
B - Dock Road South	488	122	1391	1189	0.410	487	556	0.5	0.7	5.305	A
C - A1089 St Andrews Road	1383	346	1139	1878	0.736	1375	739	1.7	3.6	9.358	A
D - Thurrock Park Way	102	26	1723	1045	0.098	102	791	0.1	0.1	4.652	A
E - A1089 Dock Road	1603	401	190	2266	0.708	1598	1636	1.7	3.1	6.988	A

17:30 - 17:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - London Distribution Park	218	55	1735	1001	0.218	218	58	0.3	0.3	5.005	A
B - Dock Road South	488	122	1395	1187	0.411	488	558	0.7	0.7	5.335	A
C - A1089 St Andrews Road	1383	346	1142	1876	0.737	1383	741	3.6	3.6	9.648	A
D - Thurrock Park Way	102	26	1731	1042	0.098	102	794	0.1	0.1	4.689	A
E - A1089 Dock Road	1603	401	190	2265	0.708	1603	1643	3.1	3.1	7.100	A

17:45 - 18:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - London Distribution Park	178	44	1423	1145	0.155	178	48	0.3	0.2	4.058	A
B - Dock Road South	398	100	1143	1303	0.306	399	458	0.7	0.5	4.130	A
C - A1089 St Andrews Road	1129	282	935	1993	0.566	1137	607	3.6	1.8	5.616	A
D - Thurrock Park Way	84	21	1421	1188	0.070	84	651	0.1	0.1	3.976	A
E - A1089 Dock Road	1309	327	156	2284	0.573	1314	1349	3.1	1.8	4.880	A

18:00 - 18:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - London Distribution Park	149	37	1189	1252	0.119	149	40	0.2	0.1	3.553	A
B - Dock Road South	334	83	956	1390	0.240	334	382	0.5	0.3	3.533	A
C - A1089 St Andrews Road	946	236	782	2080	0.455	948	508	1.8	1.1	4.221	A
D - Thurrock Park Way	70	18	1186	1298	0.054	70	544	0.1	0.1	3.571	A
E - A1089 Dock Road	1096	274	131	2298	0.477	1098	1126	1.8	1.2	3.929	A

2025_DM + Dev, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	C - A1089 St Andrews Road - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	ASDA Roundabout	Standard Roundabout		A, B, C, D, E	36.57	E

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Description	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D9	2025_DM + Dev	AM	2025 Do Something AM Junction flows	ONE HOUR	07:45	09:15	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.30

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - London Distribution Park		ONE HOUR	✓	65	100.000
B - Dock Road South		ONE HOUR	✓	534	100.000
C - A1089 St Andrews Road		ONE HOUR	✓	882	100.000
D - Thurrock Park Way		ONE HOUR	✓	433	100.000
E - A1089 Dock Road		ONE HOUR	✓	1965	100.000

Origin-Destination Data

Demand (PCU/hr)

		To				
		A - London Distribution Park	B - Dock Road South	C - A1089 St Andrews Road	D - Thurrock Park Way	E - A1089 Dock Road
From	A - London Distribution Park	0	4	17	9	35
	B - Dock Road South	3	0	24	139	368
	C - A1089 St Andrews Road	6	13	23	88	752
	D - Thurrock Park Way	143	26	116	5	143
	E - A1089 Dock Road	118	275	1001	570	1

Vehicle Mix

Heavy Vehicle Percentages

		To				
		A - London Distribution Park	B - Dock Road South	C - A1089 St Andrews Road	D - Thurrock Park Way	E - A1089 Dock Road
From	A - London Distribution Park	0	53	99	52	90
	B - Dock Road South	70	0	20	10	11
	C - A1089 St Andrews Road	43	0	84	19	90
	D - Thurrock Park Way	45	18	14	0	45
	E - A1089 Dock Road	42	9	59	12	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)
A - London Distribution Park	0.09	10.42	0.2	B	59	89
B - Dock Road South	0.62	11.63	1.9	B	490	735
C - A1089 St Andrews Road	0.53	8.35	2.2	A	809	1214
D - Thurrock Park Way	0.39	6.75	0.9	A	397	596
E - A1089 Dock Road	1.00	63.44	38.0	F	1803	2705

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)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - London Distribution Park	49	12	1517	1101	0.044	48	202	0.0	0.1	7.109	A
B - Dock Road South	402	101	1328	1218	0.330	400	237	0.0	0.6	5.036	A
C - A1089 St Andrews Road	664	166	845	2044	0.325	660	883	0.0	0.9	5.143	A
D - Thurrock Park Way	326	81	899	1434	0.227	324	606	0.0	0.4	4.606	A
E - A1089 Dock Road	1479	370	251	2232	0.663	1469	973	0.0	2.7	6.608	A

08:00 - 08:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - London Distribution Park	58	15	1815	964	0.060	58	242	0.1	0.1	8.259	A
B - Dock Road South	480	120	1589	1097	0.438	479	284	0.6	0.9	6.669	A
C - A1089 St Andrews Road	793	198	1012	1950	0.407	791	1056	0.9	1.3	6.150	A
D - Thurrock Park Way	389	97	1077	1350	0.288	389	725	0.4	0.6	5.321	A
E - A1089 Dock Road	1767	442	301	2205	0.801	1756	1165	2.7	5.4	11.133	B

08:15 - 08:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - London Distribution Park	71	18	2153	809	0.088	71	292	0.1	0.2	10.142	B
B - Dock Road South	588	147	1886	959	0.613	584	337	0.9	1.8	10.934	B
C - A1089 St Andrews Road	971	243	1215	1834	0.529	968	1255	1.3	2.2	8.203	A
D - Thurrock Park Way	477	119	1317	1237	0.385	476	866	0.6	0.9	6.709	A
E - A1089 Dock Road	2164	541	368	2168	0.998	2077	1425	5.4	27.2	38.247	E

08:30 - 08:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - London Distribution Park	71	18	2194	790	0.090	71	295	0.2	0.2	10.418	B
B - Dock Road South	588	147	1922	942	0.624	588	344	1.8	1.9	11.627	B
C - A1089 St Andrews Road	971	243	1231	1825	0.532	971	1278	2.2	2.2	8.351	A
D - Thurrock Park Way	477	119	1322	1234	0.386	477	880	0.9	0.9	6.752	A
E - A1089 Dock Road	2164	541	369	2167	0.998	2120	1430	27.2	38.0	63.437	F

08:45 - 09:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - London Distribution Park	58	15	1945	904	0.064	58	251	0.2	0.1	8.854	A
B - Dock Road South	480	120	1700	1045	0.459	484	303	1.9	1.0	7.398	A
C - A1089 St Andrews Road	793	198	1057	1924	0.412	796	1127	2.2	1.4	6.345	A
D - Thurrock Park Way	389	97	1085	1346	0.289	390	767	0.9	0.6	5.361	A
E - A1089 Dock Road	1767	442	302	2204	0.802	1894	1174	38.0	6.2	22.210	C

09:00 - 09:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - London Distribution Park	49	12	1541	1090	0.045	49	204	0.1	0.1	7.192	A
B - Dock Road South	402	101	1349	1208	0.333	404	241	1.0	0.6	5.143	A
C - A1089 St Andrews Road	664	166	856	2038	0.326	666	896	1.4	1.0	5.206	A
D - Thurrock Park Way	326	81	907	1430	0.228	327	615	0.6	0.4	4.642	A
E - A1089 Dock Road	1479	370	253	2231	0.663	1493	981	6.2	2.9	7.050	A

2025_DM + Dev, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	C - A1089 St Andrews Road - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	ASDA Roundabout	Standard Roundabout		A, B, C, D, E	9.32	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Description	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D10	2025_DM + Dev	PM	2025 Do Something PM Junction flows	ONE HOUR	16:45	18:15	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - London Distribution Park		ONE HOUR	✓	198	100.000
B - Dock Road South		ONE HOUR	✓	443	100.000
C - A1089 St Andrews Road		ONE HOUR	✓	1390	100.000
D - Thurrock Park Way		ONE HOUR	✓	93	100.000
E - A1089 Dock Road		ONE HOUR	✓	1487	100.000

Origin-Destination Data

Demand (PCU/hr)

		To				
		A - London Distribution Park	B - Dock Road South	C - A1089 St Andrews Road	D - Thurrock Park Way	E - A1089 Dock Road
From	A - London Distribution Park	0	18	9	28	143
	B - Dock Road South	0	0	28	141	274
	C - A1089 St Andrews Road	6	37	39	103	1205
	D - Thurrock Park Way	2	10	74	5	2
	E - A1089 Dock Road	45	442	554	444	2

Vehicle Mix

Heavy Vehicle Percentages

From	To				
	A - London Distribution Park	B - Dock Road South	C - A1089 St Andrews Road	D - Thurrock Park Way	E - A1089 Dock Road
A - London Distribution Park	0	0	53	0	10
B - Dock Road South	0	0	0	10	1
C - A1089 St Andrews Road	92	0	77	16	31
D - Thurrock Park Way	0	0	26	43	0
E - A1089 Dock Road	73	3	75	22	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)
A - London Distribution Park	0.22	5.11	0.3	A	182	273
B - Dock Road South	0.42	5.46	0.7	A	407	610
C - A1089 St Andrews Road	0.82	13.41	5.5	B	1275	1913
D - Thurrock Park Way	0.11	5.04	0.1	A	85	128
E - A1089 Dock Road	0.72	7.48	3.4	A	1364	2047

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)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - London Distribution Park	149	37	1205	1245	0.120	148	40	0.0	0.1	3.572	A
B - Dock Road South	334	83	973	1382	0.241	332	380	0.0	0.3	3.545	A
C - A1089 St Andrews Road	1046	262	777	2083	0.502	1041	528	0.0	1.3	4.464	A
D - Thurrock Park Way	70	18	1278	1255	0.056	70	540	0.0	0.1	3.701	A
E - A1089 Dock Road	1119	280	130	2299	0.487	1115	1218	0.0	1.2	3.955	A

17:00 - 17:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - London Distribution Park	178	44	1442	1136	0.157	178	48	0.1	0.2	4.090	A
B - Dock Road South	398	100	1165	1293	0.308	398	455	0.3	0.5	4.160	A
C - A1089 St Andrews Road	1250	312	931	1996	0.626	1246	632	1.3	2.1	6.208	A
D - Thurrock Park Way	84	21	1530	1136	0.074	84	647	0.1	0.1	4.167	A
E - A1089 Dock Road	1337	334	155	2285	0.585	1334	1458	1.2	1.8	4.938	A

17:15 - 17:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - London Distribution Park	218	55	1763	988	0.221	218	58	0.2	0.3	5.083	A
B - Dock Road South	488	122	1424	1173	0.416	487	566	0.5	0.7	5.424	A
C - A1089 St Andrews Road	1530	383	1139	1878	0.815	1518	772	2.1	5.3	12.552	B
D - Thurrock Park Way	102	26	1866	978	0.105	102	791	0.1	0.1	5.007	A
E - A1089 Dock Road	1637	409	190	2266	0.723	1631	1778	1.8	3.3	7.341	A

17:30 - 17:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - London Distribution Park	218	55	1769	985	0.221	218	58	0.3	0.3	5.107	A
B - Dock Road South	488	122	1429	1171	0.417	488	558	0.7	0.7	5.458	A
C - A1089 St Andrews Road	1530	383	1142	1876	0.816	1530	775	5.3	5.5	13.408	B
D - Thurrock Park Way	102	26	1878	973	0.105	102	794	0.1	0.1	5.041	A
E - A1089 Dock Road	1637	409	190	2265	0.723	1637	1790	3.3	3.4	7.479	A

17:45 - 18:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - London Distribution Park	178	44	1451	1132	0.157	178	48	0.3	0.2	4.113	A
B - Dock Road South	398	100	1172	1290	0.309	399	458	0.7	0.5	4.190	A
C - A1089 St Andrews Road	1250	312	935	1993	0.627	1283	636	5.5	2.2	6.512	A
D - Thurrock Park Way	84	21	1547	1128	0.074	84	651	0.1	0.1	4.202	A
E - A1089 Dock Road	1337	334	156	2284	0.585	1343	1474	3.4	1.9	5.028	A

18:00 - 18:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - London Distribution Park	149	37	1213	1242	0.120	149	40	0.2	0.1	3.588	A
B - Dock Road South	334	83	979	1380	0.242	334	383	0.5	0.3	3.570	A
C - A1089 St Andrews Road	1046	262	782	2080	0.503	1050	531	2.2	1.3	4.551	A
D - Thurrock Park Way	70	18	1288	1250	0.056	70	544	0.1	0.1	3.720	A
E - A1089 Dock Road	1119	280	131	2298	0.487	1122	1228	1.9	1.3	4.007	A

2029_DM, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	C - A1089 St Andrews Road - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	ASDA Roundabout	Standard Roundabout		A, B, C, D, E	52.88	F

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Description	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D11	2029_DM	AM	2029 Do Minimum AM Junction flows	ONE HOUR	07:45	09:15	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.30

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - London Distribution Park		ONE HOUR	✓	65	100.000
B - Dock Road South		ONE HOUR	✓	534	100.000
C - A1089 St Andrews Road		ONE HOUR	✓	934	100.000
D - Thurrock Park Way		ONE HOUR	✓	433	100.000
E - A1089 Dock Road		ONE HOUR	✓	2034	100.000

Origin-Destination Data

Demand (PCU/hr)

		To				
		A - London Distribution Park	B - Dock Road South	C - A1089 St Andrews Road	D - Thurrock Park Way	E - A1089 Dock Road
From	A - London Distribution Park	0	4	17	9	35
	B - Dock Road South	3	0	24	139	368
	C - A1089 St Andrews Road	7	14	24	93	796
	D - Thurrock Park Way	143	26	116	5	143
	E - A1089 Dock Road	125	291	1014	603	1

Vehicle Mix

Heavy Vehicle Percentages

From	To				
	A - London Distribution Park	B - Dock Road South	C - A1089 St Andrews Road	D - Thurrock Park Way	E - A1089 Dock Road
A - London Distribution Park	0	53	99	52	90
B - Dock Road South	70	0	20	10	11
C - A1089 St Andrews Road	43	0	84	19	90
D - Thurrock Park Way	45	18	14	0	45
E - A1089 Dock Road	42	9	62	12	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)
A - London Distribution Park	0.09	10.58	0.2	B	59	89
B - Dock Road South	0.63	11.82	1.9	B	490	735
C - A1089 St Andrews Road	0.57	9.08	2.6	A	857	1286
D - Thurrock Park Way	0.39	6.98	0.9	A	397	596
E - A1089 Dock Road	1.03	94.48	62.8	F	1867	2800

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)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - London Distribution Park	49	12	1564	1080	0.045	48	208	0.0	0.1	7.258	A
B - Dock Road South	402	101	1363	1202	0.335	400	250	0.0	0.6	5.135	A
C - A1089 St Andrews Road	703	176	870	2030	0.346	699	893	0.0	1.0	5.342	A
D - Thurrock Park Way	326	81	934	1417	0.230	324	634	0.0	0.4	4.676	A
E - A1089 Dock Road	1531	383	253	2231	0.688	1519	1005	0.0	3.0	7.102	A

08:00 - 08:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - London Distribution Park	58	15	1870	939	0.062	58	249	0.1	0.1	8.495	A
B - Dock Road South	480	120	1629	1078	0.445	479	299	0.6	0.9	6.873	A
C - A1089 St Andrews Road	840	210	1040	1934	0.434	838	1067	1.0	1.5	6.499	A
D - Thurrock Park Way	389	97	1119	1330	0.293	389	759	0.4	0.6	5.432	A
E - A1089 Dock Road	1829	457	303	2203	0.830	1815	1205	3.0	6.4	12.796	B

08:15 - 08:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - London Distribution Park	71	18	2181	796	0.089	71	298	0.1	0.2	10.326	B
B - Dock Road South	588	147	1903	951	0.618	584	349	0.9	1.8	11.157	B
C - A1089 St Andrews Road	1028	257	1238	1821	0.565	1024	1249	1.5	2.5	8.903	A
D - Thurrock Park Way	477	119	1368	1213	0.393	475	894	0.6	0.9	6.926	A
E - A1089 Dock Road	2240	560	371	2166	1.034	2108	1472	6.4	39.4	49.813	E

08:30 - 08:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - London Distribution Park	71	18	2218	779	0.091	71	300	0.2	0.2	10.578	B
B - Dock Road South	588	147	1934	936	0.628	588	355	1.8	1.9	11.816	B
C - A1089 St Andrews Road	1028	257	1253	1813	0.567	1028	1269	2.5	2.6	9.082	A
D - Thurrock Park Way	477	119	1374	1210	0.394	477	907	0.9	0.9	6.977	A
E - A1089 Dock Road	2240	560	372	2165	1.034	2146	1478	39.4	62.8	94.480	F

08:45 - 09:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - London Distribution Park	58	15	2088	839	0.069	58	264	0.2	0.2	9.598	A
B - Dock Road South	480	120	1814	992	0.484	483	332	1.9	1.1	8.168	A
C - A1089 St Andrews Road	840	210	1114	1892	0.444	843	1184	2.6	1.6	6.830	A
D - Thurrock Park Way	389	97	1128	1326	0.294	391	829	0.9	0.6	5.477	A
E - A1089 Dock Road	1829	457	305	2202	0.830	2047	1214	62.8	8.1	49.692	E

09:00 - 09:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - London Distribution Park	49	12	1595	1065	0.046	49	211	0.2	0.1	7.369	A
B - Dock Road South	402	101	1389	1189	0.338	404	255	1.1	0.6	5.273	A
C - A1089 St Andrews Road	703	176	884	2023	0.348	705	910	1.6	1.1	5.425	A
D - Thurrock Park Way	326	81	943	1413	0.231	327	646	0.6	0.4	4.714	A
E - A1089 Dock Road	1531	383	255	2230	0.687	1551	1015	8.1	3.2	7.777	A

2029_DM, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	C - A1089 St Andrews Road - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	ASDA Roundabout	Standard Roundabout		A, B, C, D, E	9.18	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Description	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D12	2029_DM	PM	2029 Do Minimum PM Junction flows	ONE HOUR	16:45	18:15	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentage	2.00

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	C - A1089 St Andrews Road - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	ASDA Roundabout	Standard Roundabout		A, B, C, D, E	14.41	B

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Description	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D19	2029_LDM	AM	2029 Do Minimum AM with LTC Junction flows	ONE HOUR	07:45	09:15	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.30

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - London Distribution Park		ONE HOUR	✓	65	100.000
B - Dock Road South		ONE HOUR	✓	534	100.000
C - A1089 St Andrews Road		ONE HOUR	✓	1447	100.000
D - Thurrock Park Way		ONE HOUR	✓	433	100.000
E - A1089 Dock Road		ONE HOUR	✓	1492	100.000

Origin-Destination Data

Demand (PCU/hr)

		To				
		A - London Distribution Park	B - Dock Road South	C - A1089 St Andrews Road	D - Thurrock Park Way	E - A1089 Dock Road
From	A - London Distribution Park	0	4	17	9	35
	B - Dock Road South	3	0	24	139	368
	C - A1089 St Andrews Road	10	21	37	144	1235
	D - Thurrock Park Way	143	26	116	5	143
	E - A1089 Dock Road	91	214	744	442	1

Vehicle Mix

Heavy Vehicle Percentages

From	To				
	A - London Distribution Park	B - Dock Road South	C - A1089 St Andrews Road	D - Thurrock Park Way	E - A1089 Dock Road
A - London Distribution Park	0	53	99	52	90
B - Dock Road South	70	0	20	10	11
C - A1089 St Andrews Road	43	0	84	19	90
D - Thurrock Park Way	45	18	14	0	45
E - A1089 Dock Road	42	9	62	12	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)
A - London Distribution Park	0.07	8.18	0.2	A	59	89
B - Dock Road South	0.53	7.82	1.3	A	490	735
C - A1089 St Andrews Road	0.84	22.82	9.6	C	1328	1992
D - Thurrock Park Way	0.49	10.34	1.4	B	397	596
E - A1089 Dock Road	0.76	10.07	4.5	B	1369	2054

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)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - London Distribution Park	49	12	1203	1246	0.039	48	185	0.0	0.1	6.250	A
B - Dock Road South	402	101	1053	1345	0.299	400	198	0.0	0.5	4.359	A
C - A1089 St Andrews Road	1089	272	751	2098	0.519	1081	702	0.0	2.1	6.963	A
D - Thurrock Park Way	326	81	1278	1255	0.260	324	553	0.0	0.5	5.485	A
E - A1089 Dock Road	1123	281	270	2222	0.506	1118	1332	0.0	1.4	4.628	A

08:00 - 08:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - London Distribution Park	58	15	1440	1137	0.051	58	222	0.1	0.1	6.941	A
B - Dock Road South	480	120	1261	1249	0.384	479	237	0.5	0.7	5.357	A
C - A1089 St Andrews Road	1301	325	899	2014	0.646	1295	841	2.1	3.5	9.856	A
D - Thurrock Park Way	389	97	1532	1136	0.343	388	663	0.5	0.7	6.838	A
E - A1089 Dock Road	1341	335	324	2192	0.612	1338	1596	1.4	2.2	5.994	A

08:15 - 08:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - London Distribution Park	71	18	1759	990	0.072	71	270	0.1	0.2	8.142	A
B - Dock Road South	588	147	1540	1119	0.525	588	290	0.7	1.2	7.707	A
C - A1089 St Andrews Road	1593	398	1099	1900	0.838	1571	1027	3.5	9.0	20.420	C
D - Thurrock Park Way	477	119	1861	980	0.486	474	808	0.7	1.3	10.067	B
E - A1089 Dock Road	1643	411	395	2153	0.763	1634	1941	2.2	4.4	9.737	A

08:30 - 08:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - London Distribution Park	71	18	1768	986	0.072	71	272	0.2	0.2	8.183	A
B - Dock Road South	588	147	1548	1116	0.527	588	291	1.2	1.3	7.820	A
C - A1089 St Andrews Road	1593	398	1103	1898	0.839	1591	1032	9.0	9.6	22.819	C
D - Thurrock Park Way	477	119	1881	971	0.491	477	813	1.3	1.4	10.339	B
E - A1089 Dock Road	1643	411	397	2152	0.764	1643	1960	4.4	4.5	10.066	B

08:45 - 09:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - London Distribution Park	58	15	1454	1130	0.051	58	224	0.2	0.1	6.988	A
B - Dock Road South	480	120	1273	1243	0.386	482	240	1.3	0.7	5.440	A
C - A1089 St Andrews Road	1301	325	906	2010	0.647	1324	849	9.6	3.7	10.748	B
D - Thurrock Park Way	389	97	1560	1122	0.347	392	670	1.4	0.8	7.027	A
E - A1089 Dock Road	1341	335	327	2190	0.613	1350	1625	4.5	2.3	6.177	A

09:00 - 09:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - London Distribution Park	49	12	1213	1241	0.039	49	187	0.1	0.1	6.278	A
B - Dock Road South	402	101	1062	1341	0.300	403	200	0.7	0.5	4.404	A
C - A1089 St Andrews Road	1089	272	756	2095	0.520	1096	708	3.7	2.2	7.191	A
D - Thurrock Park Way	326	81	1294	1248	0.261	327	558	0.8	0.5	5.565	A
E - A1089 Dock Road	1123	281	273	2220	0.506	1127	1348	2.3	1.5	4.712	A

2029_LDM, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	C - A1089 St Andrews Road - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	ASDA Roundabout	Standard Roundabout		A, B, C, D, E	6.72	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Description	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D20	2029_LDM	PM	2029 Do Minimum PM with LTC Junction flows	ONE HOUR	16:45	18:15	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - London Distribution Park		ONE HOUR	✓	198	100.000
B - Dock Road South		ONE HOUR	✓	443	100.000
C - A1089 St Andrews Road		ONE HOUR	✓	1153	100.000
D - Thurrock Park Way		ONE HOUR	✓	93	100.000
E - A1089 Dock Road		ONE HOUR	✓	1426	100.000

Origin-Destination Data

Demand (PCU/hr)

		To				
		A - London Distribution Park	B - Dock Road South	C - A1089 St Andrews Road	D - Thurrock Park Way	E - A1089 Dock Road
From	A - London Distribution Park	0	18	9	28	143
	B - Dock Road South	0	0	28	141	274
	C - A1089 St Andrews Road	5	34	36	95	983
	D - Thurrock Park Way	2	10	74	5	2
	E - A1089 Dock Road	44	433	512	435	2

Vehicle Mix

Heavy Vehicle Percentages

From	To				
	A - London Distribution Park	B - Dock Road South	C - A1089 St Andrews Road	D - Thurrock Park Way	E - A1089 Dock Road
A - London Distribution Park	0	0	53	0	10
B - Dock Road South	0	0	0	10	1
C - A1089 St Andrews Road	92	0	77	16	34
D - Thurrock Park Way	0	0	26	43	0
E - A1089 Dock Road	73	3	79	22	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)
A - London Distribution Park	0.21	4.89	0.3	A	182	273
B - Dock Road South	0.41	5.25	0.7	A	407	610
C - A1089 St Andrews Road	0.67	7.78	2.7	A	1058	1587
D - Thurrock Park Way	0.09	4.44	0.1	A	85	128
E - A1089 Dock Road	0.69	6.72	2.9	A	1309	1963

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)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - London Distribution Park	149	37	1155	1268	0.118	148	38	0.0	0.1	3.499	A
B - Dock Road South	334	83	933	1401	0.238	332	371	0.0	0.3	3.483	A
C - A1089 St Andrews Road	868	217	771	2087	0.416	864	494	0.0	0.9	3.889	A
D - Thurrock Park Way	70	18	1107	1336	0.052	70	528	0.0	0.1	3.466	A
E - A1089 Dock Road	1074	268	124	2302	0.466	1069	1053	0.0	1.1	3.804	A

17:00 - 17:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - London Distribution Park	178	44	1383	1163	0.153	178	46	0.1	0.2	3.977	A
B - Dock Road South	398	100	1117	1316	0.303	398	444	0.3	0.4	4.060	A
C - A1089 St Andrews Road	1037	259	923	2000	0.518	1035	592	0.9	1.4	4.927	A
D - Thurrock Park Way	84	21	1326	1233	0.068	84	632	0.1	0.1	3.817	A
E - A1089 Dock Road	1282	320	149	2288	0.560	1280	1260	1.1	1.6	4.658	A

17:15 - 17:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - London Distribution Park	218	55	1691	1021	0.213	218	56	0.2	0.3	4.876	A
B - Dock Road South	488	122	1366	1200	0.406	487	543	0.4	0.7	5.219	A
C - A1089 St Andrews Road	1269	317	1129	1883	0.674	1264	723	1.4	2.7	7.642	A
D - Thurrock Park Way	102	26	1621	1094	0.094	102	773	0.1	0.1	4.426	A
E - A1089 Dock Road	1570	393	182	2270	0.692	1565	1541	1.6	2.9	6.632	A

17:30 - 17:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - London Distribution Park	218	55	1697	1019	0.214	218	56	0.3	0.3	4.894	A
B - Dock Road South	488	122	1370	1198	0.407	488	545	0.7	0.7	5.247	A
C - A1089 St Andrews Road	1269	317	1132	1882	0.675	1269	726	2.7	2.7	7.781	A
D - Thurrock Park Way	102	26	1628	1091	0.094	102	775	0.1	0.1	4.437	A
E - A1089 Dock Road	1570	393	183	2270	0.692	1570	1546	2.9	2.9	6.723	A

17:45 - 18:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - London Distribution Park	178	44	1390	1160	0.153	178	46	0.3	0.2	3.998	A
B - Dock Road South	398	100	1122	1313	0.303	399	447	0.7	0.5	4.084	A
C - A1089 St Andrews Road	1037	259	927	1998	0.519	1042	595	2.7	1.4	5.010	A
D - Thurrock Park Way	84	21	1333	1229	0.068	84	635	0.1	0.1	3.830	A
E - A1089 Dock Road	1282	320	150	2288	0.560	1287	1267	2.9	1.7	4.725	A

18:00 - 18:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - London Distribution Park	149	37	1162	1265	0.118	149	38	0.2	0.1	3.514	A
B - Dock Road South	334	83	938	1399	0.238	334	373	0.5	0.3	3.506	A
C - A1089 St Andrews Road	868	217	775	2084	0.417	870	497	1.4	1.0	3.934	A
D - Thurrock Park Way	70	18	1114	1332	0.053	70	531	0.1	0.1	3.478	A
E - A1089 Dock Road	1074	268	125	2301	0.467	1076	1059	1.7	1.2	3.847	A

2029_LDM + TiI2, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	C - A1089 St Andrews Road - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	ASDA Roundabout	Standard Roundabout		A, B, C, D, E	37.30	E

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Description	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D21	2029_LDM + TiI2	AM	2029 Do Minimum AM with LTC Junction flows + Tilbury2	ONE HOUR	07:45	09:15	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.30

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - London Distribution Park		ONE HOUR	✓	65	100.000
B - Dock Road South		ONE HOUR	✓	534	100.000
C - A1089 St Andrews Road		ONE HOUR	✓	1692	100.000
D - Thurrock Park Way		ONE HOUR	✓	433	100.000
E - A1089 Dock Road		ONE HOUR	✓	1737	100.000

Origin-Destination Data

Demand (PCU/hr)

		To				
		A - London Distribution Park	B - Dock Road South	C - A1089 St Andrews Road	D - Thurrock Park Way	E - A1089 Dock Road
From	A - London Distribution Park	0	4	17	9	35
	B - Dock Road South	3	0	24	139	368
	C - A1089 St Andrews Road	10	21	37	144	1480
	D - Thurrock Park Way	143	26	116	5	143
	E - A1089 Dock Road	91	214	989	442	1

Vehicle Mix

Heavy Vehicle Percentages

From	To					
	A - London Distribution Park	B - Dock Road South	C - A1089 St Andrews Road	D - Thurrock Park Way	E - A1089 Dock Road	
A - London Distribution Park	0	53	99	52	90	
B - Dock Road South	70	0	20	10	11	
C - A1089 St Andrews Road	43	0	84	19	92	
D - Thurrock Park Way	45	18	14	0	45	
E - A1089 Dock Road	42	9	68	12	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)
A - London Distribution Park	0.08	9.45	0.2	A	59	89
B - Dock Road South	0.59	10.21	1.6	B	490	735
C - A1089 St Andrews Road	0.98	69.22	34.7	F	1553	2329
D - Thurrock Park Way	0.56	13.37	1.7	B	397	596
E - A1089 Dock Road	0.89	21.53	10.8	C	1594	2391

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)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - London Distribution Park	49	12	1385	1162	0.042	48	185	0.0	0.1	6.719	A
B - Dock Road South	402	101	1235	1261	0.319	400	198	0.0	0.5	4.784	A
C - A1089 St Andrews Road	1274	318	750	2098	0.607	1262	885	0.0	3.1	8.602	A
D - Thurrock Park Way	326	81	1459	1170	0.279	324	553	0.0	0.5	6.032	A
E - A1089 Dock Road	1308	327	270	2222	0.589	1299	1513	0.0	2.1	5.800	A

08:00 - 08:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - London Distribution Park	58	15	1658	1037	0.056	58	221	0.1	0.1	7.650	A
B - Dock Road South	480	120	1479	1148	0.418	479	237	0.5	0.8	6.164	A
C - A1089 St Andrews Road	1521	380	898	2014	0.755	1510	1059	3.1	5.9	14.151	B
D - Thurrock Park Way	389	97	1746	1034	0.376	388	662	0.5	0.8	7.900	A
E - A1089 Dock Road	1562	390	323	2192	0.712	1556	1811	2.1	3.6	8.398	A

08:15 - 08:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - London Distribution Park	71	18	2010	875	0.081	71	269	0.1	0.2	9.313	A
B - Dock Road South	588	147	1794	1001	0.587	585	287	0.8	1.6	9.839	A
C - A1089 St Andrews Road	1863	466	1094	1903	0.979	1783	1285	5.9	25.8	44.348	E
D - Thurrock Park Way	477	119	2077	879	0.543	474	799	0.8	1.6	12.537	B
E - A1089 Dock Road	1913	478	392	2154	0.888	1887	2159	3.6	10.0	18.607	C

08:30 - 08:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - London Distribution Park	71	18	2034	864	0.082	71	271	0.2	0.2	9.446	A
B - Dock Road South	588	147	1814	992	0.593	588	290	1.6	1.6	10.205	B
C - A1089 St Andrews Road	1863	466	1102	1898	0.981	1827	1300	25.8	34.7	69.217	F
D - Thurrock Park Way	477	119	2120	858	0.555	476	810	1.6	1.7	13.368	B
E - A1089 Dock Road	1913	478	396	2152	0.889	1909	2201	10.0	10.8	21.535	C

08:45 - 09:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - London Distribution Park	58	15	1696	1019	0.057	58	225	0.2	0.1	7.794	A
B - Dock Road South	480	120	1511	1133	0.424	483	243	1.6	0.9	6.385	A
C - A1089 St Andrews Road	1521	380	911	2007	0.758	1633	1083	34.7	6.8	24.318	C
D - Thurrock Park Way	389	97	1862	980	0.397	392	682	1.7	1.0	8.752	A
E - A1089 Dock Road	1562	390	331	2188	0.714	1590	1923	10.8	3.9	9.411	A

09:00 - 09:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - London Distribution Park	49	12	1401	1155	0.042	49	187	0.1	0.1	6.769	A
B - Dock Road South	402	101	1250	1254	0.321	403	200	0.9	0.5	4.861	A
C - A1089 St Andrews Road	1274	318	758	2094	0.608	1288	895	6.8	3.2	9.212	A
D - Thurrock Park Way	326	81	1486	1157	0.282	328	560	1.0	0.6	6.178	A
E - A1089 Dock Road	1308	327	273	2220	0.589	1315	1540	3.9	2.2	6.006	A

2029_LDM + Til2, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	C - A1089 St Andrews Road - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	ASDA Roundabout	Standard Roundabout		A, B, C, D, E	9.65	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Description	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D22	2029_LDM + Til2	PM	2029 Do Minimum PM with LTC Junction flows + Tilbury2	ONE HOUR	16:45	18:15	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - London Distribution Park		ONE HOUR	✓	200	100.000
B - Dock Road South		ONE HOUR	✓	443	100.000
C - A1089 St Andrews Road		ONE HOUR	✓	1355	100.000
D - Thurrock Park Way		ONE HOUR	✓	93	100.000
E - A1089 Dock Road		ONE HOUR	✓	1573	100.000

Origin-Destination Data

Demand (PCU/hr)

		To				
		A - London Distribution Park	B - Dock Road South	C - A1089 St Andrews Road	D - Thurrock Park Way	E - A1089 Dock Road
From	A - London Distribution Park	0	20	9	28	143
	B - Dock Road South	0	0	28	141	274
	C - A1089 St Andrews Road	5	34	36	95	1185
	D - Thurrock Park Way	2	10	74	5	2
	E - A1089 Dock Road	44	433	659	435	2

Vehicle Mix

Heavy Vehicle Percentages

From	To				
	A - London Distribution Park	B - Dock Road South	C - A1089 St Andrews Road	D - Thurrock Park Way	E - A1089 Dock Road
A - London Distribution Park	0	24	53	0	10
B - Dock Road South	0	0	0	10	1
C - A1089 St Andrews Road	92	0	77	16	39
D - Thurrock Park Way	0	0	26	43	0
E - A1089 Dock Road	73	3	83	22	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)
A - London Distribution Park	0.23	5.52	0.3	A	184	275
B - Dock Road South	0.43	5.87	0.8	A	407	610
C - A1089 St Andrews Road	0.79	12.55	5.1	B	1243	1885
D - Thurrock Park Way	0.10	4.96	0.1	A	85	128
E - A1089 Dock Road	0.76	9.02	4.3	A	1443	2165

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)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - London Distribution Park	151	38	1265	1218	0.124	150	38	0.0	0.2	3.745	A
B - Dock Road South	334	83	1042	1350	0.247	332	372	0.0	0.3	3.658	A
C - A1089 St Andrews Road	1020	255	771	2087	0.489	1015	604	0.0	1.3	4.589	A
D - Thurrock Park Way	70	18	1258	1265	0.055	70	528	0.0	0.1	3.672	A
E - A1089 Dock Road	1184	296	124	2302	0.515	1179	1203	0.0	1.4	4.306	A

17:00 - 17:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - London Distribution Park	180	45	1514	1103	0.163	180	46	0.2	0.2	4.333	A
B - Dock Road South	398	100	1248	1255	0.317	398	446	0.3	0.5	4.348	A
C - A1089 St Andrews Road	1218	305	923	2000	0.609	1215	723	1.3	2.1	6.240	A
D - Thurrock Park Way	84	21	1506	1148	0.073	84	632	0.1	0.1	4.123	A
E - A1089 Dock Road	1414	354	149	2288	0.618	1411	1441	1.4	2.2	5.522	A

17:15 - 17:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - London Distribution Park	220	55	1850	948	0.232	220	56	0.2	0.3	5.487	A
B - Dock Road South	488	122	1525	1126	0.433	487	545	0.5	0.8	5.819	A
C - A1089 St Andrews Road	1492	373	1128	1884	0.792	1481	883	2.1	4.9	11.885	B
D - Thurrock Park Way	102	26	1837	992	0.103	102	772	0.1	0.1	4.931	A
E - A1089 Dock Road	1732	433	182	2270	0.763	1724	1757	2.2	4.2	8.767	A

17:30 - 17:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - London Distribution Park	220	55	1858	944	0.233	220	56	0.3	0.3	5.523	A
B - Dock Road South	488	122	1531	1123	0.434	488	547	0.8	0.8	5.888	A
C - A1089 St Andrews Road	1492	373	1132	1882	0.793	1491	887	4.9	5.1	12.547	B
D - Thurrock Park Way	102	26	1848	987	0.104	102	775	0.1	0.1	4.962	A
E - A1089 Dock Road	1732	433	183	2270	0.783	1732	1768	4.2	4.3	9.018	A

17:45 - 18:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - London Distribution Park	180	45	1526	1097	0.164	180	46	0.3	0.2	4.364	A
B - Dock Road South	398	100	1257	1251	0.318	399	449	0.8	0.5	4.388	A
C - A1089 St Andrews Road	1218	305	928	1997	0.610	1230	729	5.1	2.2	6.501	A
D - Thurrock Park Way	84	21	1521	1141	0.073	84	636	0.1	0.1	4.152	A
E - A1089 Dock Road	1414	354	150	2288	0.618	1422	1455	4.3	2.2	5.689	A

18:00 - 18:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - London Distribution Park	151	38	1274	1213	0.124	151	38	0.2	0.2	3.765	A
B - Dock Road South	334	83	1050	1347	0.248	334	375	0.5	0.3	3.688	A
C - A1089 St Andrews Road	1020	255	776	2084	0.490	1024	608	2.2	1.3	4.654	A
D - Thurrock Park Way	70	18	1268	1260	0.056	70	531	0.1	0.1	3.689	A
E - A1089 Dock Road	1184	296	125	2301	0.515	1187	1213	2.2	1.4	4.376	A

2029_LDM + Dev, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	C - A1089 St Andrews Road - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	ASDA Roundabout	Standard Roundabout		A, B, C, D, E	14.95	B

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Description	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D23	2029_LDM + Dev	AM	2029 Do Something AM with LTC Junction flows	ONE HOUR	07:45	09:15	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.30

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - London Distribution Park		ONE HOUR	✓	65	100.000
B - Dock Road South		ONE HOUR	✓	534	100.000
C - A1089 St Andrews Road		ONE HOUR	✓	1447	100.000
D - Thurrock Park Way		ONE HOUR	✓	433	100.000
E - A1089 Dock Road		ONE HOUR	✓	1552	100.000

Origin-Destination Data

Demand (PCU/hr)

		To				
		A - London Distribution Park	B - Dock Road South	C - A1089 St Andrews Road	D - Thurrock Park Way	E - A1089 Dock Road
From	A - London Distribution Park	0	4	17	9	35
	B - Dock Road South	3	0	24	139	368
	C - A1089 St Andrews Road	10	21	37	144	1235
	D - Thurrock Park Way	143	26	116	5	143
	E - A1089 Dock Road	91	214	804	442	1

Vehicle Mix

Heavy Vehicle Percentages

From	To				
	A - London Distribution Park	B - Dock Road South	C - A1089 St Andrews Road	D - Thurrock Park Way	E - A1089 Dock Road
A - London Distribution Park	0	53	99	52	90
B - Dock Road South	70	0	20	10	11
C - A1089 St Andrews Road	43	0	84	19	90
D - Thurrock Park Way	45	18	14	0	45
E - A1089 Dock Road	42	9	57	12	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)
A - London Distribution Park	0.07	8.46	0.2	A	59	89
B - Dock Road South	0.54	8.30	1.3	A	490	735
C - A1089 St Andrews Road	0.84	22.81	9.6	C	1328	1992
D - Thurrock Park Way	0.49	10.34	1.4	B	397	596
E - A1089 Dock Road	0.79	11.46	5.3	B	1424	2136

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)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - London Distribution Park	49	12	1248	1225	0.040	48	185	0.0	0.1	6.359	A
B - Dock Road South	402	101	1098	1325	0.304	400	198	0.0	0.5	4.457	A
C - A1089 St Andrews Road	1089	272	751	2098	0.519	1081	747	0.0	2.1	6.963	A
D - Thurrock Park Way	326	81	1278	1255	0.260	324	553	0.0	0.5	5.485	A
E - A1089 Dock Road	1169	292	270	2222	0.526	1162	1332	0.0	1.6	4.787	A

08:00 - 08:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - London Distribution Park	58	15	1494	1112	0.052	58	221	0.1	0.1	7.103	A
B - Dock Road South	480	120	1315	1224	0.392	479	237	0.5	0.7	5.537	A
C - A1089 St Andrews Road	1301	325	899	2014	0.646	1295	895	2.1	3.5	9.855	A
D - Thurrock Park Way	389	97	1532	1136	0.343	388	663	0.5	0.7	6.838	A
E - A1089 Dock Road	1395	349	324	2192	0.637	1392	1596	1.6	2.4	6.344	A

08:15 - 08:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - London Distribution Park	71	18	1823	961	0.074	71	270	0.1	0.2	8.411	A
B - Dock Road South	588	147	1604	1090	0.540	586	289	0.7	1.3	8.156	A
C - A1089 St Andrews Road	1593	398	1098	1901	0.838	1571	1092	3.5	9.0	20.400	C
D - Thurrock Park Way	477	119	1861	980	0.486	474	808	0.7	1.3	10.066	B
E - A1089 Dock Road	1709	427	395	2153	0.794	1698	1941	2.4	5.2	10.954	B

08:30 - 08:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - London Distribution Park	71	18	1834	956	0.074	71	272	0.2	0.2	8.464	A
B - Dock Road South	588	147	1614	1085	0.542	588	291	1.3	1.3	8.301	A
C - A1089 St Andrews Road	1593	398	1103	1898	0.839	1591	1098	9.0	9.6	22.814	C
D - Thurrock Park Way	477	119	1881	971	0.491	477	813	1.3	1.4	10.339	B
E - A1089 Dock Road	1709	427	397	2152	0.794	1708	1960	5.2	5.3	11.464	B

08:45 - 09:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - London Distribution Park	58	15	1510	1105	0.053	58	224	0.2	0.1	7.158	A
B - Dock Road South	480	120	1328	1217	0.394	482	240	1.3	0.8	5.638	A
C - A1089 St Andrews Road	1301	325	907	2010	0.647	1324	904	9.6	3.8	10.752	B
D - Thurrock Park Way	389	97	1560	1122	0.347	392	671	1.4	0.8	7.025	A
E - A1089 Dock Road	1395	349	327	2190	0.637	1406	1625	5.3	2.5	6.595	A

09:00 - 09:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - London Distribution Park	49	12	1259	1220	0.040	49	187	0.1	0.1	6.393	A
B - Dock Road South	402	101	1107	1320	0.305	403	200	0.8	0.5	4.506	A
C - A1089 St Andrews Road	1089	272	757	2095	0.520	1096	754	3.8	2.2	7.192	A
D - Thurrock Park Way	326	81	1294	1248	0.261	327	558	0.8	0.5	5.565	A
E - A1089 Dock Road	1169	292	273	2220	0.526	1172	1348	2.5	1.6	4.885	A

2029_LDM + Dev, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	C - A1089 St Andrews Road - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	ASDA Roundabout	Standard Roundabout		A, B, C, D, E	8.31	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Description	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D24	2029_LDM + Dev	PM	2029 Do Something PM with LTC Junction flows	ONE HOUR	16:45	18:15	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - London Distribution Park		ONE HOUR	✓	198	100.000
B - Dock Road South		ONE HOUR	✓	443	100.000
C - A1089 St Andrews Road		ONE HOUR	✓	1338	100.000
D - Thurrock Park Way		ONE HOUR	✓	93	100.000
E - A1089 Dock Road		ONE HOUR	✓	1467	100.000

Origin-Destination Data

Demand (PCU/hr)

		To				
		A - London Distribution Park	B - Dock Road South	C - A1089 St Andrews Road	D - Thurrock Park Way	E - A1089 Dock Road
From	A - London Distribution Park	0	18	9	28	143
	B - Dock Road South	0	0	28	141	274
	C - A1089 St Andrews Road	5	34	36	95	1168
	D - Thurrock Park Way	2	10	74	5	2
	E - A1089 Dock Road	44	433	553	435	2

Vehicle Mix

Heavy Vehicle Percentages

From	To				
	A - London Distribution Park	B - Dock Road South	C - A1089 St Andrews Road	D - Thurrock Park Way	E - A1089 Dock Road
A - London Distribution Park	0	0	53	0	10
B - Dock Road South	0	0	0	10	1
C - A1089 St Andrews Road	92	0	77	16	29
D - Thurrock Park Way	0	0	26	43	0
E - A1089 Dock Road	73	3	73	22	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)
A - London Distribution Park	0.22	5.02	0.3	A	182	273
B - Dock Road South	0.41	5.41	0.7	A	407	610
C - A1089 St Andrews Road	0.78	11.24	4.5	B	1228	1842
D - Thurrock Park Way	0.10	4.91	0.1	A	85	128
E - A1089 Dock Road	0.71	7.17	3.2	A	1348	2019

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)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - London Distribution Park	149	37	1186	1254	0.119	148	38	0.0	0.1	3.544	A
B - Dock Road South	334	83	963	1387	0.240	332	371	0.0	0.3	3.530	A
C - A1089 St Andrews Road	1007	252	771	2087	0.483	1003	525	0.0	1.2	4.236	A
D - Thurrock Park Way	70	18	1246	1270	0.055	70	528	0.0	0.1	3.654	A
E - A1089 Dock Road	1104	276	124	2302	0.480	1100	1191	0.0	1.2	3.890	A

17:00 - 17:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - London Distribution Park	178	44	1420	1146	0.155	178	46	0.1	0.2	4.046	A
B - Dock Road South	398	100	1153	1299	0.307	398	444	0.3	0.5	4.137	A
C - A1089 St Andrews Road	1203	301	923	2000	0.601	1200	628	1.2	1.9	5.742	A
D - Thurrock Park Way	84	21	1491	1155	0.072	84	632	0.1	0.1	4.095	A
E - A1089 Dock Road	1319	330	149	2288	0.576	1317	1426	1.2	1.8	4.822	A

17:15 - 17:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - London Distribution Park	218	55	1736	1001	0.218	218	56	0.2	0.3	5.003	A
B - Dock Road South	488	122	1410	1179	0.414	487	543	0.5	0.7	5.375	A
C - A1089 St Andrews Road	1473	368	1129	1883	0.782	1463	768	1.9	4.4	10.737	B
D - Thurrock Park Way	102	26	1820	1000	0.102	102	772	0.1	0.1	4.888	A
E - A1089 Dock Road	1615	404	182	2270	0.712	1610	1740	1.8	3.1	7.052	A

17:30 - 17:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - London Distribution Park	218	55	1742	998	0.218	218	56	0.3	0.3	5.024	A
B - Dock Road South	488	122	1415	1177	0.414	488	545	0.7	0.7	5.408	A
C - A1089 St Andrews Road	1473	368	1132	1882	0.783	1473	771	4.4	4.5	11.242	B
D - Thurrock Park Way	102	26	1829	995	0.103	102	775	0.1	0.1	4.913	A
E - A1089 Dock Road	1615	404	183	2270	0.712	1615	1749	3.1	3.2	7.168	A

17:45 - 18:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - London Distribution Park	178	44	1428	1142	0.156	178	46	0.3	0.2	4.069	A
B - Dock Road South	398	100	1160	1296	0.307	399	447	0.7	0.5	4.164	A
C - A1089 St Andrews Road	1203	301	927	1998	0.602	1213	632	4.5	2.0	5.949	A
D - Thurrock Park Way	84	21	1504	1148	0.073	84	636	0.1	0.1	4.123	A
E - A1089 Dock Road	1319	330	150	2288	0.577	1324	1438	3.2	1.8	4.903	A

18:00 - 18:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - London Distribution Park	149	37	1194	1250	0.119	149	38	0.2	0.1	3.562	A
B - Dock Road South	334	83	969	1384	0.241	334	373	0.5	0.3	3.555	A
C - A1089 St Andrews Road	1007	252	775	2084	0.483	1010	528	2.0	1.2	4.309	A
D - Thurrock Park Way	70	18	1255	1266	0.055	70	531	0.1	0.1	3.670	A
E - A1089 Dock Road	1104	276	125	2301	0.480	1107	1199	1.8	1.2	3.938	A

2029_LDM + Dev + Til2, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	C - A1089 St Andrews Road - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	ASDA Roundabout	Standard Roundabout		A, B, C, D, E	39.59	E

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Description	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D25	2029_LDM + Dev + Til2	AM	2029 Do Something AM with LTC Junction flows + Tilbury2 - Sensitivity - Junction flows	ONE HOUR	07:45	09:15	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.30

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - London Distribution Park		ONE HOUR	✓	65	100.000
B - Dock Road South		ONE HOUR	✓	534	100.000
C - A1089 St Andrews Road		ONE HOUR	✓	1692	100.000
D - Thurrock Park Way		ONE HOUR	✓	433	100.000
E - A1089 Dock Road		ONE HOUR	✓	1797	100.000

Origin-Destination Data

Demand (PCU/hr)

		To				
		A - London Distribution Park	B - Dock Road South	C - A1089 St Andrews Road	D - Thurrock Park Way	E - A1089 Dock Road
From	A - London Distribution Park	0	4	17	9	35
	B - Dock Road South	3	0	24	139	368
	C - A1089 St Andrews Road	10	21	37	144	1480
	D - Thurrock Park Way	143	26	116	5	143
	E - A1089 Dock Road	91	214	1049	442	1

Vehicle Mix

Heavy Vehicle Percentages

From	To				
	A - London Distribution Park	B - Dock Road South	C - A1089 St Andrews Road	D - Thurrock Park Way	E - A1089 Dock Road
A - London Distribution Park	0	53	99	52	90
B - Dock Road South	70	0	20	10	11
C - A1089 St Andrews Road	43	0	84	19	92
D - Thurrock Park Way	45	18	14	0	45
E - A1089 Dock Road	42	9	64	12	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)
A - London Distribution Park	0.09	9.81	0.2	A	59	89
B - Dock Road South	0.61	11.00	1.8	B	490	735
C - A1089 St Andrews Road	0.98	68.93	34.6	F	1553	2329
D - Thurrock Park Way	0.56	13.37	1.7	B	397	596
E - A1089 Dock Road	0.92	27.84	14.4	D	1649	2474

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)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - London Distribution Park	49	12	1429	1142	0.043	48	185	0.0	0.1	6.845	A
B - Dock Road South	402	101	1279	1240	0.324	400	198	0.0	0.5	4.900	A
C - A1089 St Andrews Road	1274	318	750	2098	0.607	1262	929	0.0	3.1	8.601	A
D - Thurrock Park Way	326	81	1459	1170	0.279	324	552	0.0	0.5	6.031	A
E - A1089 Dock Road	1353	338	270	2222	0.609	1344	1513	0.0	2.3	6.049	A

08:00 - 08:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - London Distribution Park	58	15	1711	1012	0.057	58	221	0.1	0.1	7.844	A
B - Dock Road South	480	120	1532	1123	0.427	479	237	0.5	0.8	6.397	A
C - A1089 St Andrews Road	1521	380	898	2014	0.755	1510	1113	3.1	5.9	14.147	B
D - Thurrock Park Way	389	97	1746	1034	0.376	388	661	0.5	0.8	7.900	A
E - A1089 Dock Road	1616	404	323	2192	0.737	1609	1811	2.3	4.0	9.078	A

08:15 - 08:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - London Distribution Park	71	18	2067	848	0.084	71	269	0.1	0.2	9.628	A
B - Dock Road South	588	147	1852	974	0.603	585	286	0.8	1.7	10.498	B
C - A1089 St Andrews Road	1863	466	1091	1905	0.978	1784	1345	5.9	25.7	44.159	E
D - Thurrock Park Way	477	119	2078	878	0.543	474	797	0.8	1.6	12.541	B

From	A - London Distribution Park	0	4	17	9	35
	B - Dock Road South	3	0	24	139	368
	C - A1089 St Andrews Road	11	23	39	152	1304
	D - Thurrock Park Way	143	26	116	5	143
	E - A1089 Dock Road	96	225	873	466	1

Vehicle Mix

Heavy Vehicle Percentages

From	To					
	A - London Distribution Park	B - Dock Road South	C - A1089 St Andrews Road	D - Thurrock Park Way	E - A1089 Dock Road	
A - London Distribution Park	0	53	99	52	90	
B - Dock Road South	70	0	20	10	11	
C - A1089 St Andrews Road	43	0	84	19	90	
D - Thurrock Park Way	45	18	14	0	45	
E - A1089 Dock Road	42	9	56	12	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)
A - London Distribution Park	0.08	9.02	0.2	A	59	89
B - Dock Road South	0.57	9.19	1.5	A	490	735
C - A1089 St Andrews Road	0.89	32.71	14.3	D	1403	2105
D - Thurrock Park Way	0.51	11.17	1.5	B	397	596
E - A1089 Dock Road	0.85	15.69	7.7	C	1524	2287

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)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - London Distribution Park	49	12	1328	1189	0.041	48	189	0.0	0.1	6.565	A
B - Dock Road South	402	101	1168	1292	0.311	400	208	0.0	0.5	4.620	A
C - A1089 St Andrews Road	1151	288	768	2088	0.551	1142	800	0.0	2.4	7.465	A
D - Thurrock Park Way	326	81	1333	1229	0.265	324	577	0.0	0.5	5.639	A
E - A1089 Dock Road	1251	313	274	2220	0.563	1243	1383	0.0	1.8	5.185	A

08:00 - 08:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - London Distribution Park	58	15	1590	1068	0.054	58	227	0.1	0.1	7.413	A
B - Dock Road South	480	120	1399	1185	0.405	479	249	0.5	0.8	5.843	A
C - A1089 St Andrews Road	1375	344	920	2002	0.687	1367	958	2.4	4.2	11.117	B
D - Thurrock Park Way	389	97	1597	1105	0.352	388	691	0.5	0.8	7.128	A
E - A1089 Dock Road	1493	373	328	2190	0.682	1489	1657	1.8	3.0	7.223	A

08:15 - 08:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - London Distribution Park	71	18	1935	909	0.078	71	276	0.1	0.2	8.930	A
B - Dock Road South	588	147	1703	1044	0.563	585	303	0.8	1.4	8.955	A
C - A1089 St Andrews Road	1683	421	1122	1887	0.892	1649	1166	4.2	12.8	26.765	D
D - Thurrock Park Way	477	119	1931	947	0.503	474	840	0.8	1.4	10.755	B
E - A1089 Dock Road	1829	457	400	2150	0.851	1812	2006	3.0	7.3	14.364	B

08:30 - 08:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - London Distribution Park	71	18	1952	901	0.079	71	278	0.2	0.2	9.017	A
B - Dock Road South	588	147	1717	1037	0.567	588	305	1.4	1.5	9.188	A
C - A1089 St Andrews Road	1683	421	1129	1883	0.894	1677	1176	12.8	14.3	32.705	D
D - Thurrock Park Way	477	119	1959	934	0.510	477	848	1.4	1.5	11.166	B
E - A1089 Dock Road	1829	457	403	2149	0.851	1828	2033	7.3	7.7	15.691	C

08:45 - 09:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - London Distribution Park	58	15	1615	1057	0.055	58	230	0.2	0.1	7.504	A
B - Dock Road South	480	120	1420	1175	0.409	483	253	1.5	0.8	5.989	A
C - A1089 St Andrews Road	1375	344	930	1996	0.689	1414	972	14.3	4.6	13.004	B
D - Thurrock Park Way	389	97	1641	1084	0.359	392	703	1.5	0.8	7.418	A
E - A1089 Dock Road	1493	373	333	2187	0.683	1512	1700	7.7	3.1	7.740	A

09:00 - 09:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - London Distribution Park	49	12	1341	1182	0.041	49	191	0.1	0.1	6.605	A
B - Dock Road South	402	101	1180	1286	0.313	403	210	0.8	0.5	4.680	A
C - A1089 St Andrews Road	1151	288	775	2084	0.552	1159	808	4.6	2.5	7.782	A
D - Thurrock Park Way	326	81	1352	1221	0.267	327	583	0.8	0.5	5.736	A
E - A1089 Dock Road	1251	313	277	2218	0.564	1256	1402	3.1	1.9	5.325	A

2038_LDM + Dev, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	C - A1089 St Andrews Road - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	ASDA Roundabout	Standard Roundabout		A, B, C, D, E	14.55	B

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Description	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D40	2038_LDM + Dev	PM	2038 Do Something PM with LTC Junction flows	ONE HOUR	16:45	18:15	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - London Distribution Park		ONE HOUR	✓	198	100.000
B - Dock Road South		ONE HOUR	✓	443	100.000
C - A1089 St Andrews Road		ONE HOUR	✓	1527	100.000
D - Thurrock Park Way		ONE HOUR	✓	93	100.000
E - A1089 Dock Road		ONE HOUR	✓	1605	100.000

Origin-Destination Data

Demand (PCU/hr)

		To				
		A - London Distribution Park	B - Dock Road South	C - A1089 St Andrews Road	D - Thurrock Park Way	E - A1089 Dock Road
From	A - London Distribution Park	0	18	9	28	143
	B - Dock Road South	0	0	28	141	274
	C - A1089 St Andrews Road	6	37	39	103	1342
	D - Thurrock Park Way	2	10	74	5	2
	E - A1089 Dock Road	48	471	609	474	3

Vehicle Mix

Heavy Vehicle Percentages

From	To				
	A - London Distribution Park	B - Dock Road South	C - A1089 St Andrews Road	D - Thurrock Park Way	E - A1089 Dock Road
A - London Distribution Park	0	0	53	0	10
B - Dock Road South	0	0	0	10	1
C - A1089 St Andrews Road	92	0	77	16	27
D - Thurrock Park Way	0	0	26	43	0
E - A1089 Dock Road	73	3	73	22	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)
A - London Distribution Park	0.24	5.53	0.3	A	182	273
B - Dock Road South	0.43	5.83	0.8	A	407	610
C - A1089 St Andrews Road	0.91	24.21	10.7	C	1401	2102
D - Thurrock Park Way	0.11	5.48	0.2	A	85	128
E - A1089 Dock Road	0.78	9.40	4.5	A	1473	2209

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)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - London Distribution Park	149	37	1290	1206	0.124	148	42	0.0	0.2	3.705	A
B - Dock Road South	334	83	1037	1353	0.247	332	402	0.0	0.3	3.649	A
C - A1089 St Andrews Road	1150	287	801	2070	0.555	1143	569	0.0	1.6	4.883	A
D - Thurrock Park Way	70	18	1381	1207	0.058	70	563	0.0	0.1	3.859	A
E - A1089 Dock Road	1208	302	130	2299	0.526	1203	1321	0.0	1.4	4.265	A

17:00 - 17:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - London Distribution Park	178	44	1545	1089	0.164	178	50	0.2	0.2	4.302	A
B - Dock Road South	398	100	1242	1258	0.317	398	481	0.3	0.5	4.333	A
C - A1089 St Andrews Road	1373	343	958	1980	0.693	1368	681	1.6	2.8	7.377	A
D - Thurrock Park Way	84	21	1653	1079	0.078	84	674	0.1	0.1	4.409	A
E - A1089 Dock Road	1443	361	155	2285	0.632	1440	1581	1.4	2.2	5.542	A

17:15 - 17:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - London Distribution Park	218	55	1886	932	0.234	218	61	0.2	0.3	5.485	A
B - Dock Road South	488	122	1516	1130	0.432	487	587	0.5	0.8	5.783	A
C - A1089 St Andrews Road	1681	420	1172	1859	0.904	1654	831	2.8	9.7	19.976	C
D - Thurrock Park Way	102	26	2004	913	0.112	102	822	0.1	0.2	5.408	A
E - A1089 Dock Road	1767	442	189	2266	0.780	1758	1917	2.2	4.4	9.093	A

17:30 - 17:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - London Distribution Park	218	55	1895	927	0.235	218	62	0.3	0.3	5.525	A
B - Dock Road South	488	122	1523	1127	0.433	488	590	0.8	0.8	5.833	A
C - A1089 St Andrews Road	1881	420	1176	1857	0.906	1677	835	9.7	10.7	24.211	C
D - Thurrock Park Way	102	26	2027	903	0.114	102	826	0.2	0.2	5.483	A
E - A1089 Dock Road	1767	442	190	2265	0.780	1767	1939	4.4	4.5	9.403	A

17:45 - 18:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - London Distribution Park	178	44	1558	1082	0.164	178	51	0.3	0.2	4.340	A
B - Dock Road South	398	100	1252	1253	0.318	399	485	0.8	0.5	4.374	A
C - A1089 St Andrews Road	1373	343	964	1977	0.694	1404	687	10.7	3.0	8.348	A
D - Thurrock Park Way	84	21	1688	1062	0.079	84	680	0.2	0.1	4.487	A
E - A1089 Dock Road	1443	361	157	2284	0.632	1452	1614	4.5	2.3	5.709	A

18:00 - 18:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - London Distribution Park	149	37	1300	1201	0.124	149	42	0.2	0.2	3.726	A
B - Dock Road South	334	83	1045	1349	0.247	334	405	0.5	0.3	3.674	A
C - A1089 St Andrews Road	1150	287	806	2067	0.556	1155	573	3.0	1.6	5.021	A
D - Thurrock Park Way	70	18	1394	1201	0.058	70	567	0.1	0.1	3.883	A
E - A1089 Dock Road	1208	302	131	2298	0.526	1212	1333	2.3	1.5	4.337	A

2038_LDM + Dev + Til2, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	C - A1089 St Andrews Road - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	ASDA Roundabout	Standard Roundabout		A, B, C, D, E	64.96	F

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Description	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D41	2038_LDM + Dev + Til2	AM	2038 Do Something AM with LTC Junction flows + Tilbury2 - Sensitivity - Junction flows	ONE HOUR	07:45	09:15	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.30

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - London Distribution Park		ONE HOUR	✓	65	100.000
B - Dock Road South		ONE HOUR	✓	534	100.000
C - A1089 St Andrews Road		ONE HOUR	✓	1774	100.000
D - Thurrock Park Way		ONE HOUR	✓	433	100.000
E - A1089 Dock Road		ONE HOUR	✓	1906	100.000

Origin-Destination Data

Demand (PCU/hr)

		To				
		A - London Distribution Park	B - Dock Road South	C - A1089 St Andrews Road	D - Thurrock Park Way	E - A1089 Dock Road
From	A - London Distribution Park	0	4	17	9	35
	B - Dock Road South	3	0	24	139	368
	C - A1089 St Andrews Road	11	23	39	152	1549
	D - Thurrock Park Way	143	26	116	5	143
	E - A1089 Dock Road	96	225	1118	466	1

Vehicle Mix

Heavy Vehicle Percentages

From	To				
	A - London Distribution Park	B - Dock Road South	C - A1089 St Andrews Road	D - Thurrock Park Way	E - A1089 Dock Road
A - London Distribution Park	0	53	99	52	90
B - Dock Road South	70	0	20	10	11
C - A1089 St Andrews Road	43	0	84	19	92
D - Thurrock Park Way	45	18	14	0	45
E - A1089 Dock Road	42	9	62	12	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)
A - London Distribution Park	0.09	10.43	0.2	B	59	89
B - Dock Road South	0.64	12.32	2.0	B	490	735
C - A1089 St Andrews Road	1.04	111.07	63.1	F	1628	2442
D - Thurrock Park Way	0.56	13.87	1.8	B	397	596
E - A1089 Dock Road	0.98	50.24	28.1	F	1749	2624

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)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - London Distribution Park	49	12	1509	1105	0.044	48	189	0.0	0.1	7.083	A
B - Dock Road South	402	101	1350	1208	0.333	400	207	0.0	0.6	5.096	A
C - A1089 St Andrews Road	1336	334	768	2088	0.639	1322	982	0.0	3.5	9.346	A
D - Thurrock Park Way	326	81	1513	1144	0.285	324	576	0.0	0.6	6.219	A
E - A1089 Dock Road	1435	359	273	2220	0.647	1424	1563	0.0	2.7	6.620	A

08:00 - 08:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - London Distribution Park	58	15	1805	989	0.060	58	226	0.1	0.1	8.218	A
B - Dock Road South	480	120	1615	1085	0.443	479	248	0.6	0.9	6.800	A
C - A1089 St Andrews Road	1595	399	919	2003	0.796	1580	1175	3.5	7.3	16.653	C
D - Thurrock Park Way	389	97	1809	1005	0.387	388	689	0.6	0.9	8.277	A
E - A1089 Dock Road	1714	428	328	2190	0.782	1704	1870	2.7	5.1	10.759	B

08:15 - 08:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - London Distribution Park	71	18	2154	808	0.088	71	273	0.1	0.2	10.149	B
B - Dock Road South	588	147	1929	939	0.626	584	296	0.9	1.9	11.518	B
C - A1089 St Andrews Road	1953	488	1110	1894	1.031	1823	1404	7.3	39.9	60.391	F
D - Thurrock Park Way	477	119	2112	862	0.553	473	820	0.9	1.7	13.050	B
E - A1089 Dock Road	2099	525	395	2153	0.975	2032	2190	5.1	21.8	33.226	D

08:30 - 08:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - London Distribution Park	71	18	2196	789	0.090	71	277	0.2	0.2	10.426	B
B - Dock Road South	588	147	1965	922	0.638	588	301	1.9	2.0	12.319	B
C - A1089 St Andrews Road	1953	488	1123	1887	1.035	1861	1430	39.9	63.1	111.069	F
D - Thurrock Park Way	477	119	2149	845	0.564	476	835	1.7	1.8	13.885	B
E - A1089 Dock Road	2099	525	399	2151	0.976	2073	2227	21.8	28.1	50.240	F

08:45 - 09:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - London Distribution Park	58	15	1909	921	0.063	58	234	0.2	0.1	8.681	A
B - Dock Road South	480	120	1704	1043	0.460	484	263	2.0	1.0	7.432	A
C - A1089 St Andrews Road	1595	399	948	1986	0.803	1808	1239	63.1	9.7	57.922	F
D - Thurrock Park Way	389	97	2022	904	0.430	392	734	1.8	1.1	10.040	B
E - A1089 Dock Road	1714	428	340	2183	0.785	1803	2075	28.1	5.8	16.937	C

09:00 - 09:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - London Distribution Park	49	12	1533	1094	0.044	49	192	0.1	0.1	7.163	A
B - Dock Road South	402	101	1371	1198	0.336	404	211	1.0	0.6	5.211	A
C - A1089 St Andrews Road	1336	334	777	2083	0.641	1359	997	9.7	3.7	10.388	B
D - Thurrock Park Way	326	81	1551	1127	0.289	328	586	1.1	0.6	6.424	A
E - A1089 Dock Road	1435	359	278	2217	0.647	1447	1601	5.8	2.8	7.025	A

2038_LDM + Dev + Til2, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	C - A1089 St Andrews Road - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	ASDA Roundabout	Standard Roundabout		A, B, C, D, E	42.27	E

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Description	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D42	2038_LDM + Dev + Til2	PM	2038 Do Something AM with LTC Junction flows + Tilbury2 - Sensitivity - Junction flows	ONE HOUR	16:45	18:15	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - London Distribution Park		ONE HOUR	✓	200	100.000
B - Dock Road South		ONE HOUR	✓	443	100.000
C - A1089 St Andrews Road		ONE HOUR	✓	1728	100.000
D - Thurrock Park Way		ONE HOUR	✓	93	100.000
E - A1089 Dock Road		ONE HOUR	✓	1751	100.000

Origin-Destination Data

Demand (PCU/hr)

		To				
		A - London Distribution Park	B - Dock Road South	C - A1089 St Andrews Road	D - Thurrock Park Way	E - A1089 Dock Road
From	A - London Distribution Park	0	20	9	28	143
	B - Dock Road South	0	0	28	141	274
	C - A1089 St Andrews Road	6	37	39	103	1543
	D - Thurrock Park Way	2	10	74	5	2
	E - A1089 Dock Road	48	471	755	474	3

Vehicle Mix

Heavy Vehicle Percentages

From	To				
	A - London Distribution Park	B - Dock Road South	C - A1089 St Andrews Road	D - Thurrock Park Way	E - A1089 Dock Road
A - London Distribution Park	0	24	53	0	10
B - Dock Road South	0	0	0	10	1
C - A1089 St Andrews Road	92	0	77	16	32
D - Thurrock Park Way	0	0	26	43	0
E - A1089 Dock Road	73	3	77	22	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)
A - London Distribution Park	0.26	6.30	0.4	A	184	275
B - Dock Road South	0.46	6.59	0.9	A	407	610
C - A1089 St Andrews Road	1.02	86.10	47.9	F	1586	2378
D - Thurrock Park Way	0.12	6.06	0.2	A	85	128
E - A1089 Dock Road	0.85	14.06	7.3	B	1607	2410

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)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - London Distribution Park	151	38	1399	1156	0.130	150	42	0.0	0.2	3.974	A
B - Dock Road South	334	83	1146	1302	0.256	332	403	0.0	0.4	3.838	A
C - A1089 St Andrews Road	1301	325	800	2070	0.628	1292	678	0.0	2.2	5.996	A
D - Thurrock Park Way	70	18	1530	1136	0.062	70	562	0.0	0.1	4.112	A
E - A1089 Dock Road	1318	330	130	2299	0.573	1311	1470	0.0	1.8	4.860	A

17:00 - 17:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - London Distribution Park	180	45	1674	1029	0.175	180	50	0.2	0.2	4.708	A
B - Dock Road South	398	100	1372	1197	0.333	398	482	0.4	0.5	4.658	A
C - A1089 St Andrews Road	1553	388	958	1980	0.784	1544	811	2.2	4.5	10.579	B
D - Thurrock Park Way	84	21	1829	996	0.084	84	673	0.1	0.1	4.811	A
E - A1089 Dock Road	1574	394	155	2285	0.689	1570	1758	1.8	2.9	6.715	A

17:15 - 17:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - London Distribution Park	220	55	2036	863	0.255	220	61	0.2	0.4	6.217	A
B - Dock Road South	488	122	1670	1059	0.461	486	586	0.5	0.9	6.497	A
C - A1089 St Andrews Road	1903	476	1170	1860	1.023	1798	987	4.5	30.7	46.215	E
D - Thurrock Park Way	102	26	2152	844	0.121	102	816	0.1	0.2	5.917	A
E - A1089 Dock Road	1928	482	185	2268	0.850	1912	2069	2.9	7.0	13.000	B

17:30 - 17:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - London Distribution Park	220	55	2052	855	0.258	220	61	0.4	0.4	6.301	A
B - Dock Road South	488	122	1682	1053	0.463	488	591	0.9	0.9	6.592	A
C - A1089 St Andrews Road	1903	476	1175	1857	1.025	1834	994	30.7	47.9	86.105	F
D - Thurrock Park Way	102	26	2187	827	0.124	102	822	0.2	0.2	6.056	A
E - A1089 Dock Road	1928	482	187	2267	0.850	1927	2102	7.0	7.3	14.062	B

17:45 - 18:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - London Distribution Park	180	45	1703	1016	0.177	180	51	0.4	0.2	4.792	A
B - Dock Road South	398	100	1392	1188	0.335	400	492	0.9	0.5	4.740	A
C - A1089 St Andrews Road	1553	388	967	1975	0.786	1724	825	47.9	5.2	29.658	D
D - Thurrock Park Way	84	21	2000	915	0.091	84	690	0.2	0.1	5.282	A
E - A1089 Dock Road	1574	394	164	2280	0.690	1591	1920	7.3	3.1	7.180	A

18:00 - 18:15

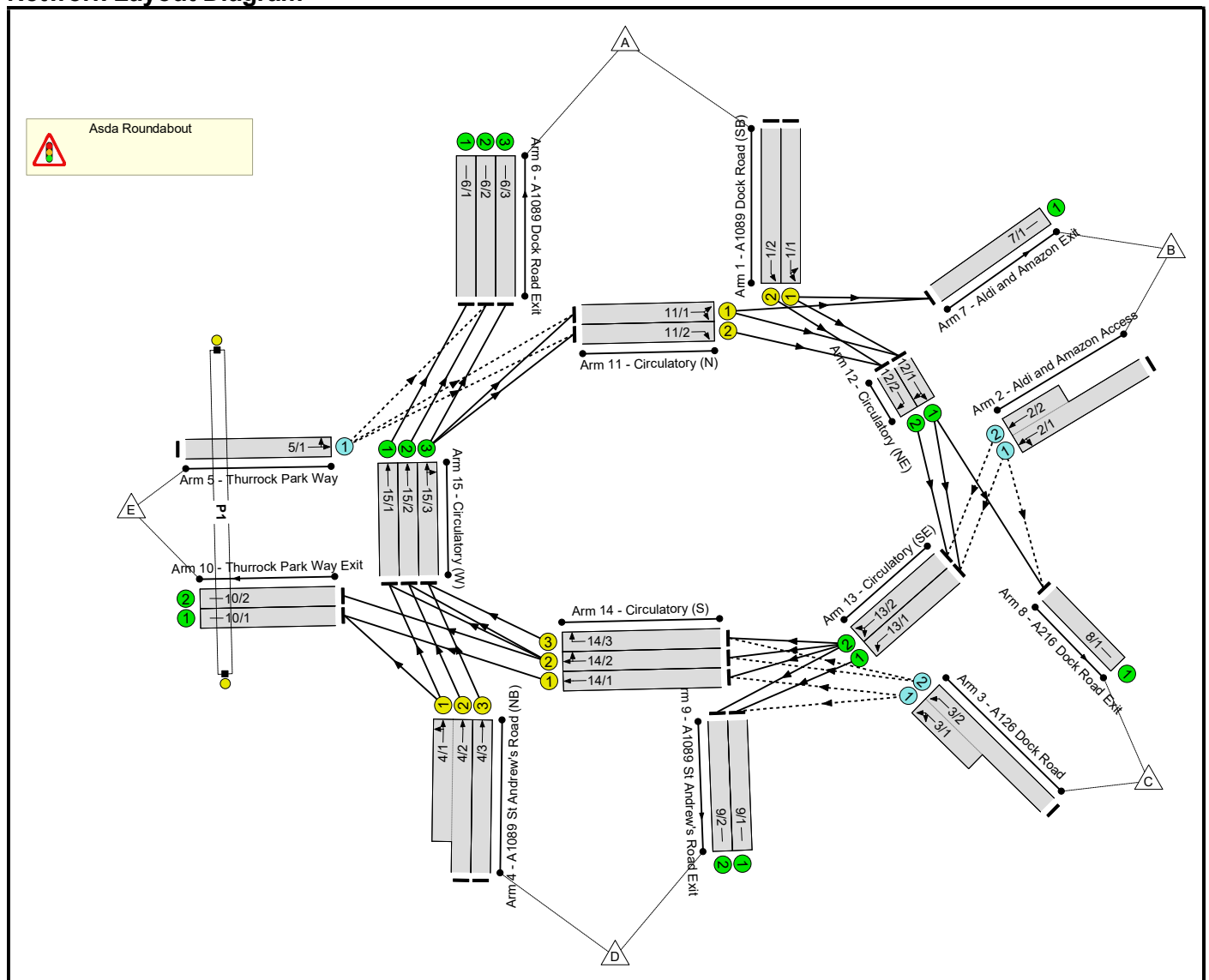
Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - London Distribution Park	151	38	1412	1150	0.131	151	42	0.2	0.2	4.007	A
B - Dock Road South	334	83	1156	1298	0.257	334	407	0.5	0.4	3.873	A
C - A1089 St Andrews Road	1301	325	806	2066	0.630	1313	684	5.2	2.3	6.347	A
D - Thurrock Park Way	70	18	1551	1126	0.062	70	568	0.1	0.1	4.156	A
E - A1089 Dock Road	1318	330	131	2298	0.574	1323	1491	3.1	1.8	4.985	A

Full Input Data And Results
Full Input Data And Results

User and Project Details

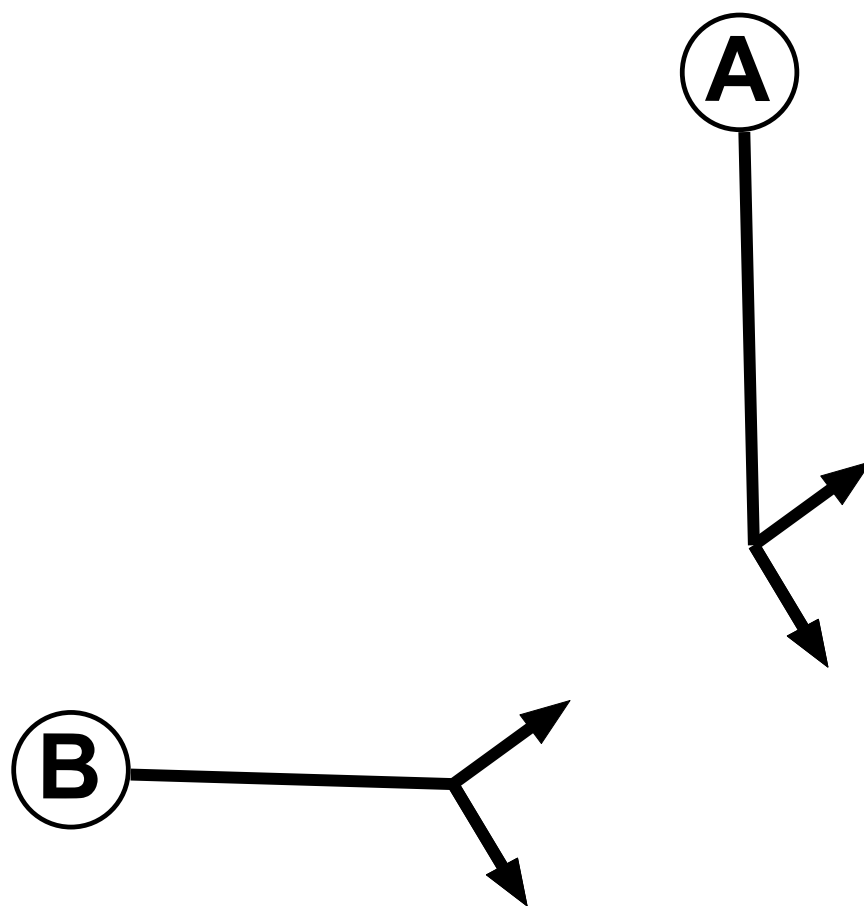
Project:	The London Resort
Title:	Asda Roundabout Further Mitigation Scheme
Location:	
Additional detail:	
File name:	Asda Roundabout 3 Lanes 2038.lsg3x
Author:	
Company:	
Address:	

Network Layout Diagram



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Phase Diagram



Phase Input Data

Phase Name	Phase Type	Stage Stream	Assoc. Phase	Street Min	Cont Min
A	Traffic	1		7	7
B	Traffic	1		7	7
C	Traffic	2		7	7
D	Traffic	2		7	7

Phase Intergreens Matrix

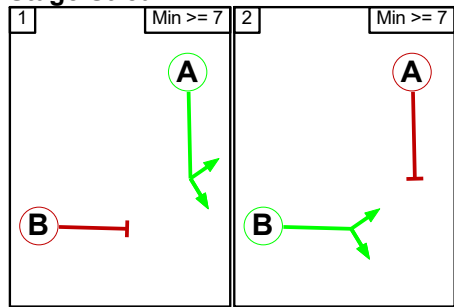
		Starting Phase				
		A	B	C	D	
Terminating Phase	A	7	-	-		
	B	7		-	-	
	C	-	-		5	
	D	-	-	5		

Phases in Stage

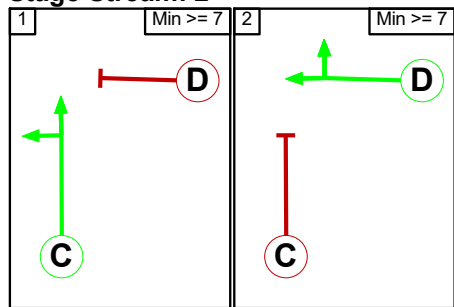
Stream	Stage No.	Phases in Stage
1	1	A
1	2	B
2	1	C
2	2	D

Stage Diagram

Stage Stream: 1



Stage Stream: 2



Phase Delays

Stage Stream: 1

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

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Stage Stream: 2

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

Prohibited Stage Change

Stage Stream: 1

	To Stage	
From Stage	1	2
	1	7
	2	7

Stage Stream: 2

	To Stage	
From Stage	1	2
	1	5
	2	5

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Give-Way Lane Input Data

Junction: Asda Roundabout											
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)
2/1 (Aldi and Amazon Access)	8/1 (Left)	1000	0	12/1	0.33	To 8/1 (Ahead)	-	-	-	-	-
	13/1 (Ahead)	1000	0	12/1	0.33	All					
2/2 (Aldi and Amazon Access)	13/2 (Ahead)	1000	0	12/1	0.33	All	-	-	-	-	-
				12/2	0.33	All					
3/1 (A126 Dock Road)	9/1 (U-Turn)	1000	0	13/1	0.33	All	-	-	-	-	-
	14/1 (Left)	1000	0	13/1	0.33	All					
				13/2	0.33	To 9/2 (Left) To 14/1 (Ahead)					
3/2 (A126 Dock Road)	14/2 (Left)	1000	0	13/1	0.33	All	-	-	-	-	-
				13/2	0.33	All					
	14/3 (Left)	1000	0	13/1	0.33	All					
				13/2	0.33	All					
5/1 (Thurrock Park Way)	6/2 (Left)	1000	0	15/2	0.33	All	-	-	-	-	-
	11/1 (Ahead)	1000	0	15/2	0.33	All					
				15/3	0.33	All					
				15/2	0.33	All					
	11/2 (Ahead)	1000	0	15/3	0.33	All					

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Lane Input Data

Junction: Asda Roundabout												
Lane	Lane Type	Phases	Start Disp.	End Disp.	Physical Length (PCU)	Sat Flow Type	Def User Saturation Flow (PCU/Hr)	Lane Width (m)	Gradient	Nearside Lane	Turns	Turning Radius (m)
1/1 (A1089 Dock Road (SB))	U	A	2	3	60.0	User	1900	-	-	-	-	-
1/2 (A1089 Dock Road (SB))	U	A	2	3	60.0	User	1900	-	-	-	-	-
2/1 (Aldi and Amazon Access)	O		2	3	60.0	Inf	-	-	-	-	-	-
2/2 (Aldi and Amazon Access)	O		2	3	5.0	Inf	-	-	-	-	-	-
3/1 (A126 Dock Road)	O		2	3	6.1	Inf	-	-	-	-	-	-
3/2 (A126 Dock Road)	O		2	3	60.0	Inf	-	-	-	-	-	-
4/1 (A1089 St Andrew's Road (NB))	U	C	2	3	12.0	User	1900	-	-	-	-	-
4/2 (A1089 St Andrew's Road (NB))	U	C	2	3	60.0	User	1900	-	-	-	-	-
4/3 (A1089 St Andrew's Road (NB))	U	C	2	3	60.0	User	1900	-	-	-	-	-
5/1 (Thurrock Park Way)	O		2	3	60.0	Inf	-	-	-	-	-	-
6/1 (A1089 Dock Road Exit)	U		2	3	60.0	Inf	-	-	-	-	-	-
6/2 (A1089 Dock Road Exit)	U		2	3	60.0	Inf	-	-	-	-	-	-
6/3 (A1089 Dock Road Exit)	U		2	3	60.0	Inf	-	-	-	-	-	-
7/1 (Aldi and Amazon Exit)	U		2	3	60.0	Inf	-	-	-	-	-	-
8/1 (A216 Dock Road Exit)	U		2	3	60.0	Inf	-	-	-	-	-	-
9/1 (A1089 St Andrew's Road Exit)	U		2	3	60.0	Inf	-	-	-	-	-	-

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9/2 (A1089 St Andrew's Road Exit)	U		2	3	60.0	Inf	-	-	-	-	-	-
10/1 (Thurrock Park Way Exit)	U		2	3	60.0	Inf	-	-	-	-	-	-
10/2 (Thurrock Park Way Exit)	U		2	3	60.0	Inf	-	-	-	-	-	-
11/1 (Circulatory (N))	U	B	2	3	10.0	User	1900	-	-	-	-	-
11/2 (Circulatory (N))	U	B	2	3	11.0	User	1900	-	-	-	-	-
12/1 (Circulatory (NE))	U		2	3	60.0	Inf	-	-	-	-	-	-
12/2 (Circulatory (NE))	U		2	3	60.0	Inf	-	-	-	-	-	-
13/1 (Circulatory (SE))	U		2	3	60.0	Inf	-	-	-	-	-	-
13/2 (Circulatory (SE))	U		2	3	60.0	Inf	-	-	-	-	-	-
14/1 (Circulatory (S))	U	D	2	3	4.3	User	1900	-	-	-	-	-
14/2 (Circulatory (S))	U	D	2	3	5.2	User	1900	-	-	-	-	-
14/3 (Circulatory (S))	U	D	2	3	5.2	User	1900	-	-	-	-	-
15/1 (Circulatory (W))	U		2	3	60.0	Inf	-	-	-	-	-	-
15/2 (Circulatory (W))	U		2	3	60.0	Inf	-	-	-	-	-	-
15/3 (Circulatory (W))	U		2	3	60.0	Inf	-	-	-	-	-	-

Full Input Data And Results

Traffic Flow Groups

Flow Group	Start Time	End Time	Duration	Formula
1: '2038 AM DM'	08:00	09:00	01:00	
2: '2038 PM DM'	17:00	18:00	01:00	
3: '2038 AM DS'	08:00	09:00	01:00	
4: '2038 PM DS'	17:00	18:00	01:00	
5: '2038 AM DM + LTC'	08:00	09:00	01:00	
6: '2038 PM DM + LTC'	17:00	18:00	01:00	
7: '2038 AM DS + LTC'	08:00	09:00	01:00	
8: '2038 PM DS + LTC'	17:00	18:00	01:00	
9: '2038 AM DM + Tilbury 2'	08:00	09:00	01:00	
10: '2038 PM DM + Tilbury 2'	17:00	18:00	01:00	
11: '2038 AM DS + Tilbury 2'	08:00	09:00	01:00	
12: '2038 PM DS + Tilbury 2'	17:00	18:00	01:00	
13: '2038 AM DM + LTC & Tilbury 2'	08:00	09:00	01:00	
14: '2038 PM DM + LTC & Tilbury 2'	17:00	18:00	01:00	
15: '2038 AM DS + LTC & Tilbury 2'	08:00	09:00	01:00	
16: '2038 PM DS + LTC & Tilbury 2'	17:00	18:00	01:00	
17: '2029 AM DM'	08:00	09:00	01:00	
18: '2029 PM DM'	17:00	18:00	01:00	
19: '2029 AM DS'	08:00	09:00	01:00	
20: '2029 PM DS'	17:00	18:00	01:00	
21: '2029 AM DM + LTC'	08:00	09:00	01:00	
22: '2029 PM DM + LTC'	17:00	18:00	01:00	
23: '2029 AM DS + LTC'	08:00	09:00	01:00	
24: '2029 PM DS + LTC'	17:00	18:00	01:00	
25: '2029 AM DM + Tilbury 2'	08:00	09:00	01:00	
26: '2029 PM DM + Tilbury 2'	17:00	18:00	01:00	
27: '2029 AM DS + Tilbury 2'	08:00	09:00	01:00	
28: '2029 PM DS + Tilbury 2'	17:00	18:00	01:00	
29: '2029 AM DM + LTC & Tilbury 2'	08:00	09:00	01:00	
30: '2029 PM DM + LTC & Tilbury 2'	17:00	18:00	01:00	
31: '2029 AM DS + LTC & Tilbury 2'	08:00	09:00	01:00	
32: '2029 PM DS + LTC & Tilbury 2'	17:00	18:00	01:00	
33: '2025 AM DM'	08:00	09:00	01:00	
34: '2025 PM DM'	17:00	18:00	01:00	
35: '2025 AM DS'	08:00	09:00	01:00	
36: '2025 PM DS'	17:00	18:00	01:00	

Full Input Data And Results

Scenario 1: '2038 AM DM' (FG1: '2038 AM DM', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

	Destination						
	A	B	C	D	E	Tot.	
Origin	A	1	135	316	1101	655	2208
	B	35	0	4	17	9	65
	C	368	3	0	24	139	534
	D	864	7	15	26	101	1013
	E	143	143	26	116	5	433
	Tot.	1411	288	361	1284	909	4253

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 1: 2038 AM DM
Junction: Asda Roundabout	
1/1	1104
1/2	1104
2/1 (with short)	65(In) 21(Out)
2/2 (short)	44
3/1 (short)	163
3/2 (with short)	534(In) 371(Out)
4/1 (short)	352
4/2 (with short)	712(In) 360(Out)
4/3	301
5/1	433
6/1	329
6/2	583
6/3	499
7/1	288
8/1	361
9/1	694
9/2	590
10/1	584
10/2	325
11/1	194
11/2	147
12/1	1010
12/2	1251
13/1	670
13/2	1295
14/1	483
14/2	483
14/3	249
15/1	329
15/2	440
15/3	550

Full Input Data And Results

Lane Saturation Flows

Junction: Asda Roundabout								
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 (A1089 Dock Road (SB) Lane 1)							This lane uses a directly entered Saturation Flow	
1/2 (A1089 Dock Road (SB) Lane 2)							1900	1900
2/1 (Aldi and Amazon Access Lane 1)							Inf	Inf
2/2 (Aldi and Amazon Access Lane 2)							Inf	Inf
3/1 (A126 Dock Road Lane 1)							Inf	Inf
3/2 (A126 Dock Road Lane 2)							Inf	Inf
4/1 (A1089 St Andrew's Road (NB) Lane 1)							This lane uses a directly entered Saturation Flow	
4/2 (A1089 St Andrew's Road (NB) Lane 2)							1900	1900
4/3 (A1089 St Andrew's Road (NB) Lane 3)							This lane uses a directly entered Saturation Flow	
5/1 (Thurrock Park Way Lane 1)							Inf	Inf
6/1 (A1089 Dock Road Exit Lane 1)							Inf	Inf
6/2 (A1089 Dock Road Exit Lane 2)							Inf	Inf
6/3 (A1089 Dock Road Exit Lane 3)							Inf	Inf
7/1 (Aldi and Amazon Exit Lane 1)							Inf	Inf
8/1 (A216 Dock Road Exit Lane 1)							Inf	Inf
9/1 (A1089 St Andrew's Road Exit Lane 1)							Inf	Inf
9/2 (A1089 St Andrew's Road Exit Lane 2)							Inf	Inf
10/1 (Thurrock Park Way Exit Lane 1)							Inf	Inf
10/2 (Thurrock Park Way Exit Lane 2)							Inf	Inf
11/1 (Circulatory (N) Lane 1)							This lane uses a directly entered Saturation Flow	
11/2 (Circulatory (N) Lane 2)							1900	1900
12/1 (Circulatory (NE) Lane 1)							Inf	Inf

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12/2 (Circulatory (NE) Lane 2)	Infinite Saturation Flow	Inf	Inf
13/1 (Circulatory (SE) Lane 1)	Infinite Saturation Flow	Inf	Inf
13/2 (Circulatory (SE) Lane 2)	Infinite Saturation Flow	Inf	Inf
14/1 (Circulatory (S) Lane 1)	This lane uses a directly entered Saturation Flow	1900	1900
14/2 (Circulatory (S) Lane 2)	This lane uses a directly entered Saturation Flow	1900	1900
14/3 (Circulatory (S) Lane 3)	This lane uses a directly entered Saturation Flow	1900	1900
15/1 (Circulatory (W) Lane 1)	Infinite Saturation Flow	Inf	Inf
15/2 (Circulatory (W) Lane 2)	Infinite Saturation Flow	Inf	Inf
15/3 (Circulatory (W) Lane 3)	Infinite Saturation Flow	Inf	Inf

Scenario 2: '2038 PM DM' (FG2: '2038 PM DM', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

		Destination					
		A	B	C	D	E	Tot.
Origin	A	3	52	511	604	514	1684
	B	143	0	18	9	28	198
	C	274	0	0	28	141	443
	D	1238	7	43	45	119	1452
	E	2	2	10	74	5	93
	Tot.	1660	61	582	760	807	3870

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 2: 2038 PM DM
Junction: Asda Roundabout	
1/1	842
1/2	842
2/1 (with short)	198(In) 27(Out)
2/2 (short)	171
3/1 (short)	167
3/2 (with short)	443(In) 276(Out)
4/1 (short)	492
4/2 (with short)	997(In) 505(Out)
4/3	455
5/1	93
6/1	444
6/2	582
6/3	634
7/1	61
8/1	582
9/1	346
9/2	414
10/1	528
10/2	279
11/1	92
11/2	94
12/1	873
12/2	936
13/1	318
13/2	1107
14/1	409
14/2	425
14/3	274
15/1	444
15/2	580
15/3	729

Full Input Data And Results

Lane Saturation Flows

Junction: Asda Roundabout								
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 (A1089 Dock Road (SB) Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
1/2 (A1089 Dock Road (SB) Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
2/1 (Aldi and Amazon Access Lane 1)	Infinite Saturation Flow						Inf	Inf
2/2 (Aldi and Amazon Access Lane 2)	Infinite Saturation Flow						Inf	Inf
3/1 (A126 Dock Road Lane 1)	Infinite Saturation Flow						Inf	Inf
3/2 (A126 Dock Road Lane 2)	Infinite Saturation Flow						Inf	Inf
4/1 (A1089 St Andrew's Road (NB) Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
4/2 (A1089 St Andrew's Road (NB) Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
4/3 (A1089 St Andrew's Road (NB) Lane 3)	This lane uses a directly entered Saturation Flow						1900	1900
5/1 (Thurrock Park Way Lane 1)	Infinite Saturation Flow						Inf	Inf
6/1 (A1089 Dock Road Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
6/2 (A1089 Dock Road Exit Lane 2)	Infinite Saturation Flow						Inf	Inf
6/3 (A1089 Dock Road Exit Lane 3)	Infinite Saturation Flow						Inf	Inf
7/1 (Aldi and Amazon Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
8/1 (A216 Dock Road Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
9/1 (A1089 St Andrew's Road Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
9/2 (A1089 St Andrew's Road Exit Lane 2)	Infinite Saturation Flow						Inf	Inf
10/1 (Thurrock Park Way Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
10/2 (Thurrock Park Way Exit Lane 2)	Infinite Saturation Flow						Inf	Inf
11/1 (Circulatory (N) Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
11/2 (Circulatory (N) Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
12/1 (Circulatory (NE) Lane 1)	Infinite Saturation Flow						Inf	Inf

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12/2 (Circulatory (NE) Lane 2)	Infinite Saturation Flow	Inf	Inf
13/1 (Circulatory (SE) Lane 1)	Infinite Saturation Flow	Inf	Inf
13/2 (Circulatory (SE) Lane 2)	Infinite Saturation Flow	Inf	Inf
14/1 (Circulatory (S) Lane 1)	This lane uses a directly entered Saturation Flow	1900	1900
14/2 (Circulatory (S) Lane 2)	This lane uses a directly entered Saturation Flow	1900	1900
14/3 (Circulatory (S) Lane 3)	This lane uses a directly entered Saturation Flow	1900	1900
15/1 (Circulatory (W) Lane 1)	Infinite Saturation Flow	Inf	Inf
15/2 (Circulatory (W) Lane 2)	Infinite Saturation Flow	Inf	Inf
15/3 (Circulatory (W) Lane 3)	Infinite Saturation Flow	Inf	Inf

Scenario 3: '2038 AM DS' (FG3: '2038 AM DS', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

		Destination					
		A	B	C	D	E	Tot.
Origin	A	0	135	316	1191	655	2297
	B	35	0	4	17	9	65
	C	368	3	0	24	139	534
	D	864	7	15	26	101	1013
	E	143	143	26	116	5	433
	Tot.	1410	288	361	1374	909	4342

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 3: 2038 AM DS
Junction: Asda Roundabout	
1/1	1149
1/2	1148
2/1 (with short)	65(In) 21(Out)
2/2 (short)	44
3/1 (short)	163
3/2 (with short)	534(In) 371(Out)
4/1 (short)	349
4/2 (with short)	712(In) 363(Out)
4/3	301
5/1	433
6/1	299
6/2	557
6/3	554
7/1	288
8/1	361
9/1	739
9/2	635
10/1	541
10/2	368
11/1	194
11/2	147
12/1	1055
12/2	1295
13/1	715
13/2	1339
14/1	440
14/2	470
14/3	304
15/1	299
15/2	414
15/3	605

Full Input Data And Results

Lane Saturation Flows

Junction: Asda Roundabout								
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 (A1089 Dock Road (SB) Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
1/2 (A1089 Dock Road (SB) Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
2/1 (Aldi and Amazon Access Lane 1)	Infinite Saturation Flow						Inf	Inf
2/2 (Aldi and Amazon Access Lane 2)	Infinite Saturation Flow						Inf	Inf
3/1 (A126 Dock Road Lane 1)	Infinite Saturation Flow						Inf	Inf
3/2 (A126 Dock Road Lane 2)	Infinite Saturation Flow						Inf	Inf
4/1 (A1089 St Andrew's Road (NB) Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
4/2 (A1089 St Andrew's Road (NB) Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
4/3 (A1089 St Andrew's Road (NB) Lane 3)	This lane uses a directly entered Saturation Flow						1900	1900
5/1 (Thurrock Park Way Lane 1)	Infinite Saturation Flow						Inf	Inf
6/1 (A1089 Dock Road Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
6/2 (A1089 Dock Road Exit Lane 2)	Infinite Saturation Flow						Inf	Inf
6/3 (A1089 Dock Road Exit Lane 3)	Infinite Saturation Flow						Inf	Inf
7/1 (Aldi and Amazon Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
8/1 (A216 Dock Road Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
9/1 (A1089 St Andrew's Road Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
9/2 (A1089 St Andrew's Road Exit Lane 2)	Infinite Saturation Flow						Inf	Inf
10/1 (Thurrock Park Way Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
10/2 (Thurrock Park Way Exit Lane 2)	Infinite Saturation Flow						Inf	Inf
11/1 (Circulatory (N) Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
11/2 (Circulatory (N) Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
12/1 (Circulatory (NE) Lane 1)	Infinite Saturation Flow						Inf	Inf

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12/2 (Circulatory (NE) Lane 2)	Infinite Saturation Flow	Inf	Inf
13/1 (Circulatory (SE) Lane 1)	Infinite Saturation Flow	Inf	Inf
13/2 (Circulatory (SE) Lane 2)	Infinite Saturation Flow	Inf	Inf
14/1 (Circulatory (S) Lane 1)	This lane uses a directly entered Saturation Flow	1900	1900
14/2 (Circulatory (S) Lane 2)	This lane uses a directly entered Saturation Flow	1900	1900
14/3 (Circulatory (S) Lane 3)	This lane uses a directly entered Saturation Flow	1900	1900
15/1 (Circulatory (W) Lane 1)	Infinite Saturation Flow	Inf	Inf
15/2 (Circulatory (W) Lane 2)	Infinite Saturation Flow	Inf	Inf
15/3 (Circulatory (W) Lane 3)	Infinite Saturation Flow	Inf	Inf

Scenario 4: '2038 PM DS' (FG4: '2038 PM DS', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

	Destination						
		A	B	C	D	E	Tot.
Origin	A	3	52	514	656	514	1739
	B	143	0	18	9	28	198
	C	274	0	0	28	141	443
	D	1509	7	43	45	119	1723
	E	2	2	10	74	5	93
	Tot.	1931	61	585	812	807	4196

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Traffic Lane Flows

Lane	Scenario 4: 2038 PM DS
Junction: Asda Roundabout	
1/1	870
1/2	869
2/1 (with short)	198(In) 27(Out)
2/2 (short)	171
3/1 (short)	169
3/2 (with short)	443(In) 274(Out)
4/1 (short)	597
4/2 (with short)	1191(In) 594(Out)
4/3	532
5/1	93
6/1	554
6/2	675
6/3	702
7/1	61
8/1	585
9/1	370
9/2	442
10/1	542
10/2	265
11/1	91
11/2	95
12/1	900
12/2	964
13/1	342
13/2	1135
14/1	423
14/2	420
14/3	265
15/1	554
15/2	673
15/3	797

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Lane Saturation Flows

Junction: Asda Roundabout								
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 (A1089 Dock Road (SB) Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
1/2 (A1089 Dock Road (SB) Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
2/1 (Aldi and Amazon Access Lane 1)	Infinite Saturation Flow						Inf	Inf
2/2 (Aldi and Amazon Access Lane 2)	Infinite Saturation Flow						Inf	Inf
3/1 (A126 Dock Road Lane 1)	Infinite Saturation Flow						Inf	Inf
3/2 (A126 Dock Road Lane 2)	Infinite Saturation Flow						Inf	Inf
4/1 (A1089 St Andrew's Road (NB) Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
4/2 (A1089 St Andrew's Road (NB) Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
4/3 (A1089 St Andrew's Road (NB) Lane 3)	This lane uses a directly entered Saturation Flow						1900	1900
5/1 (Thurrock Park Way Lane 1)	Infinite Saturation Flow						Inf	Inf
6/1 (A1089 Dock Road Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
6/2 (A1089 Dock Road Exit Lane 2)	Infinite Saturation Flow						Inf	Inf
6/3 (A1089 Dock Road Exit Lane 3)	Infinite Saturation Flow						Inf	Inf
7/1 (Aldi and Amazon Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
8/1 (A216 Dock Road Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
9/1 (A1089 St Andrew's Road Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
9/2 (A1089 St Andrew's Road Exit Lane 2)	Infinite Saturation Flow						Inf	Inf
10/1 (Thurrock Park Way Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
10/2 (Thurrock Park Way Exit Lane 2)	Infinite Saturation Flow						Inf	Inf
11/1 (Circulatory (N) Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
11/2 (Circulatory (N) Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
12/1 (Circulatory (NE) Lane 1)	Infinite Saturation Flow						Inf	Inf

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12/2 (Circulatory (NE) Lane 2)	Infinite Saturation Flow	Inf	Inf
13/1 (Circulatory (SE) Lane 1)	Infinite Saturation Flow	Inf	Inf
13/2 (Circulatory (SE) Lane 2)	Infinite Saturation Flow	Inf	Inf
14/1 (Circulatory (S) Lane 1)	This lane uses a directly entered Saturation Flow	1900	1900
14/2 (Circulatory (S) Lane 2)	This lane uses a directly entered Saturation Flow	1900	1900
14/3 (Circulatory (S) Lane 3)	This lane uses a directly entered Saturation Flow	1900	1900
15/1 (Circulatory (W) Lane 1)	Infinite Saturation Flow	Inf	Inf
15/2 (Circulatory (W) Lane 2)	Infinite Saturation Flow	Inf	Inf
15/3 (Circulatory (W) Lane 3)	Infinite Saturation Flow	Inf	Inf

Scenario 5: '2038 AM DM +LTC' (FG5: '2038 AM DM + LTC', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

		Destination					
		A	B	C	D	E	Tot.
Origin	A	1	96	225	783	466	1571
	B	35	0	4	17	9	65
	C	368	3	0	24	139	534
	D	1304	11	23	39	152	1529
	E	143	143	26	116	5	433
	Tot.	1851	253	278	979	771	4132

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 5: 2038 AM DM +LTC
Junction: Asda Roundabout	
1/1	786
1/2	785
2/1 (with short)	65(In) 21(Out)
2/2 (short)	44
3/1 (short)	163
3/2 (with short)	534(In) 371(Out)
4/1 (short)	535
4/2 (with short)	1063(In) 528(Out)
4/3	466
5/1	433
6/1	452
6/2	741
6/3	658
7/1	253
8/1	278
9/1	506
9/2	473
10/1	530
10/2	241
11/1	206
11/2	160
12/1	739
12/2	945
13/1	482
13/2	989
14/1	378
14/2	380
14/3	268
15/1	452
15/2	598
15/3	734

Full Input Data And Results

Lane Saturation Flows

Junction: Asda Roundabout								
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 (A1089 Dock Road (SB) Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
1/2 (A1089 Dock Road (SB) Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
2/1 (Aldi and Amazon Access Lane 1)	Infinite Saturation Flow						Inf	Inf
2/2 (Aldi and Amazon Access Lane 2)	Infinite Saturation Flow						Inf	Inf
3/1 (A126 Dock Road Lane 1)	Infinite Saturation Flow						Inf	Inf
3/2 (A126 Dock Road Lane 2)	Infinite Saturation Flow						Inf	Inf
4/1 (A1089 St Andrew's Road (NB) Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
4/2 (A1089 St Andrew's Road (NB) Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
4/3 (A1089 St Andrew's Road (NB) Lane 3)	This lane uses a directly entered Saturation Flow						1900	1900
5/1 (Thurrock Park Way Lane 1)	Infinite Saturation Flow						Inf	Inf
6/1 (A1089 Dock Road Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
6/2 (A1089 Dock Road Exit Lane 2)	Infinite Saturation Flow						Inf	Inf
6/3 (A1089 Dock Road Exit Lane 3)	Infinite Saturation Flow						Inf	Inf
7/1 (Aldi and Amazon Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
8/1 (A216 Dock Road Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
9/1 (A1089 St Andrew's Road Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
9/2 (A1089 St Andrew's Road Exit Lane 2)	Infinite Saturation Flow						Inf	Inf
10/1 (Thurrock Park Way Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
10/2 (Thurrock Park Way Exit Lane 2)	Infinite Saturation Flow						Inf	Inf
11/1 (Circulatory (N) Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
11/2 (Circulatory (N) Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
12/1 (Circulatory (NE) Lane 1)	Infinite Saturation Flow						Inf	Inf

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12/2 (Circulatory (NE) Lane 2)	Infinite Saturation Flow	Inf	Inf
13/1 (Circulatory (SE) Lane 1)	Infinite Saturation Flow	Inf	Inf
13/2 (Circulatory (SE) Lane 2)	Infinite Saturation Flow	Inf	Inf
14/1 (Circulatory (S) Lane 1)	This lane uses a directly entered Saturation Flow	1900	1900
14/2 (Circulatory (S) Lane 2)	This lane uses a directly entered Saturation Flow	1900	1900
14/3 (Circulatory (S) Lane 3)	This lane uses a directly entered Saturation Flow	1900	1900
15/1 (Circulatory (W) Lane 1)	Infinite Saturation Flow	Inf	Inf
15/2 (Circulatory (W) Lane 2)	Infinite Saturation Flow	Inf	Inf
15/3 (Circulatory (W) Lane 3)	Infinite Saturation Flow	Inf	Inf

Scenario 6: '2038 PM DM +LTC' (FG6: '2038 PM DM + LTC', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

		Destination					
		A	B	C	D	E	Tot.
Origin	A	3	48	471	558	474	1554
	B	143	0	18	9	28	198
	C	274	0	0	28	141	443
	D	1071	6	37	39	103	1256
	E	2	2	10	74	5	93
	Tot.	1493	56	536	708	751	3544

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 6: 2038 PM DM +LTC
Junction: Asda Roundabout	
1/1	777
1/2	777
2/1 (with short)	198(In) 27(Out)
2/2 (short)	171
3/1 (short)	165
3/2 (with short)	443(In) 278(Out)
4/1 (short)	426
4/2 (with short)	867(In) 441(Out)
4/3	389
5/1	93
6/1	388
6/2	511
6/3	594
7/1	56
8/1	536
9/1	325
9/2	383
10/1	503
10/2	248
11/1	85
11/2	88
12/1	806
12/2	865
13/1	297
13/2	1036
14/1	400
14/2	381
14/3	287
15/1	388
15/2	509
15/3	676

Full Input Data And Results

Lane Saturation Flows

Junction: Asda Roundabout								
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 (A1089 Dock Road (SB) Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
1/2 (A1089 Dock Road (SB) Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
2/1 (Aldi and Amazon Access Lane 1)	Infinite Saturation Flow						Inf	Inf
2/2 (Aldi and Amazon Access Lane 2)	Infinite Saturation Flow						Inf	Inf
3/1 (A126 Dock Road Lane 1)	Infinite Saturation Flow						Inf	Inf
3/2 (A126 Dock Road Lane 2)	Infinite Saturation Flow						Inf	Inf
4/1 (A1089 St Andrew's Road (NB) Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
4/2 (A1089 St Andrew's Road (NB) Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
4/3 (A1089 St Andrew's Road (NB) Lane 3)	This lane uses a directly entered Saturation Flow						1900	1900
5/1 (Thurrock Park Way Lane 1)	Infinite Saturation Flow						Inf	Inf
6/1 (A1089 Dock Road Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
6/2 (A1089 Dock Road Exit Lane 2)	Infinite Saturation Flow						Inf	Inf
6/3 (A1089 Dock Road Exit Lane 3)	Infinite Saturation Flow						Inf	Inf
7/1 (Aldi and Amazon Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
8/1 (A216 Dock Road Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
9/1 (A1089 St Andrew's Road Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
9/2 (A1089 St Andrew's Road Exit Lane 2)	Infinite Saturation Flow						Inf	Inf
10/1 (Thurrock Park Way Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
10/2 (Thurrock Park Way Exit Lane 2)	Infinite Saturation Flow						Inf	Inf
11/1 (Circulatory (N) Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
11/2 (Circulatory (N) Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
12/1 (Circulatory (NE) Lane 1)	Infinite Saturation Flow						Inf	Inf

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12/2 (Circulatory (NE) Lane 2)	Infinite Saturation Flow	Inf	Inf
13/1 (Circulatory (SE) Lane 1)	Infinite Saturation Flow	Inf	Inf
13/2 (Circulatory (SE) Lane 2)	Infinite Saturation Flow	Inf	Inf
14/1 (Circulatory (S) Lane 1)	This lane uses a directly entered Saturation Flow	1900	1900
14/2 (Circulatory (S) Lane 2)	This lane uses a directly entered Saturation Flow	1900	1900
14/3 (Circulatory (S) Lane 3)	This lane uses a directly entered Saturation Flow	1900	1900
15/1 (Circulatory (W) Lane 1)	Infinite Saturation Flow	Inf	Inf
15/2 (Circulatory (W) Lane 2)	Infinite Saturation Flow	Inf	Inf
15/3 (Circulatory (W) Lane 3)	Infinite Saturation Flow	Inf	Inf

Scenario 7: '2038 AM DS +LTC' (FG7: '2038 AM DS + LTC', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

		Destination					
		A	B	C	D	E	Tot.
Origin	A	1	96	225	873	466	1661
	B	35	0	4	17	9	65
	C	368	3	0	24	139	534
	D	1304	11	23	39	152	1529
	E	143	143	26	116	5	433
	Tot.	1851	253	278	1069	771	4222

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 7: 2038 AM DS +LTC
Junction: Asda Roundabout	
1/1	830
1/2	831
2/1 (with short)	65(In) 21(Out)
2/2 (short)	44
3/1 (short)	163
3/2 (with short)	534(In) 371(Out)
4/1 (short)	536
4/2 (with short)	1051(In) 515(Out)
4/3	478
5/1	433
6/1	452
6/2	727
6/3	672
7/1	253
8/1	278
9/1	550
9/2	519
10/1	528
10/2	243
11/1	206
11/2	160
12/1	783
12/2	991
13/1	526
13/2	1035
14/1	376
14/2	380
14/3	270
15/1	452
15/2	584
15/3	748

Full Input Data And Results

Lane Saturation Flows

Junction: Asda Roundabout								
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 (A1089 Dock Road (SB) Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
1/2 (A1089 Dock Road (SB) Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
2/1 (Aldi and Amazon Access Lane 1)	Infinite Saturation Flow						Inf	Inf
2/2 (Aldi and Amazon Access Lane 2)	Infinite Saturation Flow						Inf	Inf
3/1 (A126 Dock Road Lane 1)	Infinite Saturation Flow						Inf	Inf
3/2 (A126 Dock Road Lane 2)	Infinite Saturation Flow						Inf	Inf
4/1 (A1089 St Andrew's Road (NB) Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
4/2 (A1089 St Andrew's Road (NB) Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
4/3 (A1089 St Andrew's Road (NB) Lane 3)	This lane uses a directly entered Saturation Flow						1900	1900
5/1 (Thurrock Park Way Lane 1)	Infinite Saturation Flow						Inf	Inf
6/1 (A1089 Dock Road Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
6/2 (A1089 Dock Road Exit Lane 2)	Infinite Saturation Flow						Inf	Inf
6/3 (A1089 Dock Road Exit Lane 3)	Infinite Saturation Flow						Inf	Inf
7/1 (Aldi and Amazon Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
8/1 (A216 Dock Road Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
9/1 (A1089 St Andrew's Road Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
9/2 (A1089 St Andrew's Road Exit Lane 2)	Infinite Saturation Flow						Inf	Inf
10/1 (Thurrock Park Way Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
10/2 (Thurrock Park Way Exit Lane 2)	Infinite Saturation Flow						Inf	Inf
11/1 (Circulatory (N) Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
11/2 (Circulatory (N) Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
12/1 (Circulatory (NE) Lane 1)	Infinite Saturation Flow						Inf	Inf

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12/2 (Circulatory (NE) Lane 2)	Infinite Saturation Flow	Inf	Inf
13/1 (Circulatory (SE) Lane 1)	Infinite Saturation Flow	Inf	Inf
13/2 (Circulatory (SE) Lane 2)	Infinite Saturation Flow	Inf	Inf
14/1 (Circulatory (S) Lane 1)	This lane uses a directly entered Saturation Flow	1900	1900
14/2 (Circulatory (S) Lane 2)	This lane uses a directly entered Saturation Flow	1900	1900
14/3 (Circulatory (S) Lane 3)	This lane uses a directly entered Saturation Flow	1900	1900
15/1 (Circulatory (W) Lane 1)	Infinite Saturation Flow	Inf	Inf
15/2 (Circulatory (W) Lane 2)	Infinite Saturation Flow	Inf	Inf
15/3 (Circulatory (W) Lane 3)	Infinite Saturation Flow	Inf	Inf

Scenario 8: '2038 PM DS +LTC' (FG8: '2038 PM DS + LTC', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

		Destination					
		A	B	C	D	E	Tot.
Origin	A	3	48	471	609	474	1605
	B	143	0	18	9	28	198
	C	274	0	0	28	141	443
	D	1342	6	37	39	103	1527
	E	2	2	10	74	5	93
	Tot.	1764	56	536	759	751	3866

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 8: 2038 PM DS +LTC
Junction: Asda Roundabout	
1/1	803
1/2	802
2/1 (with short)	198(In) 27(Out)
2/2 (short)	171
3/1 (short)	168
3/2 (with short)	443(In) 275(Out)
4/1 (short)	525
4/2 (with short)	1050(In) 525(Out)
4/3	477
5/1	93
6/1	488
6/2	596
6/3	680
7/1	56
8/1	536
9/1	351
9/2	408
10/1	491
10/2	260
11/1	85
11/2	88
12/1	832
12/2	890
13/1	323
13/2	1061
14/1	388
14/2	395
14/3	285
15/1	488
15/2	594
15/3	762

Full Input Data And Results

Lane Saturation Flows

Junction: Asda Roundabout								
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 (A1089 Dock Road (SB) Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
1/2 (A1089 Dock Road (SB) Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
2/1 (Aldi and Amazon Access Lane 1)	Infinite Saturation Flow						Inf	Inf
2/2 (Aldi and Amazon Access Lane 2)	Infinite Saturation Flow						Inf	Inf
3/1 (A126 Dock Road Lane 1)	Infinite Saturation Flow						Inf	Inf
3/2 (A126 Dock Road Lane 2)	Infinite Saturation Flow						Inf	Inf
4/1 (A1089 St Andrew's Road (NB) Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
4/2 (A1089 St Andrew's Road (NB) Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
4/3 (A1089 St Andrew's Road (NB) Lane 3)	This lane uses a directly entered Saturation Flow						1900	1900
5/1 (Thurrock Park Way Lane 1)	Infinite Saturation Flow						Inf	Inf
6/1 (A1089 Dock Road Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
6/2 (A1089 Dock Road Exit Lane 2)	Infinite Saturation Flow						Inf	Inf
6/3 (A1089 Dock Road Exit Lane 3)	Infinite Saturation Flow						Inf	Inf
7/1 (Aldi and Amazon Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
8/1 (A216 Dock Road Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
9/1 (A1089 St Andrew's Road Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
9/2 (A1089 St Andrew's Road Exit Lane 2)	Infinite Saturation Flow						Inf	Inf
10/1 (Thurrock Park Way Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
10/2 (Thurrock Park Way Exit Lane 2)	Infinite Saturation Flow						Inf	Inf
11/1 (Circulatory (N) Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
11/2 (Circulatory (N) Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
12/1 (Circulatory (NE) Lane 1)	Infinite Saturation Flow						Inf	Inf

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12/2 (Circulatory (NE) Lane 2)	Infinite Saturation Flow	Inf	Inf
13/1 (Circulatory (SE) Lane 1)	Infinite Saturation Flow	Inf	Inf
13/2 (Circulatory (SE) Lane 2)	Infinite Saturation Flow	Inf	Inf
14/1 (Circulatory (S) Lane 1)	This lane uses a directly entered Saturation Flow	1900	1900
14/2 (Circulatory (S) Lane 2)	This lane uses a directly entered Saturation Flow	1900	1900
14/3 (Circulatory (S) Lane 3)	This lane uses a directly entered Saturation Flow	1900	1900
15/1 (Circulatory (W) Lane 1)	Infinite Saturation Flow	Inf	Inf
15/2 (Circulatory (W) Lane 2)	Infinite Saturation Flow	Inf	Inf
15/3 (Circulatory (W) Lane 3)	Infinite Saturation Flow	Inf	Inf

Scenario 9: '2038 AM DM + Tilbury 2' (FG9: '2038 AM DM + Tilbury 2', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

		Destination					
		A	B	C	D	E	Tot.
Origin	A	1	135	316	1346	655	2453
	B	35	0	4	17	9	65
	C	368	3	0	24	139	534
	D	1109	7	15	26	101	1258
	E	143	143	26	116	5	433
	Tot.	1656	288	361	1529	909	4743

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 9: 2038 AM DM + Tilbury 2
Junction: Asda Roundabout	
1/1	1226
1/2	1227
2/1 (with short)	65(In) 21(Out)
2/2 (short)	44
3/1 (short)	163
3/2 (with short)	534(In) 371(Out)
4/1 (short)	434
4/2 (with short)	868(In) 434(Out)
4/3	390
5/1	433
6/1	395
6/2	640
6/3	621
7/1	288
8/1	361
9/1	816
9/2	713
10/1	567
10/2	342
11/1	194
11/2	147
12/1	1132
12/2	1374
13/1	792
13/2	1418
14/1	466
14/2	467
14/3	282
15/1	395
15/2	497
15/3	672

Full Input Data And Results

Lane Saturation Flows

Junction: Asda Roundabout								
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 (A1089 Dock Road (SB) Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
1/2 (A1089 Dock Road (SB) Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
2/1 (Aldi and Amazon Access Lane 1)	Infinite Saturation Flow						Inf	Inf
2/2 (Aldi and Amazon Access Lane 2)	Infinite Saturation Flow						Inf	Inf
3/1 (A126 Dock Road Lane 1)	Infinite Saturation Flow						Inf	Inf
3/2 (A126 Dock Road Lane 2)	Infinite Saturation Flow						Inf	Inf
4/1 (A1089 St Andrew's Road (NB) Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
4/2 (A1089 St Andrew's Road (NB) Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
4/3 (A1089 St Andrew's Road (NB) Lane 3)	This lane uses a directly entered Saturation Flow						1900	1900
5/1 (Thurrock Park Way Lane 1)	Infinite Saturation Flow						Inf	Inf
6/1 (A1089 Dock Road Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
6/2 (A1089 Dock Road Exit Lane 2)	Infinite Saturation Flow						Inf	Inf
6/3 (A1089 Dock Road Exit Lane 3)	Infinite Saturation Flow						Inf	Inf
7/1 (Aldi and Amazon Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
8/1 (A216 Dock Road Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
9/1 (A1089 St Andrew's Road Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
9/2 (A1089 St Andrew's Road Exit Lane 2)	Infinite Saturation Flow						Inf	Inf
10/1 (Thurrock Park Way Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
10/2 (Thurrock Park Way Exit Lane 2)	Infinite Saturation Flow						Inf	Inf
11/1 (Circulatory (N) Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
11/2 (Circulatory (N) Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
12/1 (Circulatory (NE) Lane 1)	Infinite Saturation Flow						Inf	Inf

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12/2 (Circulatory (NE) Lane 2)	Infinite Saturation Flow	Inf	Inf
13/1 (Circulatory (SE) Lane 1)	Infinite Saturation Flow	Inf	Inf
13/2 (Circulatory (SE) Lane 2)	Infinite Saturation Flow	Inf	Inf
14/1 (Circulatory (S) Lane 1)	This lane uses a directly entered Saturation Flow	1900	1900
14/2 (Circulatory (S) Lane 2)	This lane uses a directly entered Saturation Flow	1900	1900
14/3 (Circulatory (S) Lane 3)	This lane uses a directly entered Saturation Flow	1900	1900
15/1 (Circulatory (W) Lane 1)	Infinite Saturation Flow	Inf	Inf
15/2 (Circulatory (W) Lane 2)	Infinite Saturation Flow	Inf	Inf
15/3 (Circulatory (W) Lane 3)	Infinite Saturation Flow	Inf	Inf

Scenario 10: '2038 PM DM + Tilbury 2' (FG10: '2038 PM DM + Tilbury 2', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

		Destination					
		A	B	C	D	E	Tot.
Origin	A	3	52	511	750	514	1830
	B	143	0	18	9	28	198
	C	274	0	0	28	141	443
	D	1439	7	43	45	119	1653
	E	2	2	10	74	5	93
	Tot.	1861	61	582	906	807	4217

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 10: 2038 PM DM + Tilbury 2
Junction: Asda Roundabout	
1/1	915
1/2	915
2/1 (with short)	198(In) 27(Out)
2/2 (short)	171
3/1 (short)	169
3/2 (with short)	443(In) 274(Out)
4/1 (short)	576
4/2 (with short)	1142(In) 566(Out)
4/3	511
5/1	93
6/1	521
6/2	635
6/3	705
7/1	61
8/1	582
9/1	418
9/2	488
10/1	532
10/2	275
11/1	91
11/2	95
12/1	945
12/2	1010
13/1	390
13/2	1181
14/1	413
14/2	406
14/3	289
15/1	521
15/2	633
15/3	800

Full Input Data And Results

Lane Saturation Flows

Junction: Asda Roundabout								
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 (A1089 Dock Road (SB) Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
1/2 (A1089 Dock Road (SB) Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
2/1 (Aldi and Amazon Access Lane 1)	Infinite Saturation Flow						Inf	Inf
2/2 (Aldi and Amazon Access Lane 2)	Infinite Saturation Flow						Inf	Inf
3/1 (A126 Dock Road Lane 1)	Infinite Saturation Flow						Inf	Inf
3/2 (A126 Dock Road Lane 2)	Infinite Saturation Flow						Inf	Inf
4/1 (A1089 St Andrew's Road (NB) Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
4/2 (A1089 St Andrew's Road (NB) Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
4/3 (A1089 St Andrew's Road (NB) Lane 3)	This lane uses a directly entered Saturation Flow						1900	1900
5/1 (Thurrock Park Way Lane 1)	Infinite Saturation Flow						Inf	Inf
6/1 (A1089 Dock Road Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
6/2 (A1089 Dock Road Exit Lane 2)	Infinite Saturation Flow						Inf	Inf
6/3 (A1089 Dock Road Exit Lane 3)	Infinite Saturation Flow						Inf	Inf
7/1 (Aldi and Amazon Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
8/1 (A216 Dock Road Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
9/1 (A1089 St Andrew's Road Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
9/2 (A1089 St Andrew's Road Exit Lane 2)	Infinite Saturation Flow						Inf	Inf
10/1 (Thurrock Park Way Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
10/2 (Thurrock Park Way Exit Lane 2)	Infinite Saturation Flow						Inf	Inf
11/1 (Circulatory (N) Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
11/2 (Circulatory (N) Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
12/1 (Circulatory (NE) Lane 1)	Infinite Saturation Flow						Inf	Inf

Full Input Data And Results

12/2 (Circulatory (NE) Lane 2)	Infinite Saturation Flow	Inf	Inf
13/1 (Circulatory (SE) Lane 1)	Infinite Saturation Flow	Inf	Inf
13/2 (Circulatory (SE) Lane 2)	Infinite Saturation Flow	Inf	Inf
14/1 (Circulatory (S) Lane 1)	This lane uses a directly entered Saturation Flow	1900	1900
14/2 (Circulatory (S) Lane 2)	This lane uses a directly entered Saturation Flow	1900	1900
14/3 (Circulatory (S) Lane 3)	This lane uses a directly entered Saturation Flow	1900	1900
15/1 (Circulatory (W) Lane 1)	Infinite Saturation Flow	Inf	Inf
15/2 (Circulatory (W) Lane 2)	Infinite Saturation Flow	Inf	Inf
15/3 (Circulatory (W) Lane 3)	Infinite Saturation Flow	Inf	Inf

Scenario 11: '2038 AM DS + Tilbury 2' (FG11: '2038 AM DS + Tilbury 2', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

		Destination					
		A	B	C	D	E	Tot.
Origin	A	0	135	316	1436	655	2542
	B	35	0	4	17	9	65
	C	368	3	0	24	139	534
	D	1109	7	15	26	101	1258
	E	143	143	26	116	5	433
	Tot.	1655	288	361	1619	909	4832

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 11: 2038 AM DS + Tilbury 2
Junction: Asda Roundabout	
1/1	1271
1/2	1271
2/1 (with short)	65(In) 21(Out)
2/2 (short)	44
3/1 (short)	163
3/2 (with short)	534(In) 371(Out)
4/1 (short)	437
4/2 (with short)	868(In) 431(Out)
4/3	390
5/1	433
6/1	385
6/2	623
6/3	647
7/1	288
8/1	361
9/1	861
9/2	758
10/1	546
10/2	363
11/1	194
11/2	147
12/1	1177
12/2	1418
13/1	837
13/2	1462
14/1	445
14/2	461
14/3	308
15/1	385
15/2	480
15/3	698

Full Input Data And Results

Lane Saturation Flows

Junction: Asda Roundabout								
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 (A1089 Dock Road (SB) Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
1/2 (A1089 Dock Road (SB) Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
2/1 (Aldi and Amazon Access Lane 1)	Infinite Saturation Flow						Inf	Inf
2/2 (Aldi and Amazon Access Lane 2)	Infinite Saturation Flow						Inf	Inf
3/1 (A126 Dock Road Lane 1)	Infinite Saturation Flow						Inf	Inf
3/2 (A126 Dock Road Lane 2)	Infinite Saturation Flow						Inf	Inf
4/1 (A1089 St Andrew's Road (NB) Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
4/2 (A1089 St Andrew's Road (NB) Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
4/3 (A1089 St Andrew's Road (NB) Lane 3)	This lane uses a directly entered Saturation Flow						1900	1900
5/1 (Thurrock Park Way Lane 1)	Infinite Saturation Flow						Inf	Inf
6/1 (A1089 Dock Road Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
6/2 (A1089 Dock Road Exit Lane 2)	Infinite Saturation Flow						Inf	Inf
6/3 (A1089 Dock Road Exit Lane 3)	Infinite Saturation Flow						Inf	Inf
7/1 (Aldi and Amazon Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
8/1 (A216 Dock Road Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
9/1 (A1089 St Andrew's Road Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
9/2 (A1089 St Andrew's Road Exit Lane 2)	Infinite Saturation Flow						Inf	Inf
10/1 (Thurrock Park Way Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
10/2 (Thurrock Park Way Exit Lane 2)	Infinite Saturation Flow						Inf	Inf
11/1 (Circulatory (N) Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
11/2 (Circulatory (N) Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
12/1 (Circulatory (NE) Lane 1)	Infinite Saturation Flow						Inf	Inf

Full Input Data And Results

12/2 (Circulatory (NE) Lane 2)	Infinite Saturation Flow	Inf	Inf
13/1 (Circulatory (SE) Lane 1)	Infinite Saturation Flow	Inf	Inf
13/2 (Circulatory (SE) Lane 2)	Infinite Saturation Flow	Inf	Inf
14/1 (Circulatory (S) Lane 1)	This lane uses a directly entered Saturation Flow	1900	1900
14/2 (Circulatory (S) Lane 2)	This lane uses a directly entered Saturation Flow	1900	1900
14/3 (Circulatory (S) Lane 3)	This lane uses a directly entered Saturation Flow	1900	1900
15/1 (Circulatory (W) Lane 1)	Infinite Saturation Flow	Inf	Inf
15/2 (Circulatory (W) Lane 2)	Infinite Saturation Flow	Inf	Inf
15/3 (Circulatory (W) Lane 3)	Infinite Saturation Flow	Inf	Inf

Scenario 12: '2038 PM DS + Tilbury 2' (FG12: '2038 PM DS + Tilbury 2', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

	Destination						
		A	B	C	D	E	Tot.
Origin	A	3	52	514	802	514	1885
	B	143	0	18	9	28	198
	C	274	0	0	28	141	443
	D	1710	7	43	45	119	1924
	E	2	2	10	74	5	93
	Tot.	2132	61	585	958	807	4543

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 12: 2038 PM DS + Tilbury 2
Junction: Asda Roundabout	
1/1	943
1/2	942
2/1 (with short)	198(In) 27(Out)
2/2 (short)	171
3/1 (short)	169
3/2 (with short)	443(In) 274(Out)
4/1 (short)	643
4/2 (with short)	1276(In) 633(Out)
4/3	648
5/1	93
6/1	585
6/2	699
6/3	848
7/1	61
8/1	585
9/1	443
9/2	515
10/1	526
10/2	281
11/1	91
11/2	95
12/1	973
12/2	1037
13/1	415
13/2	1208
14/1	407
14/2	406
14/3	295
15/1	585
15/2	697
15/3	943

Full Input Data And Results

Lane Saturation Flows

Junction: Asda Roundabout								
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 (A1089 Dock Road (SB) Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
1/2 (A1089 Dock Road (SB) Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
2/1 (Aldi and Amazon Access Lane 1)	Infinite Saturation Flow						Inf	Inf
2/2 (Aldi and Amazon Access Lane 2)	Infinite Saturation Flow						Inf	Inf
3/1 (A126 Dock Road Lane 1)	Infinite Saturation Flow						Inf	Inf
3/2 (A126 Dock Road Lane 2)	Infinite Saturation Flow						Inf	Inf
4/1 (A1089 St Andrew's Road (NB) Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
4/2 (A1089 St Andrew's Road (NB) Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
4/3 (A1089 St Andrew's Road (NB) Lane 3)	This lane uses a directly entered Saturation Flow						1900	1900
5/1 (Thurrock Park Way Lane 1)	Infinite Saturation Flow						Inf	Inf
6/1 (A1089 Dock Road Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
6/2 (A1089 Dock Road Exit Lane 2)	Infinite Saturation Flow						Inf	Inf
6/3 (A1089 Dock Road Exit Lane 3)	Infinite Saturation Flow						Inf	Inf
7/1 (Aldi and Amazon Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
8/1 (A216 Dock Road Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
9/1 (A1089 St Andrew's Road Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
9/2 (A1089 St Andrew's Road Exit Lane 2)	Infinite Saturation Flow						Inf	Inf
10/1 (Thurrock Park Way Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
10/2 (Thurrock Park Way Exit Lane 2)	Infinite Saturation Flow						Inf	Inf
11/1 (Circulatory (N) Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
11/2 (Circulatory (N) Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
12/1 (Circulatory (NE) Lane 1)	Infinite Saturation Flow						Inf	Inf

Full Input Data And Results

12/2 (Circulatory (NE) Lane 2)	Infinite Saturation Flow	Inf	Inf
13/1 (Circulatory (SE) Lane 1)	Infinite Saturation Flow	Inf	Inf
13/2 (Circulatory (SE) Lane 2)	Infinite Saturation Flow	Inf	Inf
14/1 (Circulatory (S) Lane 1)	This lane uses a directly entered Saturation Flow	1900	1900
14/2 (Circulatory (S) Lane 2)	This lane uses a directly entered Saturation Flow	1900	1900
14/3 (Circulatory (S) Lane 3)	This lane uses a directly entered Saturation Flow	1900	1900
15/1 (Circulatory (W) Lane 1)	Infinite Saturation Flow	Inf	Inf
15/2 (Circulatory (W) Lane 2)	Infinite Saturation Flow	Inf	Inf
15/3 (Circulatory (W) Lane 3)	Infinite Saturation Flow	Inf	Inf

Scenario 13: '2038 AM DM +LTC & Tilbury 2' (FG13: '2038 AM DM + LTC & Tilbury 2', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

	Destination						
		A	B	C	D	E	Tot.
Origin	A	1	96	225	1028	466	1816
	B	35	0	4	17	9	65
	C	368	3	0	24	139	534
	D	1549	11	23	39	152	1774
	E	143	143	26	116	5	433
	Tot.	2096	253	278	1224	771	4622

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 13: 2038 AM DM +LTC & Tilbury 2
Junction: Asda Roundabout	
1/1	908
1/2	908
2/1 (with short)	65(In) 21(Out)
2/2 (short)	44
3/1 (short)	163
3/2 (with short)	534(In) 371(Out)
4/1 (short)	612
4/2 (with short)	1219(In) 607(Out)
4/3	555
5/1	433
6/1	545
6/2	836
6/3	715
7/1	253
8/1	278
9/1	628
9/2	596
10/1	581
10/2	190
11/1	206
11/2	160
12/1	861
12/2	1068
13/1	604
13/2	1112
14/1	429
14/2	361
14/3	236
15/1	545
15/2	693
15/3	791

Full Input Data And Results

Lane Saturation Flows

Junction: Asda Roundabout								
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 (A1089 Dock Road (SB) Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
1/2 (A1089 Dock Road (SB) Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
2/1 (Aldi and Amazon Access Lane 1)	Infinite Saturation Flow						Inf	Inf
2/2 (Aldi and Amazon Access Lane 2)	Infinite Saturation Flow						Inf	Inf
3/1 (A126 Dock Road Lane 1)	Infinite Saturation Flow						Inf	Inf
3/2 (A126 Dock Road Lane 2)	Infinite Saturation Flow						Inf	Inf
4/1 (A1089 St Andrew's Road (NB) Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
4/2 (A1089 St Andrew's Road (NB) Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
4/3 (A1089 St Andrew's Road (NB) Lane 3)	This lane uses a directly entered Saturation Flow						1900	1900
5/1 (Thurrock Park Way Lane 1)	Infinite Saturation Flow						Inf	Inf
6/1 (A1089 Dock Road Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
6/2 (A1089 Dock Road Exit Lane 2)	Infinite Saturation Flow						Inf	Inf
6/3 (A1089 Dock Road Exit Lane 3)	Infinite Saturation Flow						Inf	Inf
7/1 (Aldi and Amazon Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
8/1 (A216 Dock Road Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
9/1 (A1089 St Andrew's Road Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
9/2 (A1089 St Andrew's Road Exit Lane 2)	Infinite Saturation Flow						Inf	Inf
10/1 (Thurrock Park Way Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
10/2 (Thurrock Park Way Exit Lane 2)	Infinite Saturation Flow						Inf	Inf
11/1 (Circulatory (N) Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
11/2 (Circulatory (N) Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
12/1 (Circulatory (NE) Lane 1)	Infinite Saturation Flow						Inf	Inf

Full Input Data And Results

12/2 (Circulatory (NE) Lane 2)	Infinite Saturation Flow	Inf	Inf
13/1 (Circulatory (SE) Lane 1)	Infinite Saturation Flow	Inf	Inf
13/2 (Circulatory (SE) Lane 2)	Infinite Saturation Flow	Inf	Inf
14/1 (Circulatory (S) Lane 1)	This lane uses a directly entered Saturation Flow	1900	1900
14/2 (Circulatory (S) Lane 2)	This lane uses a directly entered Saturation Flow	1900	1900
14/3 (Circulatory (S) Lane 3)	This lane uses a directly entered Saturation Flow	1900	1900
15/1 (Circulatory (W) Lane 1)	Infinite Saturation Flow	Inf	Inf
15/2 (Circulatory (W) Lane 2)	Infinite Saturation Flow	Inf	Inf
15/3 (Circulatory (W) Lane 3)	Infinite Saturation Flow	Inf	Inf

Scenario 14: '2038 PM DM +LTC & Tilbury 2' (FG14: '2038 PM DM + LTC & Tilbury 2', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

	Destination						
		A	B	C	D	E	Tot.
Origin	A	3	48	471	704	474	1700
	B	143	0	18	9	28	198
	C	274	0	0	28	141	443
	D	1272	6	37	39	103	1457
	E	2	2	10	74	5	93
	Tot.	1694	56	536	854	751	3891

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 14: 2038 PM DM +LTC & Tilbury 2
Junction: Asda Roundabout	
1/1	850
1/2	850
2/1 (with short)	198(In) 27(Out)
2/2 (short)	171
3/1 (short)	167
3/2 (with short)	443(In) 276(Out)
4/1 (short)	510
4/2 (with short)	1022(In) 512(Out)
4/3	435
5/1	93
6/1	473
6/2	583
6/3	638
7/1	56
8/1	536
9/1	399
9/2	455
10/1	498
10/2	253
11/1	86
11/2	87
12/1	880
12/2	937
13/1	371
13/2	1108
14/1	395
14/2	388
14/3	285
15/1	473
15/2	581
15/3	720

Full Input Data And Results

Lane Saturation Flows

Junction: Asda Roundabout								
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 (A1089 Dock Road (SB) Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
1/2 (A1089 Dock Road (SB) Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
2/1 (Aldi and Amazon Access Lane 1)	Infinite Saturation Flow						Inf	Inf
2/2 (Aldi and Amazon Access Lane 2)	Infinite Saturation Flow						Inf	Inf
3/1 (A126 Dock Road Lane 1)	Infinite Saturation Flow						Inf	Inf
3/2 (A126 Dock Road Lane 2)	Infinite Saturation Flow						Inf	Inf
4/1 (A1089 St Andrew's Road (NB) Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
4/2 (A1089 St Andrew's Road (NB) Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
4/3 (A1089 St Andrew's Road (NB) Lane 3)	This lane uses a directly entered Saturation Flow						1900	1900
5/1 (Thurrock Park Way Lane 1)	Infinite Saturation Flow						Inf	Inf
6/1 (A1089 Dock Road Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
6/2 (A1089 Dock Road Exit Lane 2)	Infinite Saturation Flow						Inf	Inf
6/3 (A1089 Dock Road Exit Lane 3)	Infinite Saturation Flow						Inf	Inf
7/1 (Aldi and Amazon Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
8/1 (A216 Dock Road Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
9/1 (A1089 St Andrew's Road Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
9/2 (A1089 St Andrew's Road Exit Lane 2)	Infinite Saturation Flow						Inf	Inf
10/1 (Thurrock Park Way Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
10/2 (Thurrock Park Way Exit Lane 2)	Infinite Saturation Flow						Inf	Inf
11/1 (Circulatory (N) Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
11/2 (Circulatory (N) Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
12/1 (Circulatory (NE) Lane 1)	Infinite Saturation Flow						Inf	Inf

Full Input Data And Results

12/2 (Circulatory (NE) Lane 2)	Infinite Saturation Flow	Inf	Inf
13/1 (Circulatory (SE) Lane 1)	Infinite Saturation Flow	Inf	Inf
13/2 (Circulatory (SE) Lane 2)	Infinite Saturation Flow	Inf	Inf
14/1 (Circulatory (S) Lane 1)	This lane uses a directly entered Saturation Flow	1900	1900
14/2 (Circulatory (S) Lane 2)	This lane uses a directly entered Saturation Flow	1900	1900
14/3 (Circulatory (S) Lane 3)	This lane uses a directly entered Saturation Flow	1900	1900
15/1 (Circulatory (W) Lane 1)	Infinite Saturation Flow	Inf	Inf
15/2 (Circulatory (W) Lane 2)	Infinite Saturation Flow	Inf	Inf
15/3 (Circulatory (W) Lane 3)	Infinite Saturation Flow	Inf	Inf

Scenario 15: '2038 AM DS +LTC & Tilbury 2' (FG15: '2038 AM DS + LTC & Tilbury 2', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

	Destination						
		A	B	C	D	E	Tot.
Origin	A	1	96	225	1118	466	1906
	B	35	0	4	17	9	65
	C	368	3	0	24	139	534
	D	1549	11	23	39	152	1774
	E	143	143	26	116	5	433
	Tot.	2096	253	278	1314	771	4712

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 15: 2038 AM DS +LTC & Tilbury 2
Junction: Asda Roundabout	
1/1	953
1/2	953
2/1 (with short)	65(In) 21(Out)
2/2 (short)	44
3/1 (short)	163
3/2 (with short)	534(In) 371(Out)
4/1 (short)	612
4/2 (with short)	1219(In) 607(Out)
4/3	555
5/1	433
6/1	545
6/2	836
6/3	715
7/1	253
8/1	278
9/1	673
9/2	641
10/1	579
10/2	192
11/1	206
11/2	160
12/1	906
12/2	1113
13/1	649
13/2	1157
14/1	427
14/2	363
14/3	236
15/1	545
15/2	693
15/3	791

Full Input Data And Results

Lane Saturation Flows

Junction: Asda Roundabout								
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 (A1089 Dock Road (SB) Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
1/2 (A1089 Dock Road (SB) Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
2/1 (Aldi and Amazon Access Lane 1)	Infinite Saturation Flow						Inf	Inf
2/2 (Aldi and Amazon Access Lane 2)	Infinite Saturation Flow						Inf	Inf
3/1 (A126 Dock Road Lane 1)	Infinite Saturation Flow						Inf	Inf
3/2 (A126 Dock Road Lane 2)	Infinite Saturation Flow						Inf	Inf
4/1 (A1089 St Andrew's Road (NB) Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
4/2 (A1089 St Andrew's Road (NB) Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
4/3 (A1089 St Andrew's Road (NB) Lane 3)	This lane uses a directly entered Saturation Flow						1900	1900
5/1 (Thurrock Park Way Lane 1)	Infinite Saturation Flow						Inf	Inf
6/1 (A1089 Dock Road Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
6/2 (A1089 Dock Road Exit Lane 2)	Infinite Saturation Flow						Inf	Inf
6/3 (A1089 Dock Road Exit Lane 3)	Infinite Saturation Flow						Inf	Inf
7/1 (Aldi and Amazon Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
8/1 (A216 Dock Road Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
9/1 (A1089 St Andrew's Road Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
9/2 (A1089 St Andrew's Road Exit Lane 2)	Infinite Saturation Flow						Inf	Inf
10/1 (Thurrock Park Way Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
10/2 (Thurrock Park Way Exit Lane 2)	Infinite Saturation Flow						Inf	Inf
11/1 (Circulatory (N) Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
11/2 (Circulatory (N) Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
12/1 (Circulatory (NE) Lane 1)	Infinite Saturation Flow						Inf	Inf

Full Input Data And Results

12/2 (Circulatory (NE) Lane 2)	Infinite Saturation Flow	Inf	Inf
13/1 (Circulatory (SE) Lane 1)	Infinite Saturation Flow	Inf	Inf
13/2 (Circulatory (SE) Lane 2)	Infinite Saturation Flow	Inf	Inf
14/1 (Circulatory (S) Lane 1)	This lane uses a directly entered Saturation Flow	1900	1900
14/2 (Circulatory (S) Lane 2)	This lane uses a directly entered Saturation Flow	1900	1900
14/3 (Circulatory (S) Lane 3)	This lane uses a directly entered Saturation Flow	1900	1900
15/1 (Circulatory (W) Lane 1)	Infinite Saturation Flow	Inf	Inf
15/2 (Circulatory (W) Lane 2)	Infinite Saturation Flow	Inf	Inf
15/3 (Circulatory (W) Lane 3)	Infinite Saturation Flow	Inf	Inf

Scenario 16: '2038 PM DS +LTC & Tilbury 2' (FG16: '2038 PM DS + LTC & Tilbury 2', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

	Destination						
		A	B	C	D	E	Tot.
Origin	A	3	48	471	755	474	1751
	B	143	0	18	9	28	198
	C	274	0	0	28	141	443
	D	1543	6	37	39	103	1728
	E	2	2	10	74	5	93
	Tot.	1965	56	536	905	751	4213

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 16: 2038 PM DS +LTC & Tilbury 2
Junction: Asda Roundabout	
1/1	876
1/2	875
2/1 (with short)	198(In) 27(Out)
2/2 (short)	171
3/1 (short)	169
3/2 (with short)	443(In) 274(Out)
4/1 (short)	597
4/2 (with short)	1194(In) 597(Out)
4/3	534
5/1	93
6/1	567
6/2	675
6/3	723
7/1	56
8/1	536
9/1	424
9/2	481
10/1	515
10/2	236
11/1	85
11/2	88
12/1	905
12/2	963
13/1	396
13/2	1134
14/1	412
14/2	385
14/3	271
15/1	567
15/2	673
15/3	805

Full Input Data And Results

Lane Saturation Flows

Junction: Asda Roundabout								
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 (A1089 Dock Road (SB) Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
1/2 (A1089 Dock Road (SB) Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
2/1 (Aldi and Amazon Access Lane 1)	Infinite Saturation Flow						Inf	Inf
2/2 (Aldi and Amazon Access Lane 2)	Infinite Saturation Flow						Inf	Inf
3/1 (A126 Dock Road Lane 1)	Infinite Saturation Flow						Inf	Inf
3/2 (A126 Dock Road Lane 2)	Infinite Saturation Flow						Inf	Inf
4/1 (A1089 St Andrew's Road (NB) Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
4/2 (A1089 St Andrew's Road (NB) Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
4/3 (A1089 St Andrew's Road (NB) Lane 3)	This lane uses a directly entered Saturation Flow						1900	1900
5/1 (Thurrock Park Way Lane 1)	Infinite Saturation Flow						Inf	Inf
6/1 (A1089 Dock Road Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
6/2 (A1089 Dock Road Exit Lane 2)	Infinite Saturation Flow						Inf	Inf
6/3 (A1089 Dock Road Exit Lane 3)	Infinite Saturation Flow						Inf	Inf
7/1 (Aldi and Amazon Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
8/1 (A216 Dock Road Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
9/1 (A1089 St Andrew's Road Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
9/2 (A1089 St Andrew's Road Exit Lane 2)	Infinite Saturation Flow						Inf	Inf
10/1 (Thurrock Park Way Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
10/2 (Thurrock Park Way Exit Lane 2)	Infinite Saturation Flow						Inf	Inf
11/1 (Circulatory (N) Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
11/2 (Circulatory (N) Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
12/1 (Circulatory (NE) Lane 1)	Infinite Saturation Flow						Inf	Inf

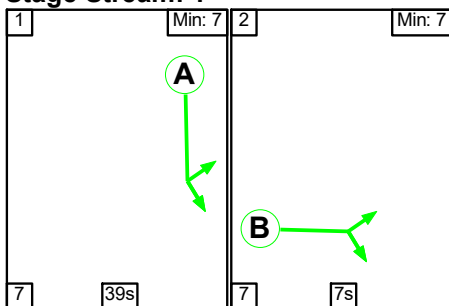
Full Input Data And Results

12/2 (Circulatory (NE) Lane 2)	Infinite Saturation Flow	Inf	Inf
13/1 (Circulatory (SE) Lane 1)	Infinite Saturation Flow	Inf	Inf
13/2 (Circulatory (SE) Lane 2)	Infinite Saturation Flow	Inf	Inf
14/1 (Circulatory (S) Lane 1)	This lane uses a directly entered Saturation Flow	1900	1900
14/2 (Circulatory (S) Lane 2)	This lane uses a directly entered Saturation Flow	1900	1900
14/3 (Circulatory (S) Lane 3)	This lane uses a directly entered Saturation Flow	1900	1900
15/1 (Circulatory (W) Lane 1)	Infinite Saturation Flow	Inf	Inf
15/2 (Circulatory (W) Lane 2)	Infinite Saturation Flow	Inf	Inf
15/3 (Circulatory (W) Lane 3)	Infinite Saturation Flow	Inf	Inf

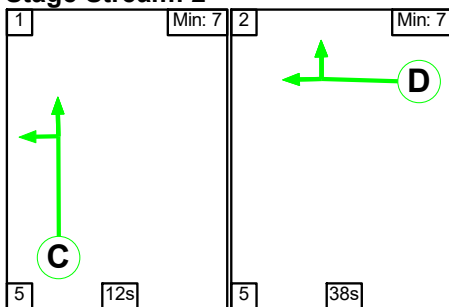
Scenario 1: '2038 AM DM' (FG1: '2038 AM DM', Plan 1: 'Network Control Plan 1')

Stage Sequence Diagram

Stage Stream: 1



Stage Stream: 2



Stage Timings

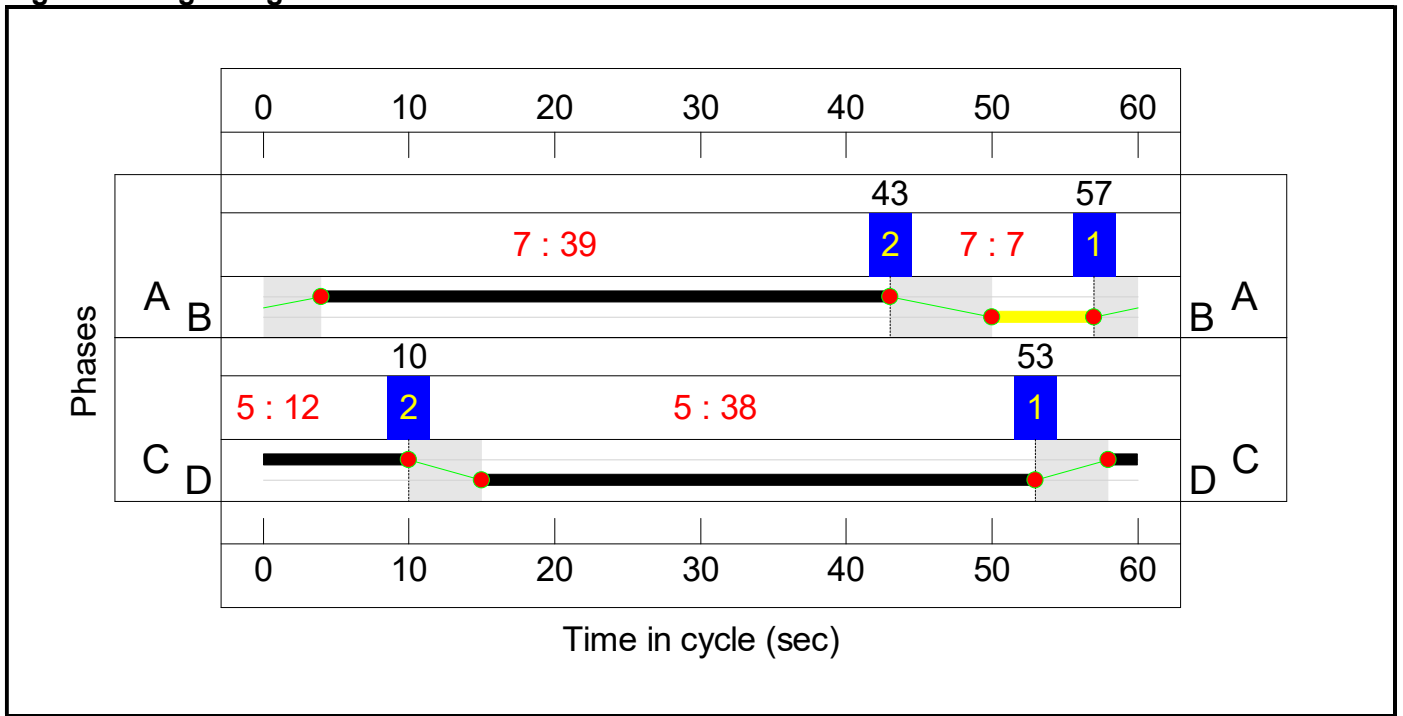
Stage Stream: 1

Stage	1	2
Duration	39	7
Change Point	57	43

Stage Stream: 2

Stage	1	2
Duration	12	38
Change Point	53	10

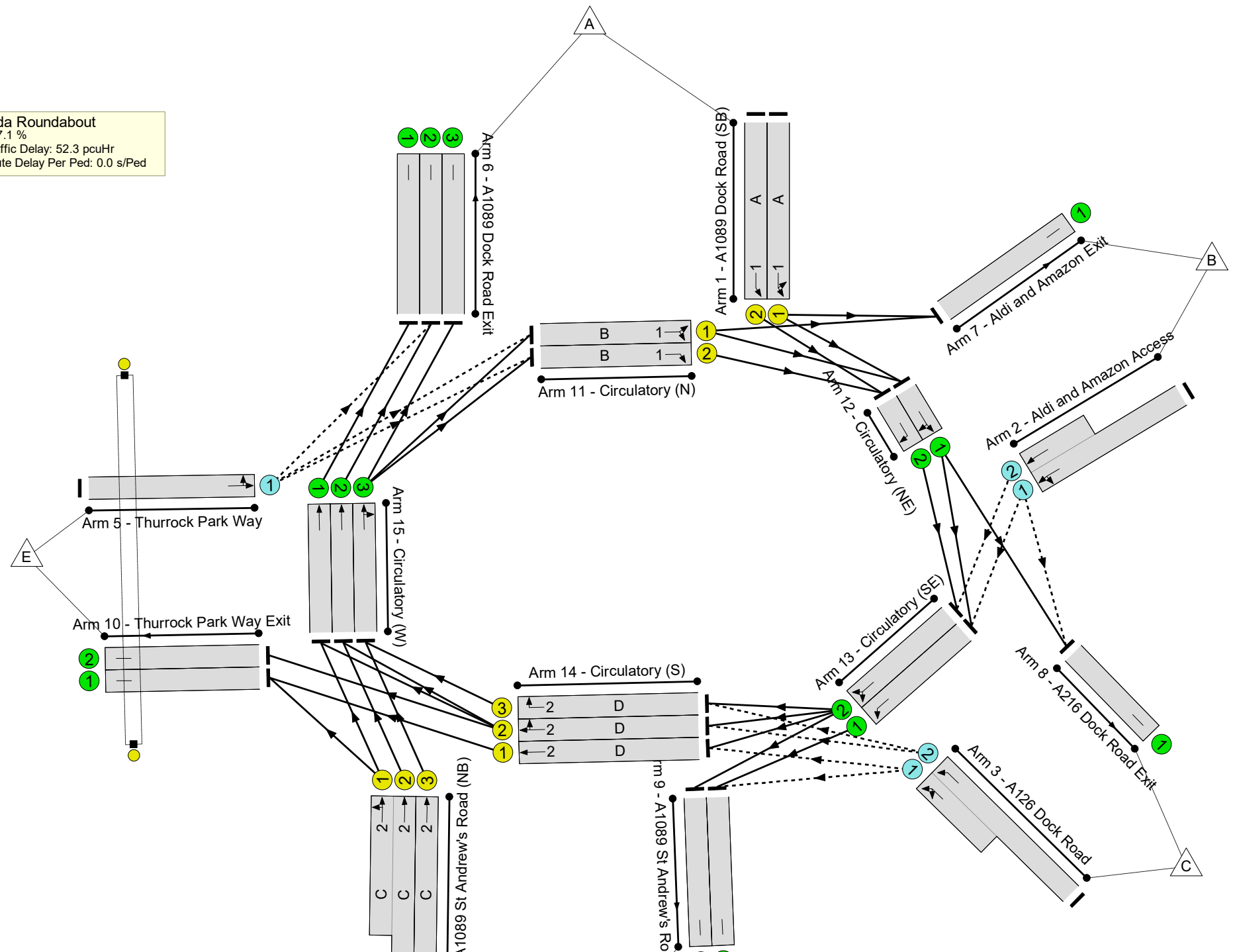
Signal Timings Diagram



Full Input Data And Results
Network Layout Diagram

Full Input Data And Results

Asda Roundabout
 PRC: -17.1 %
 Total Traffic Delay: 52.3 pcuHr
 Ave. Route Delay Per Ped: 0.0 s/Ped



Full Input Data And Results

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	-	-	N/A	-	-		-	-	-	-	-	-	105.4%
Asda Roundabout	-	-	N/A	-	-		-	-	-	-	-	-	105.4%
1/1	A1089 Dock Road (SB) Left Ahead	U	1	N/A	A		1	39	-	1104	1900	1267	87.2%
1/2	A1089 Dock Road (SB) Ahead	U	1	N/A	A		1	39	-	1104	1900	1267	87.2%
2/1+2/2	Aldi and Amazon Access Left Ahead	O	N/A	N/A	-		-	-	-	65	Inf : Inf	153+321	13.7 : 13.7%
3/2+3/1	A126 Dock Road U-Turn Left	O	N/A	N/A	-		-	-	-	534	Inf : Inf	352+155	105.4 : 105.4%
4/2+4/1	A1089 St Andrew's Road (NB) Left Ahead	U	2	N/A	C		1	12	-	712	1900:1900	412+412	87.4 : 85.5%
4/3	A1089 St Andrew's Road (NB) Ahead	U	2	N/A	C		1	12	-	301	1900	412	73.1%
5/1	Thurrock Park Way Left Ahead	O	N/A	N/A	-		-	-	-	433	Inf	721	60.1%
6/1	A1089 Dock Road Exit	U	N/A	N/A	-		-	-	-	329	Inf	Inf	0.0%
6/2	A1089 Dock Road Exit	U	N/A	N/A	-		-	-	-	583	Inf	Inf	0.0%
6/3	A1089 Dock Road Exit	U	N/A	N/A	-		-	-	-	499	Inf	Inf	0.0%
7/1	Aldi and Amazon Exit	U	N/A	N/A	-		-	-	-	288	Inf	Inf	0.0%
8/1	A216 Dock Road Exit	U	N/A	N/A	-		-	-	-	361	Inf	Inf	0.0%
9/1	A1089 St Andrew's Road Exit	U	N/A	N/A	-		-	-	-	694	Inf	Inf	0.0%

Full Input Data And Results

9/2	A1089 St Andrew's Road Exit	U	N/A	N/A	-		-	-	-	590	Inf	Inf	0.0%
10/1	Thurrock Park Way Exit	U	N/A	N/A	-		-	-	-	584	Inf	Inf	0.0%
10/2	Thurrock Park Way Exit	U	N/A	N/A	-		-	-	-	325	Inf	Inf	0.0%
11/1	Circulatory (N) Ahead Right	U	1	N/A	B		1	7	-	194	1900	253	76.5%
11/2	Circulatory (N) Right	U	1	N/A	B		1	7	-	147	1900	253	58.0%
12/1	Circulatory (NE) Ahead Right	U	N/A	N/A	-		-	-	-	1010	Inf	Inf	0.0%
12/2	Circulatory (NE) Right	U	N/A	N/A	-		-	-	-	1251	Inf	Inf	0.0%
13/1	Circulatory (SE) Left	U	N/A	N/A	-		-	-	-	670	Inf	Inf	0.0%
13/2	Circulatory (SE) Left Ahead	U	N/A	N/A	-		-	-	-	1295	Inf	Inf	0.0%
14/1	Circulatory (S) Ahead	U	2	N/A	D		1	38	-	483	1900	1235	39.1%
14/2	Circulatory (S) Ahead Right	U	2	N/A	D		1	38	-	483	1900	1235	38.6%
14/3	Circulatory (S) Right	U	2	N/A	D		1	38	-	249	1900	1235	19.1%
15/1	Circulatory (W) Ahead	U	N/A	N/A	-		-	-	-	329	Inf	Inf	0.0%
15/2	Circulatory (W) Ahead	U	N/A	N/A	-		-	-	-	440	Inf	Inf	0.0%
15/3	Circulatory (W) Ahead Right	U	N/A	N/A	-		-	-	-	550	Inf	Inf	0.0%
Ped Link: P1	Thurrock Park Way	-	-	-			0	0	-	0	-	0	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	-	-	1593	0	0	17.4	34.9	0.0	52.3	-	-	-	-
Asda Roundabout	-	-	1593	0	0	17.4	34.9	0.0	52.3	-	-	-	-
1/1	1104	1104	-	-	-	2.4	3.3	-	5.7	18.6	14.4	3.3	17.7
1/2	1104	1104	-	-	-	2.4	3.3	-	5.7	18.6	14.4	3.3	17.7
2/1+2/2	65	65	130	0	0	0.1	0.1	-	0.2	9.0	0.4	0.1	0.5
3/2+3/1	534	515	1030	0	0	2.1	20.2	-	22.3	150.6	16.8	20.2	37.0
4/2+4/1	712	712	-	-	-	4.5	3.0	-	7.5	38.0	5.7	3.0	8.7
4/3	301	301	-	-	-	1.8	1.3	-	3.2	37.8	4.6	1.3	5.9
5/1	433	433	433	0	0	0.2	0.7	-	1.0	8.2	2.9	0.7	3.6
6/1	326	326	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/2	580	580	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/3	486	486	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	288	288	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/1	361	361	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
9/1	694	694	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
9/2	590	590	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
10/1	584	584	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
10/2	325	325	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
11/1	194	194	-	-	-	1.3	1.5	-	2.9	53.4	3.1	1.5	4.6
11/2	147	147	-	-	-	1.0	0.7	-	1.7	41.6	2.3	0.7	3.0
12/1	1010	1010	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
12/2	1251	1251	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
13/1	670	670	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
13/2	1295	1295	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
14/1	483	483	-	-	-	0.3	0.3	-	0.6	4.8	1.6	0.3	1.9
14/2	477	477	-	-	-	0.5	0.3	-	0.8	6.0	2.7	0.3	3.0

Full Input Data And Results

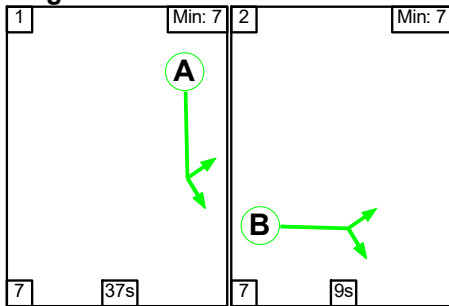
14/3	236	236	-	-	-	0.6	0.1	-	0.7	10.5	3.4	0.1	3.5																								
15/1	326	326	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0																								
15/2	437	437	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0																								
15/3	537	537	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0																								
Ped Link: P1	0	0	-	-	-	-	-	-	Inf	Inf	-	-	Inf																								
<table> <tbody> <tr> <td>C1</td> <td>Stream: 1</td> <td>PRC for Signalled Lanes (%)</td> <td>3.3</td> <td>Total Delay for Signalled Lanes (pcuHr):</td> <td>15.98</td> <td>Cycle Time (s):</td> <td>60</td> </tr> <tr> <td>C1</td> <td>Stream: 2</td> <td>PRC for Signalled Lanes (%)</td> <td>2.9</td> <td>Total Delay for Signalled Lanes (pcuHr):</td> <td>12.80</td> <td>Cycle Time (s):</td> <td>60</td> </tr> <tr> <td></td> <td></td> <td>PRC Over All Lanes (%)</td> <td>-17.1</td> <td>Total Delay Over All Lanes(pcuHr):</td> <td>52.27</td> <td></td> <td></td> </tr> </tbody> </table>														C1	Stream: 1	PRC for Signalled Lanes (%)	3.3	Total Delay for Signalled Lanes (pcuHr):	15.98	Cycle Time (s):	60	C1	Stream: 2	PRC for Signalled Lanes (%)	2.9	Total Delay for Signalled Lanes (pcuHr):	12.80	Cycle Time (s):	60			PRC Over All Lanes (%)	-17.1	Total Delay Over All Lanes(pcuHr):	52.27		
C1	Stream: 1	PRC for Signalled Lanes (%)	3.3	Total Delay for Signalled Lanes (pcuHr):	15.98	Cycle Time (s):	60																														
C1	Stream: 2	PRC for Signalled Lanes (%)	2.9	Total Delay for Signalled Lanes (pcuHr):	12.80	Cycle Time (s):	60																														
		PRC Over All Lanes (%)	-17.1	Total Delay Over All Lanes(pcuHr):	52.27																																

Full Input Data And Results

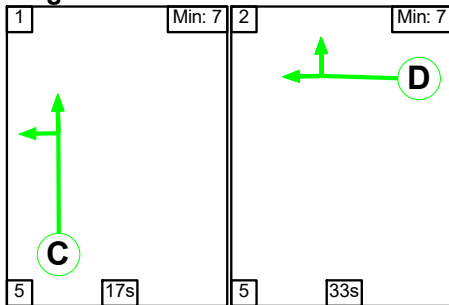
Scenario 2: '2038 PM DM' (FG2: '2038 PM DM', Plan 1: 'Network Control Plan 1')

Stage Sequence Diagram

Stage Stream: 1



Stage Stream: 2



Stage Timings

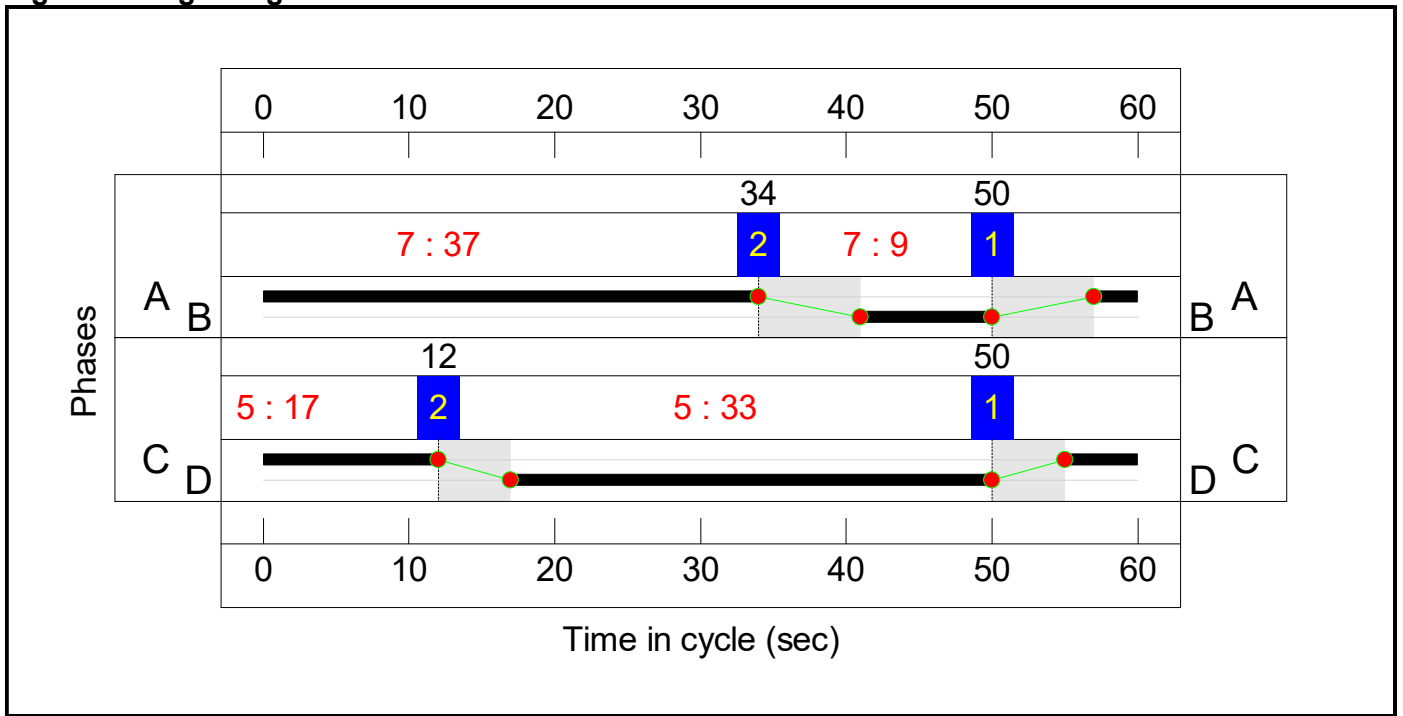
Stage Stream: 1

Stage	1	2
Duration	37	9
Change Point	50	34

Stage Stream: 2

Stage	1	2
Duration	17	33
Change Point	50	12

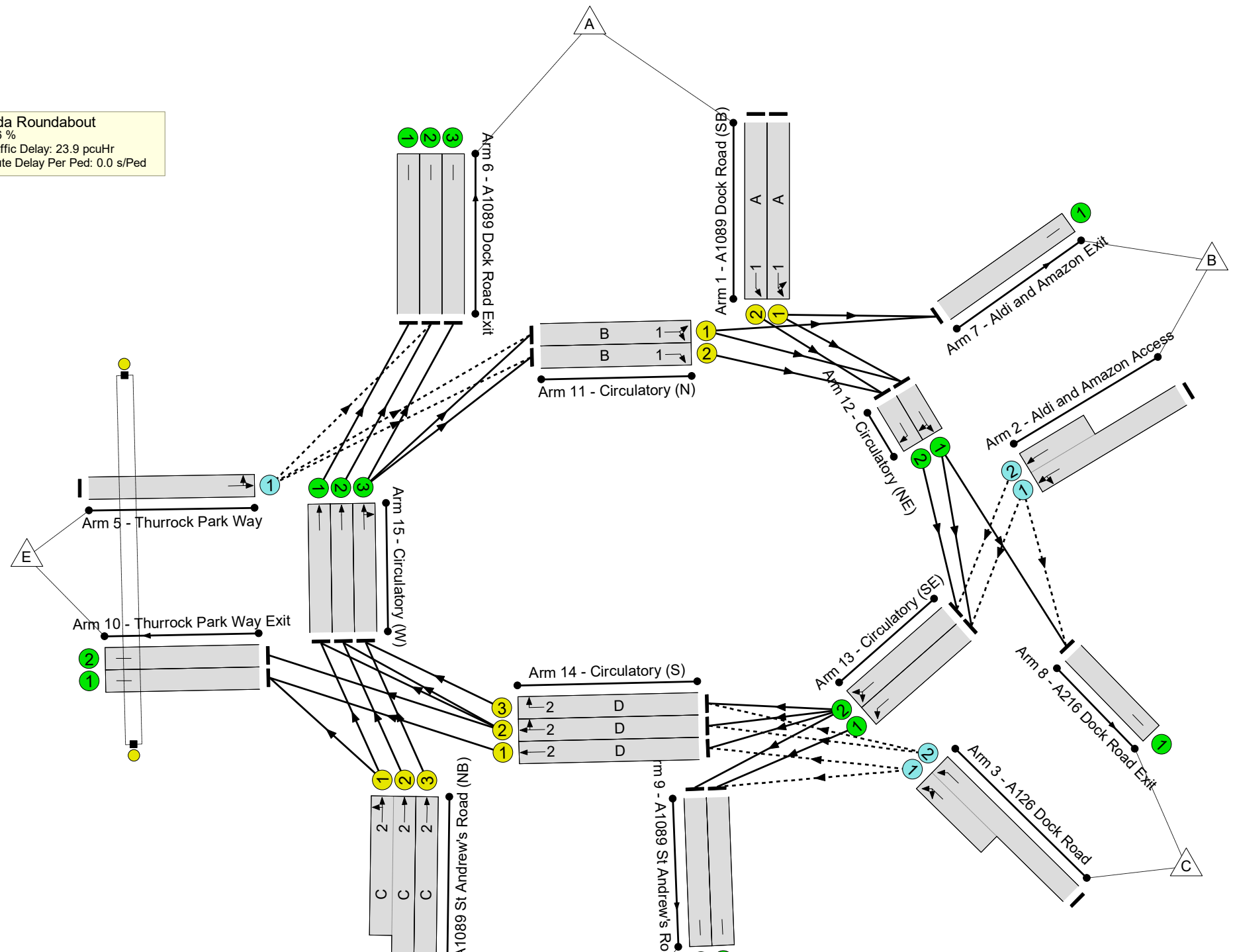
Signal Timings Diagram



Full Input Data And Results
Network Layout Diagram

Full Input Data And Results

Asda Roundabout
 PRC: 1.6 %
 Total Traffic Delay: 23.9 pcuHr
 Ave. Route Delay Per Ped: 0.0 s/Ped



Full Input Data And Results

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	-	-	N/A	-	-		-	-	-	-	-	-	88.6%
Asda Roundabout	-	-	N/A	-	-		-	-	-	-	-	-	88.6%
1/1	A1089 Dock Road (SB) Left Ahead	U	1	N/A	A		1	37	-	842	1900	1203	70.0%
1/2	A1089 Dock Road (SB) Ahead	U	1	N/A	A		1	37	-	842	1900	1203	70.0%
2/1+2/2	Aldi and Amazon Access Left Ahead	O	N/A	N/A	-		-	-	-	198	Inf : Inf	71+449	38.1 : 38.1%
3/2+3/1	A126 Dock Road U-Turn Left	O	N/A	N/A	-		-	-	-	443	Inf : Inf	529+320	52.1 : 52.1%
4/2+4/1	A1089 St Andrew's Road (NB) Left Ahead	U	2	N/A	C		1	17	-	997	1900:1900	570+570	88.6 : 86.3%
4/3	A1089 St Andrew's Road (NB) Ahead	U	2	N/A	C		1	17	-	455	1900	570	79.8%
5/1	Thurrock Park Way Left Ahead	O	N/A	N/A	-		-	-	-	93	Inf	608	15.3%
6/1	A1089 Dock Road Exit	U	N/A	N/A	-		-	-	-	444	Inf	Inf	0.0%
6/2	A1089 Dock Road Exit	U	N/A	N/A	-		-	-	-	582	Inf	Inf	0.0%
6/3	A1089 Dock Road Exit	U	N/A	N/A	-		-	-	-	634	Inf	Inf	0.0%
7/1	Aldi and Amazon Exit	U	N/A	N/A	-		-	-	-	61	Inf	Inf	0.0%
8/1	A216 Dock Road Exit	U	N/A	N/A	-		-	-	-	582	Inf	Inf	0.0%
9/1	A1089 St Andrew's Road Exit	U	N/A	N/A	-		-	-	-	346	Inf	Inf	0.0%

Full Input Data And Results

9/2	A1089 St Andrew's Road Exit	U	N/A	N/A	-		-	-	-	414	Inf	Inf	0.0%
10/1	Thurrock Park Way Exit	U	N/A	N/A	-		-	-	-	528	Inf	Inf	0.0%
10/2	Thurrock Park Way Exit	U	N/A	N/A	-		-	-	-	279	Inf	Inf	0.0%
11/1	Circulatory (N) Ahead Right	U	1	N/A	B		1	9	-	92	1900	317	29.1%
11/2	Circulatory (N) Right	U	1	N/A	B		1	9	-	94	1900	317	29.7%
12/1	Circulatory (NE) Ahead Right	U	N/A	N/A	-		-	-	-	873	Inf	Inf	0.0%
12/2	Circulatory (NE) Right	U	N/A	N/A	-		-	-	-	936	Inf	Inf	0.0%
13/1	Circulatory (SE) Left	U	N/A	N/A	-		-	-	-	318	Inf	Inf	0.0%
13/2	Circulatory (SE) Left Ahead	U	N/A	N/A	-		-	-	-	1107	Inf	Inf	0.0%
14/1	Circulatory (S) Ahead	U	2	N/A	D		1	33	-	409	1900	1077	38.0%
14/2	Circulatory (S) Ahead Right	U	2	N/A	D		1	33	-	425	1900	1077	39.5%
14/3	Circulatory (S) Right	U	2	N/A	D		1	33	-	274	1900	1077	25.4%
15/1	Circulatory (W) Ahead	U	N/A	N/A	-		-	-	-	444	Inf	Inf	0.0%
15/2	Circulatory (W) Ahead	U	N/A	N/A	-		-	-	-	580	Inf	Inf	0.0%
15/3	Circulatory (W) Ahead Right	U	N/A	N/A	-		-	-	-	729	Inf	Inf	0.0%
Ped Link: P1	Thurrock Park Way	-	-	-			0	0	-	0	-	0	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	-	-	1375	0	0	14.2	9.7	0.0	23.9	-	-	-	-
Asda Roundabout	-	-	1375	0	0	14.2	9.7	0.0	23.9	-	-	-	-
1/1	842	842	-	-	-	1.7	1.2	-	2.9	12.2	9.1	1.2	10.3
1/2	842	842	-	-	-	1.7	1.2	-	2.9	12.2	9.1	1.2	10.3
2/1+2/2	198	198	396	0	0	0.2	0.3	-	0.5	9.0	1.3	0.3	1.6
3/2+3/1	443	443	886	0	0	0.1	0.5	-	0.6	4.9	1.6	0.5	2.2
4/2+4/1	997	997	-	-	-	5.5	3.3	-	8.9	32.0	8.0	3.3	11.3
4/3	455	455	-	-	-	2.4	1.9	-	4.4	34.5	7.0	1.9	8.9
5/1	93	93	93	0	0	0.0	0.1	-	0.1	5.3	0.4	0.1	0.5
6/1	444	444	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/2	582	582	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/3	634	634	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	61	61	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/1	582	582	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
9/1	346	346	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
9/2	414	414	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
10/1	528	528	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
10/2	279	279	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
11/1	92	92	-	-	-	0.6	0.2	-	0.8	32.0	1.5	0.2	1.7
11/2	94	94	-	-	-	0.6	0.2	-	0.8	31.0	1.4	0.2	1.7
12/1	873	873	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
12/2	936	936	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
13/1	318	318	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
13/2	1107	1107	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
14/1	409	409	-	-	-	0.4	0.3	-	0.7	6.5	3.2	0.3	3.5
14/2	425	425	-	-	-	0.4	0.3	-	0.7	6.2	2.8	0.3	3.1

Full Input Data And Results

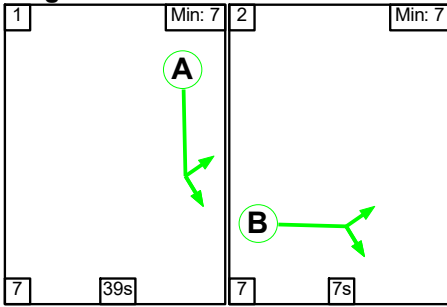
14/3	274	274	-	-	-	0.5	0.2	-	0.7	8.7	2.1	0.2	2.3																								
15/1	444	444	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0																								
15/2	580	580	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0																								
15/3	729	729	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0																								
Ped Link: P1	0	0	-	-	-	-	-	-	Inf	Inf	-	-	Inf																								
<table> <tr> <td>C1</td> <td>Stream: 1</td> <td>PRC for Signalled Lanes (%)</td> <td>28.6</td> <td>Total Delay for Signalled Lanes (pcuHr):</td> <td>7.33</td> <td>Cycle Time (s):</td> <td>60</td> </tr> <tr> <td>C1</td> <td>Stream: 2</td> <td>PRC for Signalled Lanes (%)</td> <td>1.6</td> <td>Total Delay for Signalled Lanes (pcuHr):</td> <td>15.35</td> <td>Cycle Time (s):</td> <td>60</td> </tr> <tr> <td></td> <td></td> <td>PRC Over All Lanes (%)</td> <td>1.6</td> <td>Total Delay Over All Lanes(pcuHr):</td> <td>23.92</td> <td></td> <td></td> </tr> </table>														C1	Stream: 1	PRC for Signalled Lanes (%)	28.6	Total Delay for Signalled Lanes (pcuHr):	7.33	Cycle Time (s):	60	C1	Stream: 2	PRC for Signalled Lanes (%)	1.6	Total Delay for Signalled Lanes (pcuHr):	15.35	Cycle Time (s):	60			PRC Over All Lanes (%)	1.6	Total Delay Over All Lanes(pcuHr):	23.92		
C1	Stream: 1	PRC for Signalled Lanes (%)	28.6	Total Delay for Signalled Lanes (pcuHr):	7.33	Cycle Time (s):	60																														
C1	Stream: 2	PRC for Signalled Lanes (%)	1.6	Total Delay for Signalled Lanes (pcuHr):	15.35	Cycle Time (s):	60																														
		PRC Over All Lanes (%)	1.6	Total Delay Over All Lanes(pcuHr):	23.92																																

Full Input Data And Results

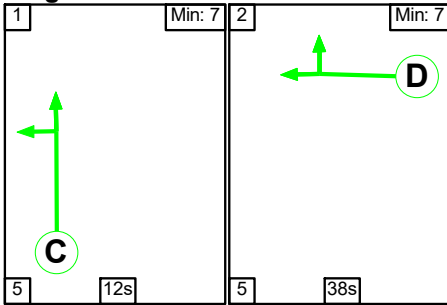
Scenario 3: '2038 AM DS' (FG3: '2038 AM DS', Plan 1: 'Network Control Plan 1')

Stage Sequence Diagram

Stage Stream: 1



Stage Stream: 2



Stage Timings

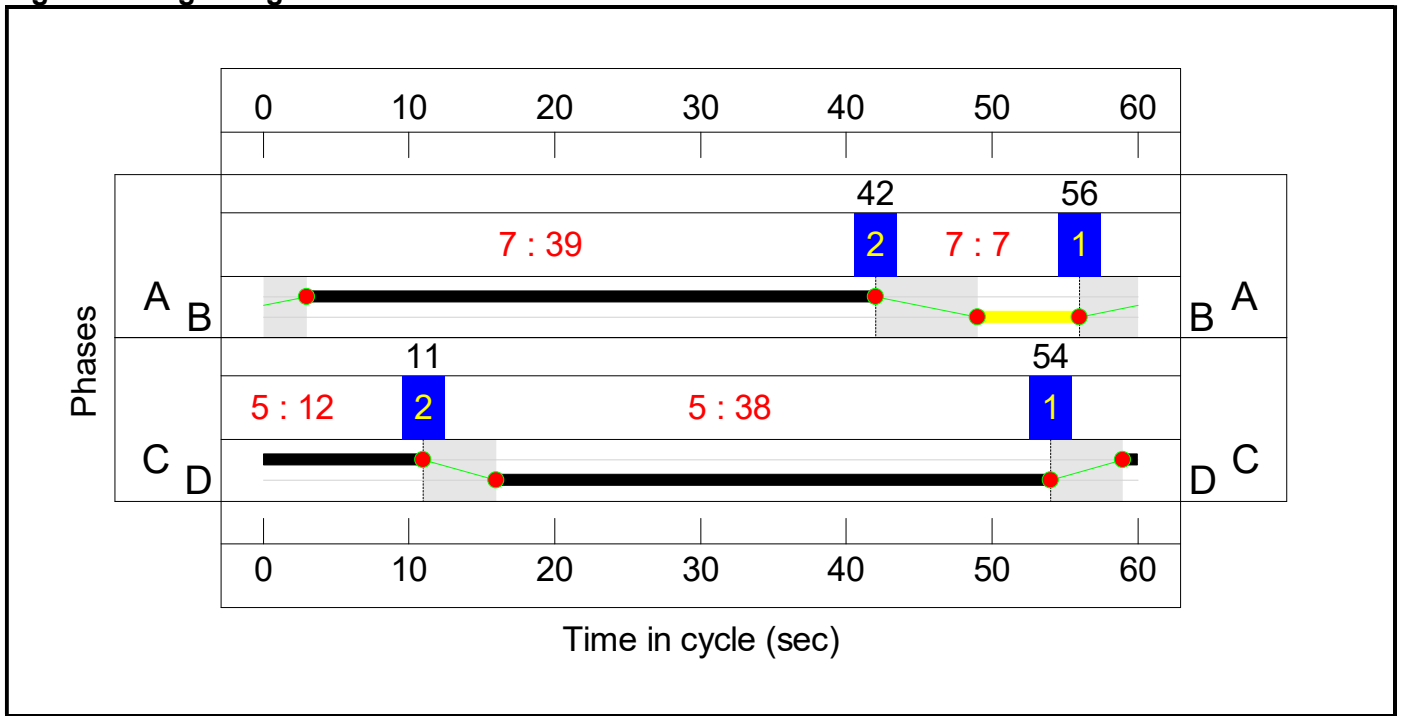
Stage Stream: 1

Stage	1	2
Duration	39	7
Change Point	56	42

Stage Stream: 2

Stage	1	2
Duration	12	38
Change Point	54	11

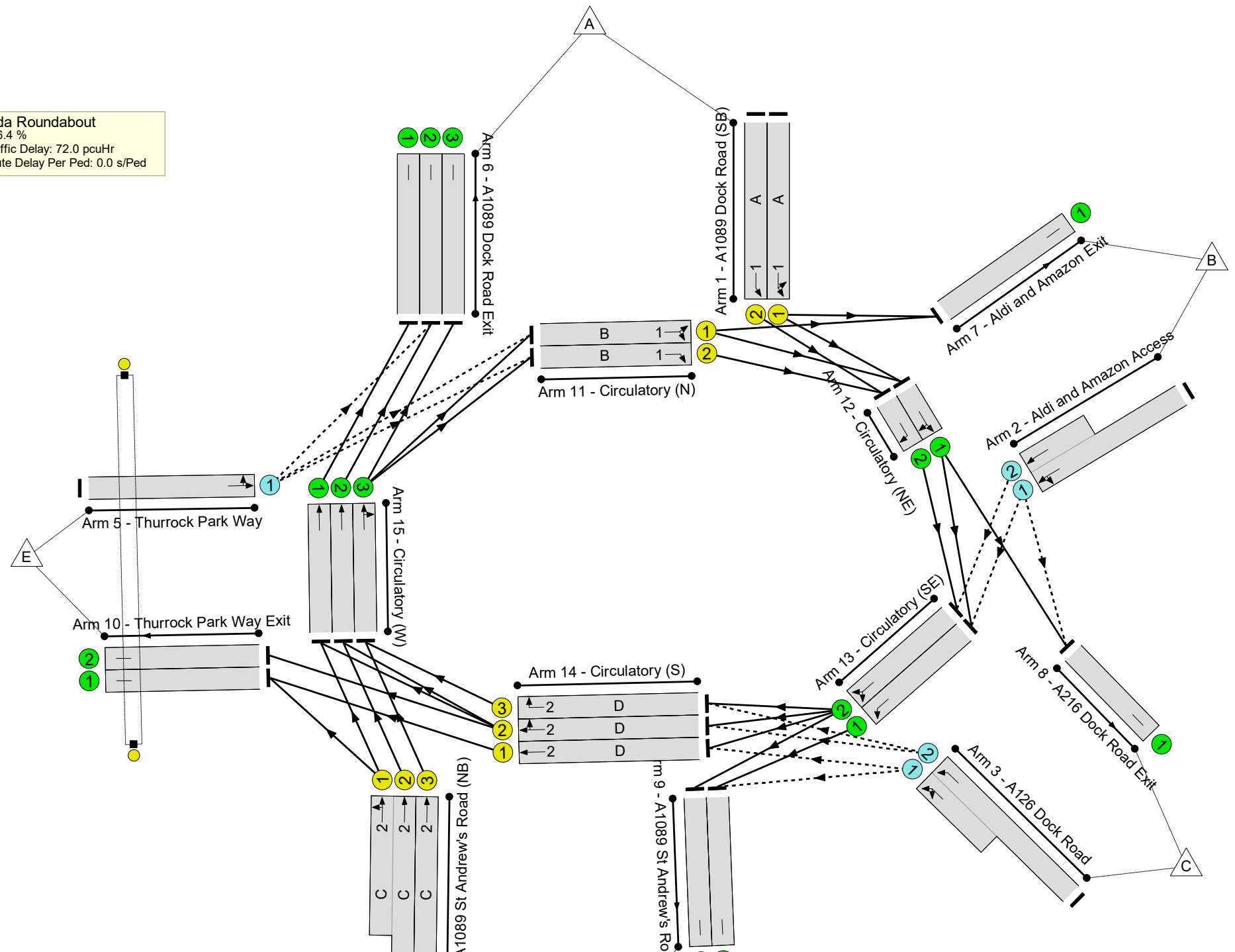
Signal Timings Diagram



Full Input Data And Results
Network Layout Diagram

Full Input Data And Results

Asda Roundabout
 PRC: -26.4 %
 Total Traffic Delay: 72.0 pcuHr
 Ave. Route Delay Per Ped: 0.0 s/Ped



Full Input Data And Results

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	-	-	N/A	-	-		-	-	-	-	-	-	113.8%
Asda Roundabout	-	-	N/A	-	-		-	-	-	-	-	-	113.8%
1/1	A1089 Dock Road (SB) Left Ahead	U	1	N/A	A		1	39	-	1149	1900	1267	90.7%
1/2	A1089 Dock Road (SB) Ahead	U	1	N/A	A		1	39	-	1148	1900	1267	90.6%
2/1+2/2	Aldi and Amazon Access Left Ahead	O	N/A	N/A	-		-	-	-	65	Inf : Inf	144+302	14.6 : 14.6%
3/2+3/1	A126 Dock Road U-Turn Left	O	N/A	N/A	-		-	-	-	534	Inf : Inf	326+143	113.8 : 113.8%
4/2+4/1	A1089 St Andrew's Road (NB) Left Ahead	U	2	N/A	C		1	12	-	712	1900:1900	412+412	88.2 : 84.8%
4/3	A1089 St Andrew's Road (NB) Ahead	U	2	N/A	C		1	12	-	301	1900	412	73.1%
5/1	Thurrock Park Way Left Ahead	O	N/A	N/A	-		-	-	-	433	Inf	716	60.5%
6/1	A1089 Dock Road Exit	U	N/A	N/A	-		-	-	-	299	Inf	Inf	0.0%
6/2	A1089 Dock Road Exit	U	N/A	N/A	-		-	-	-	557	Inf	Inf	0.0%
6/3	A1089 Dock Road Exit	U	N/A	N/A	-		-	-	-	554	Inf	Inf	0.0%
7/1	Aldi and Amazon Exit	U	N/A	N/A	-		-	-	-	288	Inf	Inf	0.0%
8/1	A216 Dock Road Exit	U	N/A	N/A	-		-	-	-	361	Inf	Inf	0.0%
9/1	A1089 St Andrew's Road Exit	U	N/A	N/A	-		-	-	-	739	Inf	Inf	0.0%

Full Input Data And Results

9/2	A1089 St Andrew's Road Exit	U	N/A	N/A	-		-	-	-	635	Inf	Inf	0.0%
10/1	Thurrock Park Way Exit	U	N/A	N/A	-		-	-	-	541	Inf	Inf	0.0%
10/2	Thurrock Park Way Exit	U	N/A	N/A	-		-	-	-	368	Inf	Inf	0.0%
11/1	Circulatory (N) Ahead Right	U	1	N/A	B		1	7	-	194	1900	253	76.4%
11/2	Circulatory (N) Right	U	1	N/A	B		1	7	-	147	1900	253	58.0%
12/1	Circulatory (NE) Ahead Right	U	N/A	N/A	-		-	-	-	1055	Inf	Inf	0.0%
12/2	Circulatory (NE) Right	U	N/A	N/A	-		-	-	-	1295	Inf	Inf	0.0%
13/1	Circulatory (SE) Left	U	N/A	N/A	-		-	-	-	715	Inf	Inf	0.0%
13/2	Circulatory (SE) Left Ahead	U	N/A	N/A	-		-	-	-	1339	Inf	Inf	0.0%
14/1	Circulatory (S) Ahead	U	2	N/A	D		1	38	-	440	1900	1235	35.6%
14/2	Circulatory (S) Ahead Right	U	2	N/A	D		1	38	-	470	1900	1235	37.3%
14/3	Circulatory (S) Right	U	2	N/A	D		1	38	-	304	1900	1235	21.8%
15/1	Circulatory (W) Ahead	U	N/A	N/A	-		-	-	-	299	Inf	Inf	0.0%
15/2	Circulatory (W) Ahead	U	N/A	N/A	-		-	-	-	414	Inf	Inf	0.0%
15/3	Circulatory (W) Ahead Right	U	N/A	N/A	-		-	-	-	605	Inf	Inf	0.0%
Ped Link: P1	Thurrock Park Way	-	-	-			0	0	-	0	-	0	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	-	-	1541	0	0	18.8	53.2	0.0	72.0	-	-	-	-
Asda Roundabout	-	-	1541	0	0	18.8	53.2	0.0	72.0	-	-	-	-
1/1	1149	1149	-	-	-	2.7	4.5	-	7.2	22.6	16.0	4.5	20.5
1/2	1148	1148	-	-	-	2.7	4.5	-	7.2	22.5	15.9	4.5	20.4
2/1+2/2	65	65	130	0	0	0.1	0.1	-	0.2	10.6	0.4	0.1	0.5
3/2+3/1	534	489	978	0	0	3.1	36.0	-	39.1	263.5	16.9	36.0	52.9
4/2+4/1	712	712	-	-	-	4.5	3.0	-	7.5	38.0	5.8	3.0	8.9
4/3	301	301	-	-	-	1.8	1.3	-	3.2	37.8	4.6	1.3	5.9
5/1	433	433	433	0	0	0.2	0.8	-	1.0	8.3	3.0	0.8	3.8
6/1	294	294	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/2	552	552	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/3	519	519	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	288	288	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/1	361	361	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
9/1	739	739	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
9/2	635	635	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
10/1	541	541	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
10/2	368	368	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
11/1	194	194	-	-	-	1.3	1.5	-	2.9	53.1	3.1	1.5	4.6
11/2	147	147	-	-	-	1.0	0.7	-	1.7	41.2	2.3	0.7	3.0
12/1	1055	1055	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
12/2	1295	1295	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
13/1	715	715	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
13/2	1339	1339	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
14/1	440	440	-	-	-	0.3	0.3	-	0.5	4.4	1.4	0.3	1.7
14/2	460	460	-	-	-	0.3	0.3	-	0.6	5.0	1.9	0.3	2.2

Full Input Data And Results

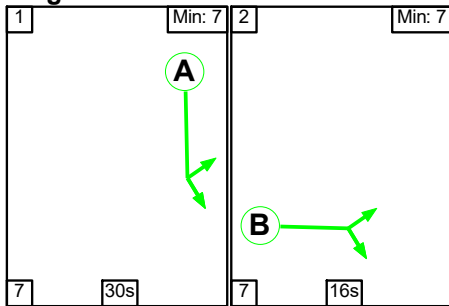
14/3	269	269	-	-	-	0.8	0.1	-	0.9	12.2	3.9	0.1	4.1																								
15/1	294	294	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0																								
15/2	409	409	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0																								
15/3	570	570	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0																								
Ped Link: P1	0	0	-	-	-	-	-	-	Inf	Inf	-	-	Inf																								
<table> <tbody> <tr> <td>C1</td> <td>Stream: 1</td> <td>PRC for Signalled Lanes (%)</td> <td>-0.8</td> <td>Total Delay for Signalled Lanes (pcuHr):</td> <td>18.94</td> <td>Cycle Time (s):</td> <td>60</td> </tr> <tr> <td>C1</td> <td>Stream: 2</td> <td>PRC for Signalled Lanes (%)</td> <td>2.1</td> <td>Total Delay for Signalled Lanes (pcuHr):</td> <td>12.75</td> <td>Cycle Time (s):</td> <td>60</td> </tr> <tr> <td></td> <td></td> <td>PRC Over All Lanes (%)</td> <td>-26.4</td> <td>Total Delay Over All Lanes(pcuHr):</td> <td>71.98</td> <td></td> <td></td> </tr> </tbody> </table>														C1	Stream: 1	PRC for Signalled Lanes (%)	-0.8	Total Delay for Signalled Lanes (pcuHr):	18.94	Cycle Time (s):	60	C1	Stream: 2	PRC for Signalled Lanes (%)	2.1	Total Delay for Signalled Lanes (pcuHr):	12.75	Cycle Time (s):	60			PRC Over All Lanes (%)	-26.4	Total Delay Over All Lanes(pcuHr):	71.98		
C1	Stream: 1	PRC for Signalled Lanes (%)	-0.8	Total Delay for Signalled Lanes (pcuHr):	18.94	Cycle Time (s):	60																														
C1	Stream: 2	PRC for Signalled Lanes (%)	2.1	Total Delay for Signalled Lanes (pcuHr):	12.75	Cycle Time (s):	60																														
		PRC Over All Lanes (%)	-26.4	Total Delay Over All Lanes(pcuHr):	71.98																																

Full Input Data And Results

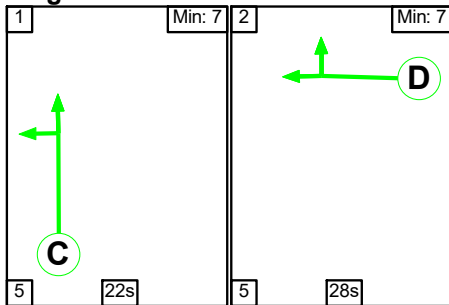
Scenario 4: '2038 PM DS' (FG4: '2038 PM DS', Plan 1: 'Network Control Plan 1')

Stage Sequence Diagram

Stage Stream: 1



Stage Stream: 2



Stage Timings

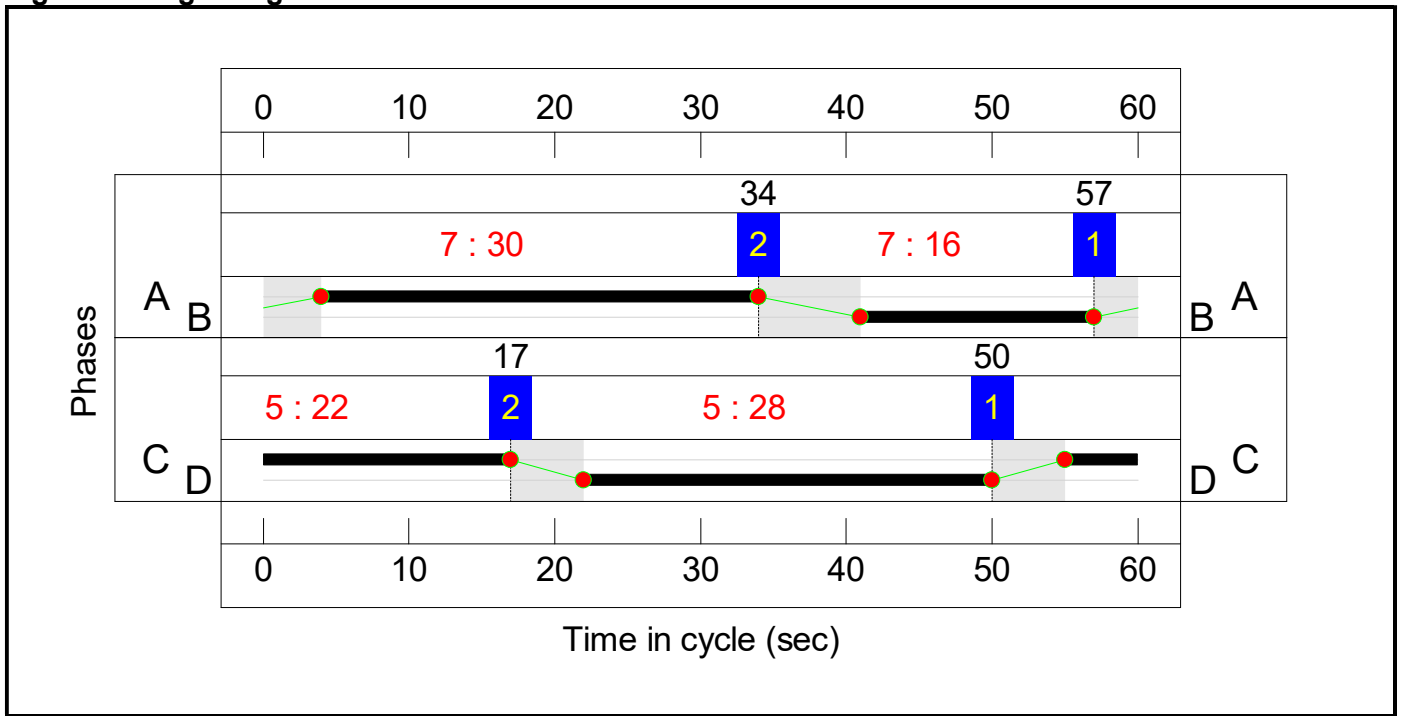
Stage Stream: 1

Stage	1	2
Duration	30	16
Change Point	57	34

Stage Stream: 2

Stage	1	2
Duration	22	28
Change Point	50	17


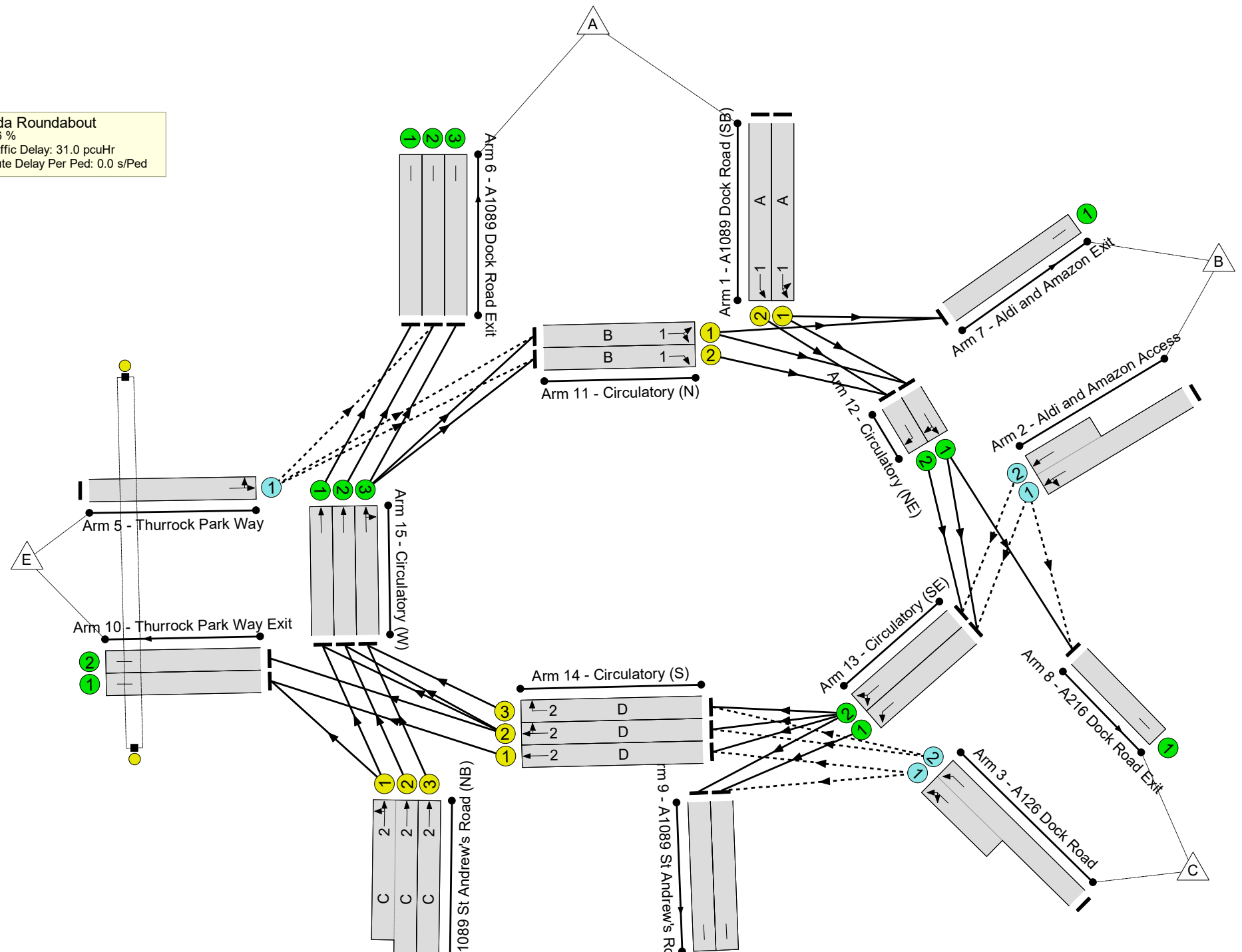
Signal Timings Diagram



Full Input Data And Results
Network Layout Diagram

Full Input Data And Results

Asda Roundabout
 PRC: 1.6 %
 Total Traffic Delay: 31.0 pcuHr
 Ave. Route Delay Per Ped: 0.0 s/Ped

Full Input Data And Results

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	-	-	N/A	-	-		-	-	-	-	-	-	88.6%
Asda Roundabout	-	-	N/A	-	-		-	-	-	-	-	-	88.6%
1/1	A1089 Dock Road (SB) Left Ahead	U	1	N/A	A		1	30	-	870	1900	982	88.6%
1/2	A1089 Dock Road (SB) Ahead	U	1	N/A	A		1	30	-	869	1900	982	88.5%
2/1+2/2	Aldi and Amazon Access Left Ahead	O	N/A	N/A	-		-	-	-	198	Inf : Inf	72+456	37.5 : 37.5%
3/2+3/1	A126 Dock Road U-Turn Left	O	N/A	N/A	-		-	-	-	443	Inf : Inf	512+316	53.5 : 53.5%
4/2+4/1	A1089 St Andrew's Road (NB) Left Ahead	U	2	N/A	C		1	22	-	1191	1900:1900	716+720	82.9 : 82.9%
4/3	A1089 St Andrew's Road (NB) Ahead	U	2	N/A	C		1	22	-	532	1900	728	73.0%
5/1	Thurrock Park Way Left Ahead	O	N/A	N/A	-		-	-	-	93	Inf	560	16.6%
6/1	A1089 Dock Road Exit	U	N/A	N/A	-		-	-	-	554	Inf	Inf	0.0%
6/2	A1089 Dock Road Exit	U	N/A	N/A	-		-	-	-	675	Inf	Inf	0.0%
6/3	A1089 Dock Road Exit	U	N/A	N/A	-		-	-	-	702	Inf	Inf	0.0%
7/1	Aldi and Amazon Exit	U	N/A	N/A	-		-	-	-	61	Inf	Inf	0.0%
8/1	A216 Dock Road Exit	U	N/A	N/A	-		-	-	-	585	Inf	Inf	0.0%
9/1	A1089 St Andrew's Road Exit	U	N/A	N/A	-		-	-	-	370	Inf	Inf	0.0%

Full Input Data And Results

9/2	A1089 St Andrew's Road Exit	U	N/A	N/A	-		-	-	-	442	Inf	Inf	0.0%
10/1	Thurrock Park Way Exit	U	N/A	N/A	-		-	-	-	542	Inf	Inf	0.0%
10/2	Thurrock Park Way Exit	U	N/A	N/A	-		-	-	-	265	Inf	Inf	0.0%
11/1	Circulatory (N) Ahead Right	U	1	N/A	B		1	16	-	91	1900	538	16.9%
11/2	Circulatory (N) Right	U	1	N/A	B		1	16	-	95	1900	538	17.6%
12/1	Circulatory (NE) Ahead Right	U	N/A	N/A	-		-	-	-	900	Inf	Inf	0.0%
12/2	Circulatory (NE) Right	U	N/A	N/A	-		-	-	-	964	Inf	Inf	0.0%
13/1	Circulatory (SE) Left	U	N/A	N/A	-		-	-	-	342	Inf	Inf	0.0%
13/2	Circulatory (SE) Left Ahead	U	N/A	N/A	-		-	-	-	1135	Inf	Inf	0.0%
14/1	Circulatory (S) Ahead	U	2	N/A	D		1	28	-	423	1900	918	46.1%
14/2	Circulatory (S) Ahead Right	U	2	N/A	D		1	28	-	420	1900	918	45.7%
14/3	Circulatory (S) Right	U	2	N/A	D		1	28	-	265	1900	918	28.9%
15/1	Circulatory (W) Ahead	U	N/A	N/A	-		-	-	-	554	Inf	Inf	0.0%
15/2	Circulatory (W) Ahead	U	N/A	N/A	-		-	-	-	673	Inf	Inf	0.0%
15/3	Circulatory (W) Ahead Right	U	N/A	N/A	-		-	-	-	797	Inf	Inf	0.0%
Ped Link: P1	Thurrock Park Way	-	-	-			0	0	-	0	-	0	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	-	-	1375	0	0	17.8	13.2	0.0	31.0	-	-	-	-
Asda Roundabout	-	-	1375	0	0	17.8	13.2	0.0	31.0	-	-	-	-
1/1	870	870	-	-	-	3.1	3.7	-	6.8	28.1	12.8	3.7	16.5
1/2	869	869	-	-	-	3.1	3.6	-	6.7	27.9	12.8	3.6	16.4
2/1+2/2	198	198	396	0	0	0.3	0.3	-	0.6	11.6	1.6	0.3	1.9
3/2+3/1	443	443	886	0	0	0.2	0.6	-	0.7	6.0	2.3	0.6	2.9
4/2+4/1	1191	1191	-	-	-	5.5	2.4	-	7.9	23.8	8.8	2.4	11.2
4/3	532	532	-	-	-	2.3	1.3	-	3.7	24.9	7.5	1.3	8.9
5/1	93	93	93	0	0	0.1	0.1	-	0.2	6.2	0.5	0.1	0.6
6/1	554	554	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/2	675	675	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/3	702	702	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	61	61	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/1	585	585	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
9/1	370	370	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
9/2	442	442	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
10/1	542	542	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
10/2	265	265	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
11/1	91	91	-	-	-	0.5	0.1	-	0.6	24.3	1.4	0.1	1.5
11/2	95	95	-	-	-	0.5	0.1	-	0.6	23.1	1.4	0.1	1.5
12/1	900	900	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
12/2	964	964	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
13/1	342	342	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
13/2	1135	1135	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
14/1	423	423	-	-	-	0.6	0.4	-	1.0	8.6	3.3	0.4	3.7
14/2	420	420	-	-	-	0.6	0.4	-	1.0	8.7	3.2	0.4	3.6

Full Input Data And Results

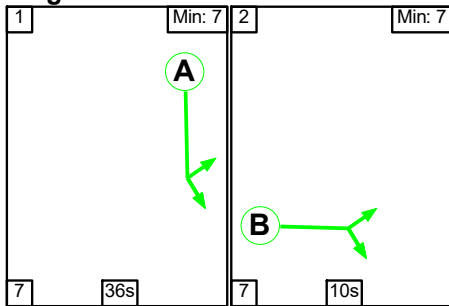
14/3	265	265	-	-	-	1.0	0.2	-	1.2	15.9	2.9	0.2	3.1																								
15/1	554	554	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0																								
15/2	673	673	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0																								
15/3	797	797	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0																								
Ped Link: P1	0	0	-	-	-	-	-	-	Inf	Inf	-	-	Inf																								
<table> <tr> <td>C1</td> <td>Stream: 1</td> <td>PRC for Signalled Lanes (%)</td> <td>1.6</td> <td>Total Delay for Signalled Lanes (pcuHr):</td> <td>14.75</td> <td>Cycle Time (s):</td> <td>60</td> </tr> <tr> <td>C1</td> <td>Stream: 2</td> <td>PRC for Signalled Lanes (%)</td> <td>8.5</td> <td>Total Delay for Signalled Lanes (pcuHr):</td> <td>14.75</td> <td>Cycle Time (s):</td> <td>60</td> </tr> <tr> <td></td> <td></td> <td>PRC Over All Lanes (%)</td> <td>1.6</td> <td>Total Delay Over All Lanes(pcuHr):</td> <td>31.03</td> <td></td> <td></td> </tr> </table>														C1	Stream: 1	PRC for Signalled Lanes (%)	1.6	Total Delay for Signalled Lanes (pcuHr):	14.75	Cycle Time (s):	60	C1	Stream: 2	PRC for Signalled Lanes (%)	8.5	Total Delay for Signalled Lanes (pcuHr):	14.75	Cycle Time (s):	60			PRC Over All Lanes (%)	1.6	Total Delay Over All Lanes(pcuHr):	31.03		
C1	Stream: 1	PRC for Signalled Lanes (%)	1.6	Total Delay for Signalled Lanes (pcuHr):	14.75	Cycle Time (s):	60																														
C1	Stream: 2	PRC for Signalled Lanes (%)	8.5	Total Delay for Signalled Lanes (pcuHr):	14.75	Cycle Time (s):	60																														
		PRC Over All Lanes (%)	1.6	Total Delay Over All Lanes(pcuHr):	31.03																																

Full Input Data And Results

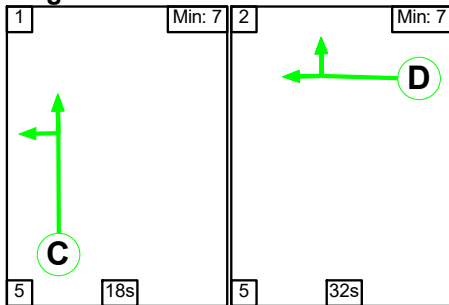
Scenario 5: '2038 AM DM +LTC' (FG5: '2038 AM DM + LTC', Plan 1: 'Network Control Plan 1')

Stage Sequence Diagram

Stage Stream: 1



Stage Stream: 2



Stage Timings

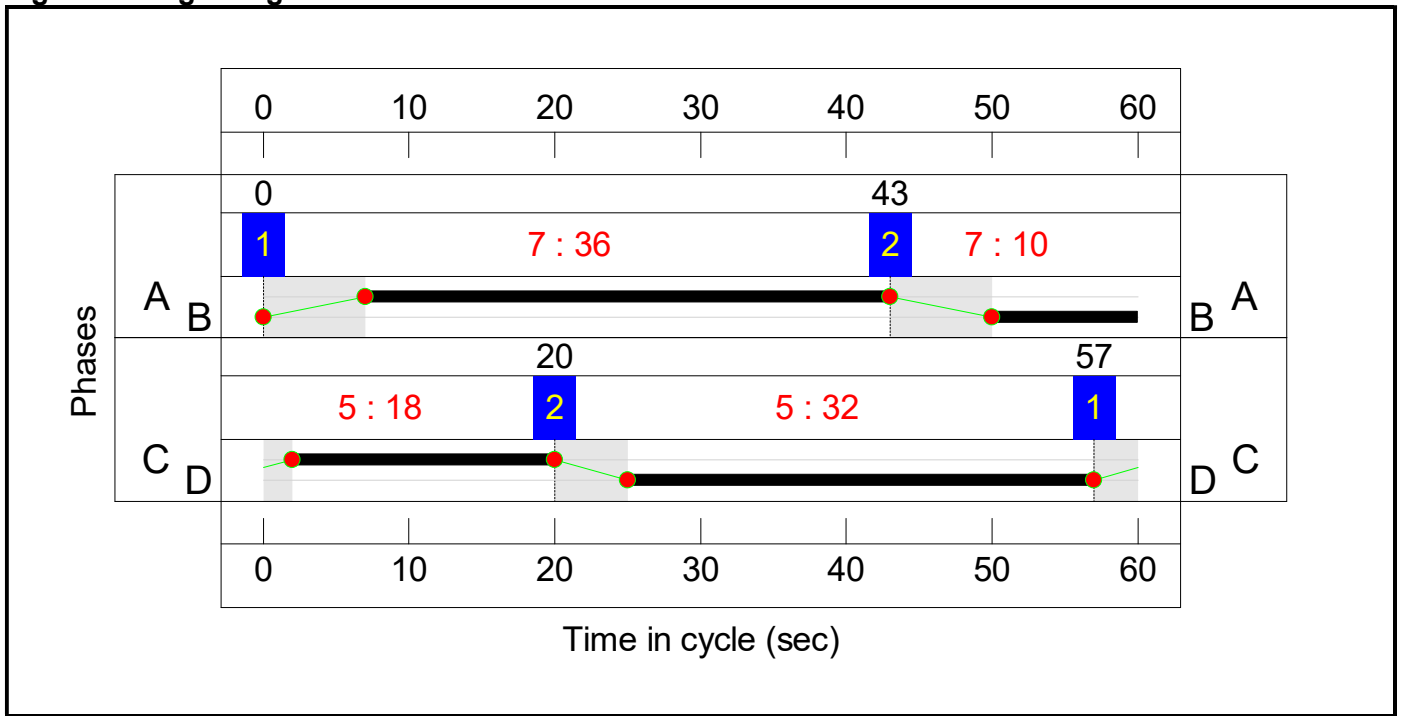
Stage Stream: 1

Stage	1	2
Duration	36	10
Change Point	0	43

Stage Stream: 2

Stage	1	2
Duration	18	32
Change Point	57	20

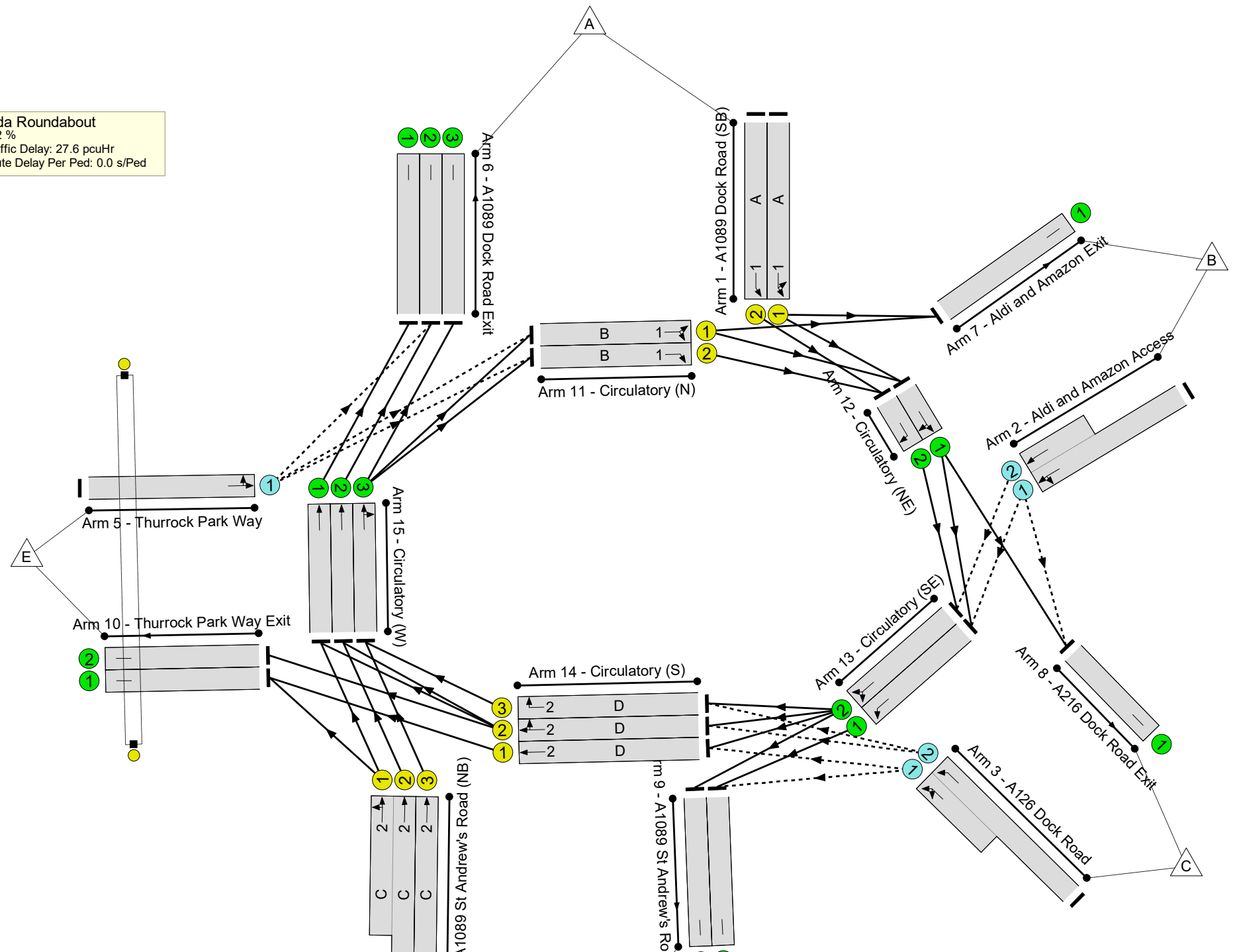
Signal Timings Diagram



Full Input Data And Results
Network Layout Diagram

Full Input Data And Results

Asda Roundabout
 PRC: 1.2 %
 Total Traffic Delay: 27.6 pcuHr
 Ave. Route Delay Per Ped: 0.0 s/Ped



Full Input Data And Results

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	-	-	N/A	-	-		-	-	-	-	-	-	88.9%
Asda Roundabout	-	-	N/A	-	-		-	-	-	-	-	-	88.9%
1/1	A1089 Dock Road (SB) Left Ahead	U	1	N/A	A		1	36	-	786	1900	1172	67.1%
1/2	A1089 Dock Road (SB) Ahead	U	1	N/A	A		1	36	-	785	1900	1172	67.0%
2/1+2/2	Aldi and Amazon Access Left Ahead	O	N/A	N/A	-		-	-	-	65	Inf : Inf	228+477	9.2 : 9.2%
3/2+3/1	A126 Dock Road U-Turn Left	O	N/A	N/A	-		-	-	-	534	Inf : Inf	514+226	72.1 : 72.1%
4/2+4/1	A1089 St Andrew's Road (NB) Left Ahead	U	2	N/A	C		1	18	-	1063	1900:1900	602+602	87.8 : 88.9%
4/3	A1089 St Andrew's Road (NB) Ahead	U	2	N/A	C		1	18	-	466	1900	602	77.5%
5/1	Thurrock Park Way Left Ahead	O	N/A	N/A	-		-	-	-	433	Inf	628	69.0%
6/1	A1089 Dock Road Exit	U	N/A	N/A	-		-	-	-	452	Inf	Inf	0.0%
6/2	A1089 Dock Road Exit	U	N/A	N/A	-		-	-	-	741	Inf	Inf	0.0%
6/3	A1089 Dock Road Exit	U	N/A	N/A	-		-	-	-	658	Inf	Inf	0.0%
7/1	Aldi and Amazon Exit	U	N/A	N/A	-		-	-	-	253	Inf	Inf	0.0%
8/1	A216 Dock Road Exit	U	N/A	N/A	-		-	-	-	278	Inf	Inf	0.0%
9/1	A1089 St Andrew's Road Exit	U	N/A	N/A	-		-	-	-	506	Inf	Inf	0.0%

Full Input Data And Results

9/2	A1089 St Andrew's Road Exit	U	N/A	N/A	-		-	-	-	473	Inf	Inf	0.0%
10/1	Thurrock Park Way Exit	U	N/A	N/A	-		-	-	-	530	Inf	Inf	0.0%
10/2	Thurrock Park Way Exit	U	N/A	N/A	-		-	-	-	241	Inf	Inf	0.0%
11/1	Circulatory (N) Ahead Right	U	1	N/A	B		1	10	-	206	1900	348	59.1%
11/2	Circulatory (N) Right	U	1	N/A	B		1	10	-	160	1900	348	45.9%
12/1	Circulatory (NE) Ahead Right	U	N/A	N/A	-		-	-	-	739	Inf	Inf	0.0%
12/2	Circulatory (NE) Right	U	N/A	N/A	-		-	-	-	945	Inf	Inf	0.0%
13/1	Circulatory (SE) Left	U	N/A	N/A	-		-	-	-	482	Inf	Inf	0.0%
13/2	Circulatory (SE) Left Ahead	U	N/A	N/A	-		-	-	-	989	Inf	Inf	0.0%
14/1	Circulatory (S) Ahead	U	2	N/A	D		1	32	-	378	1900	1045	36.2%
14/2	Circulatory (S) Ahead Right	U	2	N/A	D		1	32	-	380	1900	1045	36.4%
14/3	Circulatory (S) Right	U	2	N/A	D		1	32	-	268	1900	1045	25.6%
15/1	Circulatory (W) Ahead	U	N/A	N/A	-		-	-	-	452	Inf	Inf	0.0%
15/2	Circulatory (W) Ahead	U	N/A	N/A	-		-	-	-	598	Inf	Inf	0.0%
15/3	Circulatory (W) Ahead Right	U	N/A	N/A	-		-	-	-	734	Inf	Inf	0.0%
Ped Link: P1	Thurrock Park Way	-	-	-			0	0	-	0	-	0	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	-	-	1631	0	0	16.0	11.6	0.0	27.6	-	-	-	-
Asda Roundabout	-	-	1631	0	0	16.0	11.6	0.0	27.6	-	-	-	-
1/1	786	786	-	-	-	1.6	1.0	-	2.7	12.2	8.5	1.0	9.5
1/2	785	785	-	-	-	1.6	1.0	-	2.6	12.1	8.5	1.0	9.5
2/1+2/2	65	65	130	0	0	0.0	0.1	-	0.1	4.1	0.2	0.1	0.2
3/2+3/1	534	534	1068	0	0	0.5	1.3	-	1.8	11.9	3.9	1.3	5.2
4/2+4/1	1063	1063	-	-	-	5.7	3.6	-	9.3	31.7	8.5	3.6	12.1
4/3	466	466	-	-	-	2.4	1.7	-	4.1	31.5	7.0	1.7	8.7
5/1	433	433	433	0	0	0.5	1.1	-	1.6	13.6	4.1	1.1	5.2
6/1	452	452	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/2	741	741	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/3	658	658	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	253	253	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/1	278	278	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
9/1	506	506	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
9/2	473	473	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
10/1	530	530	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
10/2	241	241	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
11/1	206	206	-	-	-	1.1	0.7	-	1.9	32.5	3.2	0.7	3.9
11/2	160	160	-	-	-	0.9	0.4	-	1.3	29.9	2.4	0.4	2.8
12/1	739	739	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
12/2	945	945	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
13/1	482	482	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
13/2	989	989	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
14/1	378	378	-	-	-	0.4	0.3	-	0.7	6.6	2.7	0.3	3.0
14/2	380	380	-	-	-	0.4	0.3	-	0.7	6.8	2.4	0.3	2.7

Full Input Data And Results

14/3	268	268	-	-	-	0.6	0.2	-	0.8	11.0	2.3	0.2	2.4
15/1	452	452	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
15/2	598	598	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
15/3	734	734	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
Ped Link: P1	0	0	-	-	-	-	-	-	Inf	Inf	-	-	Inf

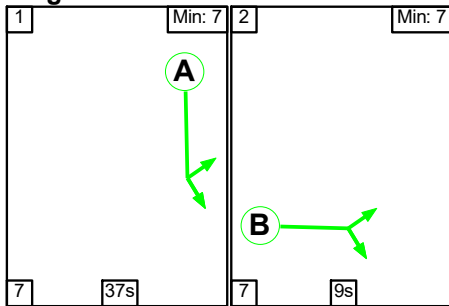
C1	Stream: 1	PRC for Signalled Lanes (%)	34.2	Total Delay for Signalled Lanes (pcuHr):	8.49	Cycle Time (s):	60
C1	Stream: 2	PRC for Signalled Lanes (%)	1.2	Total Delay for Signalled Lanes (pcuHr):	15.65	Cycle Time (s):	60
		PRC Over All Lanes (%)	1.2	Total Delay Over All Lanes(pcuHr):	27.63		

Full Input Data And Results

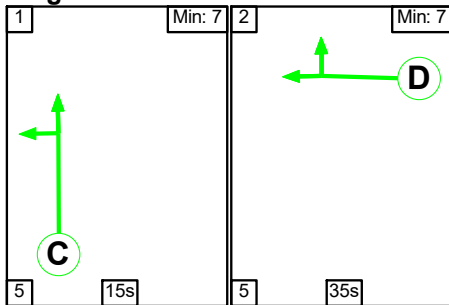
Scenario 6: '2038 PM DM +LTC' (FG6: '2038 PM DM + LTC', Plan 1: 'Network Control Plan 1')

Stage Sequence Diagram

Stage Stream: 1



Stage Stream: 2



Stage Timings

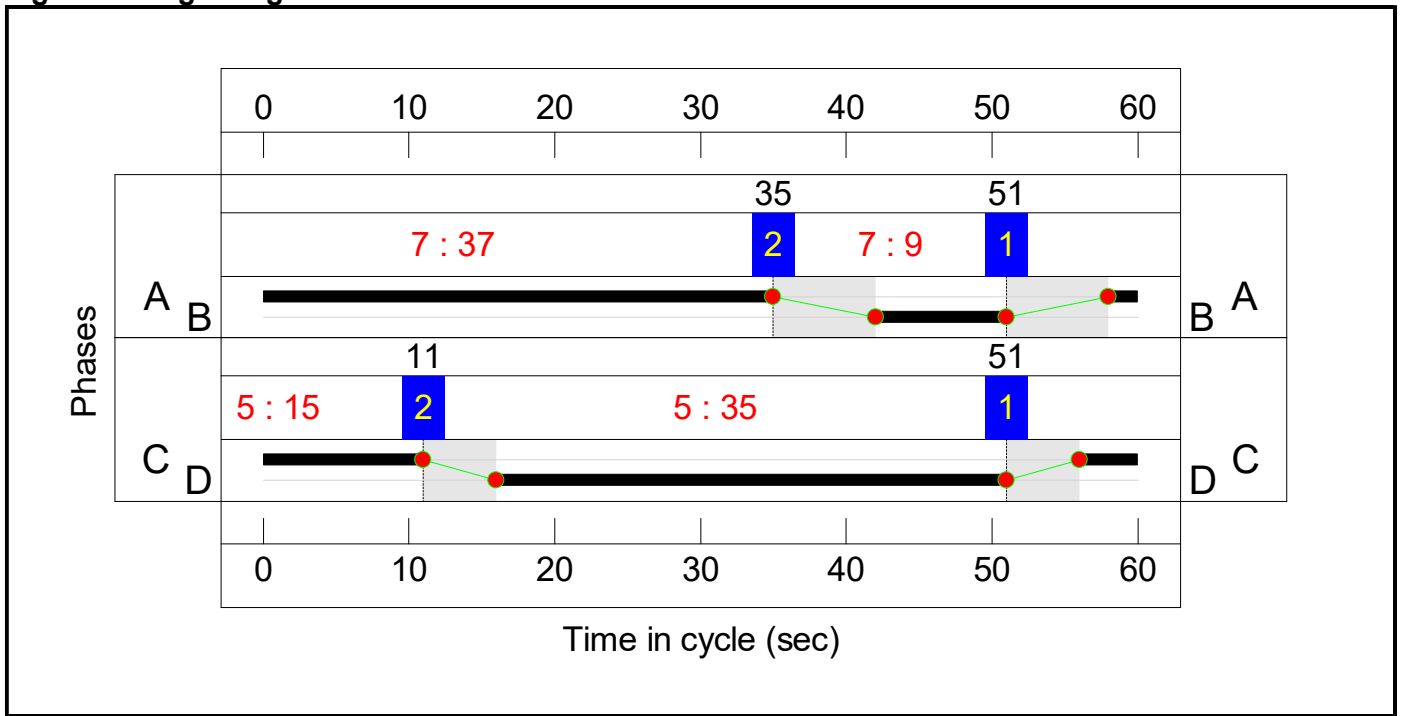
Stage Stream: 1

Stage	1	2
Duration	37	9
Change Point	51	35

Stage Stream: 2

Stage	1	2
Duration	15	35
Change Point	51	11

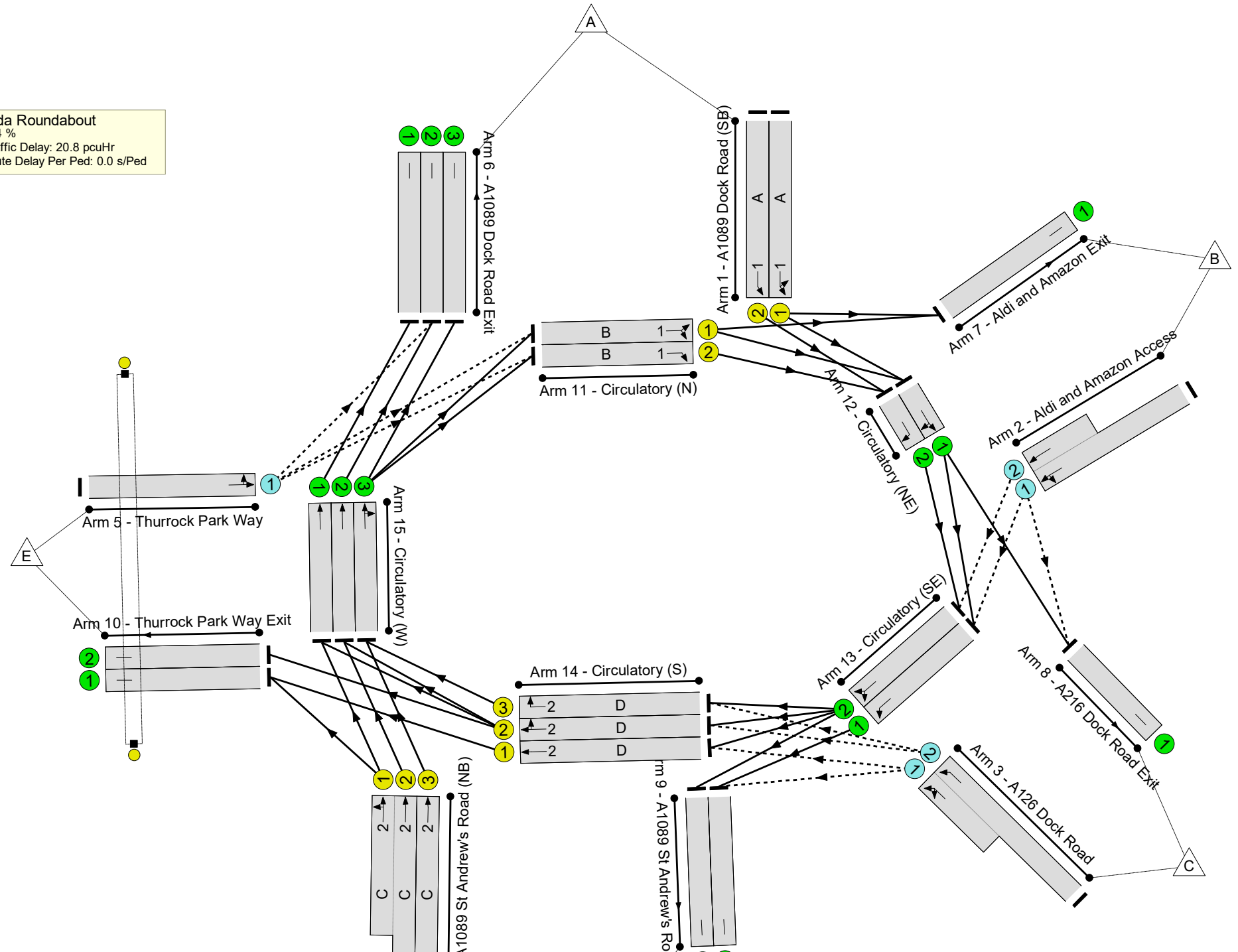
Signal Timings Diagram



Full Input Data And Results
Network Layout Diagram

Full Input Data And Results

Asda Roundabout
 PRC: 3.4 %
 Total Traffic Delay: 20.8 pcuHr
 Ave. Route Delay Per Ped: 0.0 s/Ped



Full Input Data And Results

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	-	-	N/A	-	-		-	-	-	-	-	-	87.0%
Asda Roundabout	-	-	N/A	-	-		-	-	-	-	-	-	87.0%
1/1	A1089 Dock Road (SB) Left Ahead	U	1	N/A	A		1	37	-	777	1900	1203	64.6%
1/2	A1089 Dock Road (SB) Ahead	U	1	N/A	A		1	37	-	777	1900	1203	64.6%
2/1+2/2	Aldi and Amazon Access Left Ahead	O	N/A	N/A	-		-	-	-	198	Inf : Inf	77+486	35.2 : 35.2%
3/2+3/1	A126 Dock Road U-Turn Left	O	N/A	N/A	-		-	-	-	443	Inf : Inf	560+332	49.7 : 49.7%
4/2+4/1	A1089 St Andrew's Road (NB) Left Ahead	U	2	N/A	C		1	15	-	867	1900:1900	507+507	87.0 : 84.1%
4/3	A1089 St Andrew's Road (NB) Ahead	U	2	N/A	C		1	15	-	389	1900	507	76.8%
5/1	Thurrock Park Way Left Ahead	O	N/A	N/A	-		-	-	-	93	Inf	641	14.5%
6/1	A1089 Dock Road Exit	U	N/A	N/A	-		-	-	-	388	Inf	Inf	0.0%
6/2	A1089 Dock Road Exit	U	N/A	N/A	-		-	-	-	511	Inf	Inf	0.0%
6/3	A1089 Dock Road Exit	U	N/A	N/A	-		-	-	-	594	Inf	Inf	0.0%
7/1	Aldi and Amazon Exit	U	N/A	N/A	-		-	-	-	56	Inf	Inf	0.0%
8/1	A216 Dock Road Exit	U	N/A	N/A	-		-	-	-	536	Inf	Inf	0.0%
9/1	A1089 St Andrew's Road Exit	U	N/A	N/A	-		-	-	-	325	Inf	Inf	0.0%

Full Input Data And Results

9/2	A1089 St Andrew's Road Exit	U	N/A	N/A	-		-	-	-	383	Inf	Inf	0.0%
10/1	Thurrock Park Way Exit	U	N/A	N/A	-		-	-	-	503	Inf	Inf	0.0%
10/2	Thurrock Park Way Exit	U	N/A	N/A	-		-	-	-	248	Inf	Inf	0.0%
11/1	Circulatory (N) Ahead Right	U	1	N/A	B		1	9	-	85	1900	317	26.8%
11/2	Circulatory (N) Right	U	1	N/A	B		1	9	-	88	1900	317	27.8%
12/1	Circulatory (NE) Ahead Right	U	N/A	N/A	-		-	-	-	806	Inf	Inf	0.0%
12/2	Circulatory (NE) Right	U	N/A	N/A	-		-	-	-	865	Inf	Inf	0.0%
13/1	Circulatory (SE) Left	U	N/A	N/A	-		-	-	-	297	Inf	Inf	0.0%
13/2	Circulatory (SE) Left Ahead	U	N/A	N/A	-		-	-	-	1036	Inf	Inf	0.0%
14/1	Circulatory (S) Ahead	U	2	N/A	D		1	35	-	400	1900	1140	35.1%
14/2	Circulatory (S) Ahead Right	U	2	N/A	D		1	35	-	381	1900	1140	33.4%
14/3	Circulatory (S) Right	U	2	N/A	D		1	35	-	287	1900	1140	25.2%
15/1	Circulatory (W) Ahead	U	N/A	N/A	-		-	-	-	388	Inf	Inf	0.0%
15/2	Circulatory (W) Ahead	U	N/A	N/A	-		-	-	-	509	Inf	Inf	0.0%
15/3	Circulatory (W) Ahead Right	U	N/A	N/A	-		-	-	-	676	Inf	Inf	0.0%
Ped Link: P1	Thurrock Park Way	-	-	-			0	0	-	0	-	0	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	-	-	1375	0	0	12.6	8.2	0.0	20.8	-	-	-	-
Asda Roundabout	-	-	1375	0	0	12.6	8.2	0.0	20.8	-	-	-	-
1/1	777	777	-	-	-	1.5	0.9	-	2.4	11.0	8.0	0.9	8.9
1/2	777	777	-	-	-	1.5	0.9	-	2.4	11.0	8.0	0.9	8.9
2/1+2/2	198	198	396	0	0	0.1	0.3	-	0.4	7.4	1.1	0.3	1.4
3/2+3/1	443	443	886	0	0	0.0	0.5	-	0.5	4.3	1.3	0.5	1.8
4/2+4/1	867	867	-	-	-	5.0	2.9	-	7.9	32.7	7.0	2.9	9.8
4/3	389	389	-	-	-	2.2	1.6	-	3.8	35.2	5.9	1.6	7.6
5/1	93	93	93	0	0	0.0	0.1	-	0.1	4.6	0.3	0.1	0.4
6/1	388	388	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/2	511	511	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/3	594	594	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	56	56	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/1	536	536	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
9/1	325	325	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
9/2	383	383	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
10/1	503	503	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
10/2	248	248	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
11/1	85	85	-	-	-	0.6	0.2	-	0.8	32.2	1.3	0.2	1.5
11/2	88	88	-	-	-	0.6	0.2	-	0.8	31.2	1.3	0.2	1.5
12/1	806	806	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
12/2	865	865	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
13/1	297	297	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
13/2	1036	1036	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
14/1	400	400	-	-	-	0.3	0.3	-	0.6	5.5	2.7	0.3	3.0
14/2	381	381	-	-	-	0.3	0.3	-	0.5	5.2	2.2	0.3	2.5

Full Input Data And Results

14/3	287	287	-	-	-	0.4	0.2	-	0.6	7.7	2.0	0.2	2.2
15/1	388	388	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
15/2	509	509	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
15/3	676	676	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
Ped Link: P1	0	0	-	-	-	-	-	-	Inf	Inf	-	-	Inf

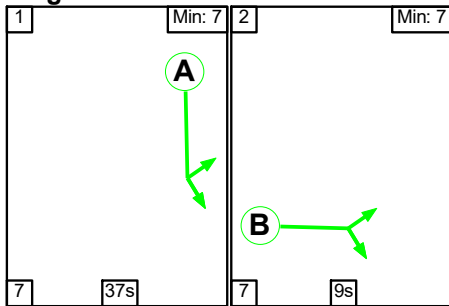
C1	Stream: 1	PRC for Signalled Lanes (%)	39.4	Total Delay for Signalled Lanes (pcuHr):	6.28	Cycle Time (s):	60
C1	Stream: 2	PRC for Signalled Lanes (%)	3.4	Total Delay for Signalled Lanes (pcuHr):	13.46	Cycle Time (s):	60
		PRC Over All Lanes (%)	3.4	Total Delay Over All Lanes(pcuHr):	20.80		

Full Input Data And Results

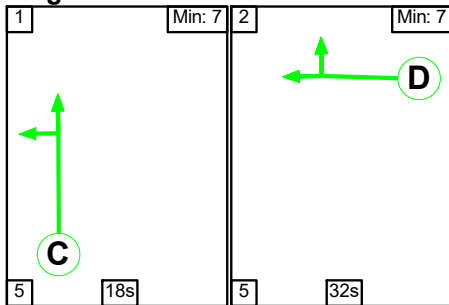
Scenario 7: '2038 AM DS +LTC' (FG7: '2038 AM DS + LTC', Plan 1: 'Network Control Plan 1')

Stage Sequence Diagram

Stage Stream: 1



Stage Stream: 2



Stage Timings

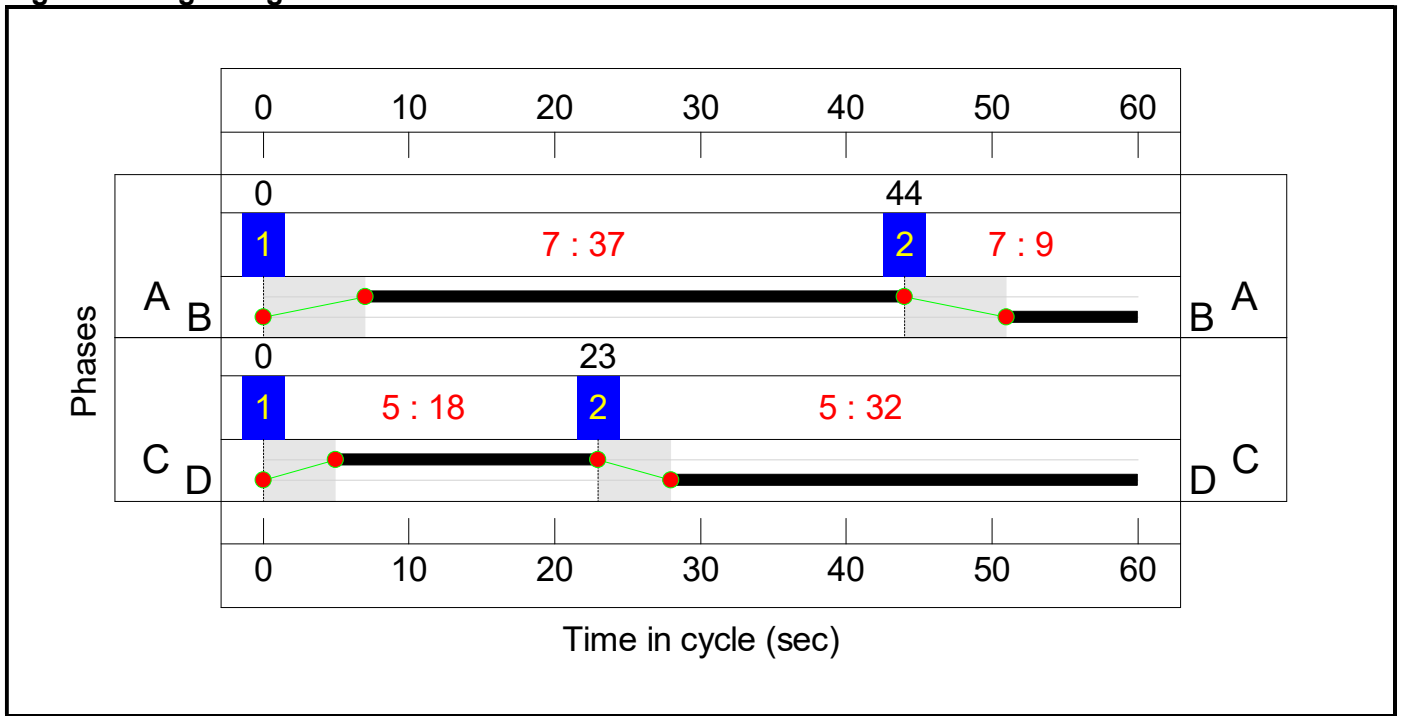
Stage Stream: 1

Stage	1	2
Duration	37	9
Change Point	0	44

Stage Stream: 2

Stage	1	2
Duration	18	32
Change Point	0	23

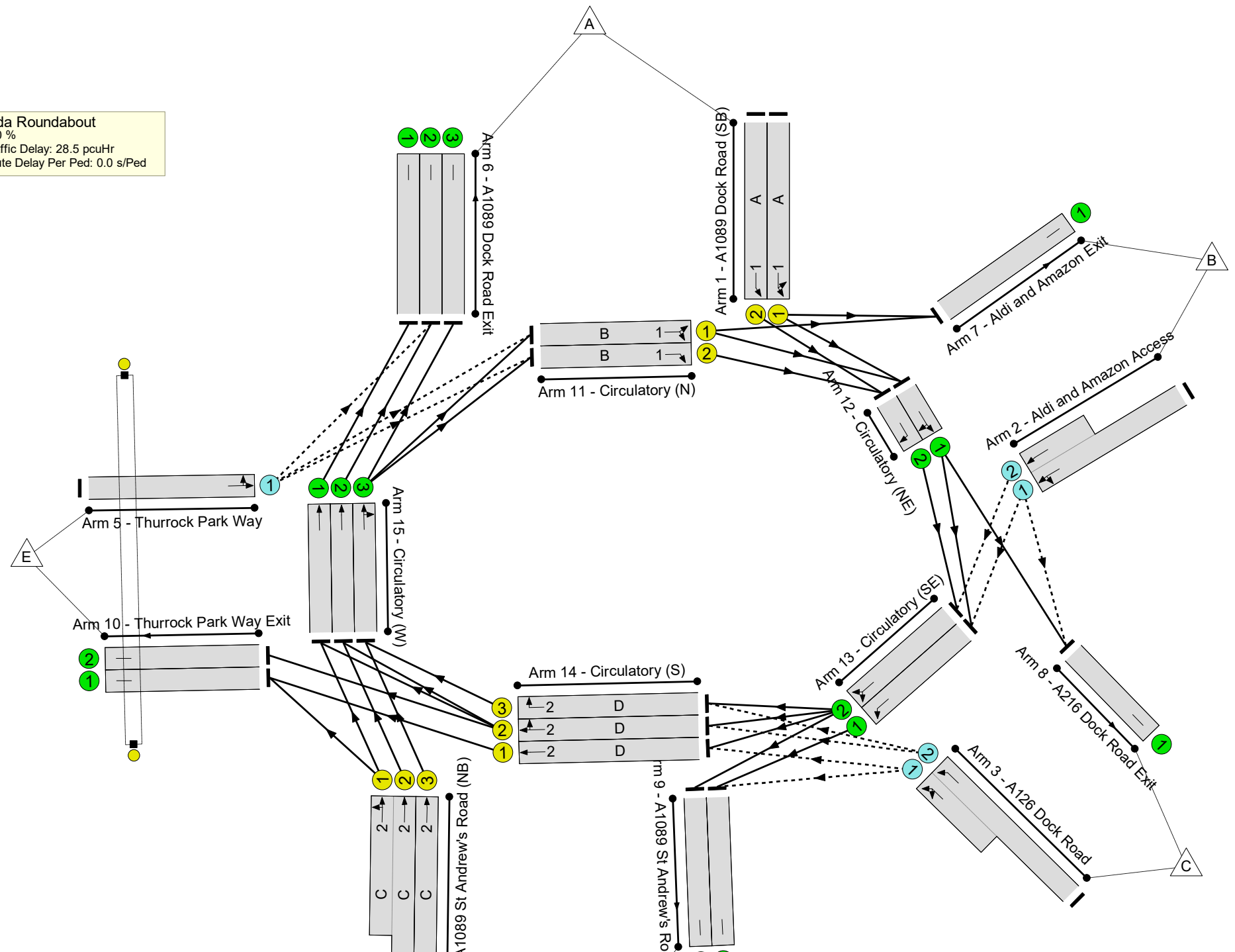
Signal Timings Diagram



Full Input Data And Results
Network Layout Diagram

Full Input Data And Results

Asda Roundabout
 PRC: 1.0 %
 Total Traffic Delay: 28.5 pcuHr
 Ave. Route Delay Per Ped: 0.0 s/Ped



Full Input Data And Results

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	-	-	N/A	-	-		-	-	-	-	-	-	89.1%
Asda Roundabout	-	-	N/A	-	-		-	-	-	-	-	-	89.1%
1/1	A1089 Dock Road (SB) Left Ahead	U	1	N/A	A		1	37	-	830	1900	1203	69.0%
1/2	A1089 Dock Road (SB) Ahead	U	1	N/A	A		1	37	-	831	1900	1203	69.1%
2/1+2/2	Aldi and Amazon Access Left Ahead	O	N/A	N/A	-		-	-	-	65	Inf : Inf	215+451	9.8 : 9.8%
3/2+3/1	A126 Dock Road U-Turn Left	O	N/A	N/A	-		-	-	-	534	Inf : Inf	486+214	76.3 : 76.3%
4/2+4/1	A1089 St Andrew's Road (NB) Left Ahead	U	2	N/A	C		1	18	-	1051	1900:1900	602+602	85.6 : 89.1%
4/3	A1089 St Andrew's Road (NB) Ahead	U	2	N/A	C		1	18	-	478	1900	602	79.4%
5/1	Thurrock Park Way Left Ahead	O	N/A	N/A	-		-	-	-	433	Inf	631	68.7%
6/1	A1089 Dock Road Exit	U	N/A	N/A	-		-	-	-	452	Inf	Inf	0.0%
6/2	A1089 Dock Road Exit	U	N/A	N/A	-		-	-	-	727	Inf	Inf	0.0%
6/3	A1089 Dock Road Exit	U	N/A	N/A	-		-	-	-	672	Inf	Inf	0.0%
7/1	Aldi and Amazon Exit	U	N/A	N/A	-		-	-	-	253	Inf	Inf	0.0%
8/1	A216 Dock Road Exit	U	N/A	N/A	-		-	-	-	278	Inf	Inf	0.0%
9/1	A1089 St Andrew's Road Exit	U	N/A	N/A	-		-	-	-	550	Inf	Inf	0.0%

Full Input Data And Results

9/2	A1089 St Andrew's Road Exit	U	N/A	N/A	-		-	-	-	519	Inf	Inf	0.0%
10/1	Thurrock Park Way Exit	U	N/A	N/A	-		-	-	-	528	Inf	Inf	0.0%
10/2	Thurrock Park Way Exit	U	N/A	N/A	-		-	-	-	243	Inf	Inf	0.0%
11/1	Circulatory (N) Ahead Right	U	1	N/A	B		1	9	-	206	1900	317	65.1%
11/2	Circulatory (N) Right	U	1	N/A	B		1	9	-	160	1900	317	50.5%
12/1	Circulatory (NE) Ahead Right	U	N/A	N/A	-		-	-	-	783	Inf	Inf	0.0%
12/2	Circulatory (NE) Right	U	N/A	N/A	-		-	-	-	991	Inf	Inf	0.0%
13/1	Circulatory (SE) Left	U	N/A	N/A	-		-	-	-	526	Inf	Inf	0.0%
13/2	Circulatory (SE) Left Ahead	U	N/A	N/A	-		-	-	-	1035	Inf	Inf	0.0%
14/1	Circulatory (S) Ahead	U	2	N/A	D		1	32	-	376	1900	1045	36.0%
14/2	Circulatory (S) Ahead Right	U	2	N/A	D		1	32	-	380	1900	1045	36.4%
14/3	Circulatory (S) Right	U	2	N/A	D		1	32	-	270	1900	1045	25.8%
15/1	Circulatory (W) Ahead	U	N/A	N/A	-		-	-	-	452	Inf	Inf	0.0%
15/2	Circulatory (W) Ahead	U	N/A	N/A	-		-	-	-	584	Inf	Inf	0.0%
15/3	Circulatory (W) Ahead Right	U	N/A	N/A	-		-	-	-	748	Inf	Inf	0.0%
Ped Link: P1	Thurrock Park Way	-	-	-			0	0	-	0	-	0	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	-	-	1631	0	0	16.3	12.3	0.0	28.5	-	-	-	-
Asda Roundabout	-	-	1631	0	0	16.3	12.3	0.0	28.5	-	-	-	-
1/1	830	830	-	-	-	1.7	1.1	-	2.8	12.0	9.0	1.1	10.1
1/2	831	831	-	-	-	1.7	1.1	-	2.8	12.0	9.0	1.1	10.1
2/1+2/2	65	65	130	0	0	0.0	0.1	-	0.1	4.4	0.2	0.1	0.3
3/2+3/1	534	534	1068	0	0	0.6	1.6	-	2.2	14.7	4.4	1.6	6.0
4/2+4/1	1051	1051	-	-	-	5.7	3.3	-	9.0	30.7	8.5	3.3	11.8
4/3	478	478	-	-	-	2.5	1.9	-	4.4	32.8	7.2	1.9	9.0
5/1	433	433	433	0	0	0.5	1.1	-	1.6	13.4	4.1	1.1	5.2
6/1	452	452	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/2	727	727	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/3	672	672	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	253	253	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/1	278	278	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
9/1	550	550	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
9/2	519	519	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
10/1	528	528	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
10/2	243	243	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
11/1	206	206	-	-	-	1.2	0.9	-	2.1	36.6	3.2	0.9	4.1
11/2	160	160	-	-	-	0.9	0.5	-	1.4	32.1	2.4	0.5	2.9
12/1	783	783	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
12/2	991	991	-	-	-	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
13/2	1035	1035	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
14/1	376	376	-	-	-	0.5	0.3	-	0.7	7.0	3.2	0.3	3.5
14/2	380	380	-	-	-	0.5	0.3	-	0.8	7.2	2.8	0.3	3.1

Full Input Data And Results

14/3	270	270	-	-	-	0.6	0.2	-	0.8	10.9	2.1	0.2	2.3
15/1	452	452	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
15/2	584	584	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
15/3	748	748	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
Ped Link: P1	0	0	-	-	-	-	-	-	Inf	Inf	-	-	Inf

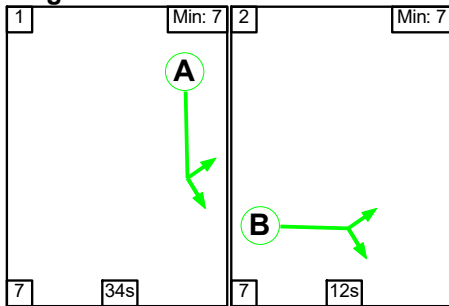
C1	Stream: 1	PRC for Signalled Lanes (%)	30.3	Total Delay for Signalled Lanes (pcuHr):	9.04	Cycle Time (s):	60
C1	Stream: 2	PRC for Signalled Lanes (%)	1.0	Total Delay for Signalled Lanes (pcuHr):	15.63	Cycle Time (s):	60
		PRC Over All Lanes (%)	1.0	Total Delay Over All Lanes(pcuHr):	28.55		

Full Input Data And Results

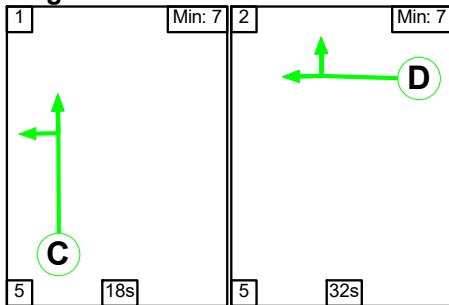
Scenario 8: '2038 PM DS +LTC' (FG8: '2038 PM DS + LTC', Plan 1: 'Network Control Plan 1')

Stage Sequence Diagram

Stage Stream: 1



Stage Stream: 2



Stage Timings

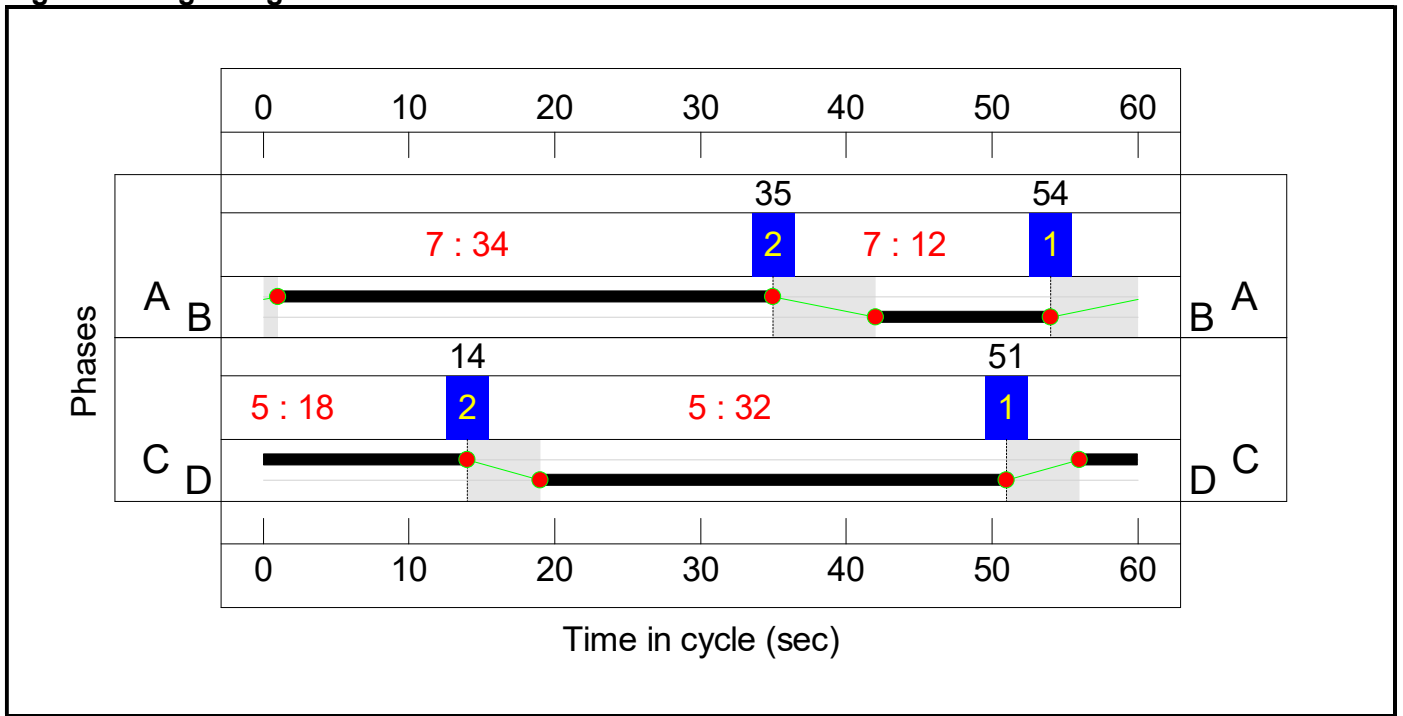
Stage Stream: 1

Stage	1	2
Duration	34	12
Change Point	54	35

Stage Stream: 2

Stage	1	2
Duration	18	32
Change Point	51	14

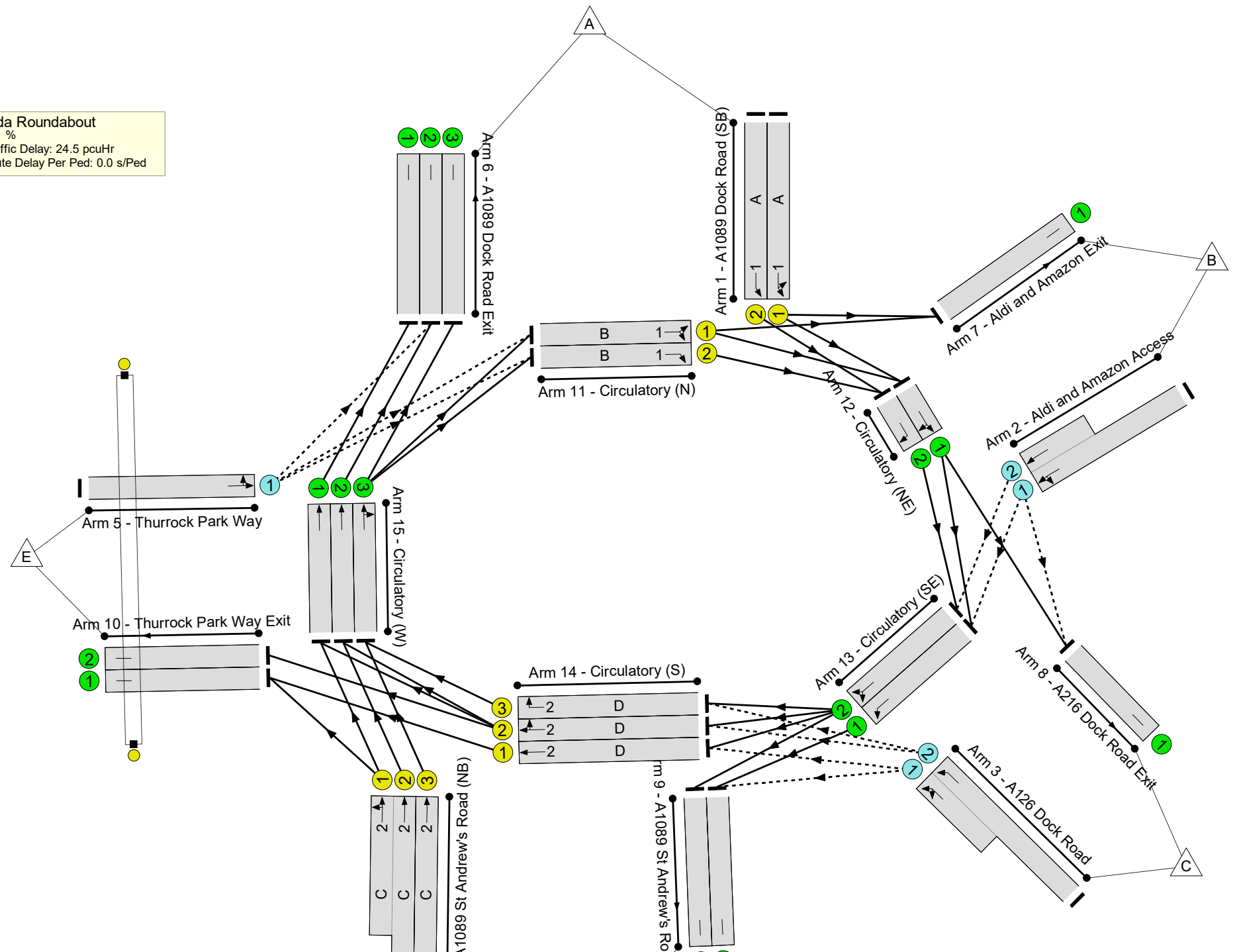
Signal Timings Diagram



Full Input Data And Results
Network Layout Diagram

Full Input Data And Results

Asda Roundabout
 PRC: 3.1 %
 Total Traffic Delay: 24.5 pcuHr
 Ave. Route Delay Per Ped: 0.0 s/Ped



Full Input Data And Results

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	-	-	N/A	-	-		-	-	-	-	-	-	87.3%
Asda Roundabout	-	-	N/A	-	-		-	-	-	-	-	-	87.3%
1/1	A1089 Dock Road (SB) Left Ahead	U	1	N/A	A		1	34	-	803	1900	1108	72.5%
1/2	A1089 Dock Road (SB) Ahead	U	1	N/A	A		1	34	-	802	1900	1108	72.4%
2/1+2/2	Aldi and Amazon Access Left Ahead	O	N/A	N/A	-		-	-	-	198	Inf : Inf	76+480	35.6 : 35.6%
3/2+3/1	A126 Dock Road U-Turn Left	O	N/A	N/A	-		-	-	-	443	Inf : Inf	543+332	50.6 : 50.6%
4/2+4/1	A1089 St Andrew's Road (NB) Left Ahead	U	2	N/A	C		1	18	-	1050	1900:1900	602+602	87.3 : 87.3%
4/3	A1089 St Andrew's Road (NB) Ahead	U	2	N/A	C		1	18	-	477	1900	602	79.3%
5/1	Thurrock Park Way Left Ahead	O	N/A	N/A	-		-	-	-	93	Inf	595	15.6%
6/1	A1089 Dock Road Exit	U	N/A	N/A	-		-	-	-	488	Inf	Inf	0.0%
6/2	A1089 Dock Road Exit	U	N/A	N/A	-		-	-	-	596	Inf	Inf	0.0%
6/3	A1089 Dock Road Exit	U	N/A	N/A	-		-	-	-	680	Inf	Inf	0.0%
7/1	Aldi and Amazon Exit	U	N/A	N/A	-		-	-	-	56	Inf	Inf	0.0%
8/1	A216 Dock Road Exit	U	N/A	N/A	-		-	-	-	536	Inf	Inf	0.0%
9/1	A1089 St Andrew's Road Exit	U	N/A	N/A	-		-	-	-	351	Inf	Inf	0.0%

Full Input Data And Results

9/2	A1089 St Andrew's Road Exit	U	N/A	N/A	-		-	-	-	408	Inf	Inf	0.0%
10/1	Thurrock Park Way Exit	U	N/A	N/A	-		-	-	-	491	Inf	Inf	0.0%
10/2	Thurrock Park Way Exit	U	N/A	N/A	-		-	-	-	260	Inf	Inf	0.0%
11/1	Circulatory (N) Ahead Right	U	1	N/A	B		1	12	-	85	1900	412	20.6%
11/2	Circulatory (N) Right	U	1	N/A	B		1	12	-	88	1900	412	21.4%
12/1	Circulatory (NE) Ahead Right	U	N/A	N/A	-		-	-	-	832	Inf	Inf	0.0%
12/2	Circulatory (NE) Right	U	N/A	N/A	-		-	-	-	890	Inf	Inf	0.0%
13/1	Circulatory (SE) Left	U	N/A	N/A	-		-	-	-	323	Inf	Inf	0.0%
13/2	Circulatory (SE) Left Ahead	U	N/A	N/A	-		-	-	-	1061	Inf	Inf	0.0%
14/1	Circulatory (S) Ahead	U	2	N/A	D		1	32	-	388	1900	1045	37.1%
14/2	Circulatory (S) Ahead Right	U	2	N/A	D		1	32	-	395	1900	1045	37.8%
14/3	Circulatory (S) Right	U	2	N/A	D		1	32	-	285	1900	1045	27.3%
15/1	Circulatory (W) Ahead	U	N/A	N/A	-		-	-	-	488	Inf	Inf	0.0%
15/2	Circulatory (W) Ahead	U	N/A	N/A	-		-	-	-	594	Inf	Inf	0.0%
15/3	Circulatory (W) Ahead Right	U	N/A	N/A	-		-	-	-	762	Inf	Inf	0.0%
Ped Link: P1	Thurrock Park Way	-	-	-			0	0	-	0	-	0	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	-	-	1375	0	0	14.8	9.7	0.0	24.5	-	-	-	-
Asda Roundabout	-	-	1375	0	0	14.8	9.7	0.0	24.5	-	-	-	-
1/1	803	803	-	-	-	2.0	1.3	-	3.3	14.9	9.6	1.3	10.9
1/2	802	802	-	-	-	2.0	1.3	-	3.3	14.8	9.6	1.3	10.9
2/1+2/2	198	198	396	0	0	0.2	0.3	-	0.5	8.7	1.3	0.3	1.6
3/2+3/1	443	443	886	0	0	0.1	0.5	-	0.6	4.8	1.8	0.5	2.3
4/2+4/1	1050	1050	-	-	-	5.6	3.3	-	8.9	30.6	8.2	3.3	11.4
4/3	477	477	-	-	-	2.5	1.9	-	4.3	32.7	7.2	1.9	9.0
5/1	93	93	93	0	0	0.1	0.1	-	0.1	5.6	0.4	0.1	0.5
6/1	488	488	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/2	596	596	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/3	680	680	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	56	56	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/1	536	536	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
9/1	351	351	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
9/2	408	408	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
10/1	491	491	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
10/2	260	260	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
11/1	85	85	-	-	-	0.5	0.1	-	0.7	27.6	1.3	0.1	1.4
11/2	88	88	-	-	-	0.5	0.1	-	0.6	26.5	1.3	0.1	1.4
12/1	832	832	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
12/2	890	890	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
13/1	323	323	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
13/2	1061	1061	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
14/1	388	388	-	-	-	0.4	0.3	-	0.7	6.5	2.7	0.3	3.0
14/2	395	395	-	-	-	0.4	0.3	-	0.7	6.1	2.4	0.3	2.7

Full Input Data And Results

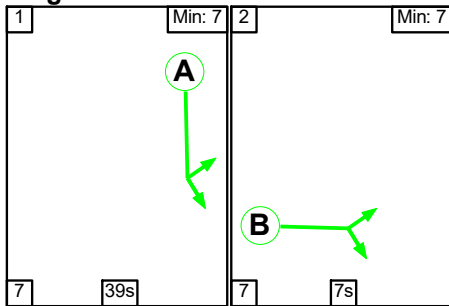
14/3	285	285	-	-	-	0.6	0.2	-	0.7	9.4	2.3	0.2	2.5																								
15/1	488	488	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0																								
15/2	594	594	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0																								
15/3	762	762	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0																								
Ped Link: P1	0	0	-	-	-	-	-	-	Inf	Inf	-	-	Inf																								
<table> <tr> <td>C1</td> <td>Stream: 1</td> <td>PRC for Signalled Lanes (%)</td> <td>24.2</td> <td>Total Delay for Signalled Lanes (pcuHr):</td> <td>7.92</td> <td>Cycle Time (s):</td> <td>60</td> </tr> <tr> <td>C1</td> <td>Stream: 2</td> <td>PRC for Signalled Lanes (%)</td> <td>3.1</td> <td>Total Delay for Signalled Lanes (pcuHr):</td> <td>15.38</td> <td>Cycle Time (s):</td> <td>60</td> </tr> <tr> <td></td> <td></td> <td>PRC Over All Lanes (%)</td> <td>3.1</td> <td>Total Delay Over All Lanes(pcuHr):</td> <td>24.52</td> <td></td> <td></td> </tr> </table>														C1	Stream: 1	PRC for Signalled Lanes (%)	24.2	Total Delay for Signalled Lanes (pcuHr):	7.92	Cycle Time (s):	60	C1	Stream: 2	PRC for Signalled Lanes (%)	3.1	Total Delay for Signalled Lanes (pcuHr):	15.38	Cycle Time (s):	60			PRC Over All Lanes (%)	3.1	Total Delay Over All Lanes(pcuHr):	24.52		
C1	Stream: 1	PRC for Signalled Lanes (%)	24.2	Total Delay for Signalled Lanes (pcuHr):	7.92	Cycle Time (s):	60																														
C1	Stream: 2	PRC for Signalled Lanes (%)	3.1	Total Delay for Signalled Lanes (pcuHr):	15.38	Cycle Time (s):	60																														
		PRC Over All Lanes (%)	3.1	Total Delay Over All Lanes(pcuHr):	24.52																																

Full Input Data And Results

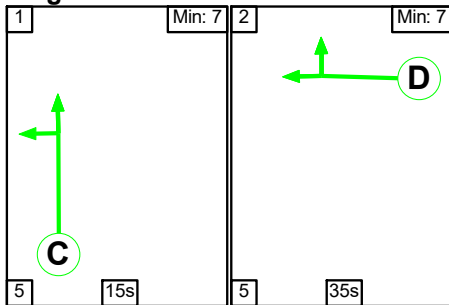
Scenario 9: '2038 AM DM + Tilbury 2' (FG9: '2038 AM DM + Tilbury 2', Plan 1: 'Network Control Plan 1')

Stage Sequence Diagram

Stage Stream: 1



Stage Stream: 2



Stage Timings

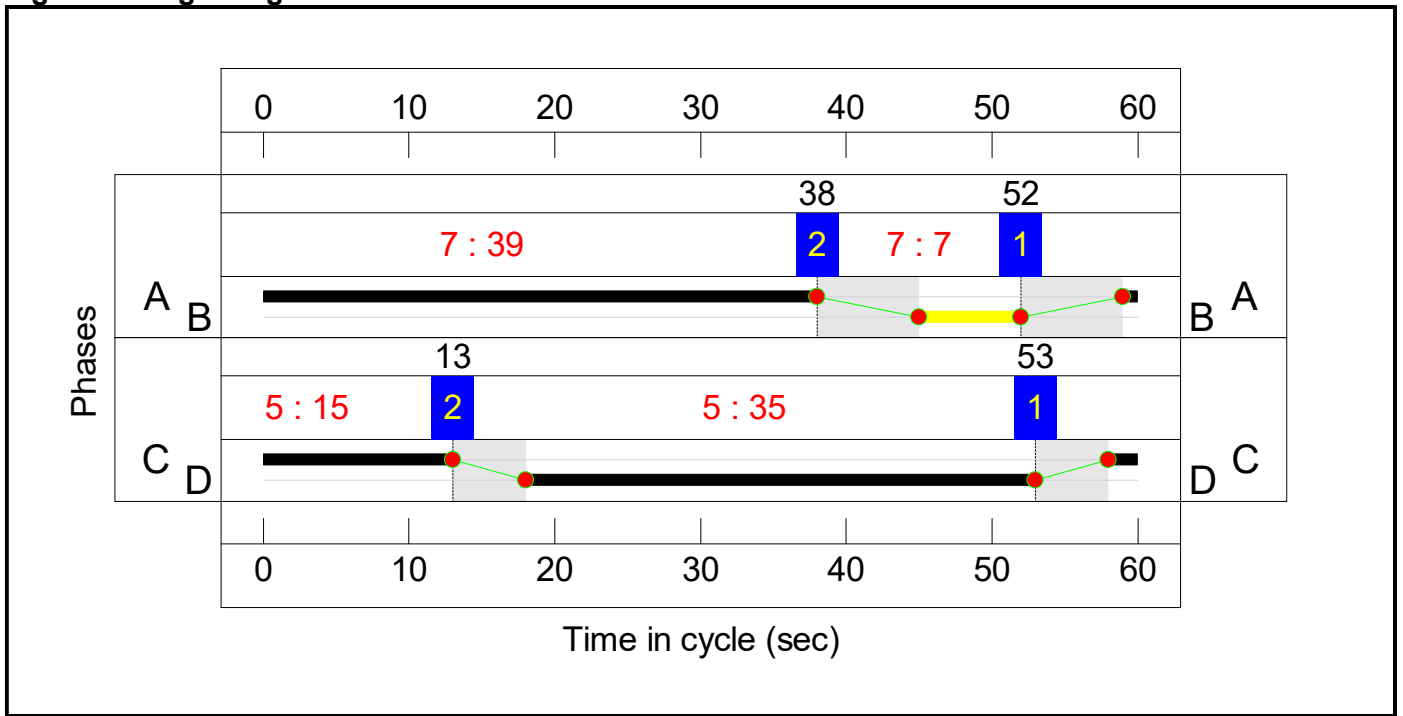
Stage Stream: 1

Stage	1	2
Duration	39	7
Change Point	52	38

Stage Stream: 2

Stage	1	2
Duration	15	35
Change Point	53	13

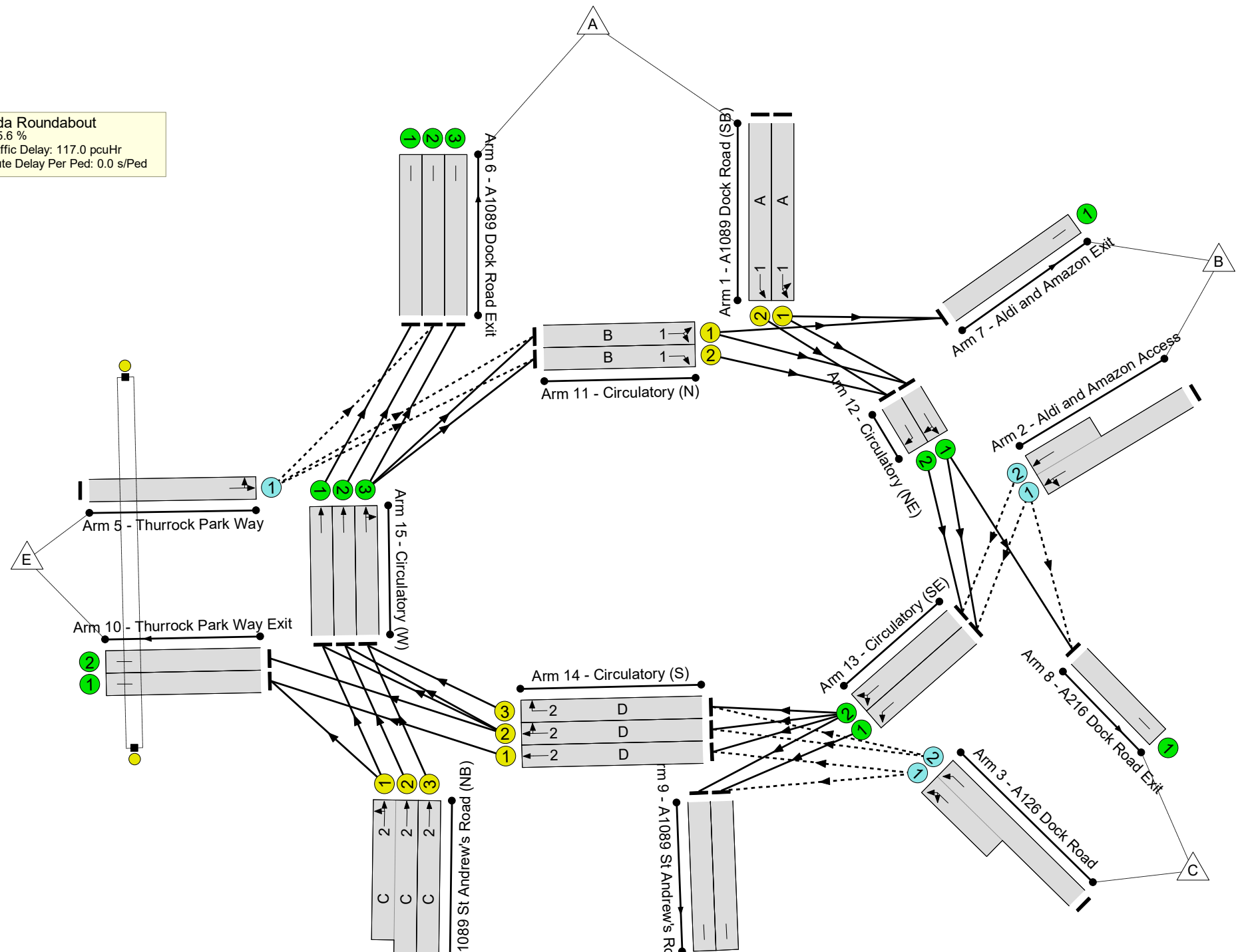
Signal Timings Diagram



Full Input Data And Results
Network Layout Diagram

Full Input Data And Results

Asda Roundabout
 PRC: -45.6 %
 Total Traffic Delay: 117.0 pcuHr
 Ave. Route Delay Per Ped: 0.0 s/Ped



Full Input Data And Results

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	-	-	N/A	-	-		-	-	-	-	-	-	131.1%
Asda Roundabout	-	-	N/A	-	-		-	-	-	-	-	-	131.1%
1/1	A1089 Dock Road (SB) Left Ahead	U	1	N/A	A		1	39	-	1226	1900	1267	96.8%
1/2	A1089 Dock Road (SB) Ahead	U	1	N/A	A		1	39	-	1227	1900	1267	96.9%
2/1+2/2	Aldi and Amazon Access Left Ahead	O	N/A	N/A	-		-	-	-	65	Inf : Inf	129+271	16.3 : 16.3%
3/2+3/1	A126 Dock Road U-Turn Left	O	N/A	N/A	-		-	-	-	534	Inf : Inf	283+124	131.1 : 131.1%
4/2+4/1	A1089 St Andrew's Road (NB) Left Ahead	U	2	N/A	C		1	15	-	868	1900:1900	507+507	85.7 : 85.7%
4/3	A1089 St Andrew's Road (NB) Ahead	U	2	N/A	C		1	15	-	390	1900	507	77.0%
5/1	Thurrock Park Way Left Ahead	O	N/A	N/A	-		-	-	-	433	Inf	678	63.9%
6/1	A1089 Dock Road Exit	U	N/A	N/A	-		-	-	-	395	Inf	Inf	0.0%
6/2	A1089 Dock Road Exit	U	N/A	N/A	-		-	-	-	640	Inf	Inf	0.0%
6/3	A1089 Dock Road Exit	U	N/A	N/A	-		-	-	-	621	Inf	Inf	0.0%
7/1	Aldi and Amazon Exit	U	N/A	N/A	-		-	-	-	288	Inf	Inf	0.0%
8/1	A216 Dock Road Exit	U	N/A	N/A	-		-	-	-	361	Inf	Inf	0.0%
9/1	A1089 St Andrew's Road Exit	U	N/A	N/A	-		-	-	-	816	Inf	Inf	0.0%

Full Input Data And Results

9/2	A1089 St Andrew's Road Exit	U	N/A	N/A	-		-	-	-	713	Inf	Inf	0.0%
10/1	Thurrock Park Way Exit	U	N/A	N/A	-		-	-	-	567	Inf	Inf	0.0%
10/2	Thurrock Park Way Exit	U	N/A	N/A	-		-	-	-	342	Inf	Inf	0.0%
11/1	Circulatory (N) Ahead Right	U	1	N/A	B		1	7	-	194	1900	253	76.3%
11/2	Circulatory (N) Right	U	1	N/A	B		1	7	-	147	1900	253	58.0%
12/1	Circulatory (NE) Ahead Right	U	N/A	N/A	-		-	-	-	1132	Inf	Inf	0.0%
12/2	Circulatory (NE) Right	U	N/A	N/A	-		-	-	-	1374	Inf	Inf	0.0%
13/1	Circulatory (SE) Left	U	N/A	N/A	-		-	-	-	792	Inf	Inf	0.0%
13/2	Circulatory (SE) Left Ahead	U	N/A	N/A	-		-	-	-	1418	Inf	Inf	0.0%
14/1	Circulatory (S) Ahead	U	2	N/A	D		1	35	-	466	1900	1140	40.9%
14/2	Circulatory (S) Ahead Right	U	2	N/A	D		1	35	-	467	1900	1140	38.6%
14/3	Circulatory (S) Right	U	2	N/A	D		1	35	-	282	1900	1140	19.4%
15/1	Circulatory (W) Ahead	U	N/A	N/A	-		-	-	-	395	Inf	Inf	0.0%
15/2	Circulatory (W) Ahead	U	N/A	N/A	-		-	-	-	497	Inf	Inf	0.0%
15/3	Circulatory (W) Ahead Right	U	N/A	N/A	-		-	-	-	672	Inf	Inf	0.0%
Ped Link: P1	Thurrock Park Way	-	-	-			0	0	-	0	-	0	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	-	-	1455	0	0	23.0	94.1	0.0	117.0	-	-	-	-
Asda Roundabout	-	-	1455	0	0	23.0	94.1	0.0	117.0	-	-	-	-
1/1	1226	1226	-	-	-	3.2	10.1	-	13.3	39.0	19.1	10.1	29.1
1/2	1227	1227	-	-	-	3.2	10.2	-	13.4	39.4	19.1	10.2	29.3
2/1+2/2	65	65	130	0	0	0.1	0.1	-	0.2	13.4	0.5	0.1	0.6
3/2+3/1	534	446	892	0	0	4.8	65.3	-	70.1	472.6	17.3	65.3	82.6
4/2+4/1	868	868	-	-	-	5.0	2.9	-	7.9	32.8	6.9	2.9	9.7
4/3	390	390	-	-	-	2.2	1.6	-	3.8	35.3	6.0	1.6	7.6
5/1	433	433	433	0	0	0.4	0.9	-	1.3	10.4	3.6	0.9	4.5
6/1	381	381	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/2	626	626	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/3	561	561	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	287	287	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/1	361	361	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
9/1	816	816	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
9/2	713	713	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
10/1	567	567	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
10/2	342	342	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
11/1	193	193	-	-	-	1.2	1.5	-	2.8	51.4	3.1	1.5	4.6
11/2	147	147	-	-	-	0.9	0.7	-	1.6	39.5	2.3	0.7	3.0
12/1	1132	1132	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
12/2	1374	1374	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
13/1	792	792	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
13/2	1418	1418	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
14/1	466	466	-	-	-	0.4	0.3	-	0.8	6.1	2.8	0.3	3.1
14/2	440	440	-	-	-	0.5	0.3	-	0.8	6.8	3.0	0.3	3.3

Full Input Data And Results

14/3	221	221	-	-	-	0.9	0.1	-	1.0	16.4	3.3	0.1	3.4
15/1	381	381	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
15/2	483	483	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
15/3	611	611	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
Ped Link: P1	0	0	-	-	-	-	-	-	Inf	Inf	-	-	Inf

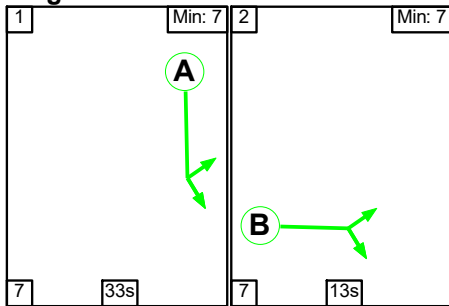
C1	Stream: 1 PRC for Signalled Lanes (%):	-7.6	Total Delay for Signalled Lanes (pcuHr):	31.07	Cycle Time (s):	60
C1	Stream: 2 PRC for Signalled Lanes (%):	5.1	Total Delay for Signalled Lanes (pcuHr):	14.37	Cycle Time (s):	60
	PRC Over All Lanes (%):	-45.6	Total Delay Over All Lanes(pcuHr):	117.03		

Full Input Data And Results

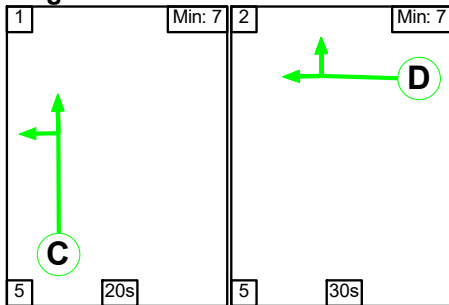
Scenario 10: '2038 PM DM + Tilbury 2' (FG10: '2038 PM DM + Tilbury 2', Plan 1: 'Network Control Plan 1')

Stage Sequence Diagram

Stage Stream: 1



Stage Stream: 2



Stage Timings

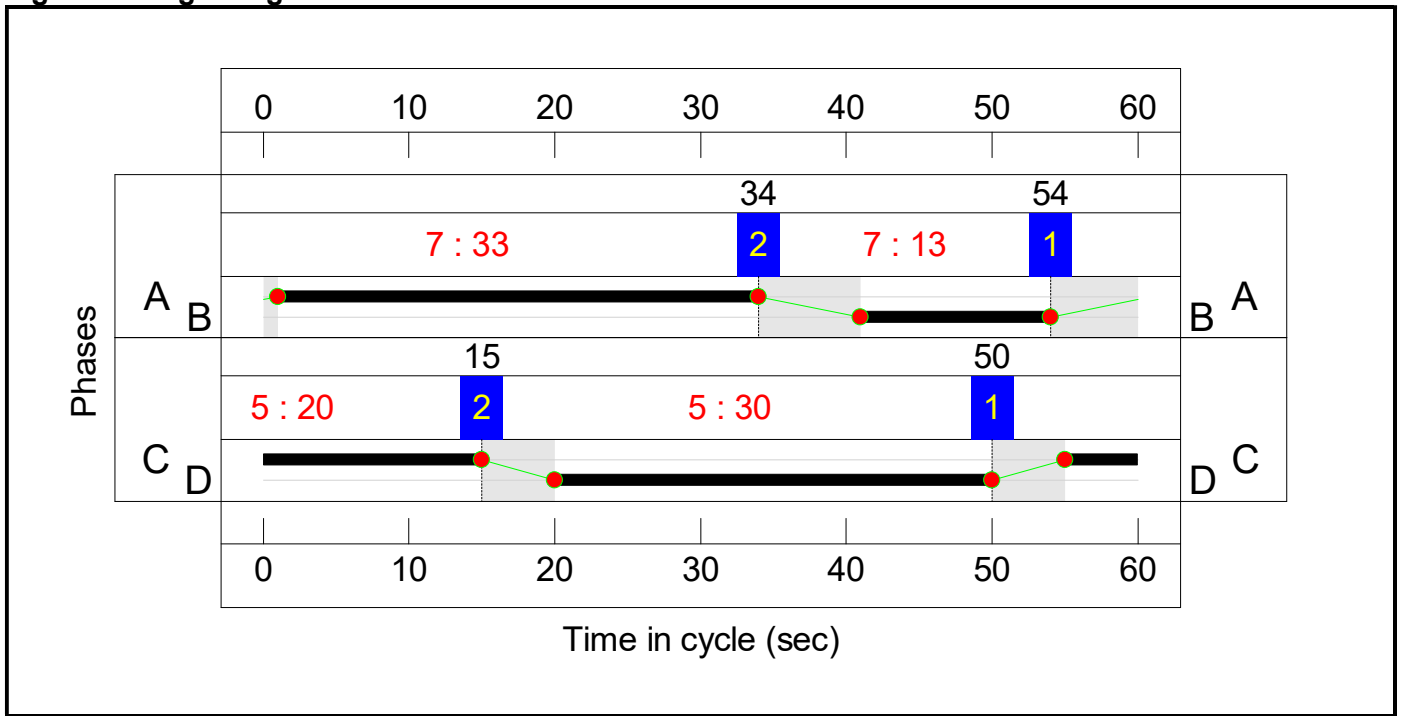
Stage Stream: 1

Stage	1	2
Duration	33	13
Change Point	54	34

Stage Stream: 2

Stage	1	2
Duration	20	30
Change Point	50	15

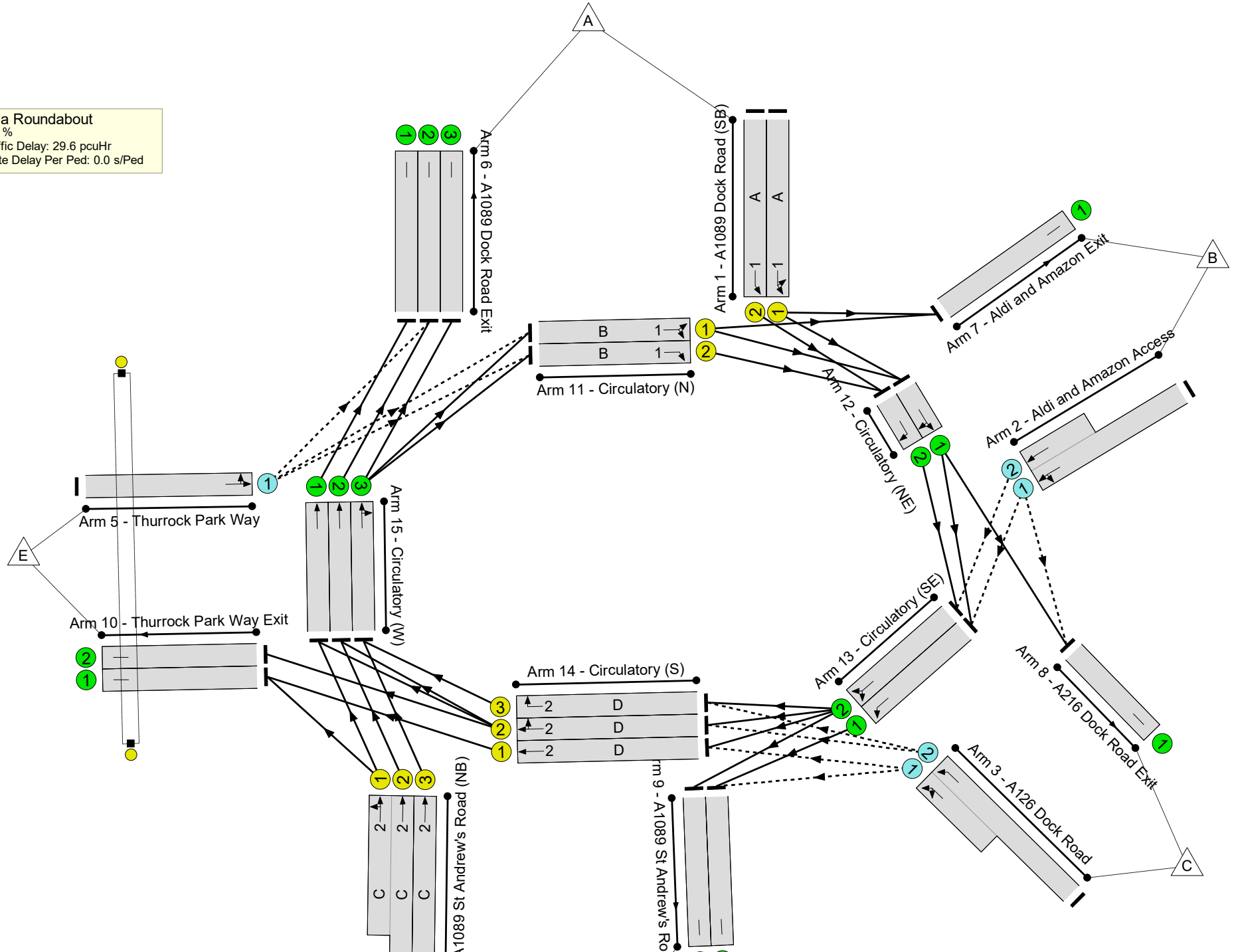
Signal Timings Diagram



Full Input Data And Results
Network Layout Diagram

Full Input Data And Results

Asda Roundabout
 PRC: 3.9 %
 Total Traffic Delay: 29.6 pcuHr
 Ave. Route Delay Per Ped: 0.0 s/Ped



Full Input Data And Results

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	-	-	N/A	-	-		-	-	-	-	-	-	86.6%
Asda Roundabout	-	-	N/A	-	-		-	-	-	-	-	-	86.6%
1/1	A1089 Dock Road (SB) Left Ahead	U	1	N/A	A		1	33	-	915	1900	1077	85.0%
1/2	A1089 Dock Road (SB) Ahead	U	1	N/A	A		1	33	-	915	1900	1077	85.0%
2/1+2/2	Aldi and Amazon Access Left Ahead	O	N/A	N/A	-		-	-	-	198	Inf : Inf	67+425	40.2 : 40.2%
3/2+3/1	A126 Dock Road U-Turn Left	O	N/A	N/A	-		-	-	-	443	Inf : Inf	481+297	56.9 : 56.9%
4/2+4/1	A1089 St Andrew's Road (NB) Left Ahead	U	2	N/A	C		1	20	-	1142	1900:1900	665+665	85.1 : 86.6%
4/3	A1089 St Andrew's Road (NB) Ahead	U	2	N/A	C		1	20	-	511	1900	665	76.8%
5/1	Thurrock Park Way Left Ahead	O	N/A	N/A	-		-	-	-	93	Inf	572	16.3%
6/1	A1089 Dock Road Exit	U	N/A	N/A	-		-	-	-	521	Inf	Inf	0.0%
6/2	A1089 Dock Road Exit	U	N/A	N/A	-		-	-	-	635	Inf	Inf	0.0%
6/3	A1089 Dock Road Exit	U	N/A	N/A	-		-	-	-	705	Inf	Inf	0.0%
7/1	Aldi and Amazon Exit	U	N/A	N/A	-		-	-	-	61	Inf	Inf	0.0%
8/1	A216 Dock Road Exit	U	N/A	N/A	-		-	-	-	582	Inf	Inf	0.0%
9/1	A1089 St Andrew's Road Exit	U	N/A	N/A	-		-	-	-	418	Inf	Inf	0.0%

Full Input Data And Results

9/2	A1089 St Andrew's Road Exit	U	N/A	N/A	-		-	-	-	488	Inf	Inf	0.0%
10/1	Thurrock Park Way Exit	U	N/A	N/A	-		-	-	-	532	Inf	Inf	0.0%
10/2	Thurrock Park Way Exit	U	N/A	N/A	-		-	-	-	275	Inf	Inf	0.0%
11/1	Circulatory (N) Ahead Right	U	1	N/A	B		1	13	-	91	1900	443	20.5%
11/2	Circulatory (N) Right	U	1	N/A	B		1	13	-	95	1900	443	21.4%
12/1	Circulatory (NE) Ahead Right	U	N/A	N/A	-		-	-	-	945	Inf	Inf	0.0%
12/2	Circulatory (NE) Right	U	N/A	N/A	-		-	-	-	1010	Inf	Inf	0.0%
13/1	Circulatory (SE) Left	U	N/A	N/A	-		-	-	-	390	Inf	Inf	0.0%
13/2	Circulatory (SE) Left Ahead	U	N/A	N/A	-		-	-	-	1181	Inf	Inf	0.0%
14/1	Circulatory (S) Ahead	U	2	N/A	D		1	30	-	413	1900	982	42.1%
14/2	Circulatory (S) Ahead Right	U	2	N/A	D		1	30	-	406	1900	982	41.4%
14/3	Circulatory (S) Right	U	2	N/A	D		1	30	-	289	1900	982	29.4%
15/1	Circulatory (W) Ahead	U	N/A	N/A	-		-	-	-	521	Inf	Inf	0.0%
15/2	Circulatory (W) Ahead	U	N/A	N/A	-		-	-	-	633	Inf	Inf	0.0%
15/3	Circulatory (W) Ahead Right	U	N/A	N/A	-		-	-	-	800	Inf	Inf	0.0%
Ped Link: P1	Thurrock Park Way	-	-	-			0	0	-	0	-	0	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	-	-	1375	0	0	17.3	12.3	0.0	29.6	-	-	-	-
Asda Roundabout	-	-	1375	0	0	17.3	12.3	0.0	29.6	-	-	-	-
1/1	915	915	-	-	-	2.8	2.7	-	5.5	21.6	12.7	2.7	15.4
1/2	915	915	-	-	-	2.8	2.7	-	5.5	21.6	12.7	2.7	15.4
2/1+2/2	198	198	396	0	0	0.4	0.3	-	0.7	12.7	1.7	0.3	2.0
3/2+3/1	443	443	886	0	0	0.2	0.7	-	0.9	7.1	2.5	0.7	3.2
4/2+4/1	1142	1142	-	-	-	5.7	2.9	-	8.7	27.4	8.8	2.9	11.7
4/3	511	511	-	-	-	2.5	1.6	-	4.1	28.8	7.5	1.6	9.1
5/1	93	93	93	0	0	0.1	0.1	-	0.2	6.0	0.5	0.1	0.6
6/1	521	521	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/2	635	635	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/3	705	705	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	61	61	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/1	582	582	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
9/1	418	418	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
9/2	488	488	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
10/1	532	532	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
10/2	275	275	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
11/1	91	91	-	-	-	0.5	0.1	-	0.7	26.8	1.4	0.1	1.5
11/2	95	95	-	-	-	0.5	0.1	-	0.7	25.6	1.4	0.1	1.5
12/1	945	945	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
12/2	1010	1010	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
13/1	390	390	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
13/2	1181	1181	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
14/1	413	413	-	-	-	0.5	0.4	-	0.9	7.8	3.2	0.4	3.5
14/2	406	406	-	-	-	0.4	0.4	-	0.8	7.0	2.7	0.4	3.1

Full Input Data And Results

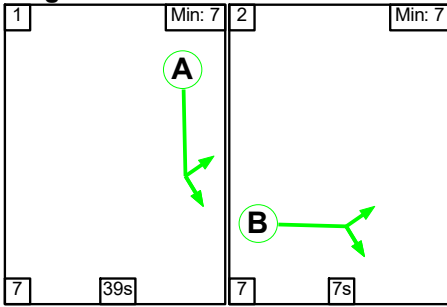
14/3	289	289	-	-	-	0.9	0.2	-	1.1	13.4	2.8	0.2	3.0																								
15/1	521	521	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0																								
15/2	633	633	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0																								
15/3	800	800	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0																								
Ped Link: P1	0	0	-	-	-	-	-	-	Inf	Inf	-	-	Inf																								
<table> <tr> <td>C1</td> <td>Stream: 1</td> <td>PRC for Signalled Lanes (%)</td> <td>5.9</td> <td>Total Delay for Signalled Lanes (pcuHr):</td> <td>12.35</td> <td>Cycle Time (s):</td> <td>60</td> </tr> <tr> <td>C1</td> <td>Stream: 2</td> <td>PRC for Signalled Lanes (%)</td> <td>3.9</td> <td>Total Delay for Signalled Lanes (pcuHr):</td> <td>15.55</td> <td>Cycle Time (s):</td> <td>60</td> </tr> <tr> <td></td> <td></td> <td>PRC Over All Lanes (%)</td> <td>3.9</td> <td>Total Delay Over All Lanes(pcuHr):</td> <td>29.64</td> <td></td> <td></td> </tr> </table>														C1	Stream: 1	PRC for Signalled Lanes (%)	5.9	Total Delay for Signalled Lanes (pcuHr):	12.35	Cycle Time (s):	60	C1	Stream: 2	PRC for Signalled Lanes (%)	3.9	Total Delay for Signalled Lanes (pcuHr):	15.55	Cycle Time (s):	60			PRC Over All Lanes (%)	3.9	Total Delay Over All Lanes(pcuHr):	29.64		
C1	Stream: 1	PRC for Signalled Lanes (%)	5.9	Total Delay for Signalled Lanes (pcuHr):	12.35	Cycle Time (s):	60																														
C1	Stream: 2	PRC for Signalled Lanes (%)	3.9	Total Delay for Signalled Lanes (pcuHr):	15.55	Cycle Time (s):	60																														
		PRC Over All Lanes (%)	3.9	Total Delay Over All Lanes(pcuHr):	29.64																																

Full Input Data And Results

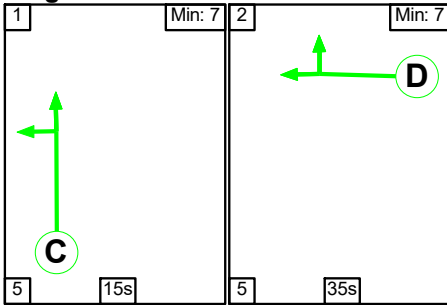
Scenario 11: '2038 AM DS + Tilbury 2' (FG11: '2038 AM DS + Tilbury 2', Plan 1: 'Network Control Plan 1')

Stage Sequence Diagram

Stage Stream: 1



Stage Stream: 2



Stage Timings

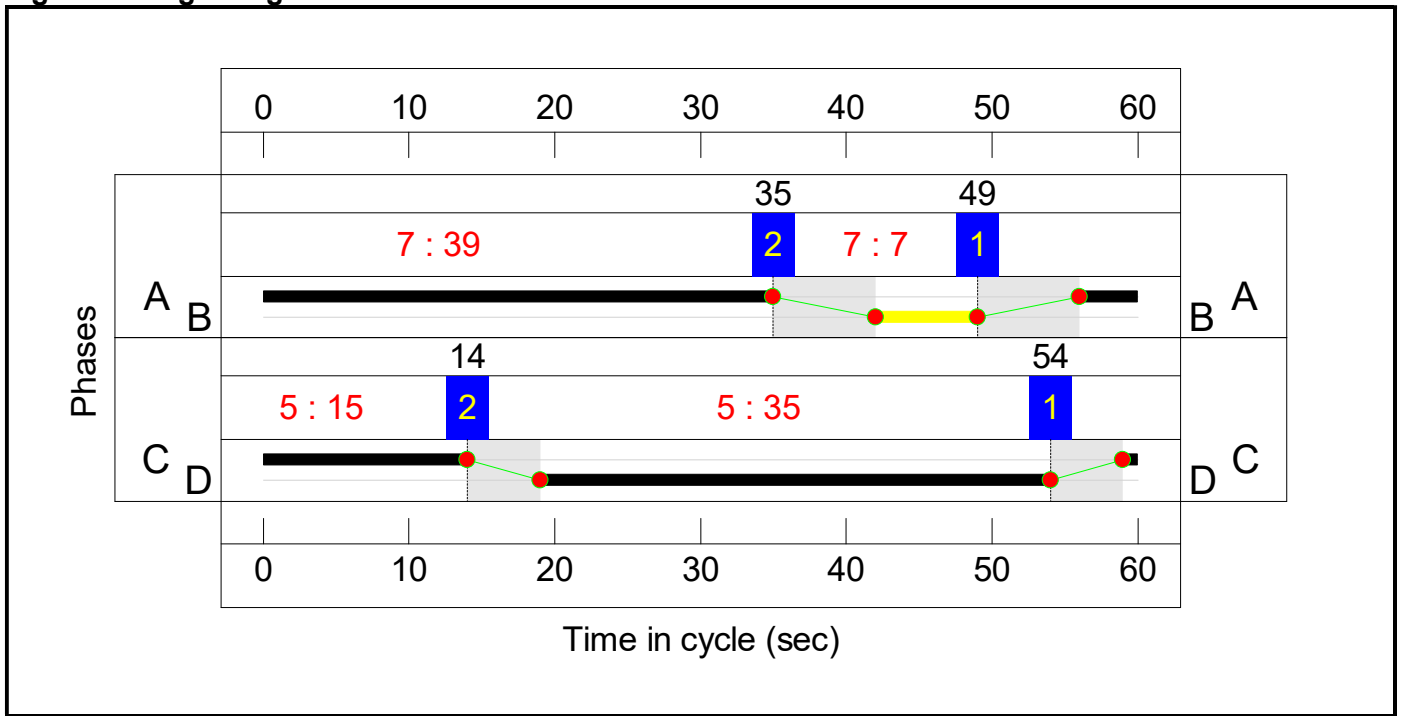
Stage Stream: 1

Stage	1	2
Duration	39	7
Change Point	49	35

Stage Stream: 2

Stage	1	2
Duration	15	35
Change Point	54	14

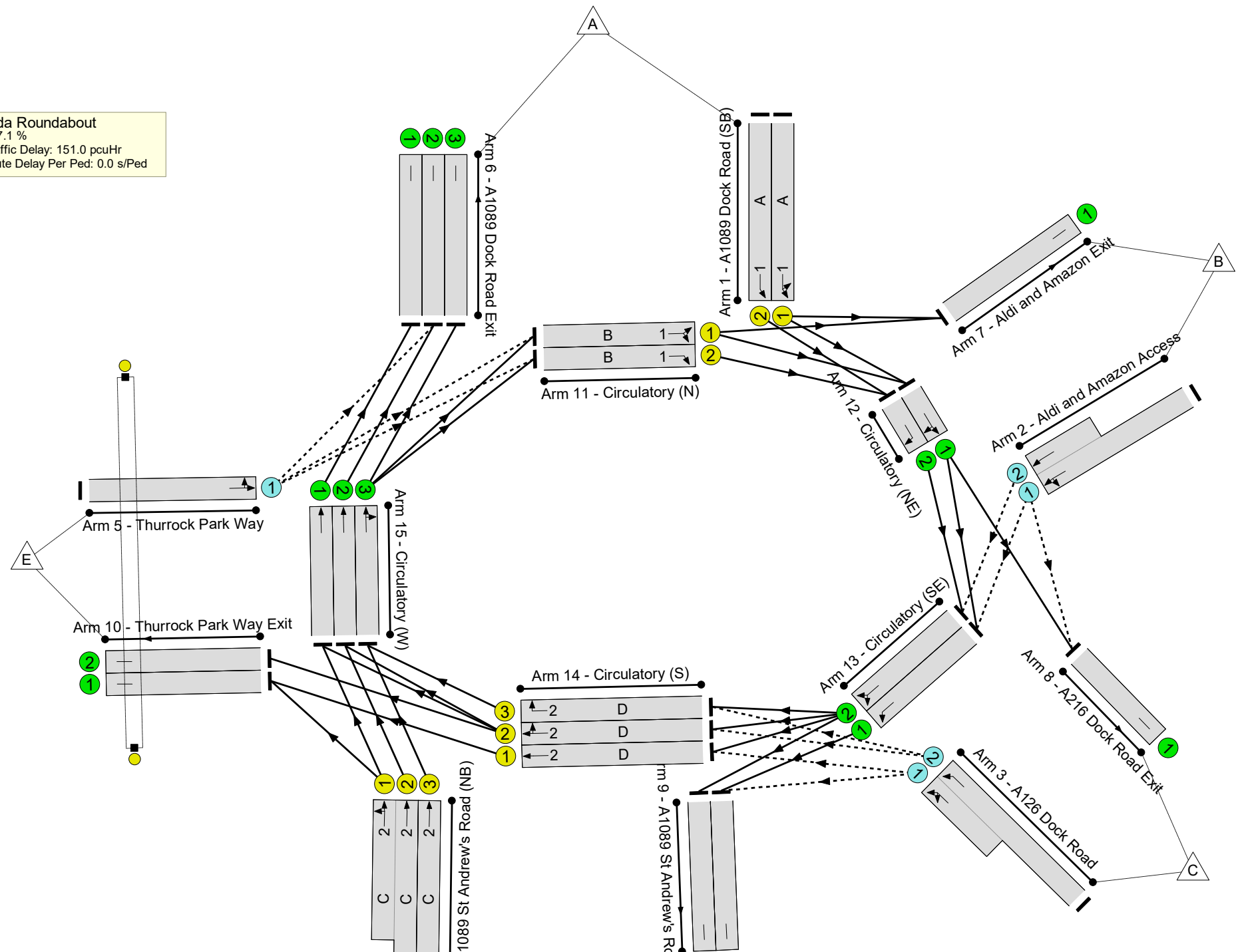
Signal Timings Diagram



Full Input Data And Results
Network Layout Diagram

Full Input Data And Results

Asda Roundabout
 PRC: -57.1 %
 Total Traffic Delay: 151.0 pcuHr
 Ave. Route Delay Per Ped: 0.0 s/Ped



Full Input Data And Results

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	-	-	N/A	-	-		-	-	-	-	-	-	141.4%
Asda Roundabout	-	-	N/A	-	-		-	-	-	-	-	-	141.4%
1/1	A1089 Dock Road (SB) Left Ahead	U	1	N/A	A		1	39	-	1271	1900	1267	100.3%
1/2	A1089 Dock Road (SB) Ahead	U	1	N/A	A		1	39	-	1271	1900	1267	100.3%
2/1+2/2	Aldi and Amazon Access Left Ahead	O	N/A	N/A	-		-	-	-	65	Inf : Inf	122+256	17.2 : 17.2%
3/2+3/1	A126 Dock Road U-Turn Left	O	N/A	N/A	-		-	-	-	534	Inf : Inf	262+115	141.4 : 141.4%
4/2+4/1	A1089 St Andrew's Road (NB) Left Ahead	U	2	N/A	C		1	15	-	868	1900:1900	507+507	85.1 : 86.3%
4/3	A1089 St Andrew's Road (NB) Ahead	U	2	N/A	C		1	15	-	390	1900	507	77.0%
5/1	Thurrock Park Way Left Ahead	O	N/A	N/A	-		-	-	-	433	Inf	678	63.9%
6/1	A1089 Dock Road Exit	U	N/A	N/A	-		-	-	-	385	Inf	Inf	0.0%
6/2	A1089 Dock Road Exit	U	N/A	N/A	-		-	-	-	623	Inf	Inf	0.0%
6/3	A1089 Dock Road Exit	U	N/A	N/A	-		-	-	-	647	Inf	Inf	0.0%
7/1	Aldi and Amazon Exit	U	N/A	N/A	-		-	-	-	288	Inf	Inf	0.0%
8/1	A216 Dock Road Exit	U	N/A	N/A	-		-	-	-	361	Inf	Inf	0.0%
9/1	A1089 St Andrew's Road Exit	U	N/A	N/A	-		-	-	-	861	Inf	Inf	0.0%

Full Input Data And Results

9/2	A1089 St Andrew's Road Exit	U	N/A	N/A	-		-	-	-	758	Inf	Inf	0.0%
10/1	Thurrock Park Way Exit	U	N/A	N/A	-		-	-	-	546	Inf	Inf	0.0%
10/2	Thurrock Park Way Exit	U	N/A	N/A	-		-	-	-	363	Inf	Inf	0.0%
11/1	Circulatory (N) Ahead Right	U	1	N/A	B		1	7	-	194	1900	253	76.2%
11/2	Circulatory (N) Right	U	1	N/A	B		1	7	-	147	1900	253	58.0%
12/1	Circulatory (NE) Ahead Right	U	N/A	N/A	-		-	-	-	1177	Inf	Inf	0.0%
12/2	Circulatory (NE) Right	U	N/A	N/A	-		-	-	-	1418	Inf	Inf	0.0%
13/1	Circulatory (SE) Left	U	N/A	N/A	-		-	-	-	837	Inf	Inf	0.0%
13/2	Circulatory (SE) Left Ahead	U	N/A	N/A	-		-	-	-	1462	Inf	Inf	0.0%
14/1	Circulatory (S) Ahead	U	2	N/A	D		1	35	-	445	1900	1140	37.8%
14/2	Circulatory (S) Ahead Right	U	2	N/A	D		1	35	-	461	1900	1140	38.2%
14/3	Circulatory (S) Right	U	2	N/A	D		1	35	-	308	1900	1140	19.6%
15/1	Circulatory (W) Ahead	U	N/A	N/A	-		-	-	-	385	Inf	Inf	0.0%
15/2	Circulatory (W) Ahead	U	N/A	N/A	-		-	-	-	480	Inf	Inf	0.0%
15/3	Circulatory (W) Ahead Right	U	N/A	N/A	-		-	-	-	698	Inf	Inf	0.0%
Ped Link: P1	Thurrock Park Way	-	-	-			0	0	-	0	-	0	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	-	-	1382	0	0	24.8	126.2	0.0	151.0	-	-	-	-
Asda Roundabout	-	-	1382	0	0	24.8	126.2	0.0	151.0	-	-	-	-
1/1	1271	1267	-	-	-	3.7	18.9	-	22.6	64.0	21.3	18.9	40.2
1/2	1271	1267	-	-	-	3.7	18.9	-	22.6	64.0	21.3	18.9	40.2
2/1+2/2	65	65	130	0	0	0.2	0.1	-	0.3	14.2	0.5	0.1	0.6
3/2+3/1	534	410	819	0	0	5.8	79.9	-	85.6	577.3	17.0	79.9	96.9
4/2+4/1	868	868	-	-	-	5.0	2.9	-	7.9	32.8	6.9	2.9	9.8
4/3	390	390	-	-	-	2.2	1.6	-	3.8	35.3	6.0	1.6	7.6
5/1	433	433	433	0	0	0.4	0.9	-	1.2	10.3	3.5	0.9	4.4
6/1	373	373	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/2	611	611	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/3	564	564	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	287	287	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/1	360	360	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
9/1	856	856	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
9/2	756	756	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
10/1	532	532	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
10/2	362	362	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
11/1	193	193	-	-	-	1.2	1.5	-	2.7	51.0	3.1	1.5	4.6
11/2	147	147	-	-	-	0.9	0.7	-	1.6	39.0	2.3	0.7	3.0
12/1	1173	1173	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
12/2	1414	1414	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
13/1	834	834	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
13/2	1458	1458	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
14/1	431	431	-	-	-	0.6	0.3	-	0.9	7.3	3.4	0.3	3.7
14/2	435	435	-	-	-	0.5	0.3	-	0.8	6.3	2.9	0.3	3.3

Full Input Data And Results

14/3	224	224	-	-	-	0.8	0.1	-	1.0	15.6	2.9	0.1	3.0
15/1	373	373	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
15/2	468	468	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
15/3	614	614	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
Ped Link: P1	0	0	-	-	-	-	-	-	Inf	Inf	-	-	Inf

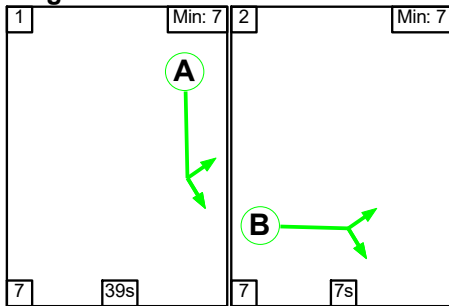
C1	Stream: 1	PRC for Signalled Lanes (%)	-11.5	Total Delay for Signalled Lanes (pcuHr):	49.52	Cycle Time (s):	60
C1	Stream: 2	PRC for Signalled Lanes (%)	4.3	Total Delay for Signalled Lanes (pcuHr):	14.35	Cycle Time (s):	60
		PRC Over All Lanes (%)	-57.1	Total Delay Over All Lanes(pcuHr):	151.00		

Full Input Data And Results

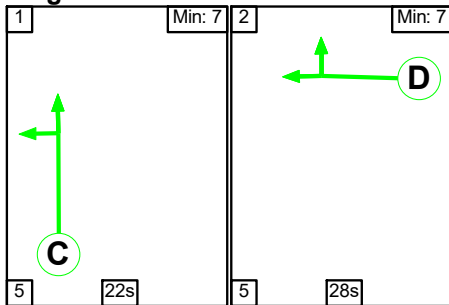
Scenario 12: '2038 PM DS + Tilbury 2' (FG12: '2038 PM DS + Tilbury 2', Plan 1: 'Network Control Plan 1')

Stage Sequence Diagram

Stage Stream: 1



Stage Stream: 2



Stage Timings

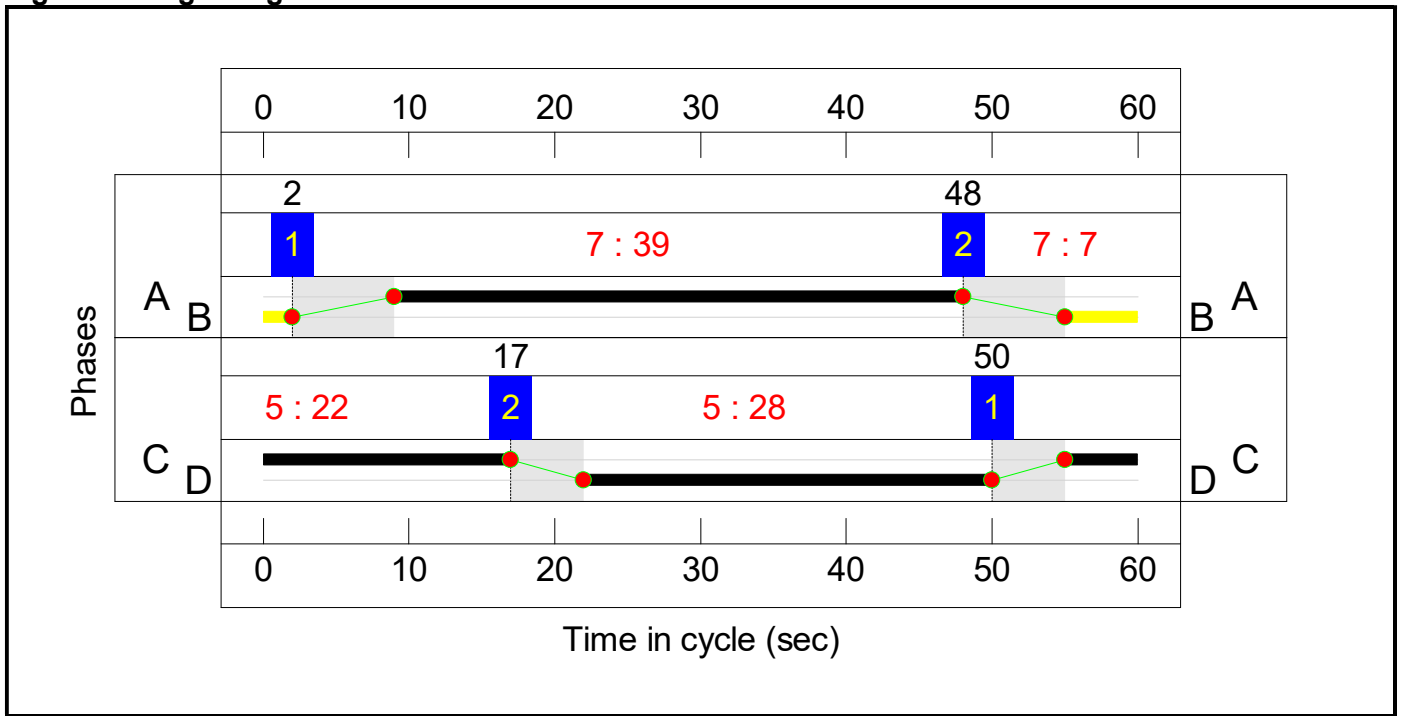
Stage Stream: 1

Stage	1	2
Duration	39	7
Change Point	2	48

Stage Stream: 2

Stage	1	2
Duration	22	28
Change Point	50	17

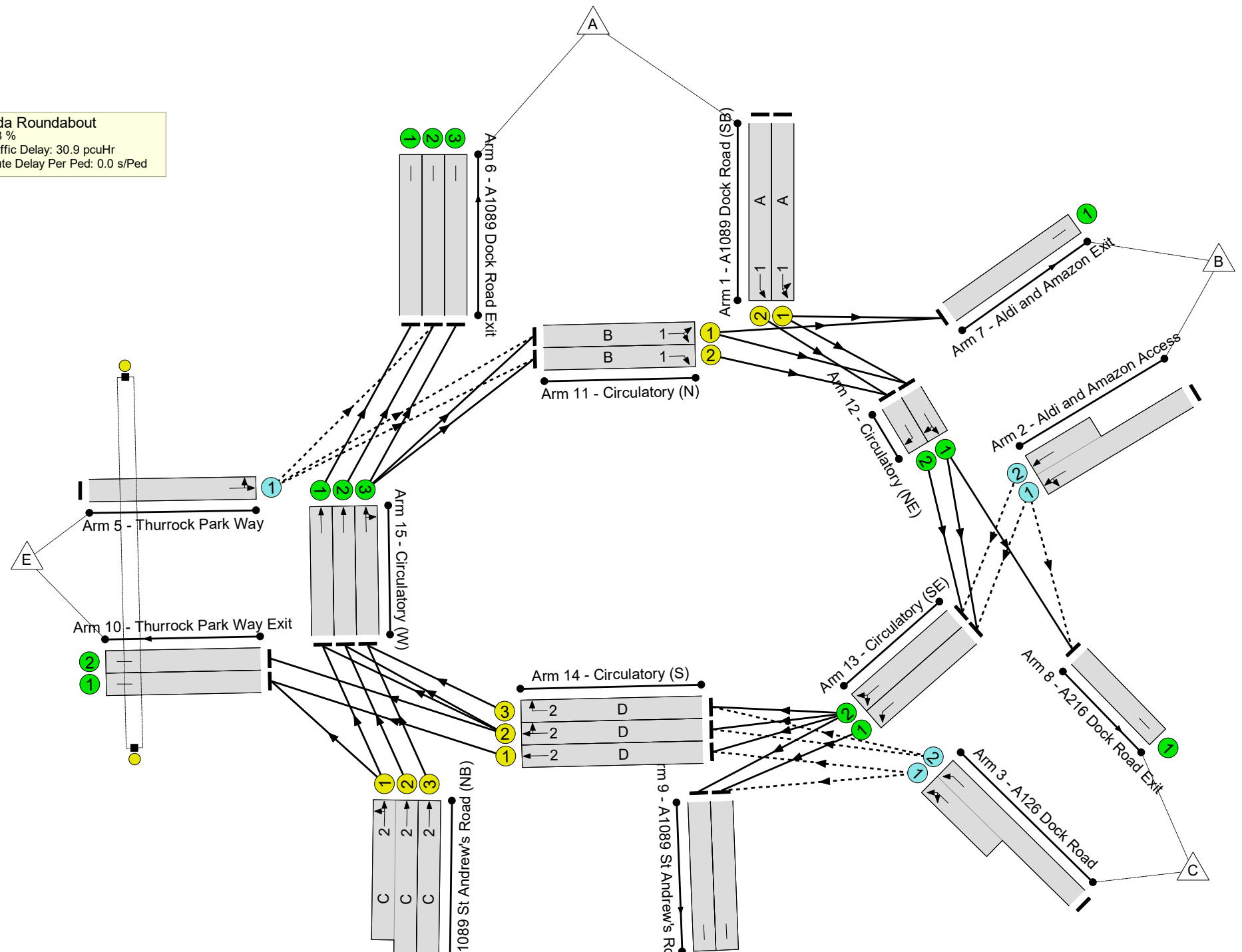
Signal Timings Diagram



Full Input Data And Results
Network Layout Diagram

Full Input Data And Results

Asda Roundabout
 PRC: 0.8 %
 Total Traffic Delay: 30.9 pcuHr
 Ave. Route Delay Per Ped: 0.0 s/Ped



Full Input Data And Results

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	-	-	N/A	-	-		-	-	-	-	-	-	89.3%
Asda Roundabout	-	-	N/A	-	-		-	-	-	-	-	-	89.3%
1/1	A1089 Dock Road (SB) Left Ahead	U	1	N/A	A		1	39	-	943	1900	1267	74.4%
1/2	A1089 Dock Road (SB) Ahead	U	1	N/A	A		1	39	-	942	1900	1267	74.4%
2/1+2/2	Aldi and Amazon Access Left Ahead	O	N/A	N/A	-		-	-	-	198	Inf : Inf	62+392	43.7 : 43.7%
3/2+3/1	A126 Dock Road U-Turn Left	O	N/A	N/A	-		-	-	-	443	Inf : Inf	464+286	59.0 : 59.0%
4/2+4/1	A1089 St Andrew's Road (NB) Left Ahead	U	2	N/A	C		1	22	-	1276	1900:1900	709+720	89.3 : 89.3%
4/3	A1089 St Andrew's Road (NB) Ahead	U	2	N/A	C		1	22	-	648	1900	728	89.0%
5/1	Thurrock Park Way Left Ahead	O	N/A	N/A	-		-	-	-	93	Inf	521	17.9%
6/1	A1089 Dock Road Exit	U	N/A	N/A	-		-	-	-	585	Inf	Inf	0.0%
6/2	A1089 Dock Road Exit	U	N/A	N/A	-		-	-	-	699	Inf	Inf	0.0%
6/3	A1089 Dock Road Exit	U	N/A	N/A	-		-	-	-	848	Inf	Inf	0.0%
7/1	Aldi and Amazon Exit	U	N/A	N/A	-		-	-	-	61	Inf	Inf	0.0%
8/1	A216 Dock Road Exit	U	N/A	N/A	-		-	-	-	585	Inf	Inf	0.0%
9/1	A1089 St Andrew's Road Exit	U	N/A	N/A	-		-	-	-	443	Inf	Inf	0.0%

Full Input Data And Results

9/2	A1089 St Andrew's Road Exit	U	N/A	N/A	-		-	-	-	515	Inf	Inf	0.0%
10/1	Thurrock Park Way Exit	U	N/A	N/A	-		-	-	-	526	Inf	Inf	0.0%
10/2	Thurrock Park Way Exit	U	N/A	N/A	-		-	-	-	281	Inf	Inf	0.0%
11/1	Circulatory (N) Ahead Right	U	1	N/A	B		1	7	-	91	1900	253	35.9%
11/2	Circulatory (N) Right	U	1	N/A	B		1	7	-	95	1900	253	37.5%
12/1	Circulatory (NE) Ahead Right	U	N/A	N/A	-		-	-	-	973	Inf	Inf	0.0%
12/2	Circulatory (NE) Right	U	N/A	N/A	-		-	-	-	1037	Inf	Inf	0.0%
13/1	Circulatory (SE) Left	U	N/A	N/A	-		-	-	-	415	Inf	Inf	0.0%
13/2	Circulatory (SE) Left Ahead	U	N/A	N/A	-		-	-	-	1208	Inf	Inf	0.0%
14/1	Circulatory (S) Ahead	U	2	N/A	D		1	28	-	407	1900	918	44.3%
14/2	Circulatory (S) Ahead Right	U	2	N/A	D		1	28	-	406	1900	918	44.2%
14/3	Circulatory (S) Right	U	2	N/A	D		1	28	-	295	1900	918	32.1%
15/1	Circulatory (W) Ahead	U	N/A	N/A	-		-	-	-	585	Inf	Inf	0.0%
15/2	Circulatory (W) Ahead	U	N/A	N/A	-		-	-	-	697	Inf	Inf	0.0%
15/3	Circulatory (W) Ahead Right	U	N/A	N/A	-		-	-	-	943	Inf	Inf	0.0%
Ped Link: P1	Thurrock Park Way	-	-	-			0	0	-	0	-	0	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	-	-	1375	0	0	17.6	13.4	0.0	30.9	-	-	-	-
Asda Roundabout	-	-	1375	0	0	17.6	13.4	0.0	30.9	-	-	-	-
1/1	943	943	-	-	-	1.7	1.4	-	3.2	12.1	10.2	1.4	11.7
1/2	942	942	-	-	-	1.7	1.4	-	3.2	12.1	10.2	1.4	11.6
2/1+2/2	198	198	396	0	0	0.3	0.4	-	0.7	11.9	1.6	0.4	2.0
3/2+3/1	443	443	886	0	0	0.2	0.7	-	0.9	7.1	2.3	0.7	3.0
4/2+4/1	1276	1276	-	-	-	6.1	4.0	-	10.1	28.4	9.8	4.0	13.8
4/3	648	648	-	-	-	3.1	3.7	-	6.8	37.8	10.1	3.7	13.8
5/1	93	93	93	0	0	0.1	0.1	-	0.2	7.6	0.5	0.1	0.7
6/1	585	585	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/2	699	699	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/3	848	848	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	61	61	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/1	585	585	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
9/1	443	443	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
9/2	515	515	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
10/1	526	526	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
10/2	281	281	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
11/1	91	91	-	-	-	0.8	0.3	-	1.1	42.0	1.5	0.3	1.7
11/2	95	95	-	-	-	0.7	0.3	-	1.0	38.8	1.5	0.3	1.8
12/1	973	973	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
12/2	1037	1037	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
13/1	415	415	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
13/2	1208	1208	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
14/1	407	407	-	-	-	0.9	0.4	-	1.3	11.5	3.3	0.4	3.7
14/2	406	406	-	-	-	0.9	0.4	-	1.3	11.1	2.9	0.4	3.3

Full Input Data And Results

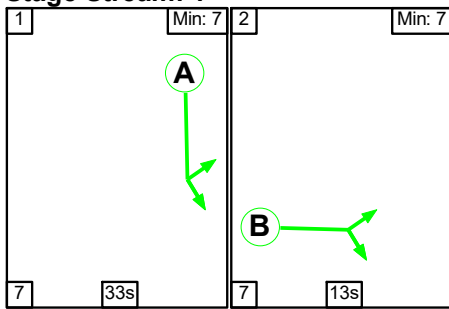
14/3	295	295	-	-	-	1.1	0.2	-	1.4	16.7	3.6	0.2	3.8																								
15/1	585	585	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0																								
15/2	697	697	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0																								
15/3	943	943	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0																								
Ped Link: P1	0	0	-	-	-	-	-	-	Inf	Inf	-	-	Inf																								
<table> <tbody> <tr> <td>C1</td> <td>Stream: 1</td> <td>PRC for Signalled Lanes (%)</td> <td>20.9</td> <td>Total Delay for Signalled Lanes (pcuHr):</td> <td>8.43</td> <td>Cycle Time (s):</td> <td>60</td> </tr> <tr> <td>C1</td> <td>Stream: 2</td> <td>PRC for Signalled Lanes (%)</td> <td>0.8</td> <td>Total Delay for Signalled Lanes (pcuHr):</td> <td>20.79</td> <td>Cycle Time (s):</td> <td>60</td> </tr> <tr> <td></td> <td></td> <td>PRC Over All Lanes (%)</td> <td>0.8</td> <td>Total Delay Over All Lanes(pcuHr):</td> <td>30.94</td> <td></td> <td></td> </tr> </tbody> </table>														C1	Stream: 1	PRC for Signalled Lanes (%)	20.9	Total Delay for Signalled Lanes (pcuHr):	8.43	Cycle Time (s):	60	C1	Stream: 2	PRC for Signalled Lanes (%)	0.8	Total Delay for Signalled Lanes (pcuHr):	20.79	Cycle Time (s):	60			PRC Over All Lanes (%)	0.8	Total Delay Over All Lanes(pcuHr):	30.94		
C1	Stream: 1	PRC for Signalled Lanes (%)	20.9	Total Delay for Signalled Lanes (pcuHr):	8.43	Cycle Time (s):	60																														
C1	Stream: 2	PRC for Signalled Lanes (%)	0.8	Total Delay for Signalled Lanes (pcuHr):	20.79	Cycle Time (s):	60																														
		PRC Over All Lanes (%)	0.8	Total Delay Over All Lanes(pcuHr):	30.94																																

Full Input Data And Results

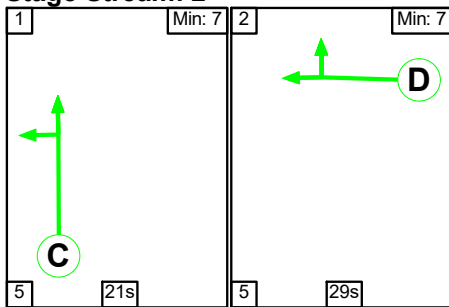
Scenario 13: '2038 AM DM +LTC & Tilbury 2' (FG13: '2038 AM DM + LTC & Tilbury 2', Plan 1: 'Network Control Plan 1')

Stage Sequence Diagram

Stage Stream: 1



Stage Stream: 2



Stage Timings

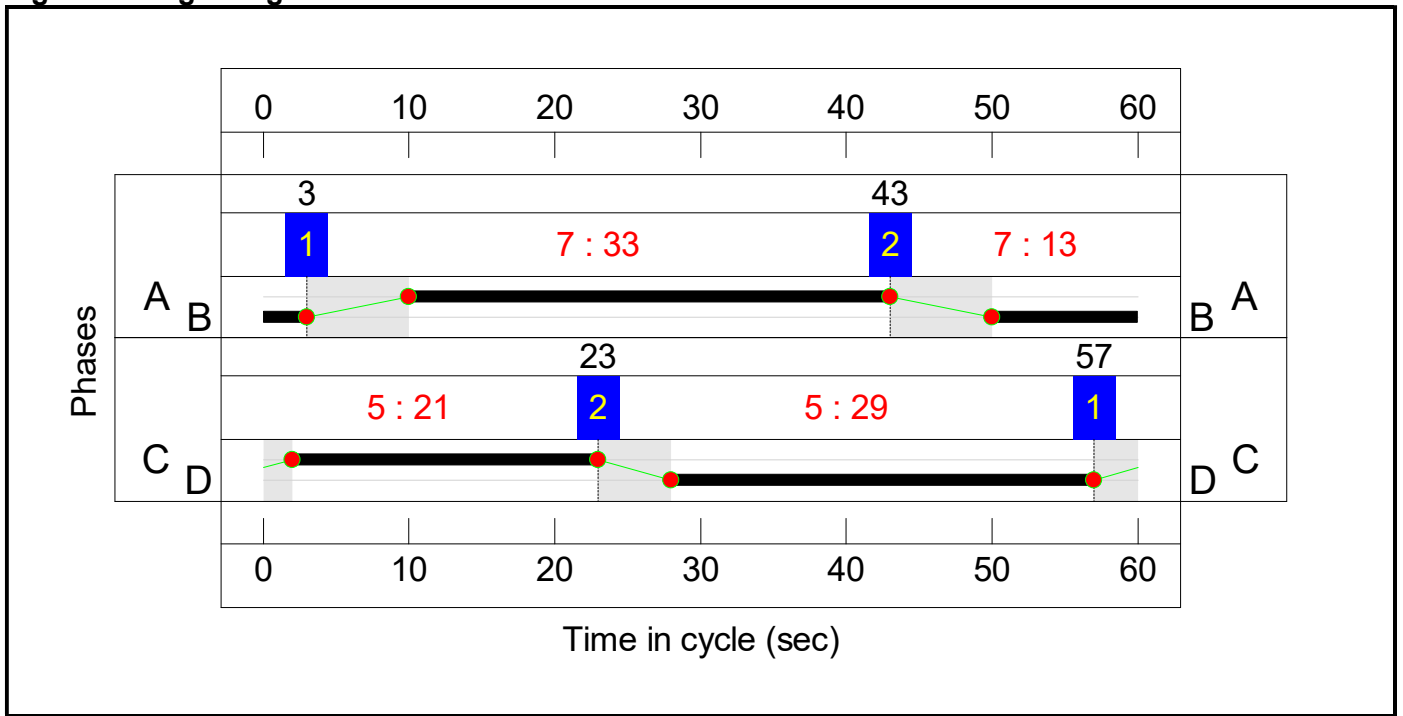
Stage Stream: 1

Stage	1	2
Duration	33	13
Change Point	3	43

Stage Stream: 2

Stage	1	2
Duration	21	29
Change Point	57	23

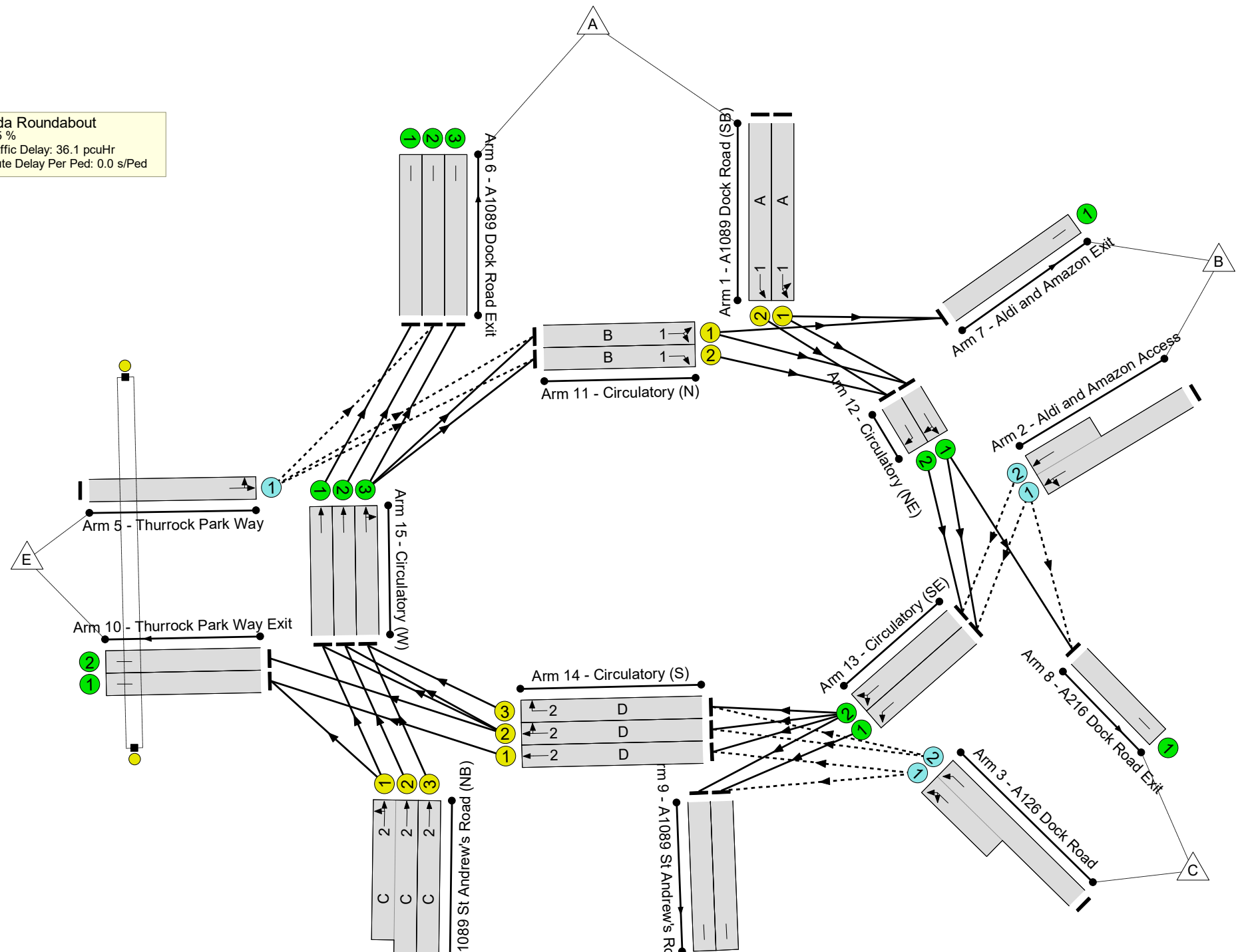
Signal Timings Diagram



Full Input Data And Results
Network Layout Diagram

Full Input Data And Results

Asda Roundabout
 PRC: 2.5 %
 Total Traffic Delay: 36.1 pcuHr
 Ave. Route Delay Per Ped: 0.0 s/Ped



Full Input Data And Results

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	-	-	N/A	-	-		-	-	-	-	-	-	87.8%
Asda Roundabout	-	-	N/A	-	-		-	-	-	-	-	-	87.8%
1/1	A1089 Dock Road (SB) Left Ahead	U	1	N/A	A		1	33	-	908	1900	1077	84.3%
1/2	A1089 Dock Road (SB) Ahead	U	1	N/A	A		1	33	-	908	1900	1077	84.3%
2/1+2/2	Aldi and Amazon Access Left Ahead	O	N/A	N/A	-		-	-	-	65	Inf : Inf	202+423	10.4 : 10.4%
3/2+3/1	A126 Dock Road U-Turn Left	O	N/A	N/A	-		-	-	-	534	Inf : Inf	442+194	83.9 : 83.9%
4/2+4/1	A1089 St Andrew's Road (NB) Left Ahead	U	2	N/A	C		1	21	-	1219	1900:1900	697+697	87.1 : 87.8%
4/3	A1089 St Andrew's Road (NB) Ahead	U	2	N/A	C		1	21	-	555	1900	697	79.7%
5/1	Thurrock Park Way Left Ahead	O	N/A	N/A	-		-	-	-	433	Inf	585	74.0%
6/1	A1089 Dock Road Exit	U	N/A	N/A	-		-	-	-	545	Inf	Inf	0.0%
6/2	A1089 Dock Road Exit	U	N/A	N/A	-		-	-	-	836	Inf	Inf	0.0%
6/3	A1089 Dock Road Exit	U	N/A	N/A	-		-	-	-	715	Inf	Inf	0.0%
7/1	Aldi and Amazon Exit	U	N/A	N/A	-		-	-	-	253	Inf	Inf	0.0%
8/1	A216 Dock Road Exit	U	N/A	N/A	-		-	-	-	278	Inf	Inf	0.0%
9/1	A1089 St Andrew's Road Exit	U	N/A	N/A	-		-	-	-	628	Inf	Inf	0.0%

Full Input Data And Results

9/2	A1089 St Andrew's Road Exit	U	N/A	N/A	-		-	-	-	596	Inf	Inf	0.0%
10/1	Thurrock Park Way Exit	U	N/A	N/A	-		-	-	-	581	Inf	Inf	0.0%
10/2	Thurrock Park Way Exit	U	N/A	N/A	-		-	-	-	190	Inf	Inf	0.0%
11/1	Circulatory (N) Ahead Right	U	1	N/A	B		1	13	-	206	1900	443	46.5%
11/2	Circulatory (N) Right	U	1	N/A	B		1	13	-	160	1900	443	36.1%
12/1	Circulatory (NE) Ahead Right	U	N/A	N/A	-		-	-	-	861	Inf	Inf	0.0%
12/2	Circulatory (NE) Right	U	N/A	N/A	-		-	-	-	1068	Inf	Inf	0.0%
13/1	Circulatory (SE) Left	U	N/A	N/A	-		-	-	-	604	Inf	Inf	0.0%
13/2	Circulatory (SE) Left Ahead	U	N/A	N/A	-		-	-	-	1112	Inf	Inf	0.0%
14/1	Circulatory (S) Ahead	U	2	N/A	D		1	29	-	429	1900	950	45.2%
14/2	Circulatory (S) Ahead Right	U	2	N/A	D		1	29	-	361	1900	950	38.0%
14/3	Circulatory (S) Right	U	2	N/A	D		1	29	-	236	1900	950	24.8%
15/1	Circulatory (W) Ahead	U	N/A	N/A	-		-	-	-	545	Inf	Inf	0.0%
15/2	Circulatory (W) Ahead	U	N/A	N/A	-		-	-	-	693	Inf	Inf	0.0%
15/3	Circulatory (W) Ahead Right	U	N/A	N/A	-		-	-	-	791	Inf	Inf	0.0%
Ped Link: P1	Thurrock Park Way	-	-	-			0	0	-	0	-	0	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	-	-	1631	0	0	20.1	16.0	0.0	36.1	-	-	-	-
Asda Roundabout	-	-	1631	0	0	20.1	16.0	0.0	36.1	-	-	-	-
1/1	908	908	-	-	-	2.7	2.6	-	5.3	21.1	12.4	2.6	15.0
1/2	908	908	-	-	-	2.7	2.6	-	5.3	21.1	12.4	2.6	15.0
2/1+2/2	65	65	130	0	0	0.1	0.1	-	0.1	6.3	0.3	0.1	0.4
3/2+3/1	534	534	1068	0	0	1.1	2.5	-	3.6	24.4	5.3	2.5	7.7
4/2+4/1	1219	1219	-	-	-	6.0	3.4	-	9.4	27.7	9.5	3.4	12.9
4/3	555	555	-	-	-	2.6	1.9	-	4.5	29.4	8.2	1.9	10.1
5/1	433	433	433	0	0	0.8	1.4	-	2.2	17.9	4.8	1.4	6.2
6/1	545	545	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/2	836	836	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/3	715	715	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	253	253	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/1	278	278	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
9/1	628	628	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
9/2	596	596	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
10/1	581	581	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
10/2	190	190	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
11/1	206	206	-	-	-	0.9	0.4	-	1.4	23.7	2.9	0.4	3.3
11/2	160	160	-	-	-	0.7	0.3	-	1.0	23.2	2.2	0.3	2.5
12/1	861	861	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
12/2	1068	1068	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
13/1	604	604	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
13/2	1112	1112	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
14/1	429	429	-	-	-	0.5	0.4	-	0.9	7.7	2.9	0.4	3.3
14/2	361	361	-	-	-	0.8	0.3	-	1.2	11.5	3.4	0.3	3.7

Full Input Data And Results

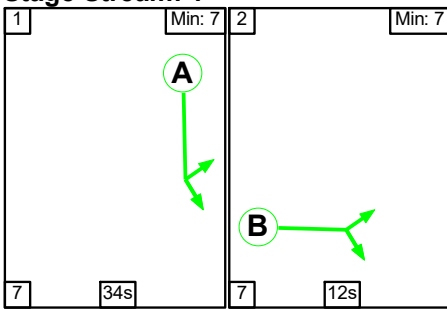
14/3	236	236	-	-	-	1.0	0.2	-	1.2	18.2	3.1	0.2	3.3																								
15/1	545	545	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0																								
15/2	693	693	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0																								
15/3	791	791	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0																								
Ped Link: P1	0	0	-	-	-	-	-	-	Inf	Inf	-	-	Inf																								
<table> <tr> <td>C1</td> <td>Stream: 1</td> <td>PRC for Signalled Lanes (%)</td> <td>6.7</td> <td>Total Delay for Signalled Lanes (pcuHr):</td> <td>13.05</td> <td>Cycle Time (s):</td> <td>60</td> </tr> <tr> <td>C1</td> <td>Stream: 2</td> <td>PRC for Signalled Lanes (%)</td> <td>2.5</td> <td>Total Delay for Signalled Lanes (pcuHr):</td> <td>17.16</td> <td>Cycle Time (s):</td> <td>60</td> </tr> <tr> <td></td> <td></td> <td>PRC Over All Lanes (%)</td> <td>2.5</td> <td>Total Delay Over All Lanes(pcuHr):</td> <td>36.11</td> <td></td> <td></td> </tr> </table>														C1	Stream: 1	PRC for Signalled Lanes (%)	6.7	Total Delay for Signalled Lanes (pcuHr):	13.05	Cycle Time (s):	60	C1	Stream: 2	PRC for Signalled Lanes (%)	2.5	Total Delay for Signalled Lanes (pcuHr):	17.16	Cycle Time (s):	60			PRC Over All Lanes (%)	2.5	Total Delay Over All Lanes(pcuHr):	36.11		
C1	Stream: 1	PRC for Signalled Lanes (%)	6.7	Total Delay for Signalled Lanes (pcuHr):	13.05	Cycle Time (s):	60																														
C1	Stream: 2	PRC for Signalled Lanes (%)	2.5	Total Delay for Signalled Lanes (pcuHr):	17.16	Cycle Time (s):	60																														
		PRC Over All Lanes (%)	2.5	Total Delay Over All Lanes(pcuHr):	36.11																																

Full Input Data And Results

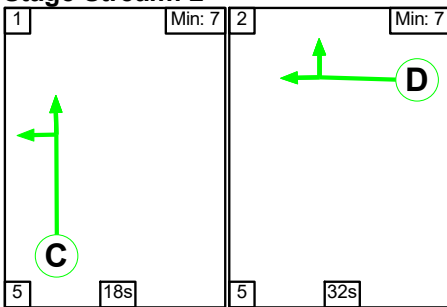
Scenario 14: '2038 PM DM +LTC & Tilbury 2' (FG14: '2038 PM DM + LTC & Tilbury 2', Plan 1: 'Network Control Plan 1')

Stage Sequence Diagram

Stage Stream: 1



Stage Stream: 2



Stage Timings

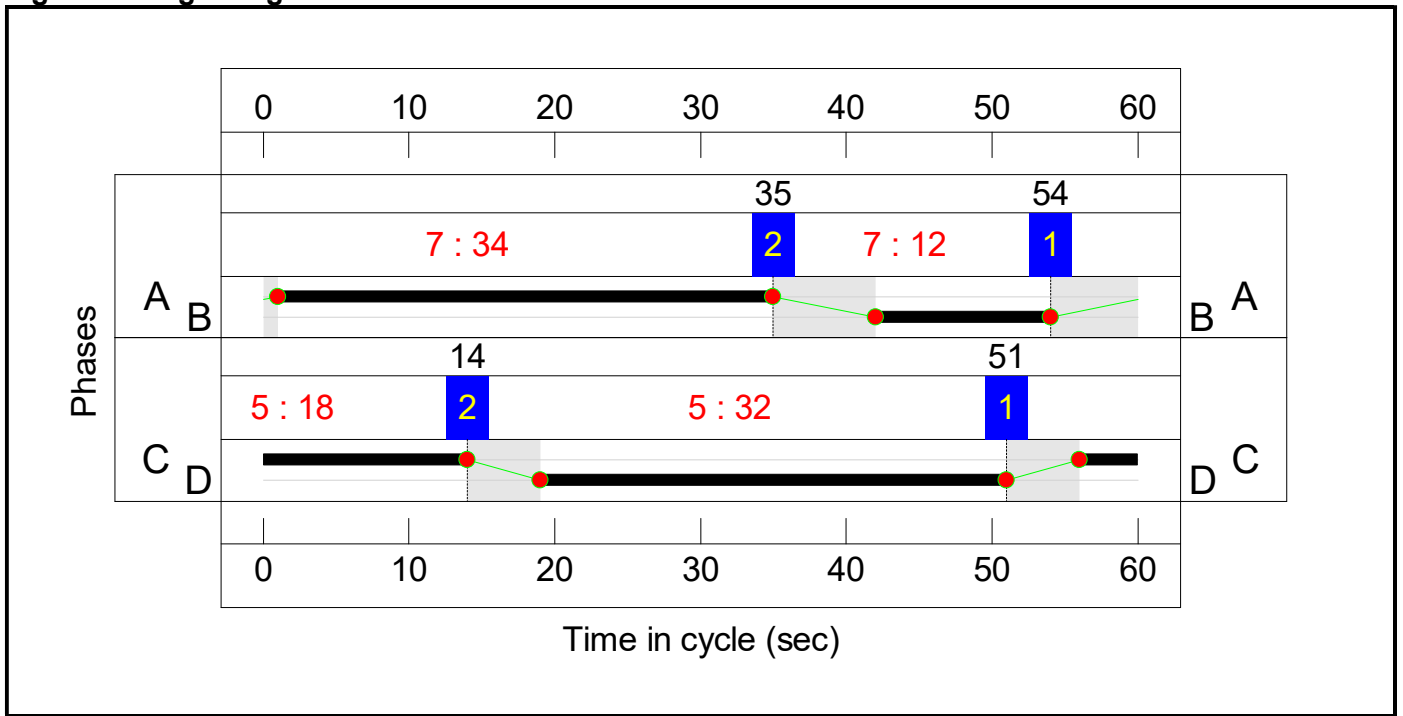
Stage Stream: 1

Stage	1	2
Duration	34	12
Change Point	54	35

Stage Stream: 2

Stage	1	2
Duration	18	32
Change Point	51	14

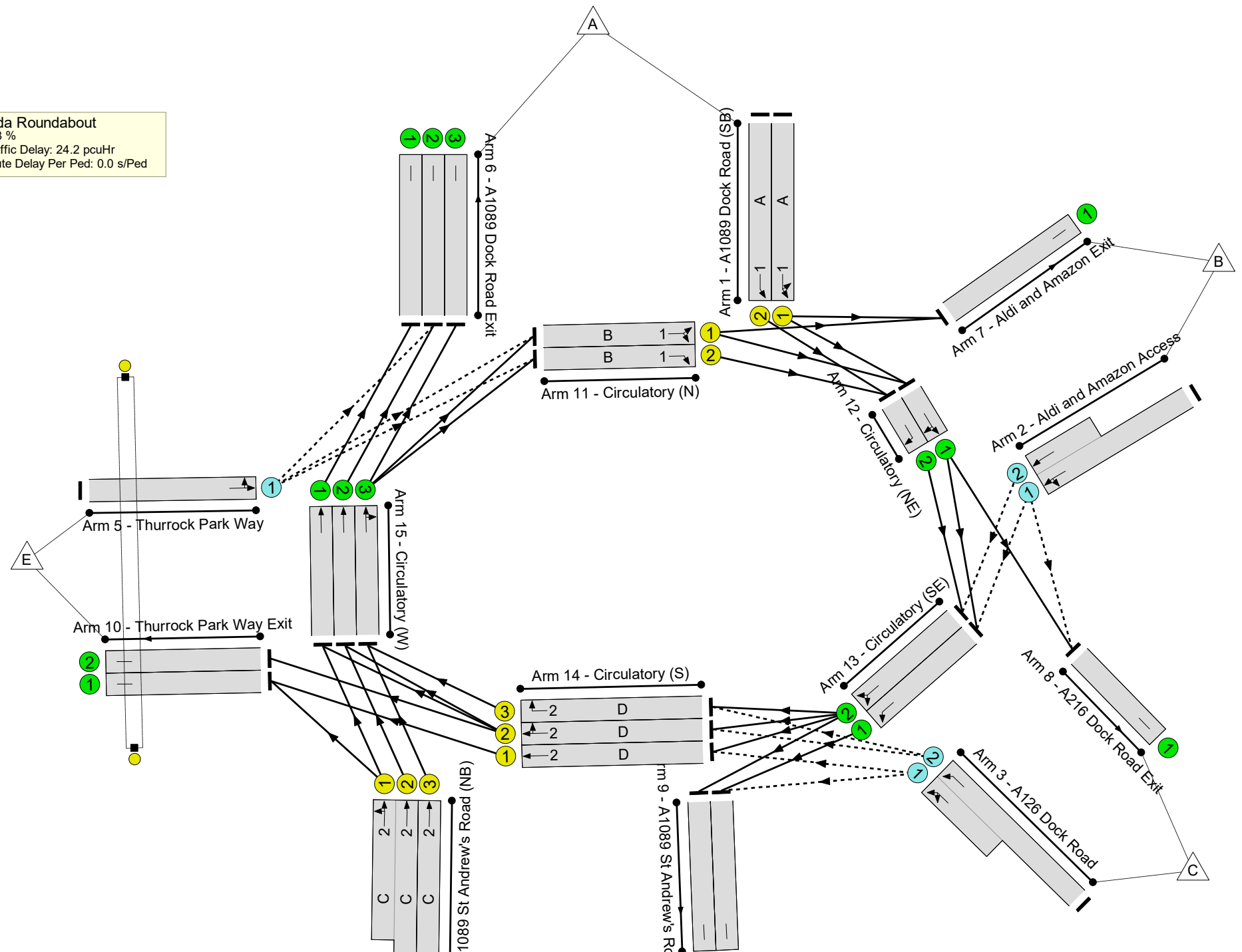
Signal Timings Diagram



Full Input Data And Results
Network Layout Diagram

Full Input Data And Results

Asda Roundabout
 PRC: 5.8 %
 Total Traffic Delay: 24.2 pcuHr
 Ave. Route Delay Per Ped: 0.0 s/Ped



Full Input Data And Results

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	-	-	N/A	-	-		-	-	-	-	-	-	85.1%
Asda Roundabout	-	-	N/A	-	-		-	-	-	-	-	-	85.1%
1/1	A1089 Dock Road (SB) Left Ahead	U	1	N/A	A		1	34	-	850	1900	1108	76.7%
1/2	A1089 Dock Road (SB) Ahead	U	1	N/A	A		1	34	-	850	1900	1108	76.7%
2/1+2/2	Aldi and Amazon Access Left Ahead	O	N/A	N/A	-		-	-	-	198	Inf : Inf	72+457	37.5 : 37.5%
3/2+3/1	A126 Dock Road U-Turn Left	O	N/A	N/A	-		-	-	-	443	Inf : Inf	512+310	53.9 : 53.9%
4/2+4/1	A1089 St Andrew's Road (NB) Left Ahead	U	2	N/A	C		1	18	-	1022	1900:1900	602+602	85.1 : 84.8%
4/3	A1089 St Andrew's Road (NB) Ahead	U	2	N/A	C		1	18	-	435	1900	602	72.3%
5/1	Thurrock Park Way Left Ahead	O	N/A	N/A	-		-	-	-	93	Inf	606	15.3%
6/1	A1089 Dock Road Exit	U	N/A	N/A	-		-	-	-	473	Inf	Inf	0.0%
6/2	A1089 Dock Road Exit	U	N/A	N/A	-		-	-	-	583	Inf	Inf	0.0%
6/3	A1089 Dock Road Exit	U	N/A	N/A	-		-	-	-	638	Inf	Inf	0.0%
7/1	Aldi and Amazon Exit	U	N/A	N/A	-		-	-	-	56	Inf	Inf	0.0%
8/1	A216 Dock Road Exit	U	N/A	N/A	-		-	-	-	536	Inf	Inf	0.0%
9/1	A1089 St Andrew's Road Exit	U	N/A	N/A	-		-	-	-	399	Inf	Inf	0.0%

Full Input Data And Results

9/2	A1089 St Andrew's Road Exit	U	N/A	N/A	-		-	-	-	455	Inf	Inf	0.0%
10/1	Thurrock Park Way Exit	U	N/A	N/A	-		-	-	-	498	Inf	Inf	0.0%
10/2	Thurrock Park Way Exit	U	N/A	N/A	-		-	-	-	253	Inf	Inf	0.0%
11/1	Circulatory (N) Ahead Right	U	1	N/A	B		1	12	-	86	1900	412	20.9%
11/2	Circulatory (N) Right	U	1	N/A	B		1	12	-	87	1900	412	21.1%
12/1	Circulatory (NE) Ahead Right	U	N/A	N/A	-		-	-	-	880	Inf	Inf	0.0%
12/2	Circulatory (NE) Right	U	N/A	N/A	-		-	-	-	937	Inf	Inf	0.0%
13/1	Circulatory (SE) Left	U	N/A	N/A	-		-	-	-	371	Inf	Inf	0.0%
13/2	Circulatory (SE) Left Ahead	U	N/A	N/A	-		-	-	-	1108	Inf	Inf	0.0%
14/1	Circulatory (S) Ahead	U	2	N/A	D		1	32	-	395	1900	1045	37.8%
14/2	Circulatory (S) Ahead Right	U	2	N/A	D		1	32	-	388	1900	1045	37.1%
14/3	Circulatory (S) Right	U	2	N/A	D		1	32	-	285	1900	1045	27.3%
15/1	Circulatory (W) Ahead	U	N/A	N/A	-		-	-	-	473	Inf	Inf	0.0%
15/2	Circulatory (W) Ahead	U	N/A	N/A	-		-	-	-	581	Inf	Inf	0.0%
15/3	Circulatory (W) Ahead Right	U	N/A	N/A	-		-	-	-	720	Inf	Inf	0.0%
Ped Link: P1	Thurrock Park Way	-	-	-			0	0	-	0	-	0	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	-	-	1375	0	0	14.9	9.3	0.0	24.2	-	-	-	-
Asda Roundabout	-	-	1375	0	0	14.9	9.3	0.0	24.2	-	-	-	-
1/1	850	850	-	-	-	2.2	1.6	-	3.9	16.3	10.6	1.6	12.2
1/2	850	850	-	-	-	2.2	1.6	-	3.9	16.3	10.6	1.6	12.2
2/1+2/2	198	198	396	0	0	0.3	0.3	-	0.6	10.1	1.5	0.3	1.8
3/2+3/1	443	443	886	0	0	0.1	0.6	-	0.7	6.0	2.2	0.6	2.8
4/2+4/1	1022	1022	-	-	-	5.4	2.7	-	8.2	28.8	8.0	2.7	10.7
4/3	435	435	-	-	-	2.2	1.3	-	3.5	28.8	6.4	1.3	7.7
5/1	93	93	93	0	0	0.0	0.1	-	0.1	5.2	0.4	0.1	0.5
6/1	473	473	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/2	583	583	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/3	638	638	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	56	56	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/1	536	536	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
9/1	399	399	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
9/2	455	455	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
10/1	498	498	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
10/2	253	253	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
11/1	86	86	-	-	-	0.5	0.1	-	0.7	28.0	1.3	0.1	1.4
11/2	87	87	-	-	-	0.5	0.1	-	0.7	26.9	1.3	0.1	1.4
12/1	880	880	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
12/2	937	937	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
13/1	371	371	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
13/2	1108	1108	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
14/1	395	395	-	-	-	0.4	0.3	-	0.7	6.4	2.7	0.3	3.0
14/2	388	388	-	-	-	0.4	0.3	-	0.7	6.1	2.3	0.3	2.6

Full Input Data And Results

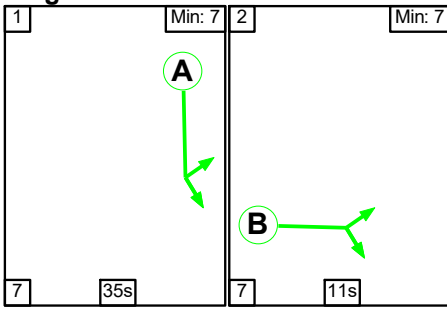
14/3	285	285	-	-	-	0.6	0.2	-	0.8	9.6	2.3	0.2	2.4																								
15/1	473	473	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0																								
15/2	581	581	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0																								
15/3	720	720	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0																								
Ped Link: P1	0	0	-	-	-	-	-	-	Inf	Inf	-	-	Inf																								
<table> <tr> <td>C1</td> <td>Stream: 1</td> <td>PRC for Signalled Lanes (%)</td> <td>17.4</td> <td>Total Delay for Signalled Lanes (pcuHr):</td> <td>9.02</td> <td>Cycle Time (s):</td> <td>60</td> </tr> <tr> <td>C1</td> <td>Stream: 2</td> <td>PRC for Signalled Lanes (%)</td> <td>5.8</td> <td>Total Delay for Signalled Lanes (pcuHr):</td> <td>13.78</td> <td>Cycle Time (s):</td> <td>60</td> </tr> <tr> <td></td> <td></td> <td>PRC Over All Lanes (%)</td> <td>5.8</td> <td>Total Delay Over All Lanes(pcuHr):</td> <td>24.23</td> <td></td> <td></td> </tr> </table>														C1	Stream: 1	PRC for Signalled Lanes (%)	17.4	Total Delay for Signalled Lanes (pcuHr):	9.02	Cycle Time (s):	60	C1	Stream: 2	PRC for Signalled Lanes (%)	5.8	Total Delay for Signalled Lanes (pcuHr):	13.78	Cycle Time (s):	60			PRC Over All Lanes (%)	5.8	Total Delay Over All Lanes(pcuHr):	24.23		
C1	Stream: 1	PRC for Signalled Lanes (%)	17.4	Total Delay for Signalled Lanes (pcuHr):	9.02	Cycle Time (s):	60																														
C1	Stream: 2	PRC for Signalled Lanes (%)	5.8	Total Delay for Signalled Lanes (pcuHr):	13.78	Cycle Time (s):	60																														
		PRC Over All Lanes (%)	5.8	Total Delay Over All Lanes(pcuHr):	24.23																																

Full Input Data And Results

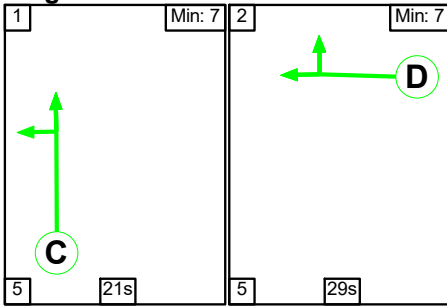
Scenario 15: '2038 AM DS +LTC & Tilbury 2' (FG15: '2038 AM DS + LTC & Tilbury 2', Plan 1: 'Network Control Plan 1')

Stage Sequence Diagram

Stage Stream: 1



Stage Stream: 2



Stage Timings

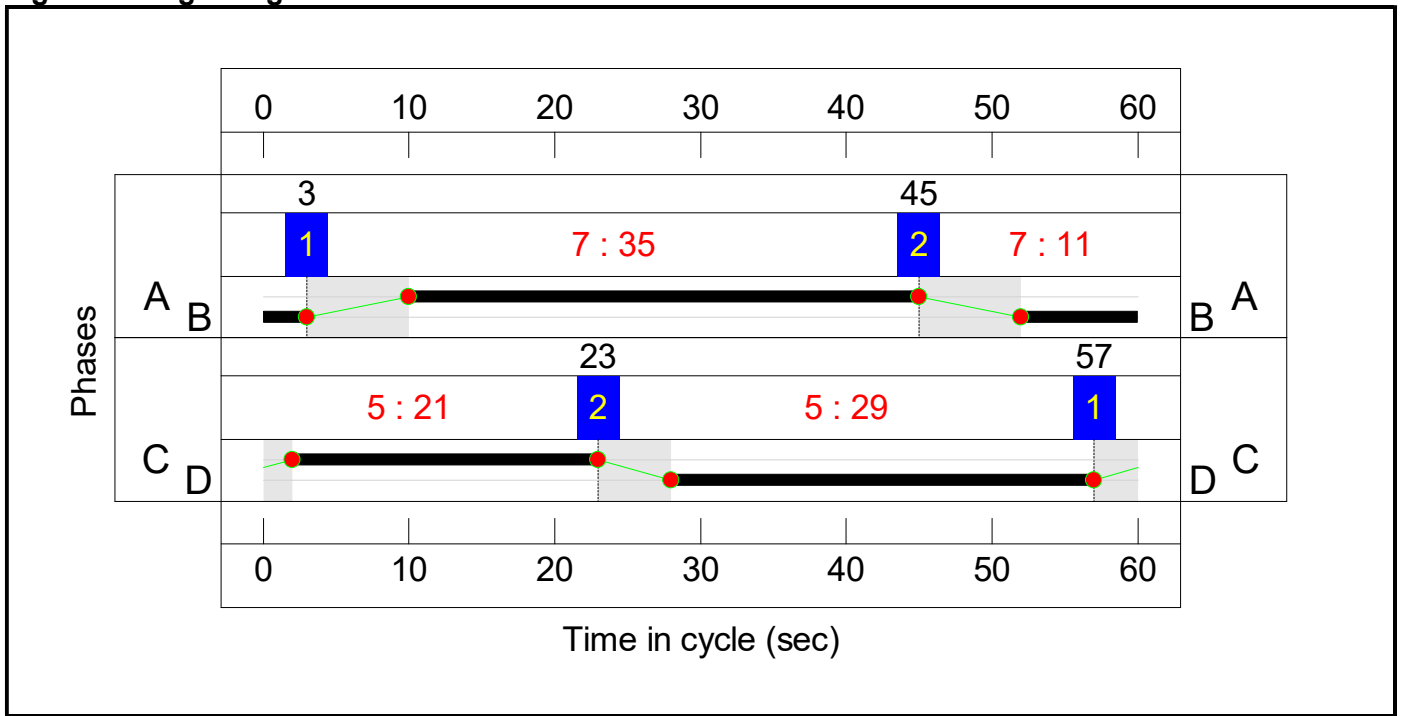
Stage Stream: 1

Stage	1	2
Duration	35	11
Change Point	3	45

Stage Stream: 2

Stage	1	2
Duration	21	29
Change Point	57	23

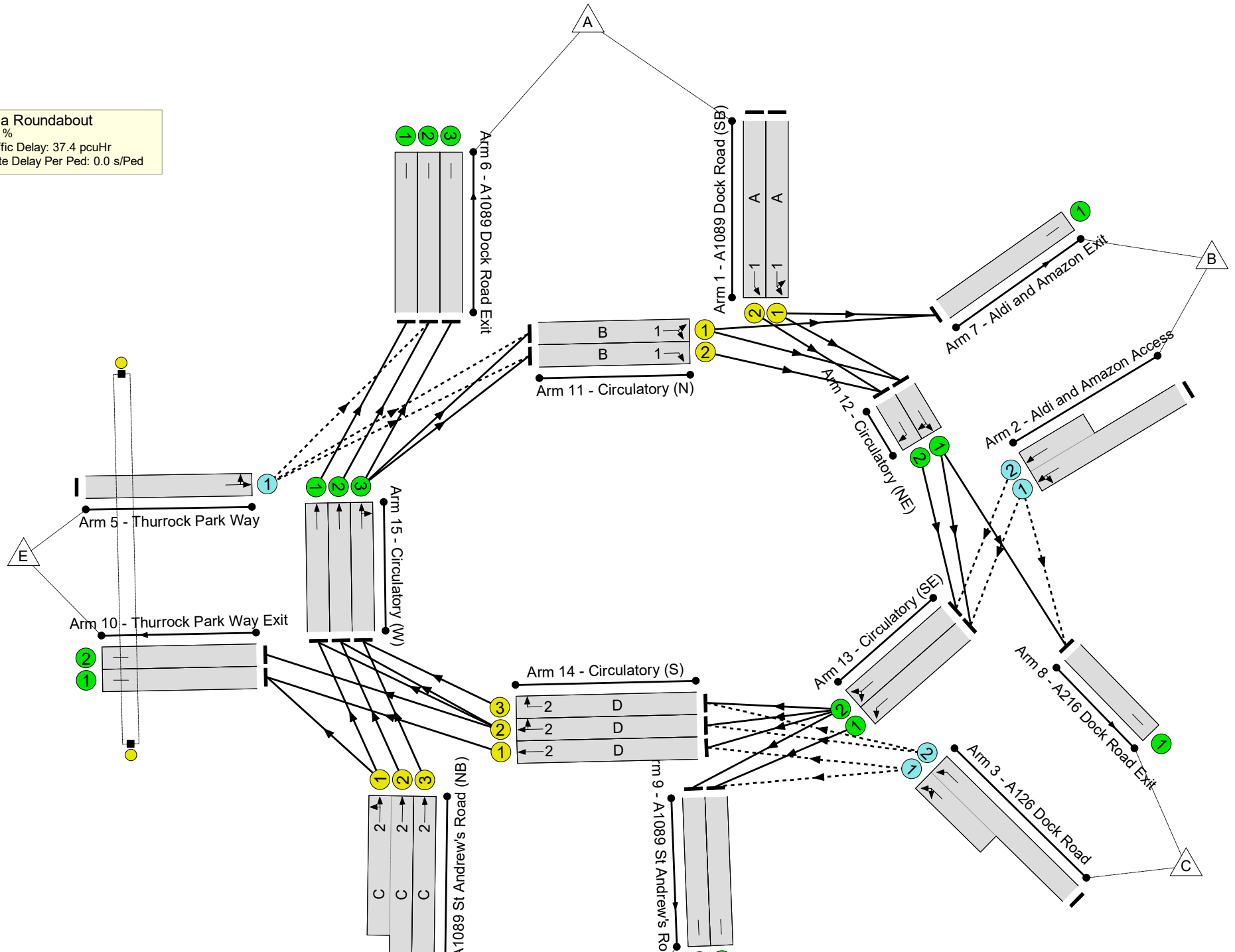
Signal Timings Diagram



Full Input Data And Results
Network Layout Diagram

Full Input Data And Results

Asda Roundabout
 PRC: 0.9 %
 Total Traffic Delay: 37.4 pcuHr
 Ave. Route Delay Per Ped: 0.0 s/Ped



Full Input Data And Results

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	-	-	N/A	-	-		-	-	-	-	-	-	89.2%
Asda Roundabout	-	-	N/A	-	-		-	-	-	-	-	-	89.2%
1/1	A1089 Dock Road (SB) Left Ahead	U	1	N/A	A		1	35	-	953	1900	1140	83.6%
1/2	A1089 Dock Road (SB) Ahead	U	1	N/A	A		1	35	-	953	1900	1140	83.6%
2/1+2/2	Aldi and Amazon Access Left Ahead	O	N/A	N/A	-		-	-	-	65	Inf : Inf	188+395	11.1 : 11.1%
3/2+3/1	A126 Dock Road U-Turn Left	O	N/A	N/A	-		-	-	-	534	Inf : Inf	416+183	89.2 : 89.2%
4/2+4/1	A1089 St Andrew's Road (NB) Left Ahead	U	2	N/A	C		1	21	-	1219	1900:1900	697+697	87.1 : 87.8%
4/3	A1089 St Andrew's Road (NB) Ahead	U	2	N/A	C		1	21	-	555	1900	697	79.7%
5/1	Thurrock Park Way Left Ahead	O	N/A	N/A	-		-	-	-	433	Inf	585	74.0%
6/1	A1089 Dock Road Exit	U	N/A	N/A	-		-	-	-	545	Inf	Inf	0.0%
6/2	A1089 Dock Road Exit	U	N/A	N/A	-		-	-	-	836	Inf	Inf	0.0%
6/3	A1089 Dock Road Exit	U	N/A	N/A	-		-	-	-	715	Inf	Inf	0.0%
7/1	Aldi and Amazon Exit	U	N/A	N/A	-		-	-	-	253	Inf	Inf	0.0%
8/1	A216 Dock Road Exit	U	N/A	N/A	-		-	-	-	278	Inf	Inf	0.0%
9/1	A1089 St Andrew's Road Exit	U	N/A	N/A	-		-	-	-	673	Inf	Inf	0.0%

Full Input Data And Results

9/2	A1089 St Andrew's Road Exit	U	N/A	N/A	-		-	-	-	641	Inf	Inf	0.0%
10/1	Thurrock Park Way Exit	U	N/A	N/A	-		-	-	-	579	Inf	Inf	0.0%
10/2	Thurrock Park Way Exit	U	N/A	N/A	-		-	-	-	192	Inf	Inf	0.0%
11/1	Circulatory (N) Ahead Right	U	1	N/A	B		1	11	-	206	1900	380	54.2%
11/2	Circulatory (N) Right	U	1	N/A	B		1	11	-	160	1900	380	42.1%
12/1	Circulatory (NE) Ahead Right	U	N/A	N/A	-		-	-	-	906	Inf	Inf	0.0%
12/2	Circulatory (NE) Right	U	N/A	N/A	-		-	-	-	1113	Inf	Inf	0.0%
13/1	Circulatory (SE) Left	U	N/A	N/A	-		-	-	-	649	Inf	Inf	0.0%
13/2	Circulatory (SE) Left Ahead	U	N/A	N/A	-		-	-	-	1157	Inf	Inf	0.0%
14/1	Circulatory (S) Ahead	U	2	N/A	D		1	29	-	427	1900	950	44.9%
14/2	Circulatory (S) Ahead Right	U	2	N/A	D		1	29	-	363	1900	950	38.2%
14/3	Circulatory (S) Right	U	2	N/A	D		1	29	-	236	1900	950	24.8%
15/1	Circulatory (W) Ahead	U	N/A	N/A	-		-	-	-	545	Inf	Inf	0.0%
15/2	Circulatory (W) Ahead	U	N/A	N/A	-		-	-	-	693	Inf	Inf	0.0%
15/3	Circulatory (W) Ahead Right	U	N/A	N/A	-		-	-	-	791	Inf	Inf	0.0%
Ped Link: P1	Thurrock Park Way	-	-	-			0	0	-	0	-	0	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	-	-	1631	0	0	20.2	17.2	0.0	37.4	-	-	-	-
Asda Roundabout	-	-	1631	0	0	20.2	17.2	0.0	37.4	-	-	-	-
1/1	953	953	-	-	-	2.5	2.5	-	5.0	19.0	12.7	2.5	15.2
1/2	953	953	-	-	-	2.5	2.5	-	5.0	19.0	12.7	2.5	15.2
2/1+2/2	65	65	130	0	0	0.1	0.1	-	0.1	6.8	0.3	0.1	0.4
3/2+3/1	534	534	1068	0	0	1.3	3.7	-	5.0	33.7	5.6	3.7	9.3
4/2+4/1	1219	1219	-	-	-	6.0	3.4	-	9.4	27.7	9.5	3.4	12.9
4/3	555	555	-	-	-	2.6	1.9	-	4.5	29.4	8.2	1.9	10.1
5/1	433	433	433	0	0	0.8	1.4	-	2.2	17.9	4.8	1.4	6.2
6/1	545	545	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/2	836	836	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/3	715	715	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	253	253	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/1	278	278	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
9/1	673	673	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
9/2	641	641	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
10/1	579	579	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
10/2	192	192	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
11/1	206	206	-	-	-	1.0	0.6	-	1.6	28.2	3.0	0.6	3.6
11/2	160	160	-	-	-	0.8	0.4	-	1.2	26.7	2.3	0.4	2.7
12/1	906	906	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
12/2	1113	1113	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
13/1	649	649	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
13/2	1157	1157	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
14/1	427	427	-	-	-	0.6	0.4	-	1.0	8.1	2.9	0.4	3.3
14/2	363	363	-	-	-	0.9	0.3	-	1.2	11.7	3.4	0.3	3.7

Full Input Data And Results

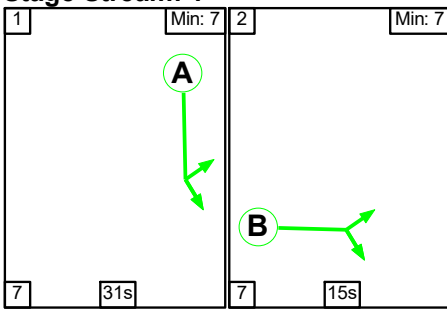
14/3	236	236	-	-	-	1.1	0.2	-	1.2	18.6	3.3	0.2	3.4																								
15/1	545	545	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0																								
15/2	693	693	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0																								
15/3	791	791	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0																								
Ped Link: P1	0	0	-	-	-	-	-	-	Inf	Inf	-	-	Inf																								
<table> <tr> <td>C1</td> <td>Stream: 1</td> <td>PRC for Signalled Lanes (%)</td> <td>7.7</td> <td>Total Delay for Signalled Lanes (pcuHr):</td> <td>12.86</td> <td>Cycle Time (s):</td> <td>60</td> </tr> <tr> <td>C1</td> <td>Stream: 2</td> <td>PRC for Signalled Lanes (%)</td> <td>2.5</td> <td>Total Delay for Signalled Lanes (pcuHr):</td> <td>17.25</td> <td>Cycle Time (s):</td> <td>60</td> </tr> <tr> <td></td> <td></td> <td>PRC Over All Lanes (%)</td> <td>0.9</td> <td>Total Delay Over All Lanes(pcuHr):</td> <td>37.39</td> <td></td> <td></td> </tr> </table>														C1	Stream: 1	PRC for Signalled Lanes (%)	7.7	Total Delay for Signalled Lanes (pcuHr):	12.86	Cycle Time (s):	60	C1	Stream: 2	PRC for Signalled Lanes (%)	2.5	Total Delay for Signalled Lanes (pcuHr):	17.25	Cycle Time (s):	60			PRC Over All Lanes (%)	0.9	Total Delay Over All Lanes(pcuHr):	37.39		
C1	Stream: 1	PRC for Signalled Lanes (%)	7.7	Total Delay for Signalled Lanes (pcuHr):	12.86	Cycle Time (s):	60																														
C1	Stream: 2	PRC for Signalled Lanes (%)	2.5	Total Delay for Signalled Lanes (pcuHr):	17.25	Cycle Time (s):	60																														
		PRC Over All Lanes (%)	0.9	Total Delay Over All Lanes(pcuHr):	37.39																																

Full Input Data And Results

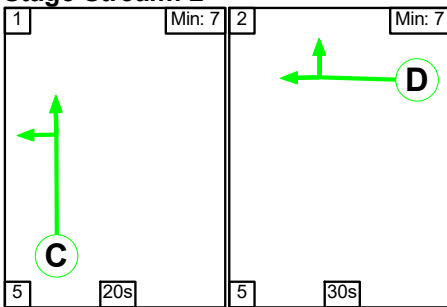
Scenario 16: '2038 PM DS +LTC & Tilbury 2' (FG16: '2038 PM DS + LTC & Tilbury 2', Plan 1: 'Network Control Plan 1')

Stage Sequence Diagram

Stage Stream: 1



Stage Stream: 2



Stage Timings

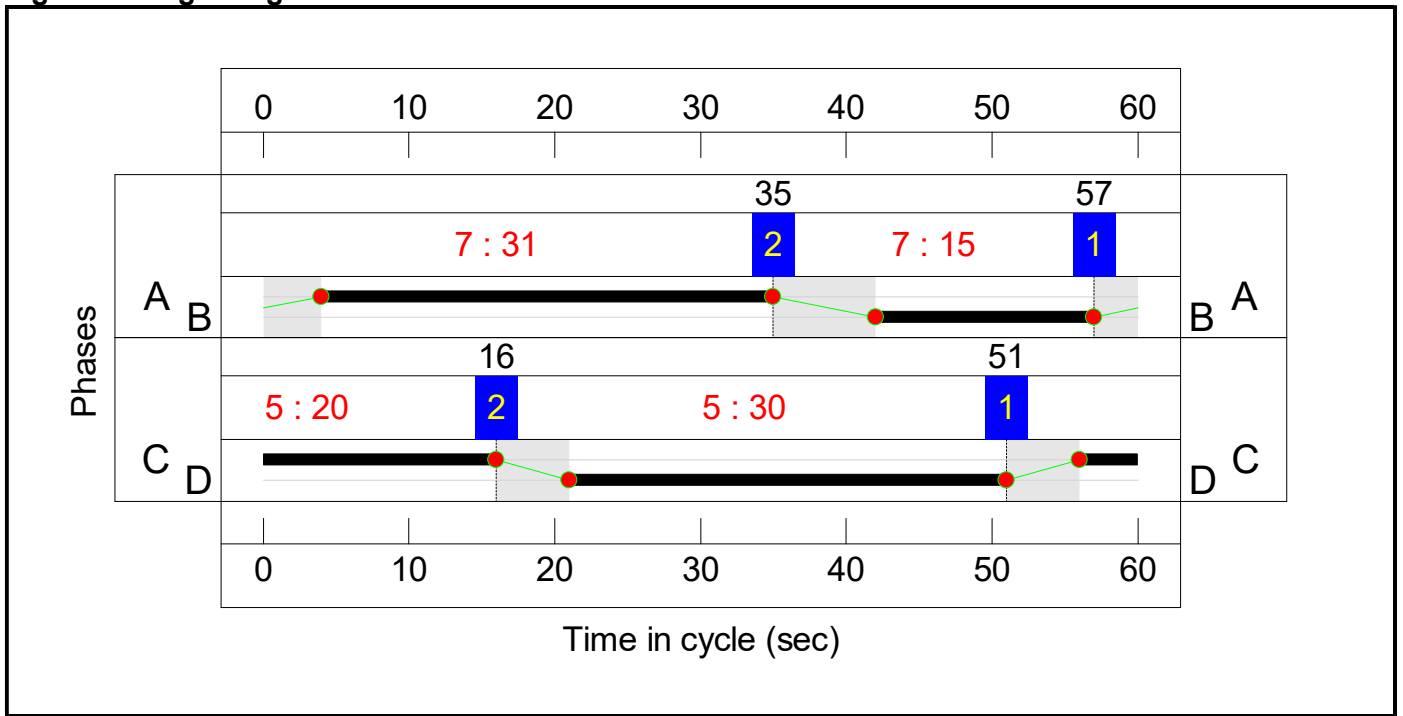
Stage Stream: 1

Stage	1	2
Duration	31	15
Change Point	57	35

Stage Stream: 2

Stage	1	2
Duration	20	30
Change Point	51	16

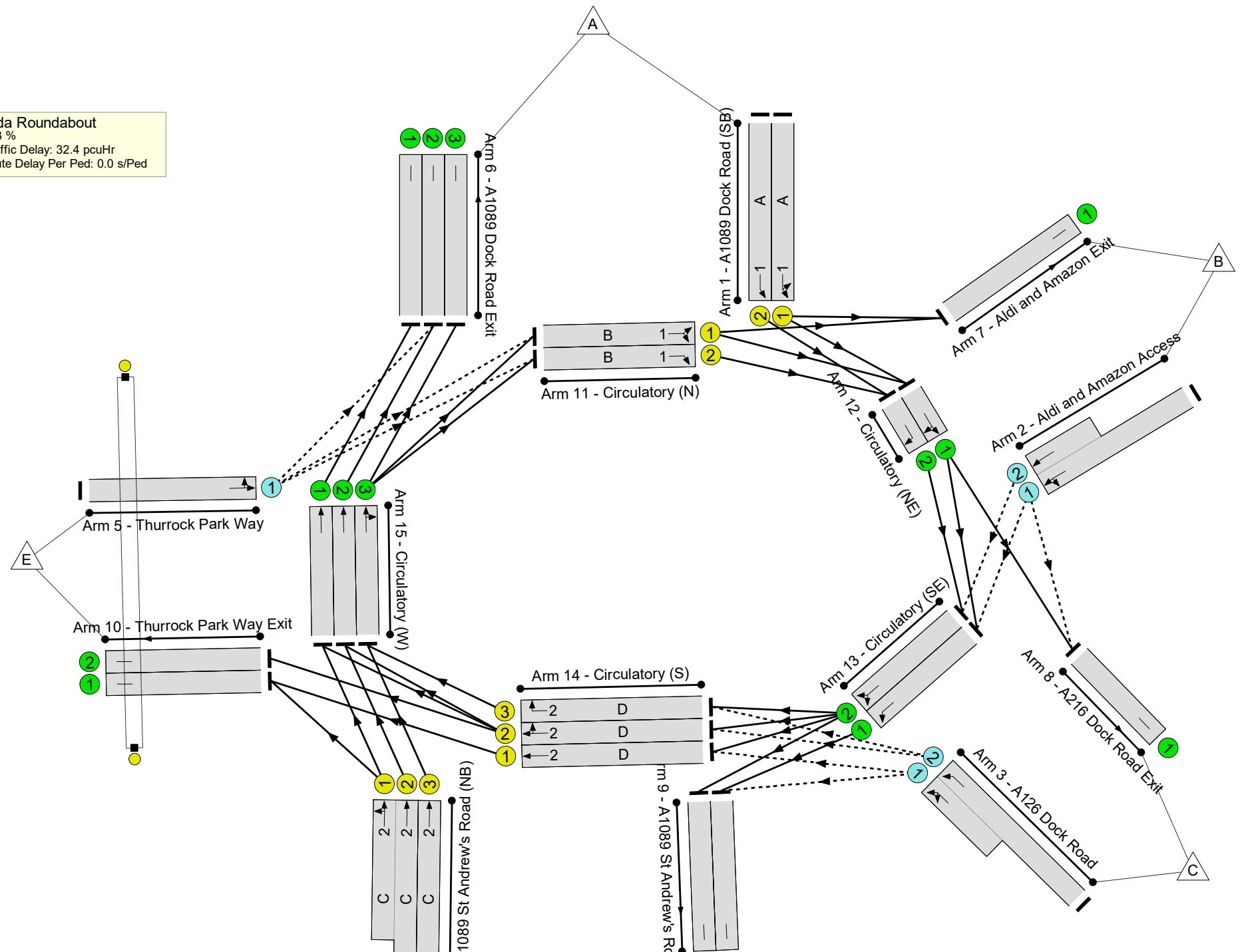
Signal Timings Diagram



Full Input Data And Results
Network Layout Diagram

Full Input Data And Results

Asda Roundabout
 PRC: 0.3 %
 Total Traffic Delay: 32.4 pcuHr
 Ave. Route Delay Per Ped: 0.0 s/Ped



Full Input Data And Results

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	-	-	N/A	-	-		-	-	-	-	-	-	89.8%
Asda Roundabout	-	-	N/A	-	-		-	-	-	-	-	-	89.8%
1/1	A1089 Dock Road (SB) Left Ahead	U	1	N/A	A		1	31	-	876	1900	1013	86.4%
1/2	A1089 Dock Road (SB) Ahead	U	1	N/A	A		1	31	-	875	1900	1013	86.3%
2/1+2/2	Aldi and Amazon Access Left Ahead	O	N/A	N/A	-		-	-	-	198	Inf : Inf	72+454	37.6 : 37.6%
3/2+3/1	A126 Dock Road U-Turn Left	O	N/A	N/A	-		-	-	-	443	Inf : Inf	495+305	55.4 : 55.4%
4/2+4/1	A1089 St Andrew's Road (NB) Left Ahead	U	2	N/A	C		1	20	-	1194	1900:1900	665+665	89.8 : 89.8%
4/3	A1089 St Andrew's Road (NB) Ahead	U	2	N/A	C		1	20	-	534	1900	665	80.3%
5/1	Thurrock Park Way Left Ahead	O	N/A	N/A	-		-	-	-	93	Inf	561	16.6%
6/1	A1089 Dock Road Exit	U	N/A	N/A	-		-	-	-	567	Inf	Inf	0.0%
6/2	A1089 Dock Road Exit	U	N/A	N/A	-		-	-	-	675	Inf	Inf	0.0%
6/3	A1089 Dock Road Exit	U	N/A	N/A	-		-	-	-	723	Inf	Inf	0.0%
7/1	Aldi and Amazon Exit	U	N/A	N/A	-		-	-	-	56	Inf	Inf	0.0%
8/1	A216 Dock Road Exit	U	N/A	N/A	-		-	-	-	536	Inf	Inf	0.0%
9/1	A1089 St Andrew's Road Exit	U	N/A	N/A	-		-	-	-	424	Inf	Inf	0.0%

Full Input Data And Results

9/2	A1089 St Andrew's Road Exit	U	N/A	N/A	-		-	-	-	481	Inf	Inf	0.0%
10/1	Thurrock Park Way Exit	U	N/A	N/A	-		-	-	-	515	Inf	Inf	0.0%
10/2	Thurrock Park Way Exit	U	N/A	N/A	-		-	-	-	236	Inf	Inf	0.0%
11/1	Circulatory (N) Ahead Right	U	1	N/A	B		1	15	-	85	1900	507	16.8%
11/2	Circulatory (N) Right	U	1	N/A	B		1	15	-	88	1900	507	17.4%
12/1	Circulatory (NE) Ahead Right	U	N/A	N/A	-		-	-	-	905	Inf	Inf	0.0%
12/2	Circulatory (NE) Right	U	N/A	N/A	-		-	-	-	963	Inf	Inf	0.0%
13/1	Circulatory (SE) Left	U	N/A	N/A	-		-	-	-	396	Inf	Inf	0.0%
13/2	Circulatory (SE) Left Ahead	U	N/A	N/A	-		-	-	-	1134	Inf	Inf	0.0%
14/1	Circulatory (S) Ahead	U	2	N/A	D		1	30	-	412	1900	982	42.0%
14/2	Circulatory (S) Ahead Right	U	2	N/A	D		1	30	-	385	1900	982	39.2%
14/3	Circulatory (S) Right	U	2	N/A	D		1	30	-	271	1900	982	27.6%
15/1	Circulatory (W) Ahead	U	N/A	N/A	-		-	-	-	567	Inf	Inf	0.0%
15/2	Circulatory (W) Ahead	U	N/A	N/A	-		-	-	-	673	Inf	Inf	0.0%
15/3	Circulatory (W) Ahead Right	U	N/A	N/A	-		-	-	-	805	Inf	Inf	0.0%
Ped Link: P1	Thurrock Park Way	-	-	-			0	0	-	0	-	0	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	-	-	1375	0	0	18.1	14.3	0.0	32.4	-	-	-	-
Asda Roundabout	-	-	1375	0	0	18.1	14.3	0.0	32.4	-	-	-	-
1/1	876	876	-	-	-	2.9	3.1	-	6.0	24.7	12.4	3.1	15.5
1/2	875	875	-	-	-	2.9	3.0	-	6.0	24.6	12.4	3.0	15.4
2/1+2/2	198	198	396	0	0	0.3	0.3	-	0.6	11.6	1.6	0.3	1.9
3/2+3/1	443	443	886	0	0	0.2	0.6	-	0.9	7.0	2.5	0.6	3.1
4/2+4/1	1194	1194	-	-	-	6.1	4.1	-	10.3	31.0	9.3	4.1	13.4
4/3	534	534	-	-	-	2.6	2.0	-	4.6	31.0	8.0	2.0	10.0
5/1	93	93	93	0	0	0.1	0.1	-	0.2	6.5	0.5	0.1	0.6
6/1	567	567	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/2	675	675	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/3	723	723	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	56	56	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/1	536	536	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
9/1	424	424	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
9/2	481	481	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
10/1	515	515	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
10/2	236	236	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
11/1	85	85	-	-	-	0.5	0.1	-	0.6	24.3	1.3	0.1	1.4
11/2	88	88	-	-	-	0.5	0.1	-	0.6	23.2	1.3	0.1	1.4
12/1	905	905	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
12/2	963	963	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
13/1	396	396	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
13/2	1134	1134	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
14/1	412	412	-	-	-	0.5	0.4	-	0.8	7.4	2.7	0.4	3.1
14/2	385	385	-	-	-	0.5	0.3	-	0.8	7.8	2.5	0.3	2.8

Full Input Data And Results

14/3	271	271	-	-	-	0.9	0.2	-	1.1	14.1	2.8	0.2	3.0
15/1	567	567	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
15/2	673	673	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
15/3	805	805	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
Ped Link: P1	0	0	-	-	-	-	-	-	Inf	Inf	-	-	Inf

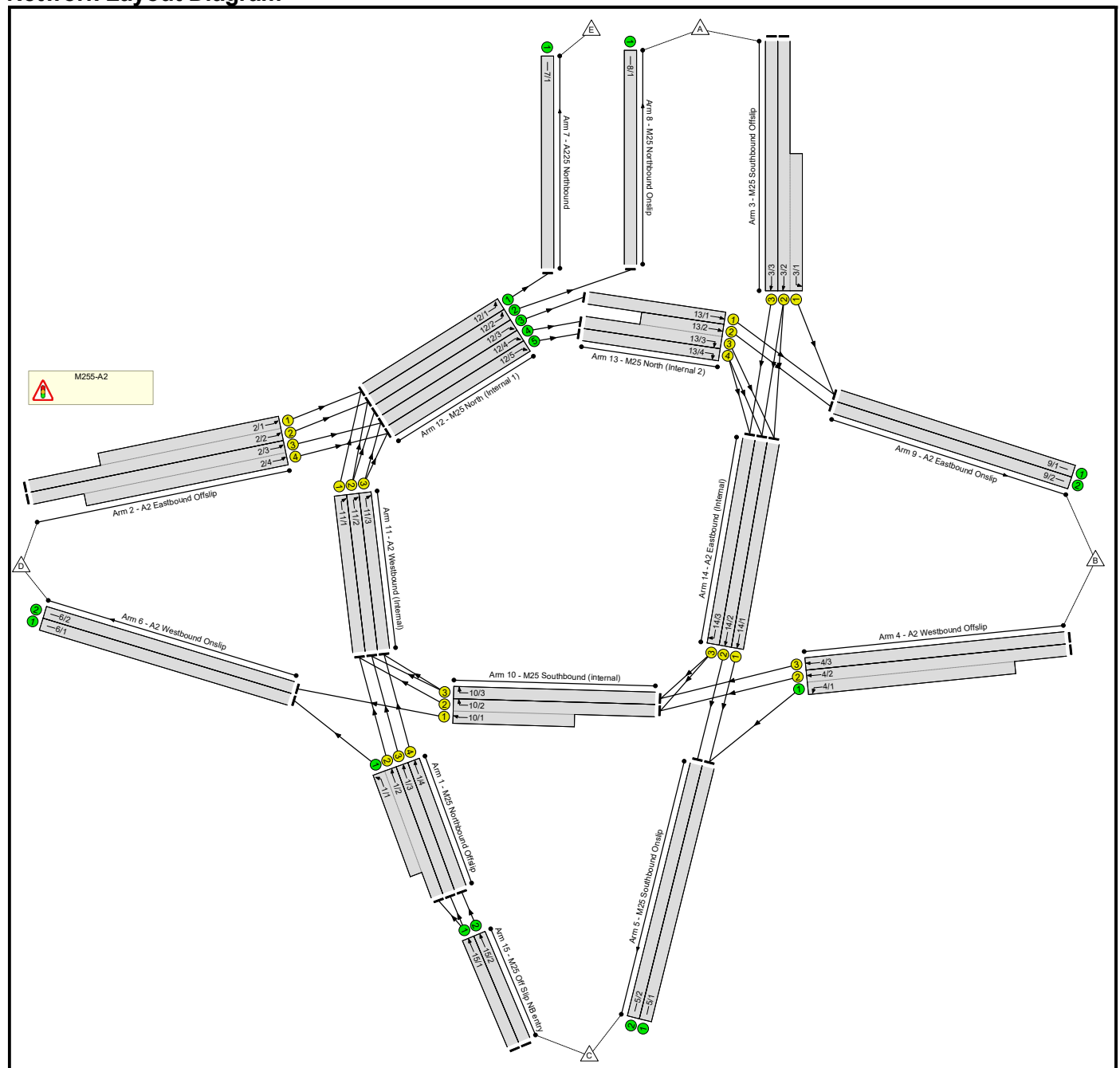
C1	Stream: 1	PRC for Signalled Lanes (%)	4.1	Total Delay for Signalled Lanes (pcuHr):	13.12	Cycle Time (s):	60
C1	Stream: 2	PRC for Signalled Lanes (%)	0.3	Total Delay for Signalled Lanes (pcuHr):	17.61	Cycle Time (s):	60
		PRC Over All Lanes (%)	0.3	Total Delay Over All Lanes(pcuHr):	32.39		

Full Input Data And Results
Full Input Data And Results

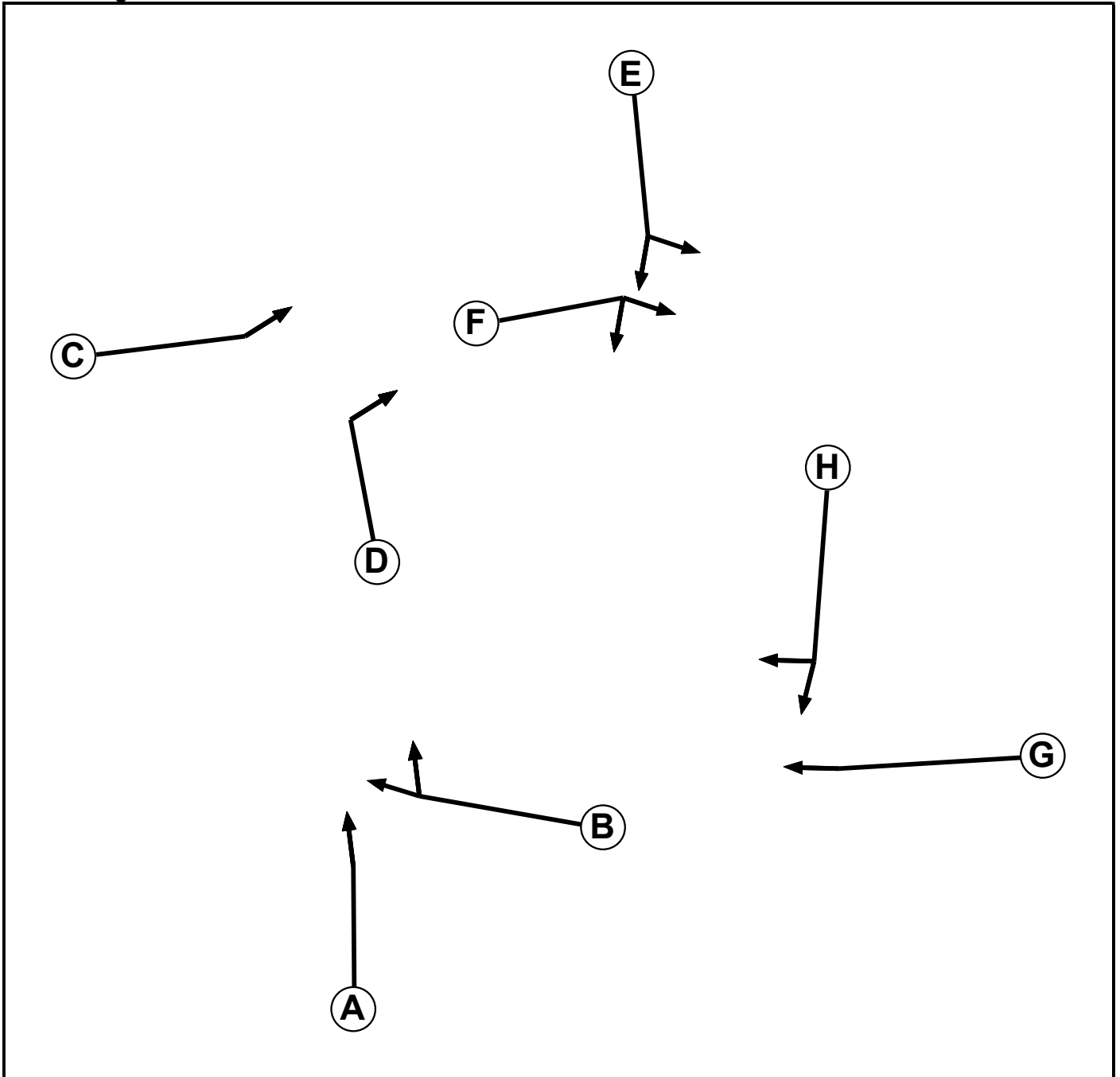
User and Project Details

Project:	The London Resort
Title:	M25 A2
Location:	
Additional detail:	
File name:	M25 - A2.lsg3x
Author:	
Company:	WSP
Address:	

Network Layout Diagram



Phase Diagram



Phase Input Data

Phase Name	Phase Type	Stage Stream	Assoc. Phase	Street Min	Cont Min
A	Traffic	1		7	7
B	Traffic	1		7	7
C	Traffic	2		7	7
D	Traffic	2		7	7
E	Traffic	3		7	7
F	Traffic	3		7	7
G	Traffic	4		7	7
H	Traffic	4		7	7

Full Input Data And Results

Phase Intergrens Matrix

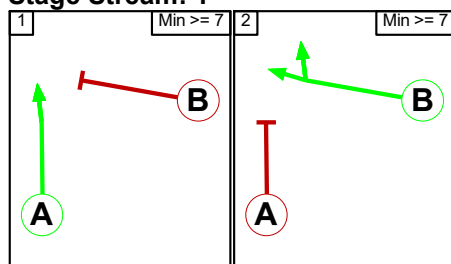
		Starting Phase							
		A	B	C	D	E	F	G	H
Terminating Phase	A	5	-	-	-	-	-	-	-
	B	5	-	-	-	-	-	-	-
	C	-	-	5	-	-	-	-	-
	D	-	-	5	-	-	-	-	-
	E	-	-	-	-	5	-	-	-
	F	-	-	-	-	5	-	-	-
	G	-	-	-	-	-	-	5	-
	H	-	-	-	-	-	-	5	-

Phases in Stage

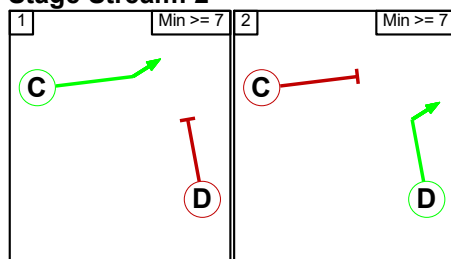
Stream	Stage No.	Phases in Stage
1	1	A
1	2	B
2	1	C
2	2	D
3	1	E
3	2	F
4	1	G
4	2	H

Stage Diagram

Stage Stream: 1

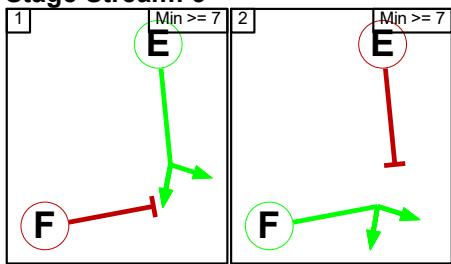


Stage Stream: 2

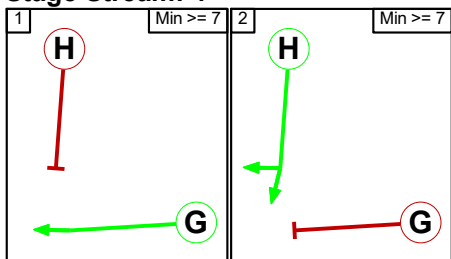


Full Input Data And Results

Stage Stream: 3



Stage Stream: 4



Phase Delays

Stage Stream: 1

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

Stage Stream: 2

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

Stage Stream: 3

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

Stage Stream: 4

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

Prohibited Stage Change

Stage Stream: 1

	To Stage	
	1	2
From Stage	1	5
	2	5

Stage Stream: 2

	To Stage	
	1	2
From Stage	1	5
	2	5

Full Input Data And Results

Stage Stream: 3

	To Stage	
From Stage	1	2
	1	5
	2	5

Stage Stream: 4

	To Stage	
From Stage	1	2
	1	5
	2	5

Full Input Data And Results

Give-Way Lane Input Data

Junction: M255-A2

There are no Opposed Lanes in this Junction

Full Input Data And Results

Lane Input Data

Junction: M255-A2												
Lane	Lane Type	Phases	Start Disp.	End Disp.	Physical Length (PCU)	Sat Flow Type	Def User Saturation Flow (PCU/Hr)	Lane Width (m)	Gradient	Nearside Lane	Turns	Turning Radius (m)
1/1 (M25 Northbound Offslip)	U		2	3	19.7	Geom	-	4.00	0.00	Y	Arm 6 Left	30.00
1/2 (M25 Northbound Offslip)	U	A	2	3	26.7	Geom	-	4.00	0.00	Y	Arm 11 Ahead	Inf
1/3 (M25 Northbound Offslip)	U	A	2	3	26.7	Geom	-	4.00	0.00	Y	Arm 11 Ahead	45.00
1/4 (M25 Northbound Offslip)	U	A	2	3	26.7	Geom	-	4.00	0.00	Y	Arm 11 Ahead	45.00
2/1 (A2 Eastbound Offslip)	U	C	2	3	22.4	Geom	-	4.00	0.00	Y	Arm 12 Ahead	40.00
2/2 (A2 Eastbound Offslip)	U	C	2	3	60.0	Geom	-	4.00	0.00	Y	Arm 12 Ahead	40.00
2/3 (A2 Eastbound Offslip)	U	C	2	3	60.0	Geom	-	4.00	0.00	Y	Arm 12 Ahead	40.00
2/4 (A2 Eastbound Offslip)	U	C	2	3	34.8	Geom	-	4.00	0.00	Y	Arm 12 Ahead	40.00
3/1 (M25 Southbound Offslip)	U	E	2	3	16.7	Geom	-	4.00	0.00	Y	Arm 9 Left	40.00
3/2 (M25 Southbound Offslip)	U	E	2	3	60.0	Geom	-	4.00	0.00	Y	Arm 14 Ahead	40.00
3/3 (M25 Southbound Offslip)	U	E	2	3	60.0	Geom	-	4.00	0.00	Y	Arm 14 Ahead	40.00
4/1 (A2 Westbound Offslip)	U		2	3	29.1	Geom	-	4.00	0.00	Y	Arm 5 Left	50.00
4/2 (A2 Westbound Offslip)	U	G	2	3	60.0	Geom	-	4.00	0.00	Y	Arm 10 Ahead	40.00
4/3 (A2 Westbound Offslip)	U	G	2	3	60.0	Geom	-	4.00	0.00	Y	Arm 10 Ahead	40.00

Full Input Data And Results

5/1 (M25 Southbound Onslip)	U		2	3	60.0	Inf	-	-	-	-	-	-
5/2 (M25 Southbound Onslip)	U		2	3	60.0	Inf	-	-	-	-	-	-
6/1 (A2 Westbound Onslip)	U		2	3	60.0	Inf	-	-	-	-	-	-
6/2 (A2 Westbound Onslip)	U		2	3	60.0	Inf	-	-	-	-	-	-
7/1 (A225 Northbound)	U		2	3	60.0	Inf	-	-	-	-	-	-
8/1 (M25 Northbound Onslip)	U		2	3	60.0	Inf	-	-	-	-	-	-
9/1 (A2 Eastbound Onslip)	U		2	3	60.0	Inf	-	-	-	-	-	-
9/2 (A2 Eastbound Onslip)	U		2	3	60.0	Inf	-	-	-	-	-	-
10/1 (M25 Southbound (internal))	U	B	2	3	14.8	Geom	-	4.00	0.00	Y	Arm 6 Ahead	60.00
10/2 (M25 Southbound (internal))	U	B	2	3	36.5	Geom	-	4.00	0.00	Y	Arm 11 Right	60.00
10/3 (M25 Southbound (internal))	U	B	2	3	36.5	Geom	-	4.00	0.00	Y	Arm 11 Right	60.00
11/1 (A2 Westbound (Internal))	U	D	2	3	29.0	Geom	-	4.00	0.00	Y	Arm 12 Right	80.00
11/2 (A2 Westbound (Internal))	U	D	2	3	29.0	Geom	-	4.00	0.00	Y	Arm 12 Right	80.00
11/3 (A2 Westbound (Internal))	U	D	2	3	29.0	Geom	-	4.00	0.00	Y	Arm 12 Right	80.00
12/1 (M25 North (Internal 1))	U		2	3	15.6	Inf	-	-	-	-	-	-
12/2 (M25 North (Internal 1))	U		2	3	21.5	Inf	-	-	-	-	-	-

Full Input Data And Results

12/3 (M25 North Internal 1))	U		2	3	21.5	Inf	-	-	-	-	-	-
12/4 (M25 North Internal 1))	U		2	3	21.5	Inf	-	-	-	-	-	-
12/5 (M25 North Internal 1))	U		2	3	21.5	Inf	-	-	-	-	-	-
13/1 (M25 North Internal 2))	U	F	2	3	13.5	User	1800	-	-	-	-	-
13/2 (M25 North Internal 2))	U	F	2	3	10.1	Geom	-	4.00	0.00	Y	Arm 9 Ahead	40.00
13/3 (M25 North Internal 2))	U	F	2	3	13.5	Geom	-	4.00	0.00	Y	Arm 14 Right	40.00
13/4 (M25 North Internal 2))	U	F	2	3	13.5	Geom	-	4.00	0.00	Y	Arm 14 Right	40.00
14/1 (A2 Eastbound Internal))	U	H	2	3	28.0	Geom	-	4.00	0.00	Y	Arm 5 Ahead	80.00
14/2 (A2 Eastbound Internal))	U	H	2	3	28.0	Geom	-	4.00	0.00	Y	Arm 5 Ahead	80.00
14/3 (A2 Eastbound Internal))	U	H	2	3	28.0	Geom	-	4.00	0.00	Y	Arm 10 Right	80.00
15/1 (M25 Off Slip NB entry)	U		2	3	60.0	Inf	-	-	-	-	-	-
15/2 (M25 Off Slip NB entry)	U		2	3	60.0	Inf	-	-	-	-	-	-

Full Input Data And Results

Traffic Flow Groups

Flow Group	Start Time	End Time	Duration	Formula
1: '2016 - AM Peak'	08:00	09:00	01:00	
2: '2016 - PM Peak'	17:00	18:00	01:00	
3: '23_DM - AM Peak'	08:00	09:00	01:00	
4: '23_DM - PM Peak'	17:00	18:00	01:00	
5: '23_DM + Dev - AM Peak'	08:00	09:00	01:00	
6: '23_DM + Dev - PM Peak'	17:00	18:00	01:00	
7: '25_DM - AM Peak'	08:00	09:00	01:00	
8: '25_DM - PM Peak'	17:00	18:00	01:00	
9: '25_DM + Dev - AM Peak'	08:00	09:00	01:00	
10: '25_DM + Dev - PM Peak'	17:00	18:00	01:00	
11: '29_DM - AM Peak'	08:00	09:00	01:00	
12: '29_DM - PM Peak'	17:00	18:00	01:00	
13: '29_DM + Dev - AM Peak'	08:00	09:00	01:00	
14: '29_DM + Dev - PM Peak'	17:00	18:00	01:00	
15: '29_LDM - AM Peak'	08:00	09:00	01:00	
16: '29_LDM - PM Peak'	17:00	18:00	01:00	
17: '29_LDM + Dev - AM Peak'	08:00	09:00	01:00	
18: '29_LDM + Dev - PM Peak'	17:00	18:00	01:00	
19: '38_DM - AM Peak'	08:00	09:00	01:00	
20: '38_DM - PM Peak'	17:00	18:00	01:00	
21: '38_DM + Dev - AM Peak'	08:00	09:00	01:00	
22: '38_DM + Dev - PM Peak'	17:00	18:00	01:00	
23: '38_LDM - AM Peak'	08:00	09:00	01:00	
24: '38_LDM - PM Peak'	17:00	18:00	01:00	
25: '38_LDM + Dev - AM Peak'	08:00	09:00	01:00	
26: '38_LDM + Dev - PM Peak'	17:00	18:00	01:00	

Full Input Data And Results

Scenario 1: '2016 - AM Peak' (FG1: '2016 - AM Peak', Plan 1: 'Network Control Plan 1') Traffic Flows, Desired Desired Flow :

	Destination						
		A	B	C	D	E	Tot.
Origin	A	9	54	110	129	11	313
	B	7	1	367	11	94	480
	C	5	248	2	316	97	668
	D	159	8	376	0	133	676
	E	0	0	0	0	0	0
	Tot.	180	311	855	456	335	2137

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 1: 2016 - AM Peak
Junction: M255-A2	
1/1 (short)	316
1/2 (with short)	413(In) 97(Out)
1/3	5
1/4	250
2/1 (short)	133
2/2 (with short)	292(In) 159(Out)
2/3 (with short)	384(In) 192(Out)
2/4 (short)	192
3/1 (short)	54
3/2 (with short)	164(In) 110(Out)
3/3	149
4/1 (short)	367
4/2 (with short)	472(In) 105(Out)
4/3	8
5/1	607
5/2	248
6/1	316
6/2	140
7/1	335
8/1	180
9/1	55
9/2	256
10/1 (short)	140
10/2 (with short)	245(In) 105(Out)
10/3	17
11/1	202
11/2	22
11/3	250
12/1	335
12/2	180
12/3	1
12/4	441
12/5	193

Full Input Data And Results

13/1	1
13/2 (short)	256
13/3 (with short)	441(In) 185(Out)
13/4	193
14/1	240
14/2	248
14/3	149
15/1	418
15/2	250

Full Input Data And Results

Lane Saturation Flows

Junction: M255-A2								
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 (M25 Northbound Offslip)	4.00	0.00	Y	Arm 6 Left	30.00	100.0 %	1919	1919
1/2 (M25 Northbound Offslip)	4.00	0.00	Y	Arm 11 Ahead	Inf	100.0 %	2015	2015
1/3 (M25 Northbound Offslip)	4.00	0.00	Y	Arm 11 Ahead	45.00	100.0 %	1950	1950
1/4 (M25 Northbound Offslip)	4.00	0.00	Y	Arm 11 Ahead	45.00	100.0 %	1950	1950
2/1 (A2 Eastbound Offslip)	4.00	0.00	Y	Arm 12 Ahead	40.00	100.0 %	1942	1942
2/2 (A2 Eastbound Offslip)	4.00	0.00	Y	Arm 12 Ahead	40.00	100.0 %	1942	1942
2/3 (A2 Eastbound Offslip)	4.00	0.00	Y	Arm 12 Ahead	40.00	100.0 %	1942	1942
2/4 (A2 Eastbound Offslip)	4.00	0.00	Y	Arm 12 Ahead	40.00	100.0 %	1942	1942
3/1 (M25 Southbound Offslip)	4.00	0.00	Y	Arm 9 Left	40.00	100.0 %	1942	1942
3/2 (M25 Southbound Offslip)	4.00	0.00	Y	Arm 14 Ahead	40.00	100.0 %	1942	1942
3/3 (M25 Southbound Offslip)	4.00	0.00	Y	Arm 14 Ahead	40.00	100.0 %	1942	1942
4/1 (A2 Westbound Offslip)	4.00	0.00	Y	Arm 5 Left	50.00	100.0 %	1956	1956
4/2 (A2 Westbound Offslip)	4.00	0.00	Y	Arm 10 Ahead	40.00	100.0 %	1942	1942
4/3 (A2 Westbound Offslip)	4.00	0.00	Y	Arm 10 Ahead	40.00	100.0 %	1942	1942
5/1 (M25 Southbound Onslip Lane 1)	Infinite Saturation Flow						Inf	Inf
5/2 (M25 Southbound Onslip Lane 2)	Infinite Saturation Flow						Inf	Inf
6/1 (A2 Westbound Onslip Lane 1)	Infinite Saturation Flow						Inf	Inf
6/2 (A2 Westbound Onslip Lane 2)	Infinite Saturation Flow						Inf	Inf
7/1 (A225 Northbound Lane 1)	Infinite Saturation Flow						Inf	Inf
8/1 (M25 Northbound Onslip Lane 1)	Infinite Saturation Flow						Inf	Inf
9/1 (A2 Eastbound Onslip Lane 1)	Infinite Saturation Flow						Inf	Inf
9/2 (A2 Eastbound Onslip Lane 2)	Infinite Saturation Flow						Inf	Inf
10/1 (M25 Southbound (internal))	4.00	0.00	Y	Arm 6 Ahead	60.00	100.0 %	1966	1966

Full Input Data And Results

10/2 (M25 Southbound (internal))	4.00	0.00	Y	Arm 11 Right	60.00	100.0 %	1966	1966
10/3 (M25 Southbound (internal))	4.00	0.00	Y	Arm 11 Right	60.00	100.0 %	1966	1966
11/1 (A2 Westbound (Internal))	4.00	0.00	Y	Arm 12 Right	80.00	100.0 %	1978	1978
11/2 (A2 Westbound (Internal))	4.00	0.00	Y	Arm 12 Right	80.00	100.0 %	1978	1978
11/3 (A2 Westbound (Internal))	4.00	0.00	Y	Arm 12 Right	80.00	100.0 %	1978	1978
12/1 (M25 North (Internal 1) Lane 1)	Infinite Saturation Flow						Inf	Inf
12/2 (M25 North (Internal 1) Lane 2)	Infinite Saturation Flow						Inf	Inf
12/3 (M25 North (Internal 1) Lane 3)	Infinite Saturation Flow						Inf	Inf
12/4 (M25 North (Internal 1) Lane 4)	Infinite Saturation Flow						Inf	Inf
12/5 (M25 North (Internal 1) Lane 5)	Infinite Saturation Flow						Inf	Inf
13/1 (M25 North (Internal 2) Lane 1)	This lane uses a directly entered Saturation Flow						1800	1800
13/2 (M25 North (Internal 2))	4.00	0.00	Y	Arm 9 Ahead	40.00	100.0 %	1942	1942
13/3 (M25 North (Internal 2))	4.00	0.00	Y	Arm 14 Right	40.00	100.0 %	1942	1942
13/4 (M25 North (Internal 2))	4.00	0.00	Y	Arm 14 Right	40.00	100.0 %	1942	1942
14/1 (A2 Eastbound (Internal))	4.00	0.00	Y	Arm 5 Ahead	80.00	100.0 %	1978	1978
14/2 (A2 Eastbound (Internal))	4.00	0.00	Y	Arm 5 Ahead	80.00	100.0 %	1978	1978
14/3 (A2 Eastbound (Internal))	4.00	0.00	Y	Arm 10 Right	80.00	100.0 %	1978	1978
15/1 (M25 Off Slip NB entry Lane 1)	Infinite Saturation Flow						Inf	Inf
15/2 (M25 Off Slip NB entry Lane 2)	Infinite Saturation Flow						Inf	Inf

Scenario 2: '2016 - PM Peak' (FG2: '2016 - PM Peak', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

	Destination						
	A	B	C	D	E	Tot.	
Origin	A	14	178	81	459	19	751
	B	20	1	482	8	100	611
	C	6	551	3	1013	181	1754
	D	281	5	545	2	152	985
	E	0	0	0	0	0	0
	Tot.	321	735	1111	1482	452	4101

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 2: 2016 - PM Peak
Junction: M255-A2	
1/1 (short)	1013
1/2 (with short)	1194(In) 181(Out)
1/3	6
1/4	554
2/1 (short)	152
2/2 (with short)	433(In) 281(Out)
2/3 (with short)	552(In) 276(Out)
2/4 (short)	276
3/1 (short)	178
3/2 (with short)	259(In) 81(Out)
3/3	492
4/1 (short)	482
4/2 (with short)	590(In) 108(Out)
4/3	21
5/1	796
5/2	315
6/1	1013
6/2	469
7/1	452
8/1	321
9/1	179
9/2	556
10/1 (short)	469
10/2 (with short)	588(In) 119(Out)
10/3	35
11/1	300
11/2	41
11/3	554
12/1	452
12/2	321
12/3	1
12/4	829
12/5	277

Full Input Data And Results

13/1	1
13/2 (short)	556
13/3 (with short)	829(In) 273(Out)
13/4	277
14/1	314
14/2	315
14/3	494
15/1	1200
15/2	554

Full Input Data And Results

Lane Saturation Flows

Junction: M255-A2								
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 (M25 Northbound Offslip)	4.00	0.00	Y	Arm 6 Left	30.00	100.0 %	1919	1919
1/2 (M25 Northbound Offslip)	4.00	0.00	Y	Arm 11 Ahead	Inf	100.0 %	2015	2015
1/3 (M25 Northbound Offslip)	4.00	0.00	Y	Arm 11 Ahead	45.00	100.0 %	1950	1950
1/4 (M25 Northbound Offslip)	4.00	0.00	Y	Arm 11 Ahead	45.00	100.0 %	1950	1950
2/1 (A2 Eastbound Offslip)	4.00	0.00	Y	Arm 12 Ahead	40.00	100.0 %	1942	1942
2/2 (A2 Eastbound Offslip)	4.00	0.00	Y	Arm 12 Ahead	40.00	100.0 %	1942	1942
2/3 (A2 Eastbound Offslip)	4.00	0.00	Y	Arm 12 Ahead	40.00	100.0 %	1942	1942
2/4 (A2 Eastbound Offslip)	4.00	0.00	Y	Arm 12 Ahead	40.00	100.0 %	1942	1942
3/1 (M25 Southbound Offslip)	4.00	0.00	Y	Arm 9 Left	40.00	100.0 %	1942	1942
3/2 (M25 Southbound Offslip)	4.00	0.00	Y	Arm 14 Ahead	40.00	100.0 %	1942	1942
3/3 (M25 Southbound Offslip)	4.00	0.00	Y	Arm 14 Ahead	40.00	100.0 %	1942	1942
4/1 (A2 Westbound Offslip)	4.00	0.00	Y	Arm 5 Left	50.00	100.0 %	1956	1956
4/2 (A2 Westbound Offslip)	4.00	0.00	Y	Arm 10 Ahead	40.00	100.0 %	1942	1942
4/3 (A2 Westbound Offslip)	4.00	0.00	Y	Arm 10 Ahead	40.00	100.0 %	1942	1942
5/1 (M25 Southbound Onslip Lane 1)	Infinite Saturation Flow						Inf	Inf
5/2 (M25 Southbound Onslip Lane 2)	Infinite Saturation Flow						Inf	Inf
6/1 (A2 Westbound Onslip Lane 1)	Infinite Saturation Flow						Inf	Inf
6/2 (A2 Westbound Onslip Lane 2)	Infinite Saturation Flow						Inf	Inf
7/1 (A225 Northbound Lane 1)	Infinite Saturation Flow						Inf	Inf
8/1 (M25 Northbound Onslip Lane 1)	Infinite Saturation Flow						Inf	Inf
9/1 (A2 Eastbound Onslip Lane 1)	Infinite Saturation Flow						Inf	Inf
9/2 (A2 Eastbound Onslip Lane 2)	Infinite Saturation Flow						Inf	Inf
10/1 (M25 Southbound (internal))	4.00	0.00	Y	Arm 6 Ahead	60.00	100.0 %	1966	1966

Full Input Data And Results

10/2 (M25 Southbound (internal))	4.00	0.00	Y	Arm 11 Right	60.00	100.0 %	1966	1966
10/3 (M25 Southbound (internal))	4.00	0.00	Y	Arm 11 Right	60.00	100.0 %	1966	1966
11/1 (A2 Westbound (Internal))	4.00	0.00	Y	Arm 12 Right	80.00	100.0 %	1978	1978
11/2 (A2 Westbound (Internal))	4.00	0.00	Y	Arm 12 Right	80.00	100.0 %	1978	1978
11/3 (A2 Westbound (Internal))	4.00	0.00	Y	Arm 12 Right	80.00	100.0 %	1978	1978
12/1 (M25 North (Internal 1) Lane 1)	Infinite Saturation Flow						Inf	Inf
12/2 (M25 North (Internal 1) Lane 2)	Infinite Saturation Flow						Inf	Inf
12/3 (M25 North (Internal 1) Lane 3)	Infinite Saturation Flow						Inf	Inf
12/4 (M25 North (Internal 1) Lane 4)	Infinite Saturation Flow						Inf	Inf
12/5 (M25 North (Internal 1) Lane 5)	Infinite Saturation Flow						Inf	Inf
13/1 (M25 North (Internal 2) Lane 1)	This lane uses a directly entered Saturation Flow						1800	1800
13/2 (M25 North (Internal 2))	4.00	0.00	Y	Arm 9 Ahead	40.00	100.0 %	1942	1942
13/3 (M25 North (Internal 2))	4.00	0.00	Y	Arm 14 Right	40.00	100.0 %	1942	1942
13/4 (M25 North (Internal 2))	4.00	0.00	Y	Arm 14 Right	40.00	100.0 %	1942	1942
14/1 (A2 Eastbound (Internal))	4.00	0.00	Y	Arm 5 Ahead	80.00	100.0 %	1978	1978
14/2 (A2 Eastbound (Internal))	4.00	0.00	Y	Arm 5 Ahead	80.00	100.0 %	1978	1978
14/3 (A2 Eastbound (Internal))	4.00	0.00	Y	Arm 10 Right	80.00	100.0 %	1978	1978
15/1 (M25 Off Slip NB entry Lane 1)	Infinite Saturation Flow						Inf	Inf
15/2 (M25 Off Slip NB entry Lane 2)	Infinite Saturation Flow						Inf	Inf

Scenario 3: '23_DM - AM Peak' (FG3: '23_DM - AM Peak', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

	Destination						
	A	B	C	D	E	Tot.	
Origin	A	11	69	139	163	14	396
	B	8	1	387	12	99	507
	C	5	272	2	347	106	732
	D	174	9	412	0	146	741
	E	0	0	0	0	0	0
	Tot.	198	351	940	522	365	2376

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 3: 23_DM - AM Peak
Junction: M255-A2	
1/1 (short)	347
1/2 (with short)	453(In) 106(Out)
1/3	5
1/4	274
2/1 (short)	146
2/2 (with short)	320(In) 174(Out)
2/3 (with short)	421(In) 211(Out)
2/4 (short)	210
3/1 (short)	69
3/2 (with short)	208(In) 139(Out)
3/3	188
4/1 (short)	387
4/2 (with short)	498(In) 111(Out)
4/3	9
5/1	660
5/2	280
6/1	347
6/2	175
7/1	365
8/1	198
9/1	70
9/2	281
10/1 (short)	175
10/2 (with short)	288(In) 113(Out)
10/3	20
11/1	219
11/2	25
11/3	274
12/1	365
12/2	198
12/3	1
12/4	484
12/5	211

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13/1	1
13/2 (short)	281
13/3 (with short)	484(In) 203(Out)
13/4	211
14/1	273
14/2	280
14/3	188
15/1	458
15/2	274

Full Input Data And Results

Lane Saturation Flows

Junction: M255-A2								
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 (M25 Northbound Offslip)	4.00	0.00	Y	Arm 6 Left	30.00	100.0 %	1919	1919
1/2 (M25 Northbound Offslip)	4.00	0.00	Y	Arm 11 Ahead	Inf	100.0 %	2015	2015
1/3 (M25 Northbound Offslip)	4.00	0.00	Y	Arm 11 Ahead	45.00	100.0 %	1950	1950
1/4 (M25 Northbound Offslip)	4.00	0.00	Y	Arm 11 Ahead	45.00	100.0 %	1950	1950
2/1 (A2 Eastbound Offslip)	4.00	0.00	Y	Arm 12 Ahead	40.00	100.0 %	1942	1942
2/2 (A2 Eastbound Offslip)	4.00	0.00	Y	Arm 12 Ahead	40.00	100.0 %	1942	1942
2/3 (A2 Eastbound Offslip)	4.00	0.00	Y	Arm 12 Ahead	40.00	100.0 %	1942	1942
2/4 (A2 Eastbound Offslip)	4.00	0.00	Y	Arm 12 Ahead	40.00	100.0 %	1942	1942
3/1 (M25 Southbound Offslip)	4.00	0.00	Y	Arm 9 Left	40.00	100.0 %	1942	1942
3/2 (M25 Southbound Offslip)	4.00	0.00	Y	Arm 14 Ahead	40.00	100.0 %	1942	1942
3/3 (M25 Southbound Offslip)	4.00	0.00	Y	Arm 14 Ahead	40.00	100.0 %	1942	1942
4/1 (A2 Westbound Offslip)	4.00	0.00	Y	Arm 5 Left	50.00	100.0 %	1956	1956
4/2 (A2 Westbound Offslip)	4.00	0.00	Y	Arm 10 Ahead	40.00	100.0 %	1942	1942
4/3 (A2 Westbound Offslip)	4.00	0.00	Y	Arm 10 Ahead	40.00	100.0 %	1942	1942
5/1 (M25 Southbound Onslip Lane 1)	Infinite Saturation Flow						Inf	Inf
5/2 (M25 Southbound Onslip Lane 2)	Infinite Saturation Flow						Inf	Inf
6/1 (A2 Westbound Onslip Lane 1)	Infinite Saturation Flow						Inf	Inf
6/2 (A2 Westbound Onslip Lane 2)	Infinite Saturation Flow						Inf	Inf
7/1 (A225 Northbound Lane 1)	Infinite Saturation Flow						Inf	Inf
8/1 (M25 Northbound Onslip Lane 1)	Infinite Saturation Flow						Inf	Inf
9/1 (A2 Eastbound Onslip Lane 1)	Infinite Saturation Flow						Inf	Inf
9/2 (A2 Eastbound Onslip Lane 2)	Infinite Saturation Flow						Inf	Inf
10/1 (M25 Southbound (internal))	4.00	0.00	Y	Arm 6 Ahead	60.00	100.0 %	1966	1966

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10/2 (M25 Southbound (internal))	4.00	0.00	Y	Arm 11 Right	60.00	100.0 %	1966	1966
10/3 (M25 Southbound (internal))	4.00	0.00	Y	Arm 11 Right	60.00	100.0 %	1966	1966
11/1 (A2 Westbound (Internal))	4.00	0.00	Y	Arm 12 Right	80.00	100.0 %	1978	1978
11/2 (A2 Westbound (Internal))	4.00	0.00	Y	Arm 12 Right	80.00	100.0 %	1978	1978
11/3 (A2 Westbound (Internal))	4.00	0.00	Y	Arm 12 Right	80.00	100.0 %	1978	1978
12/1 (M25 North (Internal 1) Lane 1)	Infinite Saturation Flow						Inf	Inf
12/2 (M25 North (Internal 1) Lane 2)	Infinite Saturation Flow						Inf	Inf
12/3 (M25 North (Internal 1) Lane 3)	Infinite Saturation Flow						Inf	Inf
12/4 (M25 North (Internal 1) Lane 4)	Infinite Saturation Flow						Inf	Inf
12/5 (M25 North (Internal 1) Lane 5)	Infinite Saturation Flow						Inf	Inf
13/1 (M25 North (Internal 2) Lane 1)	This lane uses a directly entered Saturation Flow						1800	1800
13/2 (M25 North (Internal 2))	4.00	0.00	Y	Arm 9 Ahead	40.00	100.0 %	1942	1942
13/3 (M25 North (Internal 2))	4.00	0.00	Y	Arm 14 Right	40.00	100.0 %	1942	1942
13/4 (M25 North (Internal 2))	4.00	0.00	Y	Arm 14 Right	40.00	100.0 %	1942	1942
14/1 (A2 Eastbound (Internal))	4.00	0.00	Y	Arm 5 Ahead	80.00	100.0 %	1978	1978
14/2 (A2 Eastbound (Internal))	4.00	0.00	Y	Arm 5 Ahead	80.00	100.0 %	1978	1978
14/3 (A2 Eastbound (Internal))	4.00	0.00	Y	Arm 10 Right	80.00	100.0 %	1978	1978
15/1 (M25 Off Slip NB entry Lane 1)	Infinite Saturation Flow						Inf	Inf
15/2 (M25 Off Slip NB entry Lane 2)	Infinite Saturation Flow						Inf	Inf

Scenario 4: '23_DM - PM Peak' (FG4: '23_DM - PM Peak', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

	Destination						
	A	B	C	D	E	Tot.	
Origin	A	20	245	111	631	26	1033
	B	25	1	594	10	123	753
	C	6	577	3	1059	190	1835
	D	319	6	618	2	173	1118
	E	0	0	0	0	0	0
	Tot.	370	829	1326	1702	512	4739

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 4: 23_DM - PM Peak
Junction: M255-A2	
1/1 (short)	1059
1/2 (with short)	1249(In) 190(Out)
1/3	6
1/4	580
2/1 (short)	173
2/2 (with short)	492(In) 319(Out)
2/3 (with short)	626(In) 313(Out)
2/4 (short)	313
3/1 (short)	245
3/2 (with short)	356(In) 111(Out)
3/3	677
4/1 (short)	594
4/2 (with short)	727(In) 133(Out)
4/3	26
5/1	959
5/2	367
6/1	1059
6/2	643
7/1	512
8/1	370
9/1	246
9/2	583
10/1 (short)	643
10/2 (with short)	792(In) 149(Out)
10/3	46
11/1	339
11/2	52
11/3	580
12/1	512
12/2	370
12/3	1
12/4	892
12/5	314

Full Input Data And Results

13/1	1
13/2 (short)	583
13/3 (with short)	892(In) 309(Out)
13/4	314
14/1	365
14/2	367
14/3	679
15/1	1255
15/2	580

Full Input Data And Results

Lane Saturation Flows

Junction: M255-A2								
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 (M25 Northbound Offslip)	4.00	0.00	Y	Arm 6 Left	30.00	100.0 %	1919	1919
1/2 (M25 Northbound Offslip)	4.00	0.00	Y	Arm 11 Ahead	Inf	100.0 %	2015	2015
1/3 (M25 Northbound Offslip)	4.00	0.00	Y	Arm 11 Ahead	45.00	100.0 %	1950	1950
1/4 (M25 Northbound Offslip)	4.00	0.00	Y	Arm 11 Ahead	45.00	100.0 %	1950	1950
2/1 (A2 Eastbound Offslip)	4.00	0.00	Y	Arm 12 Ahead	40.00	100.0 %	1942	1942
2/2 (A2 Eastbound Offslip)	4.00	0.00	Y	Arm 12 Ahead	40.00	100.0 %	1942	1942
2/3 (A2 Eastbound Offslip)	4.00	0.00	Y	Arm 12 Ahead	40.00	100.0 %	1942	1942
2/4 (A2 Eastbound Offslip)	4.00	0.00	Y	Arm 12 Ahead	40.00	100.0 %	1942	1942
3/1 (M25 Southbound Offslip)	4.00	0.00	Y	Arm 9 Left	40.00	100.0 %	1942	1942
3/2 (M25 Southbound Offslip)	4.00	0.00	Y	Arm 14 Ahead	40.00	100.0 %	1942	1942
3/3 (M25 Southbound Offslip)	4.00	0.00	Y	Arm 14 Ahead	40.00	100.0 %	1942	1942
4/1 (A2 Westbound Offslip)	4.00	0.00	Y	Arm 5 Left	50.00	100.0 %	1956	1956
4/2 (A2 Westbound Offslip)	4.00	0.00	Y	Arm 10 Ahead	40.00	100.0 %	1942	1942
4/3 (A2 Westbound Offslip)	4.00	0.00	Y	Arm 10 Ahead	40.00	100.0 %	1942	1942
5/1 (M25 Southbound Onslip Lane 1)	Infinite Saturation Flow						Inf	Inf
5/2 (M25 Southbound Onslip Lane 2)	Infinite Saturation Flow						Inf	Inf
6/1 (A2 Westbound Onslip Lane 1)	Infinite Saturation Flow						Inf	Inf
6/2 (A2 Westbound Onslip Lane 2)	Infinite Saturation Flow						Inf	Inf
7/1 (A225 Northbound Lane 1)	Infinite Saturation Flow						Inf	Inf
8/1 (M25 Northbound Onslip Lane 1)	Infinite Saturation Flow						Inf	Inf
9/1 (A2 Eastbound Onslip Lane 1)	Infinite Saturation Flow						Inf	Inf
9/2 (A2 Eastbound Onslip Lane 2)	Infinite Saturation Flow						Inf	Inf
10/1 (M25 Southbound (internal))	4.00	0.00	Y	Arm 6 Ahead	60.00	100.0 %	1966	1966

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10/2 (M25 Southbound (internal))	4.00	0.00	Y	Arm 11 Right	60.00	100.0 %	1966	1966
10/3 (M25 Southbound (internal))	4.00	0.00	Y	Arm 11 Right	60.00	100.0 %	1966	1966
11/1 (A2 Westbound (Internal))	4.00	0.00	Y	Arm 12 Right	80.00	100.0 %	1978	1978
11/2 (A2 Westbound (Internal))	4.00	0.00	Y	Arm 12 Right	80.00	100.0 %	1978	1978
11/3 (A2 Westbound (Internal))	4.00	0.00	Y	Arm 12 Right	80.00	100.0 %	1978	1978
12/1 (M25 North (Internal 1) Lane 1)	Infinite Saturation Flow						Inf	Inf
12/2 (M25 North (Internal 1) Lane 2)	Infinite Saturation Flow						Inf	Inf
12/3 (M25 North (Internal 1) Lane 3)	Infinite Saturation Flow						Inf	Inf
12/4 (M25 North (Internal 1) Lane 4)	Infinite Saturation Flow						Inf	Inf
12/5 (M25 North (Internal 1) Lane 5)	Infinite Saturation Flow						Inf	Inf
13/1 (M25 North (Internal 2) Lane 1)	This lane uses a directly entered Saturation Flow						1800	1800
13/2 (M25 North (Internal 2))	4.00	0.00	Y	Arm 9 Ahead	40.00	100.0 %	1942	1942
13/3 (M25 North (Internal 2))	4.00	0.00	Y	Arm 14 Right	40.00	100.0 %	1942	1942
13/4 (M25 North (Internal 2))	4.00	0.00	Y	Arm 14 Right	40.00	100.0 %	1942	1942
14/1 (A2 Eastbound (Internal))	4.00	0.00	Y	Arm 5 Ahead	80.00	100.0 %	1978	1978
14/2 (A2 Eastbound (Internal))	4.00	0.00	Y	Arm 5 Ahead	80.00	100.0 %	1978	1978
14/3 (A2 Eastbound (Internal))	4.00	0.00	Y	Arm 10 Right	80.00	100.0 %	1978	1978
15/1 (M25 Off Slip NB entry Lane 1)	Infinite Saturation Flow						Inf	Inf
15/2 (M25 Off Slip NB entry Lane 2)	Infinite Saturation Flow						Inf	Inf

Scenario 5: '23_DM + Dev - AM Peak' (FG5: '23_DM + Dev - AM Peak', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

	Destination						
	A	B	C	D	E	Tot.	
Origin	A	11	69	139	163	14	396
	B	8	1	387	12	99	507
	C	5	408	2	347	106	868
	D	174	9	412	0	146	741
	E	0	0	0	0	0	0
	Tot.	198	487	940	522	365	2512

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 5: 23_DM + Dev - AM Peak
Junction: M255-A2	
1/1 (short)	347
1/2 (with short)	453(In) 106(Out)
1/3	5
1/4	410
2/1 (short)	146
2/2 (with short)	320(In) 174(Out)
2/3 (with short)	421(In) 211(Out)
2/4 (short)	210
3/1 (short)	69
3/2 (with short)	208(In) 139(Out)
3/3	188
4/1 (short)	387
4/2 (with short)	498(In) 111(Out)
4/3	9
5/1	660
5/2	280
6/1	347
6/2	175
7/1	365
8/1	198
9/1	70
9/2	417
10/1 (short)	175
10/2 (with short)	288(In) 113(Out)
10/3	20
11/1	219
11/2	25
11/3	410
12/1	365
12/2	198
12/3	1
12/4	620

Full Input Data And Results

12/5	211
13/1	1
13/2 (short)	417
13/3 (with short)	620(In) 203(Out)
13/4	211
14/1	273
14/2	280
14/3	188
15/1	458
15/2	410

Full Input Data And Results

Lane Saturation Flows

Junction: M255-A2								
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 (M25 Northbound Offslip)	4.00	0.00	Y	Arm 6 Left	30.00	100.0 %	1919	1919
1/2 (M25 Northbound Offslip)	4.00	0.00	Y	Arm 11 Ahead	Inf	100.0 %	2015	2015
1/3 (M25 Northbound Offslip)	4.00	0.00	Y	Arm 11 Ahead	45.00	100.0 %	1950	1950
1/4 (M25 Northbound Offslip)	4.00	0.00	Y	Arm 11 Ahead	45.00	100.0 %	1950	1950
2/1 (A2 Eastbound Offslip)	4.00	0.00	Y	Arm 12 Ahead	40.00	100.0 %	1942	1942
2/2 (A2 Eastbound Offslip)	4.00	0.00	Y	Arm 12 Ahead	40.00	100.0 %	1942	1942
2/3 (A2 Eastbound Offslip)	4.00	0.00	Y	Arm 12 Ahead	40.00	100.0 %	1942	1942
2/4 (A2 Eastbound Offslip)	4.00	0.00	Y	Arm 12 Ahead	40.00	100.0 %	1942	1942
3/1 (M25 Southbound Offslip)	4.00	0.00	Y	Arm 9 Left	40.00	100.0 %	1942	1942
3/2 (M25 Southbound Offslip)	4.00	0.00	Y	Arm 14 Ahead	40.00	100.0 %	1942	1942
3/3 (M25 Southbound Offslip)	4.00	0.00	Y	Arm 14 Ahead	40.00	100.0 %	1942	1942
4/1 (A2 Westbound Offslip)	4.00	0.00	Y	Arm 5 Left	50.00	100.0 %	1956	1956
4/2 (A2 Westbound Offslip)	4.00	0.00	Y	Arm 10 Ahead	40.00	100.0 %	1942	1942
4/3 (A2 Westbound Offslip)	4.00	0.00	Y	Arm 10 Ahead	40.00	100.0 %	1942	1942
5/1 (M25 Southbound Onslip Lane 1)	Infinite Saturation Flow						Inf	Inf
5/2 (M25 Southbound Onslip Lane 2)	Infinite Saturation Flow						Inf	Inf
6/1 (A2 Westbound Onslip Lane 1)	Infinite Saturation Flow						Inf	Inf
6/2 (A2 Westbound Onslip Lane 2)	Infinite Saturation Flow						Inf	Inf
7/1 (A225 Northbound Lane 1)	Infinite Saturation Flow						Inf	Inf
8/1 (M25 Northbound Onslip Lane 1)	Infinite Saturation Flow						Inf	Inf
9/1 (A2 Eastbound Onslip Lane 1)	Infinite Saturation Flow						Inf	Inf
9/2 (A2 Eastbound Onslip Lane 2)	Infinite Saturation Flow						Inf	Inf
10/1 (M25 Southbound (internal))	4.00	0.00	Y	Arm 6 Ahead	60.00	100.0 %	1966	1966

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10/2 (M25 Southbound (internal))	4.00	0.00	Y	Arm 11 Right	60.00	100.0 %	1966	1966
10/3 (M25 Southbound (internal))	4.00	0.00	Y	Arm 11 Right	60.00	100.0 %	1966	1966
11/1 (A2 Westbound (Internal))	4.00	0.00	Y	Arm 12 Right	80.00	100.0 %	1978	1978
11/2 (A2 Westbound (Internal))	4.00	0.00	Y	Arm 12 Right	80.00	100.0 %	1978	1978
11/3 (A2 Westbound (Internal))	4.00	0.00	Y	Arm 12 Right	80.00	100.0 %	1978	1978
12/1 (M25 North (Internal 1) Lane 1)	Infinite Saturation Flow						Inf	Inf
12/2 (M25 North (Internal 1) Lane 2)	Infinite Saturation Flow						Inf	Inf
12/3 (M25 North (Internal 1) Lane 3)	Infinite Saturation Flow						Inf	Inf
12/4 (M25 North (Internal 1) Lane 4)	Infinite Saturation Flow						Inf	Inf
12/5 (M25 North (Internal 1) Lane 5)	Infinite Saturation Flow						Inf	Inf
13/1 (M25 North (Internal 2) Lane 1)	This lane uses a directly entered Saturation Flow						1800	1800
13/2 (M25 North (Internal 2))	4.00	0.00	Y	Arm 9 Ahead	40.00	100.0 %	1942	1942
13/3 (M25 North (Internal 2))	4.00	0.00	Y	Arm 14 Right	40.00	100.0 %	1942	1942
13/4 (M25 North (Internal 2))	4.00	0.00	Y	Arm 14 Right	40.00	100.0 %	1942	1942
14/1 (A2 Eastbound (Internal))	4.00	0.00	Y	Arm 5 Ahead	80.00	100.0 %	1978	1978
14/2 (A2 Eastbound (Internal))	4.00	0.00	Y	Arm 5 Ahead	80.00	100.0 %	1978	1978
14/3 (A2 Eastbound (Internal))	4.00	0.00	Y	Arm 10 Right	80.00	100.0 %	1978	1978
15/1 (M25 Off Slip NB entry Lane 1)	Infinite Saturation Flow						Inf	Inf
15/2 (M25 Off Slip NB entry Lane 2)	Infinite Saturation Flow						Inf	Inf

Scenario 6: '23_DM + Dev - PM Peak' (FG6: '23_DM + Dev - PM Peak', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

	Destination						
	A	B	C	D	E	Tot.	
Origin	A	20	245	111	631	26	1033
	B	25	1	867	10	123	1026
	C	6	577	3	1059	190	1835
	D	319	6	618	2	173	1118
	E	0	0	0	0	0	0
	Tot.	370	829	1599	1702	512	5012

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 6: 23_DM + Dev - PM Peak
Junction: M255-A2	
1/1 (short)	1059
1/2 (with short)	1249(In) 190(Out)
1/3	6
1/4	580
2/1 (short)	173
2/2 (with short)	492(In) 319(Out)
2/3 (with short)	626(In) 313(Out)
2/4 (short)	313
3/1 (short)	245
3/2 (with short)	356(In) 111(Out)
3/3	677
4/1 (short)	867
4/2 (with short)	1000(In) 133(Out)
4/3	26
5/1	1232
5/2	367
6/1	1059
6/2	643
7/1	512
8/1	370
9/1	246
9/2	583
10/1 (short)	643
10/2 (with short)	792(In) 149(Out)
10/3	46
11/1	339
11/2	52
11/3	580
12/1	512
12/2	370
12/3	1
12/4	892

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12/5	314
13/1	1
13/2 (short)	583
13/3 (with short)	892(In) 309(Out)
13/4	314
14/1	365
14/2	367
14/3	679
15/1	1255
15/2	580

Full Input Data And Results

Lane Saturation Flows

Junction: M255-A2								
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 (M25 Northbound Offslip)	4.00	0.00	Y	Arm 6 Left	30.00	100.0 %	1919	1919
1/2 (M25 Northbound Offslip)	4.00	0.00	Y	Arm 11 Ahead	Inf	100.0 %	2015	2015
1/3 (M25 Northbound Offslip)	4.00	0.00	Y	Arm 11 Ahead	45.00	100.0 %	1950	1950
1/4 (M25 Northbound Offslip)	4.00	0.00	Y	Arm 11 Ahead	45.00	100.0 %	1950	1950
2/1 (A2 Eastbound Offslip)	4.00	0.00	Y	Arm 12 Ahead	40.00	100.0 %	1942	1942
2/2 (A2 Eastbound Offslip)	4.00	0.00	Y	Arm 12 Ahead	40.00	100.0 %	1942	1942
2/3 (A2 Eastbound Offslip)	4.00	0.00	Y	Arm 12 Ahead	40.00	100.0 %	1942	1942
2/4 (A2 Eastbound Offslip)	4.00	0.00	Y	Arm 12 Ahead	40.00	100.0 %	1942	1942
3/1 (M25 Southbound Offslip)	4.00	0.00	Y	Arm 9 Left	40.00	100.0 %	1942	1942
3/2 (M25 Southbound Offslip)	4.00	0.00	Y	Arm 14 Ahead	40.00	100.0 %	1942	1942
3/3 (M25 Southbound Offslip)	4.00	0.00	Y	Arm 14 Ahead	40.00	100.0 %	1942	1942
4/1 (A2 Westbound Offslip)	4.00	0.00	Y	Arm 5 Left	50.00	100.0 %	1956	1956
4/2 (A2 Westbound Offslip)	4.00	0.00	Y	Arm 10 Ahead	40.00	100.0 %	1942	1942
4/3 (A2 Westbound Offslip)	4.00	0.00	Y	Arm 10 Ahead	40.00	100.0 %	1942	1942
5/1 (M25 Southbound Onslip Lane 1)	Infinite Saturation Flow						Inf	Inf
5/2 (M25 Southbound Onslip Lane 2)	Infinite Saturation Flow						Inf	Inf
6/1 (A2 Westbound Onslip Lane 1)	Infinite Saturation Flow						Inf	Inf
6/2 (A2 Westbound Onslip Lane 2)	Infinite Saturation Flow						Inf	Inf
7/1 (A225 Northbound Lane 1)	Infinite Saturation Flow						Inf	Inf
8/1 (M25 Northbound Onslip Lane 1)	Infinite Saturation Flow						Inf	Inf
9/1 (A2 Eastbound Onslip Lane 1)	Infinite Saturation Flow						Inf	Inf
9/2 (A2 Eastbound Onslip Lane 2)	Infinite Saturation Flow						Inf	Inf
10/1 (M25 Southbound (internal))	4.00	0.00	Y	Arm 6 Ahead	60.00	100.0 %	1966	1966

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10/2 (M25 Southbound (internal))	4.00	0.00	Y	Arm 11 Right	60.00	100.0 %	1966	1966
10/3 (M25 Southbound (internal))	4.00	0.00	Y	Arm 11 Right	60.00	100.0 %	1966	1966
11/1 (A2 Westbound (Internal))	4.00	0.00	Y	Arm 12 Right	80.00	100.0 %	1978	1978
11/2 (A2 Westbound (Internal))	4.00	0.00	Y	Arm 12 Right	80.00	100.0 %	1978	1978
11/3 (A2 Westbound (Internal))	4.00	0.00	Y	Arm 12 Right	80.00	100.0 %	1978	1978
12/1 (M25 North (Internal 1) Lane 1)	Infinite Saturation Flow						Inf	Inf
12/2 (M25 North (Internal 1) Lane 2)	Infinite Saturation Flow						Inf	Inf
12/3 (M25 North (Internal 1) Lane 3)	Infinite Saturation Flow						Inf	Inf
12/4 (M25 North (Internal 1) Lane 4)	Infinite Saturation Flow						Inf	Inf
12/5 (M25 North (Internal 1) Lane 5)	Infinite Saturation Flow						Inf	Inf
13/1 (M25 North (Internal 2) Lane 1)	This lane uses a directly entered Saturation Flow						1800	1800
13/2 (M25 North (Internal 2))	4.00	0.00	Y	Arm 9 Ahead	40.00	100.0 %	1942	1942
13/3 (M25 North (Internal 2))	4.00	0.00	Y	Arm 14 Right	40.00	100.0 %	1942	1942
13/4 (M25 North (Internal 2))	4.00	0.00	Y	Arm 14 Right	40.00	100.0 %	1942	1942
14/1 (A2 Eastbound (Internal))	4.00	0.00	Y	Arm 5 Ahead	80.00	100.0 %	1978	1978
14/2 (A2 Eastbound (Internal))	4.00	0.00	Y	Arm 5 Ahead	80.00	100.0 %	1978	1978
14/3 (A2 Eastbound (Internal))	4.00	0.00	Y	Arm 10 Right	80.00	100.0 %	1978	1978
15/1 (M25 Off Slip NB entry Lane 1)	Infinite Saturation Flow						Inf	Inf
15/2 (M25 Off Slip NB entry Lane 2)	Infinite Saturation Flow						Inf	Inf

Scenario 7: '25_DM - AM Peak' (FG7: '25_DM - AM Peak', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

	Destination						
	A	B	C	D	E	Tot.	
Origin	A	11	70	141	166	14	402
	B	8	1	392	12	100	513
	C	6	275	2	351	107	741
	D	176	9	417	0	148	750
	E	0	0	0	0	0	0
	Tot.	201	355	952	529	369	2406

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 7: 25_DM - AM Peak
Junction: M255-A2	
1/1 (short)	351
1/2 (with short)	458(In) 107(Out)
1/3	6
1/4	277
2/1 (short)	148
2/2 (with short)	324(In) 176(Out)
2/3 (with short)	426(In) 213(Out)
2/4 (short)	213
3/1 (short)	70
3/2 (with short)	211(In) 141(Out)
3/3	191
4/1 (short)	392
4/2 (with short)	504(In) 112(Out)
4/3	9
5/1	668
5/2	284
6/1	351
6/2	178
7/1	369
8/1	201
9/1	71
9/2	284
10/1 (short)	178
10/2 (with short)	292(In) 114(Out)
10/3	20
11/1	221
11/2	26
11/3	277
12/1	369
12/2	201
12/3	1
12/4	489
12/5	214

Full Input Data And Results

13/1	1
13/2 (short)	284
13/3 (with short)	489(In) 205(Out)
13/4	214
14/1	276
14/2	284
14/3	191
15/1	464
15/2	277

Full Input Data And Results

Lane Saturation Flows

Junction: M255-A2								
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 (M25 Northbound Offslip)	4.00	0.00	Y	Arm 6 Left	30.00	100.0 %	1919	1919
1/2 (M25 Northbound Offslip)	4.00	0.00	Y	Arm 11 Ahead	Inf	100.0 %	2015	2015
1/3 (M25 Northbound Offslip)	4.00	0.00	Y	Arm 11 Ahead	45.00	100.0 %	1950	1950
1/4 (M25 Northbound Offslip)	4.00	0.00	Y	Arm 11 Ahead	45.00	100.0 %	1950	1950
2/1 (A2 Eastbound Offslip)	4.00	0.00	Y	Arm 12 Ahead	40.00	100.0 %	1942	1942
2/2 (A2 Eastbound Offslip)	4.00	0.00	Y	Arm 12 Ahead	40.00	100.0 %	1942	1942
2/3 (A2 Eastbound Offslip)	4.00	0.00	Y	Arm 12 Ahead	40.00	100.0 %	1942	1942
2/4 (A2 Eastbound Offslip)	4.00	0.00	Y	Arm 12 Ahead	40.00	100.0 %	1942	1942
3/1 (M25 Southbound Offslip)	4.00	0.00	Y	Arm 9 Left	40.00	100.0 %	1942	1942
3/2 (M25 Southbound Offslip)	4.00	0.00	Y	Arm 14 Ahead	40.00	100.0 %	1942	1942
3/3 (M25 Southbound Offslip)	4.00	0.00	Y	Arm 14 Ahead	40.00	100.0 %	1942	1942
4/1 (A2 Westbound Offslip)	4.00	0.00	Y	Arm 5 Left	50.00	100.0 %	1956	1956
4/2 (A2 Westbound Offslip)	4.00	0.00	Y	Arm 10 Ahead	40.00	100.0 %	1942	1942
4/3 (A2 Westbound Offslip)	4.00	0.00	Y	Arm 10 Ahead	40.00	100.0 %	1942	1942
5/1 (M25 Southbound Onslip Lane 1)	Infinite Saturation Flow						Inf	Inf
5/2 (M25 Southbound Onslip Lane 2)	Infinite Saturation Flow						Inf	Inf
6/1 (A2 Westbound Onslip Lane 1)	Infinite Saturation Flow						Inf	Inf
6/2 (A2 Westbound Onslip Lane 2)	Infinite Saturation Flow						Inf	Inf
7/1 (A225 Northbound Lane 1)	Infinite Saturation Flow						Inf	Inf
8/1 (M25 Northbound Onslip Lane 1)	Infinite Saturation Flow						Inf	Inf
9/1 (A2 Eastbound Onslip Lane 1)	Infinite Saturation Flow						Inf	Inf
9/2 (A2 Eastbound Onslip Lane 2)	Infinite Saturation Flow						Inf	Inf
10/1 (M25 Southbound (internal))	4.00	0.00	Y	Arm 6 Ahead	60.00	100.0 %	1966	1966

Full Input Data And Results

10/2 (M25 Southbound (internal))	4.00	0.00	Y	Arm 11 Right	60.00	100.0 %	1966	1966
10/3 (M25 Southbound (internal))	4.00	0.00	Y	Arm 11 Right	60.00	100.0 %	1966	1966
11/1 (A2 Westbound (Internal))	4.00	0.00	Y	Arm 12 Right	80.00	100.0 %	1978	1978
11/2 (A2 Westbound (Internal))	4.00	0.00	Y	Arm 12 Right	80.00	100.0 %	1978	1978
11/3 (A2 Westbound (Internal))	4.00	0.00	Y	Arm 12 Right	80.00	100.0 %	1978	1978
12/1 (M25 North (Internal 1) Lane 1)	Infinite Saturation Flow						Inf	Inf
12/2 (M25 North (Internal 1) Lane 2)	Infinite Saturation Flow						Inf	Inf
12/3 (M25 North (Internal 1) Lane 3)	Infinite Saturation Flow						Inf	Inf
12/4 (M25 North (Internal 1) Lane 4)	Infinite Saturation Flow						Inf	Inf
12/5 (M25 North (Internal 1) Lane 5)	Infinite Saturation Flow						Inf	Inf
13/1 (M25 North (Internal 2) Lane 1)	This lane uses a directly entered Saturation Flow						1800	1800
13/2 (M25 North (Internal 2))	4.00	0.00	Y	Arm 9 Ahead	40.00	100.0 %	1942	1942
13/3 (M25 North (Internal 2))	4.00	0.00	Y	Arm 14 Right	40.00	100.0 %	1942	1942
13/4 (M25 North (Internal 2))	4.00	0.00	Y	Arm 14 Right	40.00	100.0 %	1942	1942
14/1 (A2 Eastbound (Internal))	4.00	0.00	Y	Arm 5 Ahead	80.00	100.0 %	1978	1978
14/2 (A2 Eastbound (Internal))	4.00	0.00	Y	Arm 5 Ahead	80.00	100.0 %	1978	1978
14/3 (A2 Eastbound (Internal))	4.00	0.00	Y	Arm 10 Right	80.00	100.0 %	1978	1978
15/1 (M25 Off Slip NB entry Lane 1)	Infinite Saturation Flow						Inf	Inf
15/2 (M25 Off Slip NB entry Lane 2)	Infinite Saturation Flow						Inf	Inf

Scenario 8: '25_DM - PM Peak' (FG8: '25_DM - PM Peak', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

	Destination						
	A	B	C	D	E	Tot.	
Origin	A	20	248	112	640	26	1046
	B	25	1	602	10	125	763
	C	6	584	3	1074	192	1859
	D	323	6	627	2	175	1133
	E	0	0	0	0	0	0
	Tot.	374	839	1344	1726	518	4801

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 8: 25_DM - PM Peak
Junction: M255-A2	
1/1 (short)	1074
1/2 (with short)	1266(In) 192(Out)
1/3	6
1/4	587
2/1 (short)	175
2/2 (with short)	498(In) 323(Out)
2/3 (with short)	635(In) 318(Out)
2/4 (short)	317
3/1 (short)	248
3/2 (with short)	360(In) 112(Out)
3/3	686
4/1 (short)	602
4/2 (with short)	737(In) 135(Out)
4/3	26
5/1	972
5/2	372
6/1	1074
6/2	652
7/1	518
8/1	374
9/1	249
9/2	590
10/1 (short)	652
10/2 (with short)	803(In) 151(Out)
10/3	46
11/1	343
11/2	52
11/3	587
12/1	518
12/2	374
12/3	1
12/4	904
12/5	318

Full Input Data And Results

13/1	1
13/2 (short)	590
13/3 (with short)	904(In) 314(Out)
13/4	318
14/1	370
14/2	372
14/3	688
15/1	1272
15/2	587

Full Input Data And Results

Lane Saturation Flows

Junction: M255-A2								
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 (M25 Northbound Offslip)	4.00	0.00	Y	Arm 6 Left	30.00	100.0 %	1919	1919
1/2 (M25 Northbound Offslip)	4.00	0.00	Y	Arm 11 Ahead	Inf	100.0 %	2015	2015
1/3 (M25 Northbound Offslip)	4.00	0.00	Y	Arm 11 Ahead	45.00	100.0 %	1950	1950
1/4 (M25 Northbound Offslip)	4.00	0.00	Y	Arm 11 Ahead	45.00	100.0 %	1950	1950
2/1 (A2 Eastbound Offslip)	4.00	0.00	Y	Arm 12 Ahead	40.00	100.0 %	1942	1942
2/2 (A2 Eastbound Offslip)	4.00	0.00	Y	Arm 12 Ahead	40.00	100.0 %	1942	1942
2/3 (A2 Eastbound Offslip)	4.00	0.00	Y	Arm 12 Ahead	40.00	100.0 %	1942	1942
2/4 (A2 Eastbound Offslip)	4.00	0.00	Y	Arm 12 Ahead	40.00	100.0 %	1942	1942
3/1 (M25 Southbound Offslip)	4.00	0.00	Y	Arm 9 Left	40.00	100.0 %	1942	1942
3/2 (M25 Southbound Offslip)	4.00	0.00	Y	Arm 14 Ahead	40.00	100.0 %	1942	1942
3/3 (M25 Southbound Offslip)	4.00	0.00	Y	Arm 14 Ahead	40.00	100.0 %	1942	1942
4/1 (A2 Westbound Offslip)	4.00	0.00	Y	Arm 5 Left	50.00	100.0 %	1956	1956
4/2 (A2 Westbound Offslip)	4.00	0.00	Y	Arm 10 Ahead	40.00	100.0 %	1942	1942
4/3 (A2 Westbound Offslip)	4.00	0.00	Y	Arm 10 Ahead	40.00	100.0 %	1942	1942
5/1 (M25 Southbound Onslip Lane 1)	Infinite Saturation Flow						Inf	Inf
5/2 (M25 Southbound Onslip Lane 2)	Infinite Saturation Flow						Inf	Inf
6/1 (A2 Westbound Onslip Lane 1)	Infinite Saturation Flow						Inf	Inf
6/2 (A2 Westbound Onslip Lane 2)	Infinite Saturation Flow						Inf	Inf
7/1 (A225 Northbound Lane 1)	Infinite Saturation Flow						Inf	Inf
8/1 (M25 Northbound Onslip Lane 1)	Infinite Saturation Flow						Inf	Inf
9/1 (A2 Eastbound Onslip Lane 1)	Infinite Saturation Flow						Inf	Inf
9/2 (A2 Eastbound Onslip Lane 2)	Infinite Saturation Flow						Inf	Inf
10/1 (M25 Southbound (internal))	4.00	0.00	Y	Arm 6 Ahead	60.00	100.0 %	1966	1966

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10/2 (M25 Southbound (internal))	4.00	0.00	Y	Arm 11 Right	60.00	100.0 %	1966	1966
10/3 (M25 Southbound (internal))	4.00	0.00	Y	Arm 11 Right	60.00	100.0 %	1966	1966
11/1 (A2 Westbound (Internal))	4.00	0.00	Y	Arm 12 Right	80.00	100.0 %	1978	1978
11/2 (A2 Westbound (Internal))	4.00	0.00	Y	Arm 12 Right	80.00	100.0 %	1978	1978
11/3 (A2 Westbound (Internal))	4.00	0.00	Y	Arm 12 Right	80.00	100.0 %	1978	1978
12/1 (M25 North (Internal 1) Lane 1)	Infinite Saturation Flow						Inf	Inf
12/2 (M25 North (Internal 1) Lane 2)	Infinite Saturation Flow						Inf	Inf
12/3 (M25 North (Internal 1) Lane 3)	Infinite Saturation Flow						Inf	Inf
12/4 (M25 North (Internal 1) Lane 4)	Infinite Saturation Flow						Inf	Inf
12/5 (M25 North (Internal 1) Lane 5)	Infinite Saturation Flow						Inf	Inf
13/1 (M25 North (Internal 2) Lane 1)	This lane uses a directly entered Saturation Flow						1800	1800
13/2 (M25 North (Internal 2))	4.00	0.00	Y	Arm 9 Ahead	40.00	100.0 %	1942	1942
13/3 (M25 North (Internal 2))	4.00	0.00	Y	Arm 14 Right	40.00	100.0 %	1942	1942
13/4 (M25 North (Internal 2))	4.00	0.00	Y	Arm 14 Right	40.00	100.0 %	1942	1942
14/1 (A2 Eastbound (Internal))	4.00	0.00	Y	Arm 5 Ahead	80.00	100.0 %	1978	1978
14/2 (A2 Eastbound (Internal))	4.00	0.00	Y	Arm 5 Ahead	80.00	100.0 %	1978	1978
14/3 (A2 Eastbound (Internal))	4.00	0.00	Y	Arm 10 Right	80.00	100.0 %	1978	1978
15/1 (M25 Off Slip NB entry Lane 1)	Infinite Saturation Flow						Inf	Inf
15/2 (M25 Off Slip NB entry Lane 2)	Infinite Saturation Flow						Inf	Inf

Scenario 9: '25_DM + Dev - AM Peak' (FG9: '25_DM + Dev - AM Peak', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

	Destination						
	A	B	C	D	E	Tot.	
Origin	A	11	70	141	166	14	402
	B	8	1	399	12	100	520
	C	6	284	2	351	107	750
	D	176	9	417	0	148	750
	E	0	0	0	0	0	0
	Tot.	201	364	959	529	369	2422

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 9: 25_DM + Dev - AM Peak
Junction: M255-A2	
1/1 (short)	351
1/2 (with short)	458(In) 107(Out)
1/3	6
1/4	286
2/1 (short)	148
2/2 (with short)	324(In) 176(Out)
2/3 (with short)	426(In) 213(Out)
2/4 (short)	213
3/1 (short)	70
3/2 (with short)	211(In) 141(Out)
3/3	191
4/1 (short)	399
4/2 (with short)	511(In) 112(Out)
4/3	9
5/1	675
5/2	284
6/1	351
6/2	178
7/1	369
8/1	201
9/1	71
9/2	293
10/1 (short)	178
10/2 (with short)	292(In) 114(Out)
10/3	20
11/1	221
11/2	26
11/3	286
12/1	369
12/2	201
12/3	1
12/4	498

Full Input Data And Results

12/5	214
13/1	1
13/2 (short)	293
13/3 (with short)	498(In) 205(Out)
13/4	214
14/1	276
14/2	284
14/3	191
15/1	464
15/2	286

Full Input Data And Results

Lane Saturation Flows

Junction: M255-A2								
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 (M25 Northbound Offslip)	4.00	0.00	Y	Arm 6 Left	30.00	100.0 %	1919	1919
1/2 (M25 Northbound Offslip)	4.00	0.00	Y	Arm 11 Ahead	Inf	100.0 %	2015	2015
1/3 (M25 Northbound Offslip)	4.00	0.00	Y	Arm 11 Ahead	45.00	100.0 %	1950	1950
1/4 (M25 Northbound Offslip)	4.00	0.00	Y	Arm 11 Ahead	45.00	100.0 %	1950	1950
2/1 (A2 Eastbound Offslip)	4.00	0.00	Y	Arm 12 Ahead	40.00	100.0 %	1942	1942
2/2 (A2 Eastbound Offslip)	4.00	0.00	Y	Arm 12 Ahead	40.00	100.0 %	1942	1942
2/3 (A2 Eastbound Offslip)	4.00	0.00	Y	Arm 12 Ahead	40.00	100.0 %	1942	1942
2/4 (A2 Eastbound Offslip)	4.00	0.00	Y	Arm 12 Ahead	40.00	100.0 %	1942	1942
3/1 (M25 Southbound Offslip)	4.00	0.00	Y	Arm 9 Left	40.00	100.0 %	1942	1942
3/2 (M25 Southbound Offslip)	4.00	0.00	Y	Arm 14 Ahead	40.00	100.0 %	1942	1942
3/3 (M25 Southbound Offslip)	4.00	0.00	Y	Arm 14 Ahead	40.00	100.0 %	1942	1942
4/1 (A2 Westbound Offslip)	4.00	0.00	Y	Arm 5 Left	50.00	100.0 %	1956	1956
4/2 (A2 Westbound Offslip)	4.00	0.00	Y	Arm 10 Ahead	40.00	100.0 %	1942	1942
4/3 (A2 Westbound Offslip)	4.00	0.00	Y	Arm 10 Ahead	40.00	100.0 %	1942	1942
5/1 (M25 Southbound Onslip Lane 1)	Infinite Saturation Flow						Inf	Inf
5/2 (M25 Southbound Onslip Lane 2)	Infinite Saturation Flow						Inf	Inf
6/1 (A2 Westbound Onslip Lane 1)	Infinite Saturation Flow						Inf	Inf
6/2 (A2 Westbound Onslip Lane 2)	Infinite Saturation Flow						Inf	Inf
7/1 (A225 Northbound Lane 1)	Infinite Saturation Flow						Inf	Inf
8/1 (M25 Northbound Onslip Lane 1)	Infinite Saturation Flow						Inf	Inf
9/1 (A2 Eastbound Onslip Lane 1)	Infinite Saturation Flow						Inf	Inf
9/2 (A2 Eastbound Onslip Lane 2)	Infinite Saturation Flow						Inf	Inf
10/1 (M25 Southbound (internal))	4.00	0.00	Y	Arm 6 Ahead	60.00	100.0 %	1966	1966

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10/2 (M25 Southbound (internal))	4.00	0.00	Y	Arm 11 Right	60.00	100.0 %	1966	1966
10/3 (M25 Southbound (internal))	4.00	0.00	Y	Arm 11 Right	60.00	100.0 %	1966	1966
11/1 (A2 Westbound (Internal))	4.00	0.00	Y	Arm 12 Right	80.00	100.0 %	1978	1978
11/2 (A2 Westbound (Internal))	4.00	0.00	Y	Arm 12 Right	80.00	100.0 %	1978	1978
11/3 (A2 Westbound (Internal))	4.00	0.00	Y	Arm 12 Right	80.00	100.0 %	1978	1978
12/1 (M25 North (Internal 1) Lane 1)	Infinite Saturation Flow						Inf	Inf
12/2 (M25 North (Internal 1) Lane 2)	Infinite Saturation Flow						Inf	Inf
12/3 (M25 North (Internal 1) Lane 3)	Infinite Saturation Flow						Inf	Inf
12/4 (M25 North (Internal 1) Lane 4)	Infinite Saturation Flow						Inf	Inf
12/5 (M25 North (Internal 1) Lane 5)	Infinite Saturation Flow						Inf	Inf
13/1 (M25 North (Internal 2) Lane 1)	This lane uses a directly entered Saturation Flow						1800	1800
13/2 (M25 North (Internal 2))	4.00	0.00	Y	Arm 9 Ahead	40.00	100.0 %	1942	1942
13/3 (M25 North (Internal 2))	4.00	0.00	Y	Arm 14 Right	40.00	100.0 %	1942	1942
13/4 (M25 North (Internal 2))	4.00	0.00	Y	Arm 14 Right	40.00	100.0 %	1942	1942
14/1 (A2 Eastbound (Internal))	4.00	0.00	Y	Arm 5 Ahead	80.00	100.0 %	1978	1978
14/2 (A2 Eastbound (Internal))	4.00	0.00	Y	Arm 5 Ahead	80.00	100.0 %	1978	1978
14/3 (A2 Eastbound (Internal))	4.00	0.00	Y	Arm 10 Right	80.00	100.0 %	1978	1978
15/1 (M25 Off Slip NB entry Lane 1)	Infinite Saturation Flow						Inf	Inf
15/2 (M25 Off Slip NB entry Lane 2)	Infinite Saturation Flow						Inf	Inf

Scenario 10: '25_DM + Dev - PM Peak' (FG6: '23_DM + Dev - PM Peak', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

	Destination						
	A	B	C	D	E	Tot.	
Origin	A	20	245	111	631	26	1033
	B	25	1	867	10	123	1026
	C	6	577	3	1059	190	1835
	D	319	6	618	2	173	1118
	E	0	0	0	0	0	0
	Tot.	370	829	1599	1702	512	5012

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 10: 25_DM + Dev - PM Peak
Junction: M255-A2	
1/1 (short)	1059
1/2 (with short)	1249(In) 190(Out)
1/3	6
1/4	580
2/1 (short)	173
2/2 (with short)	492(In) 319(Out)
2/3 (with short)	626(In) 313(Out)
2/4 (short)	313
3/1 (short)	245
3/2 (with short)	356(In) 111(Out)
3/3	677
4/1 (short)	867
4/2 (with short)	1000(In) 133(Out)
4/3	26
5/1	1232
5/2	367
6/1	1059
6/2	643
7/1	512
8/1	370
9/1	246
9/2	583
10/1 (short)	643
10/2 (with short)	792(In) 149(Out)
10/3	46
11/1	339
11/2	52
11/3	580
12/1	512
12/2	370
12/3	1
12/4	892

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12/5	314
13/1	1
13/2 (short)	583
13/3 (with short)	892(In) 309(Out)
13/4	314
14/1	365
14/2	367
14/3	679
15/1	1255
15/2	580

Full Input Data And Results

Lane Saturation Flows

Junction: M255-A2								
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 (M25 Northbound Offslip)	4.00	0.00	Y	Arm 6 Left	30.00	100.0 %	1919	1919
1/2 (M25 Northbound Offslip)	4.00	0.00	Y	Arm 11 Ahead	Inf	100.0 %	2015	2015
1/3 (M25 Northbound Offslip)	4.00	0.00	Y	Arm 11 Ahead	45.00	100.0 %	1950	1950
1/4 (M25 Northbound Offslip)	4.00	0.00	Y	Arm 11 Ahead	45.00	100.0 %	1950	1950
2/1 (A2 Eastbound Offslip)	4.00	0.00	Y	Arm 12 Ahead	40.00	100.0 %	1942	1942
2/2 (A2 Eastbound Offslip)	4.00	0.00	Y	Arm 12 Ahead	40.00	100.0 %	1942	1942
2/3 (A2 Eastbound Offslip)	4.00	0.00	Y	Arm 12 Ahead	40.00	100.0 %	1942	1942
2/4 (A2 Eastbound Offslip)	4.00	0.00	Y	Arm 12 Ahead	40.00	100.0 %	1942	1942
3/1 (M25 Southbound Offslip)	4.00	0.00	Y	Arm 9 Left	40.00	100.0 %	1942	1942
3/2 (M25 Southbound Offslip)	4.00	0.00	Y	Arm 14 Ahead	40.00	100.0 %	1942	1942
3/3 (M25 Southbound Offslip)	4.00	0.00	Y	Arm 14 Ahead	40.00	100.0 %	1942	1942
4/1 (A2 Westbound Offslip)	4.00	0.00	Y	Arm 5 Left	50.00	100.0 %	1956	1956
4/2 (A2 Westbound Offslip)	4.00	0.00	Y	Arm 10 Ahead	40.00	100.0 %	1942	1942
4/3 (A2 Westbound Offslip)	4.00	0.00	Y	Arm 10 Ahead	40.00	100.0 %	1942	1942
5/1 (M25 Southbound Onslip Lane 1)	Infinite Saturation Flow						Inf	Inf
5/2 (M25 Southbound Onslip Lane 2)	Infinite Saturation Flow						Inf	Inf
6/1 (A2 Westbound Onslip Lane 1)	Infinite Saturation Flow						Inf	Inf
6/2 (A2 Westbound Onslip Lane 2)	Infinite Saturation Flow						Inf	Inf
7/1 (A225 Northbound Lane 1)	Infinite Saturation Flow						Inf	Inf
8/1 (M25 Northbound Onslip Lane 1)	Infinite Saturation Flow						Inf	Inf
9/1 (A2 Eastbound Onslip Lane 1)	Infinite Saturation Flow						Inf	Inf
9/2 (A2 Eastbound Onslip Lane 2)	Infinite Saturation Flow						Inf	Inf
10/1 (M25 Southbound (internal))	4.00	0.00	Y	Arm 6 Ahead	60.00	100.0 %	1966	1966

Full Input Data And Results

10/2 (M25 Southbound (internal))	4.00	0.00	Y	Arm 11 Right	60.00	100.0 %	1966	1966
10/3 (M25 Southbound (internal))	4.00	0.00	Y	Arm 11 Right	60.00	100.0 %	1966	1966
11/1 (A2 Westbound (Internal))	4.00	0.00	Y	Arm 12 Right	80.00	100.0 %	1978	1978
11/2 (A2 Westbound (Internal))	4.00	0.00	Y	Arm 12 Right	80.00	100.0 %	1978	1978
11/3 (A2 Westbound (Internal))	4.00	0.00	Y	Arm 12 Right	80.00	100.0 %	1978	1978
12/1 (M25 North (Internal 1) Lane 1)	Infinite Saturation Flow						Inf	Inf
12/2 (M25 North (Internal 1) Lane 2)	Infinite Saturation Flow						Inf	Inf
12/3 (M25 North (Internal 1) Lane 3)	Infinite Saturation Flow						Inf	Inf
12/4 (M25 North (Internal 1) Lane 4)	Infinite Saturation Flow						Inf	Inf
12/5 (M25 North (Internal 1) Lane 5)	Infinite Saturation Flow						Inf	Inf
13/1 (M25 North (Internal 2) Lane 1)	This lane uses a directly entered Saturation Flow						1800	1800
13/2 (M25 North (Internal 2))	4.00	0.00	Y	Arm 9 Ahead	40.00	100.0 %	1942	1942
13/3 (M25 North (Internal 2))	4.00	0.00	Y	Arm 14 Right	40.00	100.0 %	1942	1942
13/4 (M25 North (Internal 2))	4.00	0.00	Y	Arm 14 Right	40.00	100.0 %	1942	1942
14/1 (A2 Eastbound (Internal))	4.00	0.00	Y	Arm 5 Ahead	80.00	100.0 %	1978	1978
14/2 (A2 Eastbound (Internal))	4.00	0.00	Y	Arm 5 Ahead	80.00	100.0 %	1978	1978
14/3 (A2 Eastbound (Internal))	4.00	0.00	Y	Arm 10 Right	80.00	100.0 %	1978	1978
15/1 (M25 Off Slip NB entry Lane 1)	Infinite Saturation Flow						Inf	Inf
15/2 (M25 Off Slip NB entry Lane 2)	Infinite Saturation Flow						Inf	Inf

Scenario 11: '29_DM - AM Peak' (FG11: '29_DM - AM Peak', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

	Destination						
	A	B	C	D	E	Tot.	
Origin	A	11	73	147	173	15	419
	B	8	1	408	12	105	534
	C	6	287	2	366	112	773
	D	184	9	435	0	154	782
	E	0	0	0	0	0	0
	Tot.	209	370	992	551	386	2508

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 11: 29_DM - AM Peak
Junction: M255-A2	
1/1 (short)	366
1/2 (with short)	478(In) 112(Out)
1/3	6
1/4	289
2/1 (short)	154
2/2 (with short)	338(In) 184(Out)
2/3 (with short)	444(In) 222(Out)
2/4 (short)	222
3/1 (short)	73
3/2 (with short)	220(In) 147(Out)
3/3	199
4/1 (short)	408
4/2 (with short)	525(In) 117(Out)
4/3	9
5/1	696
5/2	296
6/1	366
6/2	185
7/1	386
8/1	209
9/1	74
9/2	296
10/1 (short)	185
10/2 (with short)	305(In) 120(Out)
10/3	20
11/1	232
11/2	26
11/3	289
12/1	386
12/2	209
12/3	1
12/4	510

Full Input Data And Results

12/5	223
13/1	1
13/2 (short)	296
13/3 (with short)	510(In) 214(Out)
13/4	223
14/1	288
14/2	296
14/3	199
15/1	484
15/2	289

Full Input Data And Results

Lane Saturation Flows

Junction: M255-A2								
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 (M25 Northbound Offslip)	4.00	0.00	Y	Arm 6 Left	30.00	100.0 %	1919	1919
1/2 (M25 Northbound Offslip)	4.00	0.00	Y	Arm 11 Ahead	Inf	100.0 %	2015	2015
1/3 (M25 Northbound Offslip)	4.00	0.00	Y	Arm 11 Ahead	45.00	100.0 %	1950	1950
1/4 (M25 Northbound Offslip)	4.00	0.00	Y	Arm 11 Ahead	45.00	100.0 %	1950	1950
2/1 (A2 Eastbound Offslip)	4.00	0.00	Y	Arm 12 Ahead	40.00	100.0 %	1942	1942
2/2 (A2 Eastbound Offslip)	4.00	0.00	Y	Arm 12 Ahead	40.00	100.0 %	1942	1942
2/3 (A2 Eastbound Offslip)	4.00	0.00	Y	Arm 12 Ahead	40.00	100.0 %	1942	1942
2/4 (A2 Eastbound Offslip)	4.00	0.00	Y	Arm 12 Ahead	40.00	100.0 %	1942	1942
3/1 (M25 Southbound Offslip)	4.00	0.00	Y	Arm 9 Left	40.00	100.0 %	1942	1942
3/2 (M25 Southbound Offslip)	4.00	0.00	Y	Arm 14 Ahead	40.00	100.0 %	1942	1942
3/3 (M25 Southbound Offslip)	4.00	0.00	Y	Arm 14 Ahead	40.00	100.0 %	1942	1942
4/1 (A2 Westbound Offslip)	4.00	0.00	Y	Arm 5 Left	50.00	100.0 %	1956	1956
4/2 (A2 Westbound Offslip)	4.00	0.00	Y	Arm 10 Ahead	40.00	100.0 %	1942	1942
4/3 (A2 Westbound Offslip)	4.00	0.00	Y	Arm 10 Ahead	40.00	100.0 %	1942	1942
5/1 (M25 Southbound Onslip Lane 1)	Infinite Saturation Flow						Inf	Inf
5/2 (M25 Southbound Onslip Lane 2)	Infinite Saturation Flow						Inf	Inf
6/1 (A2 Westbound Onslip Lane 1)	Infinite Saturation Flow						Inf	Inf
6/2 (A2 Westbound Onslip Lane 2)	Infinite Saturation Flow						Inf	Inf
7/1 (A225 Northbound Lane 1)	Infinite Saturation Flow						Inf	Inf
8/1 (M25 Northbound Onslip Lane 1)	Infinite Saturation Flow						Inf	Inf
9/1 (A2 Eastbound Onslip Lane 1)	Infinite Saturation Flow						Inf	Inf
9/2 (A2 Eastbound Onslip Lane 2)	Infinite Saturation Flow						Inf	Inf
10/1 (M25 Southbound (internal))	4.00	0.00	Y	Arm 6 Ahead	60.00	100.0 %	1966	1966

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10/2 (M25 Southbound (internal))	4.00	0.00	Y	Arm 11 Right	60.00	100.0 %	1966	1966
10/3 (M25 Southbound (internal))	4.00	0.00	Y	Arm 11 Right	60.00	100.0 %	1966	1966
11/1 (A2 Westbound (Internal))	4.00	0.00	Y	Arm 12 Right	80.00	100.0 %	1978	1978
11/2 (A2 Westbound (Internal))	4.00	0.00	Y	Arm 12 Right	80.00	100.0 %	1978	1978
11/3 (A2 Westbound (Internal))	4.00	0.00	Y	Arm 12 Right	80.00	100.0 %	1978	1978
12/1 (M25 North (Internal 1) Lane 1)	Infinite Saturation Flow						Inf	Inf
12/2 (M25 North (Internal 1) Lane 2)	Infinite Saturation Flow						Inf	Inf
12/3 (M25 North (Internal 1) Lane 3)	Infinite Saturation Flow						Inf	Inf
12/4 (M25 North (Internal 1) Lane 4)	Infinite Saturation Flow						Inf	Inf
12/5 (M25 North (Internal 1) Lane 5)	Infinite Saturation Flow						Inf	Inf
13/1 (M25 North (Internal 2) Lane 1)	This lane uses a directly entered Saturation Flow						1800	1800
13/2 (M25 North (Internal 2))	4.00	0.00	Y	Arm 9 Ahead	40.00	100.0 %	1942	1942
13/3 (M25 North (Internal 2))	4.00	0.00	Y	Arm 14 Right	40.00	100.0 %	1942	1942
13/4 (M25 North (Internal 2))	4.00	0.00	Y	Arm 14 Right	40.00	100.0 %	1942	1942
14/1 (A2 Eastbound (Internal))	4.00	0.00	Y	Arm 5 Ahead	80.00	100.0 %	1978	1978
14/2 (A2 Eastbound (Internal))	4.00	0.00	Y	Arm 5 Ahead	80.00	100.0 %	1978	1978
14/3 (A2 Eastbound (Internal))	4.00	0.00	Y	Arm 10 Right	80.00	100.0 %	1978	1978
15/1 (M25 Off Slip NB entry Lane 1)	Infinite Saturation Flow						Inf	Inf
15/2 (M25 Off Slip NB entry Lane 2)	Infinite Saturation Flow						Inf	Inf

Scenario 12: '29_DM - PM Peak' (FG12: '29_DM - PM Peak', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

	Destination						
	A	B	C	D	E	Tot.	
Origin	A	21	260	117	669	28	1095
	B	26	1	629	10	131	797
	C	7	611	3	1123	201	1945
	D	338	6	655	2	183	1184
	E	0	0	0	0	0	0
	Tot.	392	878	1404	1804	543	5021

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 12: 29_DM - PM Peak
Junction: M255-A2	
1/1 (short)	1123
1/2 (with short)	1324(In) 201(Out)
1/3	168
1/4	453
2/1 (short)	183
2/2 (with short)	521(In) 338(Out)
2/3 (with short)	663(In) 332(Out)
2/4 (short)	331
3/1 (short)	260
3/2 (with short)	377(In) 117(Out)
3/3	718
4/1 (short)	629
4/2 (with short)	770(In) 141(Out)
4/3	27
5/1	1016
5/2	388
6/1	1123
6/2	681
7/1	543
8/1	392
9/1	422
9/2	456
10/1 (short)	681
10/2 (with short)	840(In) 159(Out)
10/3	48
11/1	360
11/2	216
11/3	453
12/1	543
12/2	392
12/3	162
12/4	784

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12/5	332
13/1	162
13/2 (short)	456
13/3 (with short)	784(In) 328(Out)
13/4	332
14/1	387
14/2	388
14/3	720
15/1	1492
15/2	453

Full Input Data And Results

Lane Saturation Flows

Junction: M255-A2								
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 (M25 Northbound Offslip)	4.00	0.00	Y	Arm 6 Left	30.00	100.0 %	1919	1919
1/2 (M25 Northbound Offslip)	4.00	0.00	Y	Arm 11 Ahead	Inf	100.0 %	2015	2015
1/3 (M25 Northbound Offslip)	4.00	0.00	Y	Arm 11 Ahead	45.00	100.0 %	1950	1950
1/4 (M25 Northbound Offslip)	4.00	0.00	Y	Arm 11 Ahead	45.00	100.0 %	1950	1950
2/1 (A2 Eastbound Offslip)	4.00	0.00	Y	Arm 12 Ahead	40.00	100.0 %	1942	1942
2/2 (A2 Eastbound Offslip)	4.00	0.00	Y	Arm 12 Ahead	40.00	100.0 %	1942	1942
2/3 (A2 Eastbound Offslip)	4.00	0.00	Y	Arm 12 Ahead	40.00	100.0 %	1942	1942
2/4 (A2 Eastbound Offslip)	4.00	0.00	Y	Arm 12 Ahead	40.00	100.0 %	1942	1942
3/1 (M25 Southbound Offslip)	4.00	0.00	Y	Arm 9 Left	40.00	100.0 %	1942	1942
3/2 (M25 Southbound Offslip)	4.00	0.00	Y	Arm 14 Ahead	40.00	100.0 %	1942	1942
3/3 (M25 Southbound Offslip)	4.00	0.00	Y	Arm 14 Ahead	40.00	100.0 %	1942	1942
4/1 (A2 Westbound Offslip)	4.00	0.00	Y	Arm 5 Left	50.00	100.0 %	1956	1956
4/2 (A2 Westbound Offslip)	4.00	0.00	Y	Arm 10 Ahead	40.00	100.0 %	1942	1942
4/3 (A2 Westbound Offslip)	4.00	0.00	Y	Arm 10 Ahead	40.00	100.0 %	1942	1942
5/1 (M25 Southbound Onslip Lane 1)	Infinite Saturation Flow						Inf	Inf
5/2 (M25 Southbound Onslip Lane 2)	Infinite Saturation Flow						Inf	Inf
6/1 (A2 Westbound Onslip Lane 1)	Infinite Saturation Flow						Inf	Inf
6/2 (A2 Westbound Onslip Lane 2)	Infinite Saturation Flow						Inf	Inf
7/1 (A225 Northbound Lane 1)	Infinite Saturation Flow						Inf	Inf
8/1 (M25 Northbound Onslip Lane 1)	Infinite Saturation Flow						Inf	Inf
9/1 (A2 Eastbound Onslip Lane 1)	Infinite Saturation Flow						Inf	Inf
9/2 (A2 Eastbound Onslip Lane 2)	Infinite Saturation Flow						Inf	Inf
10/1 (M25 Southbound (internal))	4.00	0.00	Y	Arm 6 Ahead	60.00	100.0 %	1966	1966

Full Input Data And Results

10/2 (M25 Southbound (internal))	4.00	0.00	Y	Arm 11 Right	60.00	100.0 %	1966	1966
10/3 (M25 Southbound (internal))	4.00	0.00	Y	Arm 11 Right	60.00	100.0 %	1966	1966
11/1 (A2 Westbound (Internal))	4.00	0.00	Y	Arm 12 Right	80.00	100.0 %	1978	1978
11/2 (A2 Westbound (Internal))	4.00	0.00	Y	Arm 12 Right	80.00	100.0 %	1978	1978
11/3 (A2 Westbound (Internal))	4.00	0.00	Y	Arm 12 Right	80.00	100.0 %	1978	1978
12/1 (M25 North (Internal 1) Lane 1)	Infinite Saturation Flow						Inf	Inf
12/2 (M25 North (Internal 1) Lane 2)	Infinite Saturation Flow						Inf	Inf
12/3 (M25 North (Internal 1) Lane 3)	Infinite Saturation Flow						Inf	Inf
12/4 (M25 North (Internal 1) Lane 4)	Infinite Saturation Flow						Inf	Inf
12/5 (M25 North (Internal 1) Lane 5)	Infinite Saturation Flow						Inf	Inf
13/1 (M25 North (Internal 2) Lane 1)	This lane uses a directly entered Saturation Flow						1800	1800
13/2 (M25 North (Internal 2))	4.00	0.00	Y	Arm 9 Ahead	40.00	100.0 %	1942	1942
13/3 (M25 North (Internal 2))	4.00	0.00	Y	Arm 14 Right	40.00	100.0 %	1942	1942
13/4 (M25 North (Internal 2))	4.00	0.00	Y	Arm 14 Right	40.00	100.0 %	1942	1942
14/1 (A2 Eastbound (Internal))	4.00	0.00	Y	Arm 5 Ahead	80.00	100.0 %	1978	1978
14/2 (A2 Eastbound (Internal))	4.00	0.00	Y	Arm 5 Ahead	80.00	100.0 %	1978	1978
14/3 (A2 Eastbound (Internal))	4.00	0.00	Y	Arm 10 Right	80.00	100.0 %	1978	1978
15/1 (M25 Off Slip NB entry Lane 1)	Infinite Saturation Flow						Inf	Inf
15/2 (M25 Off Slip NB entry Lane 2)	Infinite Saturation Flow						Inf	Inf

Scenario 13: '29_DM + Dev - AM Peak' (FG13: '29_DM + Dev - AM Peak', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

	Destination						
	A	B	C	D	E	Tot.	
Origin	A	11	73	147	173	15	419
	B	8	1	419	12	105	545
	C	6	296	2	366	112	782
	D	184	9	435	0	154	782
	E	0	0	0	0	0	0
	Tot.	209	379	1003	551	386	2528

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 13: 29_DM + Dev - AM Peak
Junction: M255-A2	
1/1 (short)	366
1/2 (with short)	478(In) 112(Out)
1/3	6
1/4	298
2/1 (short)	154
2/2 (with short)	338(In) 184(Out)
2/3 (with short)	444(In) 222(Out)
2/4 (short)	222
3/1 (short)	73
3/2 (with short)	220(In) 147(Out)
3/3	199
4/1 (short)	419
4/2 (with short)	536(In) 117(Out)
4/3	9
5/1	707
5/2	296
6/1	366
6/2	185
7/1	386
8/1	209
9/1	74
9/2	305
10/1 (short)	185
10/2 (with short)	305(In) 120(Out)
10/3	20
11/1	232
11/2	26
11/3	298
12/1	386
12/2	209
12/3	1
12/4	519

Full Input Data And Results

12/5	223
13/1	1
13/2 (short)	305
13/3 (with short)	519(In) 214(Out)
13/4	223
14/1	288
14/2	296
14/3	199
15/1	484
15/2	298

Full Input Data And Results

Lane Saturation Flows

Junction: M255-A2								
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 (M25 Northbound Offslip)	4.00	0.00	Y	Arm 6 Left	30.00	100.0 %	1919	1919
1/2 (M25 Northbound Offslip)	4.00	0.00	Y	Arm 11 Ahead	Inf	100.0 %	2015	2015
1/3 (M25 Northbound Offslip)	4.00	0.00	Y	Arm 11 Ahead	45.00	100.0 %	1950	1950
1/4 (M25 Northbound Offslip)	4.00	0.00	Y	Arm 11 Ahead	45.00	100.0 %	1950	1950
2/1 (A2 Eastbound Offslip)	4.00	0.00	Y	Arm 12 Ahead	40.00	100.0 %	1942	1942
2/2 (A2 Eastbound Offslip)	4.00	0.00	Y	Arm 12 Ahead	40.00	100.0 %	1942	1942
2/3 (A2 Eastbound Offslip)	4.00	0.00	Y	Arm 12 Ahead	40.00	100.0 %	1942	1942
2/4 (A2 Eastbound Offslip)	4.00	0.00	Y	Arm 12 Ahead	40.00	100.0 %	1942	1942
3/1 (M25 Southbound Offslip)	4.00	0.00	Y	Arm 9 Left	40.00	100.0 %	1942	1942
3/2 (M25 Southbound Offslip)	4.00	0.00	Y	Arm 14 Ahead	40.00	100.0 %	1942	1942
3/3 (M25 Southbound Offslip)	4.00	0.00	Y	Arm 14 Ahead	40.00	100.0 %	1942	1942
4/1 (A2 Westbound Offslip)	4.00	0.00	Y	Arm 5 Left	50.00	100.0 %	1956	1956
4/2 (A2 Westbound Offslip)	4.00	0.00	Y	Arm 10 Ahead	40.00	100.0 %	1942	1942
4/3 (A2 Westbound Offslip)	4.00	0.00	Y	Arm 10 Ahead	40.00	100.0 %	1942	1942
5/1 (M25 Southbound Onslip Lane 1)	Infinite Saturation Flow						Inf	Inf
5/2 (M25 Southbound Onslip Lane 2)	Infinite Saturation Flow						Inf	Inf
6/1 (A2 Westbound Onslip Lane 1)	Infinite Saturation Flow						Inf	Inf
6/2 (A2 Westbound Onslip Lane 2)	Infinite Saturation Flow						Inf	Inf
7/1 (A225 Northbound Lane 1)	Infinite Saturation Flow						Inf	Inf
8/1 (M25 Northbound Onslip Lane 1)	Infinite Saturation Flow						Inf	Inf
9/1 (A2 Eastbound Onslip Lane 1)	Infinite Saturation Flow						Inf	Inf
9/2 (A2 Eastbound Onslip Lane 2)	Infinite Saturation Flow						Inf	Inf
10/1 (M25 Southbound (internal))	4.00	0.00	Y	Arm 6 Ahead	60.00	100.0 %	1966	1966

Full Input Data And Results

10/2 (M25 Southbound (internal))	4.00	0.00	Y	Arm 11 Right	60.00	100.0 %	1966	1966
10/3 (M25 Southbound (internal))	4.00	0.00	Y	Arm 11 Right	60.00	100.0 %	1966	1966
11/1 (A2 Westbound (Internal))	4.00	0.00	Y	Arm 12 Right	80.00	100.0 %	1978	1978
11/2 (A2 Westbound (Internal))	4.00	0.00	Y	Arm 12 Right	80.00	100.0 %	1978	1978
11/3 (A2 Westbound (Internal))	4.00	0.00	Y	Arm 12 Right	80.00	100.0 %	1978	1978
12/1 (M25 North (Internal 1) Lane 1)	Infinite Saturation Flow						Inf	Inf
12/2 (M25 North (Internal 1) Lane 2)	Infinite Saturation Flow						Inf	Inf
12/3 (M25 North (Internal 1) Lane 3)	Infinite Saturation Flow						Inf	Inf
12/4 (M25 North (Internal 1) Lane 4)	Infinite Saturation Flow						Inf	Inf
12/5 (M25 North (Internal 1) Lane 5)	Infinite Saturation Flow						Inf	Inf
13/1 (M25 North (Internal 2) Lane 1)	This lane uses a directly entered Saturation Flow						1800	1800
13/2 (M25 North (Internal 2))	4.00	0.00	Y	Arm 9 Ahead	40.00	100.0 %	1942	1942
13/3 (M25 North (Internal 2))	4.00	0.00	Y	Arm 14 Right	40.00	100.0 %	1942	1942
13/4 (M25 North (Internal 2))	4.00	0.00	Y	Arm 14 Right	40.00	100.0 %	1942	1942
14/1 (A2 Eastbound (Internal))	4.00	0.00	Y	Arm 5 Ahead	80.00	100.0 %	1978	1978
14/2 (A2 Eastbound (Internal))	4.00	0.00	Y	Arm 5 Ahead	80.00	100.0 %	1978	1978
14/3 (A2 Eastbound (Internal))	4.00	0.00	Y	Arm 10 Right	80.00	100.0 %	1978	1978
15/1 (M25 Off Slip NB entry Lane 1)	Infinite Saturation Flow						Inf	Inf
15/2 (M25 Off Slip NB entry Lane 2)	Infinite Saturation Flow						Inf	Inf

Scenario 14: '29_DM + Dev - PM Peak' (FG14: '29_DM + Dev - PM Peak', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

	Destination						
	A	B	C	D	E	Tot.	
Origin	A	21	260	117	669	28	1095
	B	26	1	953	10	131	1121
	C	7	682	3	1123	201	2016
	D	338	6	655	2	183	1184
	E	0	0	0	0	0	0
	Tot.	392	949	1728	1804	543	5416

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 14: 29_DM + Dev - PM Peak
Junction: M255-A2	
1/1 (short)	1123
1/2 (with short)	1324(In) 201(Out)
1/3	239
1/4	453
2/1 (short)	183
2/2 (with short)	521(In) 338(Out)
2/3 (with short)	663(In) 332(Out)
2/4 (short)	331
3/1 (short)	260
3/2 (with short)	377(In) 117(Out)
3/3	718
4/1 (short)	953
4/2 (with short)	1094(In) 141(Out)
4/3	27
5/1	1340
5/2	388
6/1	1123
6/2	681
7/1	543
8/1	392
9/1	493
9/2	456
10/1 (short)	681
10/2 (with short)	840(In) 159(Out)
10/3	48
11/1	360
11/2	287
11/3	453
12/1	543
12/2	392
12/3	233
12/4	784

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12/5	332
13/1	233
13/2 (short)	456
13/3 (with short)	784(In) 328(Out)
13/4	332
14/1	387
14/2	388
14/3	720
15/1	1563
15/2	453

Full Input Data And Results

Lane Saturation Flows

Junction: M255-A2								
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 (M25 Northbound Offslip)	4.00	0.00	Y	Arm 6 Left	30.00	100.0 %	1919	1919
1/2 (M25 Northbound Offslip)	4.00	0.00	Y	Arm 11 Ahead	Inf	100.0 %	2015	2015
1/3 (M25 Northbound Offslip)	4.00	0.00	Y	Arm 11 Ahead	45.00	100.0 %	1950	1950
1/4 (M25 Northbound Offslip)	4.00	0.00	Y	Arm 11 Ahead	45.00	100.0 %	1950	1950
2/1 (A2 Eastbound Offslip)	4.00	0.00	Y	Arm 12 Ahead	40.00	100.0 %	1942	1942
2/2 (A2 Eastbound Offslip)	4.00	0.00	Y	Arm 12 Ahead	40.00	100.0 %	1942	1942
2/3 (A2 Eastbound Offslip)	4.00	0.00	Y	Arm 12 Ahead	40.00	100.0 %	1942	1942
2/4 (A2 Eastbound Offslip)	4.00	0.00	Y	Arm 12 Ahead	40.00	100.0 %	1942	1942
3/1 (M25 Southbound Offslip)	4.00	0.00	Y	Arm 9 Left	40.00	100.0 %	1942	1942
3/2 (M25 Southbound Offslip)	4.00	0.00	Y	Arm 14 Ahead	40.00	100.0 %	1942	1942
3/3 (M25 Southbound Offslip)	4.00	0.00	Y	Arm 14 Ahead	40.00	100.0 %	1942	1942
4/1 (A2 Westbound Offslip)	4.00	0.00	Y	Arm 5 Left	50.00	100.0 %	1956	1956
4/2 (A2 Westbound Offslip)	4.00	0.00	Y	Arm 10 Ahead	40.00	100.0 %	1942	1942
4/3 (A2 Westbound Offslip)	4.00	0.00	Y	Arm 10 Ahead	40.00	100.0 %	1942	1942
5/1 (M25 Southbound Onslip Lane 1)	Infinite Saturation Flow						Inf	Inf
5/2 (M25 Southbound Onslip Lane 2)	Infinite Saturation Flow						Inf	Inf
6/1 (A2 Westbound Onslip Lane 1)	Infinite Saturation Flow						Inf	Inf
6/2 (A2 Westbound Onslip Lane 2)	Infinite Saturation Flow						Inf	Inf
7/1 (A225 Northbound Lane 1)	Infinite Saturation Flow						Inf	Inf
8/1 (M25 Northbound Onslip Lane 1)	Infinite Saturation Flow						Inf	Inf
9/1 (A2 Eastbound Onslip Lane 1)	Infinite Saturation Flow						Inf	Inf
9/2 (A2 Eastbound Onslip Lane 2)	Infinite Saturation Flow						Inf	Inf
10/1 (M25 Southbound (internal))	4.00	0.00	Y	Arm 6 Ahead	60.00	100.0 %	1966	1966

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10/2 (M25 Southbound (internal))	4.00	0.00	Y	Arm 11 Right	60.00	100.0 %	1966	1966
10/3 (M25 Southbound (internal))	4.00	0.00	Y	Arm 11 Right	60.00	100.0 %	1966	1966
11/1 (A2 Westbound (Internal))	4.00	0.00	Y	Arm 12 Right	80.00	100.0 %	1978	1978
11/2 (A2 Westbound (Internal))	4.00	0.00	Y	Arm 12 Right	80.00	100.0 %	1978	1978
11/3 (A2 Westbound (Internal))	4.00	0.00	Y	Arm 12 Right	80.00	100.0 %	1978	1978
12/1 (M25 North (Internal 1) Lane 1)	Infinite Saturation Flow						Inf	Inf
12/2 (M25 North (Internal 1) Lane 2)	Infinite Saturation Flow						Inf	Inf
12/3 (M25 North (Internal 1) Lane 3)	Infinite Saturation Flow						Inf	Inf
12/4 (M25 North (Internal 1) Lane 4)	Infinite Saturation Flow						Inf	Inf
12/5 (M25 North (Internal 1) Lane 5)	Infinite Saturation Flow						Inf	Inf
13/1 (M25 North (Internal 2) Lane 1)	This lane uses a directly entered Saturation Flow						1800	1800
13/2 (M25 North (Internal 2))	4.00	0.00	Y	Arm 9 Ahead	40.00	100.0 %	1942	1942
13/3 (M25 North (Internal 2))	4.00	0.00	Y	Arm 14 Right	40.00	100.0 %	1942	1942
13/4 (M25 North (Internal 2))	4.00	0.00	Y	Arm 14 Right	40.00	100.0 %	1942	1942
14/1 (A2 Eastbound (Internal))	4.00	0.00	Y	Arm 5 Ahead	80.00	100.0 %	1978	1978
14/2 (A2 Eastbound (Internal))	4.00	0.00	Y	Arm 5 Ahead	80.00	100.0 %	1978	1978
14/3 (A2 Eastbound (Internal))	4.00	0.00	Y	Arm 10 Right	80.00	100.0 %	1978	1978
15/1 (M25 Off Slip NB entry Lane 1)	Infinite Saturation Flow						Inf	Inf
15/2 (M25 Off Slip NB entry Lane 2)	Infinite Saturation Flow						Inf	Inf

Scenario 15: '29_LDM - AM Peak' (FG15: '29_LDM - AM Peak', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

	Destination						
	A	B	C	D	E	Tot.	
Origin	A	12	78	157	185	16	448
	B	8	1	419	13	107	548
	C	5	267	2	340	104	718
	D	173	9	410	0	145	737
	E	0	0	0	0	0	0
	Tot.	198	355	988	538	372	2451

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 15: 29_LDM - AM Peak
Junction: M255-A2	
1/1 (short)	340
1/2 (with short)	444(In) 104(Out)
1/3	5
1/4	269
2/1 (short)	145
2/2 (with short)	318(In) 173(Out)
2/3 (with short)	419(In) 210(Out)
2/4 (short)	209
3/1 (short)	78
3/2 (with short)	235(In) 157(Out)
3/3	213
4/1 (short)	419
4/2 (with short)	539(In) 120(Out)
4/3	9
5/1	700
5/2	288
6/1	340
6/2	198
7/1	372
8/1	198
9/1	79
9/2	276
10/1 (short)	198
10/2 (with short)	321(In) 123(Out)
10/3	21
11/1	227
11/2	26
11/3	269
12/1	372
12/2	198
12/3	1
12/4	478

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12/5	210
13/1	1
13/2 (short)	276
13/3 (with short)	478(In) 202(Out)
13/4	210
14/1	281
14/2	288
14/3	213
15/1	449
15/2	269

Full Input Data And Results

Lane Saturation Flows

Junction: M255-A2								
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 (M25 Northbound Offslip)	4.00	0.00	Y	Arm 6 Left	30.00	100.0 %	1919	1919
1/2 (M25 Northbound Offslip)	4.00	0.00	Y	Arm 11 Ahead	Inf	100.0 %	2015	2015
1/3 (M25 Northbound Offslip)	4.00	0.00	Y	Arm 11 Ahead	45.00	100.0 %	1950	1950
1/4 (M25 Northbound Offslip)	4.00	0.00	Y	Arm 11 Ahead	45.00	100.0 %	1950	1950
2/1 (A2 Eastbound Offslip)	4.00	0.00	Y	Arm 12 Ahead	40.00	100.0 %	1942	1942
2/2 (A2 Eastbound Offslip)	4.00	0.00	Y	Arm 12 Ahead	40.00	100.0 %	1942	1942
2/3 (A2 Eastbound Offslip)	4.00	0.00	Y	Arm 12 Ahead	40.00	100.0 %	1942	1942
2/4 (A2 Eastbound Offslip)	4.00	0.00	Y	Arm 12 Ahead	40.00	100.0 %	1942	1942
3/1 (M25 Southbound Offslip)	4.00	0.00	Y	Arm 9 Left	40.00	100.0 %	1942	1942
3/2 (M25 Southbound Offslip)	4.00	0.00	Y	Arm 14 Ahead	40.00	100.0 %	1942	1942
3/3 (M25 Southbound Offslip)	4.00	0.00	Y	Arm 14 Ahead	40.00	100.0 %	1942	1942
4/1 (A2 Westbound Offslip)	4.00	0.00	Y	Arm 5 Left	50.00	100.0 %	1956	1956
4/2 (A2 Westbound Offslip)	4.00	0.00	Y	Arm 10 Ahead	40.00	100.0 %	1942	1942
4/3 (A2 Westbound Offslip)	4.00	0.00	Y	Arm 10 Ahead	40.00	100.0 %	1942	1942
5/1 (M25 Southbound Onslip Lane 1)	Infinite Saturation Flow						Inf	Inf
5/2 (M25 Southbound Onslip Lane 2)	Infinite Saturation Flow						Inf	Inf
6/1 (A2 Westbound Onslip Lane 1)	Infinite Saturation Flow						Inf	Inf
6/2 (A2 Westbound Onslip Lane 2)	Infinite Saturation Flow						Inf	Inf
7/1 (A225 Northbound Lane 1)	Infinite Saturation Flow						Inf	Inf
8/1 (M25 Northbound Onslip Lane 1)	Infinite Saturation Flow						Inf	Inf
9/1 (A2 Eastbound Onslip Lane 1)	Infinite Saturation Flow						Inf	Inf
9/2 (A2 Eastbound Onslip Lane 2)	Infinite Saturation Flow						Inf	Inf
10/1 (M25 Southbound (internal))	4.00	0.00	Y	Arm 6 Ahead	60.00	100.0 %	1966	1966

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10/2 (M25 Southbound (internal))	4.00	0.00	Y	Arm 11 Right	60.00	100.0 %	1966	1966
10/3 (M25 Southbound (internal))	4.00	0.00	Y	Arm 11 Right	60.00	100.0 %	1966	1966
11/1 (A2 Westbound (Internal))	4.00	0.00	Y	Arm 12 Right	80.00	100.0 %	1978	1978
11/2 (A2 Westbound (Internal))	4.00	0.00	Y	Arm 12 Right	80.00	100.0 %	1978	1978
11/3 (A2 Westbound (Internal))	4.00	0.00	Y	Arm 12 Right	80.00	100.0 %	1978	1978
12/1 (M25 North (Internal 1) Lane 1)	Infinite Saturation Flow						Inf	Inf
12/2 (M25 North (Internal 1) Lane 2)	Infinite Saturation Flow						Inf	Inf
12/3 (M25 North (Internal 1) Lane 3)	Infinite Saturation Flow						Inf	Inf
12/4 (M25 North (Internal 1) Lane 4)	Infinite Saturation Flow						Inf	Inf
12/5 (M25 North (Internal 1) Lane 5)	Infinite Saturation Flow						Inf	Inf
13/1 (M25 North (Internal 2) Lane 1)	This lane uses a directly entered Saturation Flow						1800	1800
13/2 (M25 North (Internal 2))	4.00	0.00	Y	Arm 9 Ahead	40.00	100.0 %	1942	1942
13/3 (M25 North (Internal 2))	4.00	0.00	Y	Arm 14 Right	40.00	100.0 %	1942	1942
13/4 (M25 North (Internal 2))	4.00	0.00	Y	Arm 14 Right	40.00	100.0 %	1942	1942
14/1 (A2 Eastbound (Internal))	4.00	0.00	Y	Arm 5 Ahead	80.00	100.0 %	1978	1978
14/2 (A2 Eastbound (Internal))	4.00	0.00	Y	Arm 5 Ahead	80.00	100.0 %	1978	1978
14/3 (A2 Eastbound (Internal))	4.00	0.00	Y	Arm 10 Right	80.00	100.0 %	1978	1978
15/1 (M25 Off Slip NB entry Lane 1)	Infinite Saturation Flow						Inf	Inf
15/2 (M25 Off Slip NB entry Lane 2)	Infinite Saturation Flow						Inf	Inf

Scenario 16: '29_LDM - PM Peak' (FG16: '29_LDM - PM Peak', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

	Destination						
	A	B	C	D	E	Tot.	
Origin	A	19	231	104	595	25	974
	B	31	2	749	12	155	949
	C	6	572	3	1051	188	1820
	D	288	5	558	2	156	1009
	E	0	0	0	0	0	0
	Tot.	344	810	1414	1660	524	4752

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 16: 29_LDM - PM Peak
Junction: M255-A2	
1/1 (short)	1051
1/2 (with short)	1239(In) 188(Out)
1/3	6
1/4	575
2/1 (short)	156
2/2 (with short)	444(In) 288(Out)
2/3 (with short)	565(In) 283(Out)
2/4 (short)	282
3/1 (short)	231
3/2 (with short)	335(In) 104(Out)
3/3	639
4/1 (short)	749
4/2 (with short)	916(In) 167(Out)
4/3	33
5/1	1081
5/2	333
6/1	1051
6/2	609
7/1	524
8/1	344
9/1	232
9/2	578
10/1 (short)	609
10/2 (with short)	789(In) 180(Out)
10/3	52
11/1	368
11/2	57
11/3	576
12/1	524
12/2	344
12/3	1
12/4	858

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12/5	283
13/1	1
13/2 (short)	578
13/3 (with short)	858(In) 280(Out)
13/4	283
14/1	332
14/2	333
14/3	641
15/1	1245
15/2	575

Full Input Data And Results

Lane Saturation Flows

Junction: M255-A2								
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 (M25 Northbound Offslip)	4.00	0.00	Y	Arm 6 Left	30.00	100.0 %	1919	1919
1/2 (M25 Northbound Offslip)	4.00	0.00	Y	Arm 11 Ahead	Inf	100.0 %	2015	2015
1/3 (M25 Northbound Offslip)	4.00	0.00	Y	Arm 11 Ahead	45.00	100.0 %	1950	1950
1/4 (M25 Northbound Offslip)	4.00	0.00	Y	Arm 11 Ahead	45.00	100.0 %	1950	1950
2/1 (A2 Eastbound Offslip)	4.00	0.00	Y	Arm 12 Ahead	40.00	100.0 %	1942	1942
2/2 (A2 Eastbound Offslip)	4.00	0.00	Y	Arm 12 Ahead	40.00	100.0 %	1942	1942
2/3 (A2 Eastbound Offslip)	4.00	0.00	Y	Arm 12 Ahead	40.00	100.0 %	1942	1942
2/4 (A2 Eastbound Offslip)	4.00	0.00	Y	Arm 12 Ahead	40.00	100.0 %	1942	1942
3/1 (M25 Southbound Offslip)	4.00	0.00	Y	Arm 9 Left	40.00	100.0 %	1942	1942
3/2 (M25 Southbound Offslip)	4.00	0.00	Y	Arm 14 Ahead	40.00	100.0 %	1942	1942
3/3 (M25 Southbound Offslip)	4.00	0.00	Y	Arm 14 Ahead	40.00	100.0 %	1942	1942
4/1 (A2 Westbound Offslip)	4.00	0.00	Y	Arm 5 Left	50.00	100.0 %	1956	1956
4/2 (A2 Westbound Offslip)	4.00	0.00	Y	Arm 10 Ahead	40.00	100.0 %	1942	1942
4/3 (A2 Westbound Offslip)	4.00	0.00	Y	Arm 10 Ahead	40.00	100.0 %	1942	1942
5/1 (M25 Southbound Onslip Lane 1)	Infinite Saturation Flow						Inf	Inf
5/2 (M25 Southbound Onslip Lane 2)	Infinite Saturation Flow						Inf	Inf
6/1 (A2 Westbound Onslip Lane 1)	Infinite Saturation Flow						Inf	Inf
6/2 (A2 Westbound Onslip Lane 2)	Infinite Saturation Flow						Inf	Inf
7/1 (A225 Northbound Lane 1)	Infinite Saturation Flow						Inf	Inf
8/1 (M25 Northbound Onslip Lane 1)	Infinite Saturation Flow						Inf	Inf
9/1 (A2 Eastbound Onslip Lane 1)	Infinite Saturation Flow						Inf	Inf
9/2 (A2 Eastbound Onslip Lane 2)	Infinite Saturation Flow						Inf	Inf
10/1 (M25 Southbound (internal))	4.00	0.00	Y	Arm 6 Ahead	60.00	100.0 %	1966	1966

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10/2 (M25 Southbound (internal))	4.00	0.00	Y	Arm 11 Right	60.00	100.0 %	1966	1966
10/3 (M25 Southbound (internal))	4.00	0.00	Y	Arm 11 Right	60.00	100.0 %	1966	1966
11/1 (A2 Westbound (Internal))	4.00	0.00	Y	Arm 12 Right	80.00	100.0 %	1978	1978
11/2 (A2 Westbound (Internal))	4.00	0.00	Y	Arm 12 Right	80.00	100.0 %	1978	1978
11/3 (A2 Westbound (Internal))	4.00	0.00	Y	Arm 12 Right	80.00	100.0 %	1978	1978
12/1 (M25 North (Internal 1) Lane 1)	Infinite Saturation Flow						Inf	Inf
12/2 (M25 North (Internal 1) Lane 2)	Infinite Saturation Flow						Inf	Inf
12/3 (M25 North (Internal 1) Lane 3)	Infinite Saturation Flow						Inf	Inf
12/4 (M25 North (Internal 1) Lane 4)	Infinite Saturation Flow						Inf	Inf
12/5 (M25 North (Internal 1) Lane 5)	Infinite Saturation Flow						Inf	Inf
13/1 (M25 North (Internal 2) Lane 1)	This lane uses a directly entered Saturation Flow						1800	1800
13/2 (M25 North (Internal 2))	4.00	0.00	Y	Arm 9 Ahead	40.00	100.0 %	1942	1942
13/3 (M25 North (Internal 2))	4.00	0.00	Y	Arm 14 Right	40.00	100.0 %	1942	1942
13/4 (M25 North (Internal 2))	4.00	0.00	Y	Arm 14 Right	40.00	100.0 %	1942	1942
14/1 (A2 Eastbound (Internal))	4.00	0.00	Y	Arm 5 Ahead	80.00	100.0 %	1978	1978
14/2 (A2 Eastbound (Internal))	4.00	0.00	Y	Arm 5 Ahead	80.00	100.0 %	1978	1978
14/3 (A2 Eastbound (Internal))	4.00	0.00	Y	Arm 10 Right	80.00	100.0 %	1978	1978
15/1 (M25 Off Slip NB entry Lane 1)	Infinite Saturation Flow						Inf	Inf
15/2 (M25 Off Slip NB entry Lane 2)	Infinite Saturation Flow						Inf	Inf

Scenario 17: '29_LDM + Dev - AM Peak' (FG17: '29_LDM + Dev - AM Peak', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

	Destination						
	A	B	C	D	E	Tot.	
Origin	A	12	78	157	185	16	448
	B	8	1	429	13	107	558
	C	5	275	2	340	104	726
	D	173	9	410	0	145	737
	E	0	0	0	0	0	0
	Tot.	198	363	998	538	372	2469

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 17: 29_LDM + Dev - AM Peak
Junction: M255-A2	
1/1 (short)	340
1/2 (with short)	444(In) 104(Out)
1/3	5
1/4	277
2/1 (short)	145
2/2 (with short)	318(In) 173(Out)
2/3 (with short)	419(In) 210(Out)
2/4 (short)	209
3/1 (short)	78
3/2 (with short)	235(In) 157(Out)
3/3	213
4/1 (short)	429
4/2 (with short)	549(In) 120(Out)
4/3	9
5/1	710
5/2	288
6/1	340
6/2	198
7/1	372
8/1	198
9/1	79
9/2	284
10/1 (short)	198
10/2 (with short)	321(In) 123(Out)
10/3	21
11/1	227
11/2	26
11/3	277
12/1	372
12/2	198
12/3	1
12/4	486

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12/5	210
13/1	1
13/2 (short)	284
13/3 (with short)	486(In) 202(Out)
13/4	210
14/1	281
14/2	288
14/3	213
15/1	449
15/2	277

Full Input Data And Results

Lane Saturation Flows

Junction: M255-A2								
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 (M25 Northbound Offslip)	4.00	0.00	Y	Arm 6 Left	30.00	100.0 %	1919	1919
1/2 (M25 Northbound Offslip)	4.00	0.00	Y	Arm 11 Ahead	Inf	100.0 %	2015	2015
1/3 (M25 Northbound Offslip)	4.00	0.00	Y	Arm 11 Ahead	45.00	100.0 %	1950	1950
1/4 (M25 Northbound Offslip)	4.00	0.00	Y	Arm 11 Ahead	45.00	100.0 %	1950	1950
2/1 (A2 Eastbound Offslip)	4.00	0.00	Y	Arm 12 Ahead	40.00	100.0 %	1942	1942
2/2 (A2 Eastbound Offslip)	4.00	0.00	Y	Arm 12 Ahead	40.00	100.0 %	1942	1942
2/3 (A2 Eastbound Offslip)	4.00	0.00	Y	Arm 12 Ahead	40.00	100.0 %	1942	1942
2/4 (A2 Eastbound Offslip)	4.00	0.00	Y	Arm 12 Ahead	40.00	100.0 %	1942	1942
3/1 (M25 Southbound Offslip)	4.00	0.00	Y	Arm 9 Left	40.00	100.0 %	1942	1942
3/2 (M25 Southbound Offslip)	4.00	0.00	Y	Arm 14 Ahead	40.00	100.0 %	1942	1942
3/3 (M25 Southbound Offslip)	4.00	0.00	Y	Arm 14 Ahead	40.00	100.0 %	1942	1942
4/1 (A2 Westbound Offslip)	4.00	0.00	Y	Arm 5 Left	50.00	100.0 %	1956	1956
4/2 (A2 Westbound Offslip)	4.00	0.00	Y	Arm 10 Ahead	40.00	100.0 %	1942	1942
4/3 (A2 Westbound Offslip)	4.00	0.00	Y	Arm 10 Ahead	40.00	100.0 %	1942	1942
5/1 (M25 Southbound Onslip Lane 1)	Infinite Saturation Flow						Inf	Inf
5/2 (M25 Southbound Onslip Lane 2)	Infinite Saturation Flow						Inf	Inf
6/1 (A2 Westbound Onslip Lane 1)	Infinite Saturation Flow						Inf	Inf
6/2 (A2 Westbound Onslip Lane 2)	Infinite Saturation Flow						Inf	Inf
7/1 (A225 Northbound Lane 1)	Infinite Saturation Flow						Inf	Inf
8/1 (M25 Northbound Onslip Lane 1)	Infinite Saturation Flow						Inf	Inf
9/1 (A2 Eastbound Onslip Lane 1)	Infinite Saturation Flow						Inf	Inf
9/2 (A2 Eastbound Onslip Lane 2)	Infinite Saturation Flow						Inf	Inf
10/1 (M25 Southbound (internal))	4.00	0.00	Y	Arm 6 Ahead	60.00	100.0 %	1966	1966

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10/2 (M25 Southbound (internal))	4.00	0.00	Y	Arm 11 Right	60.00	100.0 %	1966	1966
10/3 (M25 Southbound (internal))	4.00	0.00	Y	Arm 11 Right	60.00	100.0 %	1966	1966
11/1 (A2 Westbound (Internal))	4.00	0.00	Y	Arm 12 Right	80.00	100.0 %	1978	1978
11/2 (A2 Westbound (Internal))	4.00	0.00	Y	Arm 12 Right	80.00	100.0 %	1978	1978
11/3 (A2 Westbound (Internal))	4.00	0.00	Y	Arm 12 Right	80.00	100.0 %	1978	1978
12/1 (M25 North (Internal 1) Lane 1)	Infinite Saturation Flow						Inf	Inf
12/2 (M25 North (Internal 1) Lane 2)	Infinite Saturation Flow						Inf	Inf
12/3 (M25 North (Internal 1) Lane 3)	Infinite Saturation Flow						Inf	Inf
12/4 (M25 North (Internal 1) Lane 4)	Infinite Saturation Flow						Inf	Inf
12/5 (M25 North (Internal 1) Lane 5)	Infinite Saturation Flow						Inf	Inf
13/1 (M25 North (Internal 2) Lane 1)	This lane uses a directly entered Saturation Flow						1800	1800
13/2 (M25 North (Internal 2))	4.00	0.00	Y	Arm 9 Ahead	40.00	100.0 %	1942	1942
13/3 (M25 North (Internal 2))	4.00	0.00	Y	Arm 14 Right	40.00	100.0 %	1942	1942
13/4 (M25 North (Internal 2))	4.00	0.00	Y	Arm 14 Right	40.00	100.0 %	1942	1942
14/1 (A2 Eastbound (Internal))	4.00	0.00	Y	Arm 5 Ahead	80.00	100.0 %	1978	1978
14/2 (A2 Eastbound (Internal))	4.00	0.00	Y	Arm 5 Ahead	80.00	100.0 %	1978	1978
14/3 (A2 Eastbound (Internal))	4.00	0.00	Y	Arm 10 Right	80.00	100.0 %	1978	1978
15/1 (M25 Off Slip NB entry Lane 1)	Infinite Saturation Flow						Inf	Inf
15/2 (M25 Off Slip NB entry Lane 2)	Infinite Saturation Flow						Inf	Inf

Scenario 18: '29_LDM + Dev - PM Peak' (FG18: '29_LDM + Dev - PM Peak', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

	Destination						
	A	B	C	D	E	Tot.	
Origin	A	19	231	104	595	25	974
	B	31	2	1072	12	155	1272
	C	6	644	3	1051	188	1892
	D	288	5	558	2	156	1009
	E	0	0	0	0	0	0
	Tot.	344	882	1737	1660	524	5147

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 18: 29_LDM + Dev - PM Peak
Junction: M255-A2	
1/1 (short)	1051
1/2 (with short)	1239(In) 188(Out)
1/3	200
1/4	453
2/1 (short)	156
2/2 (with short)	444(In) 288(Out)
2/3 (with short)	565(In) 283(Out)
2/4 (short)	282
3/1 (short)	231
3/2 (with short)	335(In) 104(Out)
3/3	639
4/1 (short)	1072
4/2 (with short)	1239(In) 167(Out)
4/3	33
5/1	1404
5/2	333
6/1	1051
6/2	609
7/1	524
8/1	344
9/1	426
9/2	456
10/1 (short)	609
10/2 (with short)	789(In) 180(Out)
10/3	52
11/1	368
11/2	251
11/3	454
12/1	524
12/2	344
12/3	195
12/4	736

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12/5	283
13/1	195
13/2 (short)	456
13/3 (with short)	736(In) 280(Out)
13/4	283
14/1	332
14/2	333
14/3	641
15/1	1439
15/2	453

Full Input Data And Results

Lane Saturation Flows

Junction: M255-A2								
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 (M25 Northbound Offslip)	4.00	0.00	Y	Arm 6 Left	30.00	100.0 %	1919	1919
1/2 (M25 Northbound Offslip)	4.00	0.00	Y	Arm 11 Ahead	Inf	100.0 %	2015	2015
1/3 (M25 Northbound Offslip)	4.00	0.00	Y	Arm 11 Ahead	45.00	100.0 %	1950	1950
1/4 (M25 Northbound Offslip)	4.00	0.00	Y	Arm 11 Ahead	45.00	100.0 %	1950	1950
2/1 (A2 Eastbound Offslip)	4.00	0.00	Y	Arm 12 Ahead	40.00	100.0 %	1942	1942
2/2 (A2 Eastbound Offslip)	4.00	0.00	Y	Arm 12 Ahead	40.00	100.0 %	1942	1942
2/3 (A2 Eastbound Offslip)	4.00	0.00	Y	Arm 12 Ahead	40.00	100.0 %	1942	1942
2/4 (A2 Eastbound Offslip)	4.00	0.00	Y	Arm 12 Ahead	40.00	100.0 %	1942	1942
3/1 (M25 Southbound Offslip)	4.00	0.00	Y	Arm 9 Left	40.00	100.0 %	1942	1942
3/2 (M25 Southbound Offslip)	4.00	0.00	Y	Arm 14 Ahead	40.00	100.0 %	1942	1942
3/3 (M25 Southbound Offslip)	4.00	0.00	Y	Arm 14 Ahead	40.00	100.0 %	1942	1942
4/1 (A2 Westbound Offslip)	4.00	0.00	Y	Arm 5 Left	50.00	100.0 %	1956	1956
4/2 (A2 Westbound Offslip)	4.00	0.00	Y	Arm 10 Ahead	40.00	100.0 %	1942	1942
4/3 (A2 Westbound Offslip)	4.00	0.00	Y	Arm 10 Ahead	40.00	100.0 %	1942	1942
5/1 (M25 Southbound Onslip Lane 1)	Infinite Saturation Flow						Inf	Inf
5/2 (M25 Southbound Onslip Lane 2)	Infinite Saturation Flow						Inf	Inf
6/1 (A2 Westbound Onslip Lane 1)	Infinite Saturation Flow						Inf	Inf
6/2 (A2 Westbound Onslip Lane 2)	Infinite Saturation Flow						Inf	Inf
7/1 (A225 Northbound Lane 1)	Infinite Saturation Flow						Inf	Inf
8/1 (M25 Northbound Onslip Lane 1)	Infinite Saturation Flow						Inf	Inf
9/1 (A2 Eastbound Onslip Lane 1)	Infinite Saturation Flow						Inf	Inf
9/2 (A2 Eastbound Onslip Lane 2)	Infinite Saturation Flow						Inf	Inf
10/1 (M25 Southbound (internal))	4.00	0.00	Y	Arm 6 Ahead	60.00	100.0 %	1966	1966

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10/2 (M25 Southbound (internal))	4.00	0.00	Y	Arm 11 Right	60.00	100.0 %	1966	1966
10/3 (M25 Southbound (internal))	4.00	0.00	Y	Arm 11 Right	60.00	100.0 %	1966	1966
11/1 (A2 Westbound (Internal))	4.00	0.00	Y	Arm 12 Right	80.00	100.0 %	1978	1978
11/2 (A2 Westbound (Internal))	4.00	0.00	Y	Arm 12 Right	80.00	100.0 %	1978	1978
11/3 (A2 Westbound (Internal))	4.00	0.00	Y	Arm 12 Right	80.00	100.0 %	1978	1978
12/1 (M25 North (Internal 1) Lane 1)	Infinite Saturation Flow						Inf	Inf
12/2 (M25 North (Internal 1) Lane 2)	Infinite Saturation Flow						Inf	Inf
12/3 (M25 North (Internal 1) Lane 3)	Infinite Saturation Flow						Inf	Inf
12/4 (M25 North (Internal 1) Lane 4)	Infinite Saturation Flow						Inf	Inf
12/5 (M25 North (Internal 1) Lane 5)	Infinite Saturation Flow						Inf	Inf
13/1 (M25 North (Internal 2) Lane 1)	This lane uses a directly entered Saturation Flow						1800	1800
13/2 (M25 North (Internal 2))	4.00	0.00	Y	Arm 9 Ahead	40.00	100.0 %	1942	1942
13/3 (M25 North (Internal 2))	4.00	0.00	Y	Arm 14 Right	40.00	100.0 %	1942	1942
13/4 (M25 North (Internal 2))	4.00	0.00	Y	Arm 14 Right	40.00	100.0 %	1942	1942
14/1 (A2 Eastbound (Internal))	4.00	0.00	Y	Arm 5 Ahead	80.00	100.0 %	1978	1978
14/2 (A2 Eastbound (Internal))	4.00	0.00	Y	Arm 5 Ahead	80.00	100.0 %	1978	1978
14/3 (A2 Eastbound (Internal))	4.00	0.00	Y	Arm 10 Right	80.00	100.0 %	1978	1978
15/1 (M25 Off Slip NB entry Lane 1)	Infinite Saturation Flow						Inf	Inf
15/2 (M25 Off Slip NB entry Lane 2)	Infinite Saturation Flow						Inf	Inf

Scenario 19: '38_DM - AM Peak' (FG19: '38_DM - AM Peak', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

	Destination						
	A	B	C	D	E	Tot.	
Origin	A	12	78	157	185	16	448
	B	9	1	437	13	112	572
	C	6	307	2	392	119	826
	D	197	10	465	0	165	837
	E	0	0	0	0	0	0
	Tot.	224	396	1061	590	412	2683

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 19: 38_DM - AM Peak
Junction: M255-A2	
1/1 (short)	392
1/2 (with short)	511(In) 119(Out)
1/3	6
1/4	309
2/1 (short)	165
2/2 (with short)	362(In) 197(Out)
2/3 (with short)	475(In) 238(Out)
2/4 (short)	237
3/1 (short)	78
3/2 (with short)	235(In) 157(Out)
3/3	213
4/1 (short)	437
4/2 (with short)	562(In) 125(Out)
4/3	10
5/1	745
5/2	316
6/1	392
6/2	198
7/1	412
8/1	224
9/1	79
9/2	317
10/1 (short)	198
10/2 (with short)	326(In) 128(Out)
10/3	22
11/1	247
11/2	28
11/3	309
12/1	412
12/2	224
12/3	1
12/4	546

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12/5	238
13/1	1
13/2 (short)	317
13/3 (with short)	546(In) 229(Out)
13/4	238
14/1	308
14/2	316
14/3	213
15/1	517
15/2	309

Full Input Data And Results

Lane Saturation Flows

Junction: M255-A2								
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 (M25 Northbound Offslip)	4.00	0.00	Y	Arm 6 Left	30.00	100.0 %	1919	1919
1/2 (M25 Northbound Offslip)	4.00	0.00	Y	Arm 11 Ahead	Inf	100.0 %	2015	2015
1/3 (M25 Northbound Offslip)	4.00	0.00	Y	Arm 11 Ahead	45.00	100.0 %	1950	1950
1/4 (M25 Northbound Offslip)	4.00	0.00	Y	Arm 11 Ahead	45.00	100.0 %	1950	1950
2/1 (A2 Eastbound Offslip)	4.00	0.00	Y	Arm 12 Ahead	40.00	100.0 %	1942	1942
2/2 (A2 Eastbound Offslip)	4.00	0.00	Y	Arm 12 Ahead	40.00	100.0 %	1942	1942
2/3 (A2 Eastbound Offslip)	4.00	0.00	Y	Arm 12 Ahead	40.00	100.0 %	1942	1942
2/4 (A2 Eastbound Offslip)	4.00	0.00	Y	Arm 12 Ahead	40.00	100.0 %	1942	1942
3/1 (M25 Southbound Offslip)	4.00	0.00	Y	Arm 9 Left	40.00	100.0 %	1942	1942
3/2 (M25 Southbound Offslip)	4.00	0.00	Y	Arm 14 Ahead	40.00	100.0 %	1942	1942
3/3 (M25 Southbound Offslip)	4.00	0.00	Y	Arm 14 Ahead	40.00	100.0 %	1942	1942
4/1 (A2 Westbound Offslip)	4.00	0.00	Y	Arm 5 Left	50.00	100.0 %	1956	1956
4/2 (A2 Westbound Offslip)	4.00	0.00	Y	Arm 10 Ahead	40.00	100.0 %	1942	1942
4/3 (A2 Westbound Offslip)	4.00	0.00	Y	Arm 10 Ahead	40.00	100.0 %	1942	1942
5/1 (M25 Southbound Onslip Lane 1)	Infinite Saturation Flow						Inf	Inf
5/2 (M25 Southbound Onslip Lane 2)	Infinite Saturation Flow						Inf	Inf
6/1 (A2 Westbound Onslip Lane 1)	Infinite Saturation Flow						Inf	Inf
6/2 (A2 Westbound Onslip Lane 2)	Infinite Saturation Flow						Inf	Inf
7/1 (A225 Northbound Lane 1)	Infinite Saturation Flow						Inf	Inf
8/1 (M25 Northbound Onslip Lane 1)	Infinite Saturation Flow						Inf	Inf
9/1 (A2 Eastbound Onslip Lane 1)	Infinite Saturation Flow						Inf	Inf
9/2 (A2 Eastbound Onslip Lane 2)	Infinite Saturation Flow						Inf	Inf
10/1 (M25 Southbound (internal))	4.00	0.00	Y	Arm 6 Ahead	60.00	100.0 %	1966	1966

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10/2 (M25 Southbound (internal))	4.00	0.00	Y	Arm 11 Right	60.00	100.0 %	1966	1966
10/3 (M25 Southbound (internal))	4.00	0.00	Y	Arm 11 Right	60.00	100.0 %	1966	1966
11/1 (A2 Westbound (Internal))	4.00	0.00	Y	Arm 12 Right	80.00	100.0 %	1978	1978
11/2 (A2 Westbound (Internal))	4.00	0.00	Y	Arm 12 Right	80.00	100.0 %	1978	1978
11/3 (A2 Westbound (Internal))	4.00	0.00	Y	Arm 12 Right	80.00	100.0 %	1978	1978
12/1 (M25 North (Internal 1) Lane 1)	Infinite Saturation Flow						Inf	Inf
12/2 (M25 North (Internal 1) Lane 2)	Infinite Saturation Flow						Inf	Inf
12/3 (M25 North (Internal 1) Lane 3)	Infinite Saturation Flow						Inf	Inf
12/4 (M25 North (Internal 1) Lane 4)	Infinite Saturation Flow						Inf	Inf
12/5 (M25 North (Internal 1) Lane 5)	Infinite Saturation Flow						Inf	Inf
13/1 (M25 North (Internal 2) Lane 1)	This lane uses a directly entered Saturation Flow						1800	1800
13/2 (M25 North (Internal 2))	4.00	0.00	Y	Arm 9 Ahead	40.00	100.0 %	1942	1942
13/3 (M25 North (Internal 2))	4.00	0.00	Y	Arm 14 Right	40.00	100.0 %	1942	1942
13/4 (M25 North (Internal 2))	4.00	0.00	Y	Arm 14 Right	40.00	100.0 %	1942	1942
14/1 (A2 Eastbound (Internal))	4.00	0.00	Y	Arm 5 Ahead	80.00	100.0 %	1978	1978
14/2 (A2 Eastbound (Internal))	4.00	0.00	Y	Arm 5 Ahead	80.00	100.0 %	1978	1978
14/3 (A2 Eastbound (Internal))	4.00	0.00	Y	Arm 10 Right	80.00	100.0 %	1978	1978
15/1 (M25 Off Slip NB entry Lane 1)	Infinite Saturation Flow						Inf	Inf
15/2 (M25 Off Slip NB entry Lane 2)	Infinite Saturation Flow						Inf	Inf

Scenario 20: '38_DM - PM Peak' (FG20: '38_DM - PM Peak', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

	Destination						
	A	B	C	D	E	Tot.	
Origin	A	22	278	126	718	30	1174
	B	28	1	675	11	140	855
	C	7	655	4	1204	215	2085
	D	363	6	703	2	196	1270
	E	0	0	0	0	0	0
	Tot.	420	940	1508	1935	581	5384

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 20: 38_DM - PM Peak
Junction: M255-A2	
1/1 (short)	1204
1/2 (with short)	1419(In) 215(Out)
1/3	212
1/4	454
2/1 (short)	196
2/2 (with short)	559(In) 363(Out)
2/3 (with short)	711(In) 356(Out)
2/4 (short)	355
3/1 (short)	278
3/2 (with short)	404(In) 126(Out)
3/3	770
4/1 (short)	675
4/2 (with short)	826(In) 151(Out)
4/3	29
5/1	1090
5/2	418
6/1	1204
6/2	731
7/1	581
8/1	420
9/1	484
9/2	456
10/1 (short)	731
10/2 (with short)	901(In) 170(Out)
10/3	51
11/1	385
11/2	263
11/3	454
12/1	581
12/2	420
12/3	206
12/4	808

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12/5	357
13/1	206
13/2 (short)	456
13/3 (with short)	808(In) 352(Out)
13/4	357
14/1	415
14/2	418
14/3	772
15/1	1631
15/2	454

Full Input Data And Results

Lane Saturation Flows

Junction: M255-A2								
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 (M25 Northbound Offslip)	4.00	0.00	Y	Arm 6 Left	30.00	100.0 %	1919	1919
1/2 (M25 Northbound Offslip)	4.00	0.00	Y	Arm 11 Ahead	Inf	100.0 %	2015	2015
1/3 (M25 Northbound Offslip)	4.00	0.00	Y	Arm 11 Ahead	45.00	100.0 %	1950	1950
1/4 (M25 Northbound Offslip)	4.00	0.00	Y	Arm 11 Ahead	45.00	100.0 %	1950	1950
2/1 (A2 Eastbound Offslip)	4.00	0.00	Y	Arm 12 Ahead	40.00	100.0 %	1942	1942
2/2 (A2 Eastbound Offslip)	4.00	0.00	Y	Arm 12 Ahead	40.00	100.0 %	1942	1942
2/3 (A2 Eastbound Offslip)	4.00	0.00	Y	Arm 12 Ahead	40.00	100.0 %	1942	1942
2/4 (A2 Eastbound Offslip)	4.00	0.00	Y	Arm 12 Ahead	40.00	100.0 %	1942	1942
3/1 (M25 Southbound Offslip)	4.00	0.00	Y	Arm 9 Left	40.00	100.0 %	1942	1942
3/2 (M25 Southbound Offslip)	4.00	0.00	Y	Arm 14 Ahead	40.00	100.0 %	1942	1942
3/3 (M25 Southbound Offslip)	4.00	0.00	Y	Arm 14 Ahead	40.00	100.0 %	1942	1942
4/1 (A2 Westbound Offslip)	4.00	0.00	Y	Arm 5 Left	50.00	100.0 %	1956	1956
4/2 (A2 Westbound Offslip)	4.00	0.00	Y	Arm 10 Ahead	40.00	100.0 %	1942	1942
4/3 (A2 Westbound Offslip)	4.00	0.00	Y	Arm 10 Ahead	40.00	100.0 %	1942	1942
5/1 (M25 Southbound Onslip Lane 1)	Infinite Saturation Flow						Inf	Inf
5/2 (M25 Southbound Onslip Lane 2)	Infinite Saturation Flow						Inf	Inf
6/1 (A2 Westbound Onslip Lane 1)	Infinite Saturation Flow						Inf	Inf
6/2 (A2 Westbound Onslip Lane 2)	Infinite Saturation Flow						Inf	Inf
7/1 (A225 Northbound Lane 1)	Infinite Saturation Flow						Inf	Inf
8/1 (M25 Northbound Onslip Lane 1)	Infinite Saturation Flow						Inf	Inf
9/1 (A2 Eastbound Onslip Lane 1)	Infinite Saturation Flow						Inf	Inf
9/2 (A2 Eastbound Onslip Lane 2)	Infinite Saturation Flow						Inf	Inf
10/1 (M25 Southbound (internal))	4.00	0.00	Y	Arm 6 Ahead	60.00	100.0 %	1966	1966

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10/2 (M25 Southbound (internal))	4.00	0.00	Y	Arm 11 Right	60.00	100.0 %	1966	1966
10/3 (M25 Southbound (internal))	4.00	0.00	Y	Arm 11 Right	60.00	100.0 %	1966	1966
11/1 (A2 Westbound (Internal))	4.00	0.00	Y	Arm 12 Right	80.00	100.0 %	1978	1978
11/2 (A2 Westbound (Internal))	4.00	0.00	Y	Arm 12 Right	80.00	100.0 %	1978	1978
11/3 (A2 Westbound (Internal))	4.00	0.00	Y	Arm 12 Right	80.00	100.0 %	1978	1978
12/1 (M25 North (Internal 1) Lane 1)	Infinite Saturation Flow						Inf	Inf
12/2 (M25 North (Internal 1) Lane 2)	Infinite Saturation Flow						Inf	Inf
12/3 (M25 North (Internal 1) Lane 3)	Infinite Saturation Flow						Inf	Inf
12/4 (M25 North (Internal 1) Lane 4)	Infinite Saturation Flow						Inf	Inf
12/5 (M25 North (Internal 1) Lane 5)	Infinite Saturation Flow						Inf	Inf
13/1 (M25 North (Internal 2) Lane 1)	This lane uses a directly entered Saturation Flow						1800	1800
13/2 (M25 North (Internal 2))	4.00	0.00	Y	Arm 9 Ahead	40.00	100.0 %	1942	1942
13/3 (M25 North (Internal 2))	4.00	0.00	Y	Arm 14 Right	40.00	100.0 %	1942	1942
13/4 (M25 North (Internal 2))	4.00	0.00	Y	Arm 14 Right	40.00	100.0 %	1942	1942
14/1 (A2 Eastbound (Internal))	4.00	0.00	Y	Arm 5 Ahead	80.00	100.0 %	1978	1978
14/2 (A2 Eastbound (Internal))	4.00	0.00	Y	Arm 5 Ahead	80.00	100.0 %	1978	1978
14/3 (A2 Eastbound (Internal))	4.00	0.00	Y	Arm 10 Right	80.00	100.0 %	1978	1978
15/1 (M25 Off Slip NB entry Lane 1)	Infinite Saturation Flow						Inf	Inf
15/2 (M25 Off Slip NB entry Lane 2)	Infinite Saturation Flow						Inf	Inf

Scenario 21: '38_DM + Dev - AM Peak' (FG21: '38_DM + Dev - AM Peak', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

	Destination						
	A	B	C	D	E	Tot.	
Origin	A	12	78	157	185	16	448
	B	9	1	449	13	112	584
	C	6	313	2	392	119	832
	D	197	10	465	0	165	837
	E	0	0	0	0	0	0
	Tot.	224	402	1073	590	412	2701

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 21: 38_DM + Dev - AM Peak
Junction: M255-A2	
1/1 (short)	392
1/2 (with short)	511(In) 119(Out)
1/3	6
1/4	315
2/1 (short)	165
2/2 (with short)	362(In) 197(Out)
2/3 (with short)	475(In) 238(Out)
2/4 (short)	237
3/1 (short)	78
3/2 (with short)	235(In) 157(Out)
3/3	213
4/1 (short)	449
4/2 (with short)	574(In) 125(Out)
4/3	10
5/1	757
5/2	316
6/1	392
6/2	198
7/1	412
8/1	224
9/1	79
9/2	323
10/1 (short)	198
10/2 (with short)	326(In) 128(Out)
10/3	22
11/1	247
11/2	28
11/3	315
12/1	412
12/2	224
12/3	1
12/4	552

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12/5	238
13/1	1
13/2 (short)	323
13/3 (with short)	552(In) 229(Out)
13/4	238
14/1	308
14/2	316
14/3	213
15/1	517
15/2	315

Full Input Data And Results

Lane Saturation Flows

Junction: M255-A2								
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 (M25 Northbound Offslip)	4.00	0.00	Y	Arm 6 Left	30.00	100.0 %	1919	1919
1/2 (M25 Northbound Offslip)	4.00	0.00	Y	Arm 11 Ahead	Inf	100.0 %	2015	2015
1/3 (M25 Northbound Offslip)	4.00	0.00	Y	Arm 11 Ahead	45.00	100.0 %	1950	1950
1/4 (M25 Northbound Offslip)	4.00	0.00	Y	Arm 11 Ahead	45.00	100.0 %	1950	1950
2/1 (A2 Eastbound Offslip)	4.00	0.00	Y	Arm 12 Ahead	40.00	100.0 %	1942	1942
2/2 (A2 Eastbound Offslip)	4.00	0.00	Y	Arm 12 Ahead	40.00	100.0 %	1942	1942
2/3 (A2 Eastbound Offslip)	4.00	0.00	Y	Arm 12 Ahead	40.00	100.0 %	1942	1942
2/4 (A2 Eastbound Offslip)	4.00	0.00	Y	Arm 12 Ahead	40.00	100.0 %	1942	1942
3/1 (M25 Southbound Offslip)	4.00	0.00	Y	Arm 9 Left	40.00	100.0 %	1942	1942
3/2 (M25 Southbound Offslip)	4.00	0.00	Y	Arm 14 Ahead	40.00	100.0 %	1942	1942
3/3 (M25 Southbound Offslip)	4.00	0.00	Y	Arm 14 Ahead	40.00	100.0 %	1942	1942
4/1 (A2 Westbound Offslip)	4.00	0.00	Y	Arm 5 Left	50.00	100.0 %	1956	1956
4/2 (A2 Westbound Offslip)	4.00	0.00	Y	Arm 10 Ahead	40.00	100.0 %	1942	1942
4/3 (A2 Westbound Offslip)	4.00	0.00	Y	Arm 10 Ahead	40.00	100.0 %	1942	1942
5/1 (M25 Southbound Onslip Lane 1)	Infinite Saturation Flow						Inf	Inf
5/2 (M25 Southbound Onslip Lane 2)	Infinite Saturation Flow						Inf	Inf
6/1 (A2 Westbound Onslip Lane 1)	Infinite Saturation Flow						Inf	Inf
6/2 (A2 Westbound Onslip Lane 2)	Infinite Saturation Flow						Inf	Inf
7/1 (A225 Northbound Lane 1)	Infinite Saturation Flow						Inf	Inf
8/1 (M25 Northbound Onslip Lane 1)	Infinite Saturation Flow						Inf	Inf
9/1 (A2 Eastbound Onslip Lane 1)	Infinite Saturation Flow						Inf	Inf
9/2 (A2 Eastbound Onslip Lane 2)	Infinite Saturation Flow						Inf	Inf
10/1 (M25 Southbound (internal))	4.00	0.00	Y	Arm 6 Ahead	60.00	100.0 %	1966	1966

Full Input Data And Results

10/2 (M25 Southbound (internal))	4.00	0.00	Y	Arm 11 Right	60.00	100.0 %	1966	1966
10/3 (M25 Southbound (internal))	4.00	0.00	Y	Arm 11 Right	60.00	100.0 %	1966	1966
11/1 (A2 Westbound (Internal))	4.00	0.00	Y	Arm 12 Right	80.00	100.0 %	1978	1978
11/2 (A2 Westbound (Internal))	4.00	0.00	Y	Arm 12 Right	80.00	100.0 %	1978	1978
11/3 (A2 Westbound (Internal))	4.00	0.00	Y	Arm 12 Right	80.00	100.0 %	1978	1978
12/1 (M25 North (Internal 1) Lane 1)	Infinite Saturation Flow						Inf	Inf
12/2 (M25 North (Internal 1) Lane 2)	Infinite Saturation Flow						Inf	Inf
12/3 (M25 North (Internal 1) Lane 3)	Infinite Saturation Flow						Inf	Inf
12/4 (M25 North (Internal 1) Lane 4)	Infinite Saturation Flow						Inf	Inf
12/5 (M25 North (Internal 1) Lane 5)	Infinite Saturation Flow						Inf	Inf
13/1 (M25 North (Internal 2) Lane 1)	This lane uses a directly entered Saturation Flow						1800	1800
13/2 (M25 North (Internal 2))	4.00	0.00	Y	Arm 9 Ahead	40.00	100.0 %	1942	1942
13/3 (M25 North (Internal 2))	4.00	0.00	Y	Arm 14 Right	40.00	100.0 %	1942	1942
13/4 (M25 North (Internal 2))	4.00	0.00	Y	Arm 14 Right	40.00	100.0 %	1942	1942
14/1 (A2 Eastbound (Internal))	4.00	0.00	Y	Arm 5 Ahead	80.00	100.0 %	1978	1978
14/2 (A2 Eastbound (Internal))	4.00	0.00	Y	Arm 5 Ahead	80.00	100.0 %	1978	1978
14/3 (A2 Eastbound (Internal))	4.00	0.00	Y	Arm 10 Right	80.00	100.0 %	1978	1978
15/1 (M25 Off Slip NB entry Lane 1)	Infinite Saturation Flow						Inf	Inf
15/2 (M25 Off Slip NB entry Lane 2)	Infinite Saturation Flow						Inf	Inf

Scenario 22: '38_DM + Dev - PM Peak' (FG22: '38_DM + Dev - PM Peak', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

	Destination						
	A	B	C	D	E	Tot.	
Origin	A	22	278	126	718	30	1174
	B	28	1	1124	11	140	1304
	C	7	736	4	1204	215	2166
	D	363	6	703	2	196	1270
	E	0	0	0	0	0	0
	Tot.	420	1021	1957	1935	581	5914

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 22: 38_DM + Dev - PM Peak
Junction: M255-A2	
1/1 (short)	1204
1/2 (with short)	1419(In) 215(Out)
1/3	443
1/4	304
2/1 (short)	196
2/2 (with short)	559(In) 363(Out)
2/3 (with short)	711(In) 356(Out)
2/4 (short)	355
3/1 (short)	278
3/2 (with short)	404(In) 126(Out)
3/3	770
4/1 (short)	1124
4/2 (with short)	1275(In) 151(Out)
4/3	29
5/1	1539
5/2	418
6/1	1204
6/2	731
7/1	581
8/1	420
9/1	715
9/2	306
10/1 (short)	731
10/2 (with short)	901(In) 170(Out)
10/3	51
11/1	385
11/2	494
11/3	304
12/1	581
12/2	420
12/3	437
12/4	658

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12/5	357
13/1	437
13/2 (short)	306
13/3 (with short)	658(In) 352(Out)
13/4	357
14/1	415
14/2	418
14/3	772
15/1	1862
15/2	304

Full Input Data And Results

Lane Saturation Flows

Junction: M255-A2								
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 (M25 Northbound Offslip)	4.00	0.00	Y	Arm 6 Left	30.00	100.0 %	1919	1919
1/2 (M25 Northbound Offslip)	4.00	0.00	Y	Arm 11 Ahead	Inf	100.0 %	2015	2015
1/3 (M25 Northbound Offslip)	4.00	0.00	Y	Arm 11 Ahead	45.00	100.0 %	1950	1950
1/4 (M25 Northbound Offslip)	4.00	0.00	Y	Arm 11 Ahead	45.00	100.0 %	1950	1950
2/1 (A2 Eastbound Offslip)	4.00	0.00	Y	Arm 12 Ahead	40.00	100.0 %	1942	1942
2/2 (A2 Eastbound Offslip)	4.00	0.00	Y	Arm 12 Ahead	40.00	100.0 %	1942	1942
2/3 (A2 Eastbound Offslip)	4.00	0.00	Y	Arm 12 Ahead	40.00	100.0 %	1942	1942
2/4 (A2 Eastbound Offslip)	4.00	0.00	Y	Arm 12 Ahead	40.00	100.0 %	1942	1942
3/1 (M25 Southbound Offslip)	4.00	0.00	Y	Arm 9 Left	40.00	100.0 %	1942	1942
3/2 (M25 Southbound Offslip)	4.00	0.00	Y	Arm 14 Ahead	40.00	100.0 %	1942	1942
3/3 (M25 Southbound Offslip)	4.00	0.00	Y	Arm 14 Ahead	40.00	100.0 %	1942	1942
4/1 (A2 Westbound Offslip)	4.00	0.00	Y	Arm 5 Left	50.00	100.0 %	1956	1956
4/2 (A2 Westbound Offslip)	4.00	0.00	Y	Arm 10 Ahead	40.00	100.0 %	1942	1942
4/3 (A2 Westbound Offslip)	4.00	0.00	Y	Arm 10 Ahead	40.00	100.0 %	1942	1942
5/1 (M25 Southbound Onslip Lane 1)	Infinite Saturation Flow						Inf	Inf
5/2 (M25 Southbound Onslip Lane 2)	Infinite Saturation Flow						Inf	Inf
6/1 (A2 Westbound Onslip Lane 1)	Infinite Saturation Flow						Inf	Inf
6/2 (A2 Westbound Onslip Lane 2)	Infinite Saturation Flow						Inf	Inf
7/1 (A225 Northbound Lane 1)	Infinite Saturation Flow						Inf	Inf
8/1 (M25 Northbound Onslip Lane 1)	Infinite Saturation Flow						Inf	Inf
9/1 (A2 Eastbound Onslip Lane 1)	Infinite Saturation Flow						Inf	Inf
9/2 (A2 Eastbound Onslip Lane 2)	Infinite Saturation Flow						Inf	Inf
10/1 (M25 Southbound (internal))	4.00	0.00	Y	Arm 6 Ahead	60.00	100.0 %	1966	1966

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10/2 (M25 Southbound (internal))	4.00	0.00	Y	Arm 11 Right	60.00	100.0 %	1966	1966
10/3 (M25 Southbound (internal))	4.00	0.00	Y	Arm 11 Right	60.00	100.0 %	1966	1966
11/1 (A2 Westbound (Internal))	4.00	0.00	Y	Arm 12 Right	80.00	100.0 %	1978	1978
11/2 (A2 Westbound (Internal))	4.00	0.00	Y	Arm 12 Right	80.00	100.0 %	1978	1978
11/3 (A2 Westbound (Internal))	4.00	0.00	Y	Arm 12 Right	80.00	100.0 %	1978	1978
12/1 (M25 North (Internal 1) Lane 1)	Infinite Saturation Flow						Inf	Inf
12/2 (M25 North (Internal 1) Lane 2)	Infinite Saturation Flow						Inf	Inf
12/3 (M25 North (Internal 1) Lane 3)	Infinite Saturation Flow						Inf	Inf
12/4 (M25 North (Internal 1) Lane 4)	Infinite Saturation Flow						Inf	Inf
12/5 (M25 North (Internal 1) Lane 5)	Infinite Saturation Flow						Inf	Inf
13/1 (M25 North (Internal 2) Lane 1)	This lane uses a directly entered Saturation Flow						1800	1800
13/2 (M25 North (Internal 2))	4.00	0.00	Y	Arm 9 Ahead	40.00	100.0 %	1942	1942
13/3 (M25 North (Internal 2))	4.00	0.00	Y	Arm 14 Right	40.00	100.0 %	1942	1942
13/4 (M25 North (Internal 2))	4.00	0.00	Y	Arm 14 Right	40.00	100.0 %	1942	1942
14/1 (A2 Eastbound (Internal))	4.00	0.00	Y	Arm 5 Ahead	80.00	100.0 %	1978	1978
14/2 (A2 Eastbound (Internal))	4.00	0.00	Y	Arm 5 Ahead	80.00	100.0 %	1978	1978
14/3 (A2 Eastbound (Internal))	4.00	0.00	Y	Arm 10 Right	80.00	100.0 %	1978	1978
15/1 (M25 Off Slip NB entry Lane 1)	Infinite Saturation Flow						Inf	Inf
15/2 (M25 Off Slip NB entry Lane 2)	Infinite Saturation Flow						Inf	Inf

Scenario 23: '38_LDM - AM Peak' (FG23: '38_LDM - AM Peak', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

	Destination						
	A	B	C	D	E	Tot.	
Origin	A	12	80	161	190	16	459
	B	9	1	433	13	111	567
	C	5	268	2	341	104	720
	D	175	9	415	0	147	746
	E	0	0	0	0	0	0
	Tot.	201	358	1011	544	378	2492

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 23: 38_LDM - AM Peak
Junction: M255-A2	
1/1 (short)	341
1/2 (with short)	445(In) 104(Out)
1/3	5
1/4	270
2/1 (short)	147
2/2 (with short)	322(In) 175(Out)
2/3 (with short)	424(In) 212(Out)
2/4 (short)	212
3/1 (short)	80
3/2 (with short)	241(In) 161(Out)
3/3	218
4/1 (short)	433
4/2 (with short)	557(In) 124(Out)
4/3	10
5/1	718
5/2	293
6/1	341
6/2	203
7/1	378
8/1	201
9/1	81
9/2	277
10/1 (short)	203
10/2 (with short)	330(In) 127(Out)
10/3	22
11/1	231
11/2	27
11/3	270
12/1	378
12/2	201
12/3	1
12/4	481

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12/5	213
13/1	1
13/2 (short)	277
13/3 (with short)	481(In) 204(Out)
13/4	213
14/1	285
14/2	293
14/3	218
15/1	450
15/2	270

Full Input Data And Results

Lane Saturation Flows

Junction: M255-A2								
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 (M25 Northbound Offslip)	4.00	0.00	Y	Arm 6 Left	30.00	100.0 %	1919	1919
1/2 (M25 Northbound Offslip)	4.00	0.00	Y	Arm 11 Ahead	Inf	100.0 %	2015	2015
1/3 (M25 Northbound Offslip)	4.00	0.00	Y	Arm 11 Ahead	45.00	100.0 %	1950	1950
1/4 (M25 Northbound Offslip)	4.00	0.00	Y	Arm 11 Ahead	45.00	100.0 %	1950	1950
2/1 (A2 Eastbound Offslip)	4.00	0.00	Y	Arm 12 Ahead	40.00	100.0 %	1942	1942
2/2 (A2 Eastbound Offslip)	4.00	0.00	Y	Arm 12 Ahead	40.00	100.0 %	1942	1942
2/3 (A2 Eastbound Offslip)	4.00	0.00	Y	Arm 12 Ahead	40.00	100.0 %	1942	1942
2/4 (A2 Eastbound Offslip)	4.00	0.00	Y	Arm 12 Ahead	40.00	100.0 %	1942	1942
3/1 (M25 Southbound Offslip)	4.00	0.00	Y	Arm 9 Left	40.00	100.0 %	1942	1942
3/2 (M25 Southbound Offslip)	4.00	0.00	Y	Arm 14 Ahead	40.00	100.0 %	1942	1942
3/3 (M25 Southbound Offslip)	4.00	0.00	Y	Arm 14 Ahead	40.00	100.0 %	1942	1942
4/1 (A2 Westbound Offslip)	4.00	0.00	Y	Arm 5 Left	50.00	100.0 %	1956	1956
4/2 (A2 Westbound Offslip)	4.00	0.00	Y	Arm 10 Ahead	40.00	100.0 %	1942	1942
4/3 (A2 Westbound Offslip)	4.00	0.00	Y	Arm 10 Ahead	40.00	100.0 %	1942	1942
5/1 (M25 Southbound Onslip Lane 1)	Infinite Saturation Flow						Inf	Inf
5/2 (M25 Southbound Onslip Lane 2)	Infinite Saturation Flow						Inf	Inf
6/1 (A2 Westbound Onslip Lane 1)	Infinite Saturation Flow						Inf	Inf
6/2 (A2 Westbound Onslip Lane 2)	Infinite Saturation Flow						Inf	Inf
7/1 (A225 Northbound Lane 1)	Infinite Saturation Flow						Inf	Inf
8/1 (M25 Northbound Onslip Lane 1)	Infinite Saturation Flow						Inf	Inf
9/1 (A2 Eastbound Onslip Lane 1)	Infinite Saturation Flow						Inf	Inf
9/2 (A2 Eastbound Onslip Lane 2)	Infinite Saturation Flow						Inf	Inf
10/1 (M25 Southbound (internal))	4.00	0.00	Y	Arm 6 Ahead	60.00	100.0 %	1966	1966

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10/2 (M25 Southbound (internal))	4.00	0.00	Y	Arm 11 Right	60.00	100.0 %	1966	1966
10/3 (M25 Southbound (internal))	4.00	0.00	Y	Arm 11 Right	60.00	100.0 %	1966	1966
11/1 (A2 Westbound (Internal))	4.00	0.00	Y	Arm 12 Right	80.00	100.0 %	1978	1978
11/2 (A2 Westbound (Internal))	4.00	0.00	Y	Arm 12 Right	80.00	100.0 %	1978	1978
11/3 (A2 Westbound (Internal))	4.00	0.00	Y	Arm 12 Right	80.00	100.0 %	1978	1978
12/1 (M25 North (Internal 1) Lane 1)	Infinite Saturation Flow						Inf	Inf
12/2 (M25 North (Internal 1) Lane 2)	Infinite Saturation Flow						Inf	Inf
12/3 (M25 North (Internal 1) Lane 3)	Infinite Saturation Flow						Inf	Inf
12/4 (M25 North (Internal 1) Lane 4)	Infinite Saturation Flow						Inf	Inf
12/5 (M25 North (Internal 1) Lane 5)	Infinite Saturation Flow						Inf	Inf
13/1 (M25 North (Internal 2) Lane 1)	This lane uses a directly entered Saturation Flow						1800	1800
13/2 (M25 North (Internal 2))	4.00	0.00	Y	Arm 9 Ahead	40.00	100.0 %	1942	1942
13/3 (M25 North (Internal 2))	4.00	0.00	Y	Arm 14 Right	40.00	100.0 %	1942	1942
13/4 (M25 North (Internal 2))	4.00	0.00	Y	Arm 14 Right	40.00	100.0 %	1942	1942
14/1 (A2 Eastbound (Internal))	4.00	0.00	Y	Arm 5 Ahead	80.00	100.0 %	1978	1978
14/2 (A2 Eastbound (Internal))	4.00	0.00	Y	Arm 5 Ahead	80.00	100.0 %	1978	1978
14/3 (A2 Eastbound (Internal))	4.00	0.00	Y	Arm 10 Right	80.00	100.0 %	1978	1978
15/1 (M25 Off Slip NB entry Lane 1)	Infinite Saturation Flow						Inf	Inf
15/2 (M25 Off Slip NB entry Lane 2)	Infinite Saturation Flow						Inf	Inf

Scenario 24: '38_LDM - PM Peak' (FG24: '38_LDM - PM Peak', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

	Destination						
	A	B	C	D	E	Tot.	
Origin	A	19	237	107	610	25	998
	B	34	2	815	14	169	1034
	C	6	574	3	1055	189	1827
	D	284	5	550	2	154	995
	E	0	0	0	0	0	0
	Tot.	343	818	1475	1681	537	4854

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 24: 38_LDM - PM Peak
Junction: M255-A2	
1/1 (short)	1055
1/2 (with short)	1244(In) 189(Out)
1/3	6
1/4	577
2/1 (short)	154
2/2 (with short)	438(In) 284(Out)
2/3 (with short)	557(In) 279(Out)
2/4 (short)	278
3/1 (short)	237
3/2 (with short)	344(In) 107(Out)
3/3	654
4/1 (short)	815
4/2 (with short)	998(In) 183(Out)
4/3	36
5/1	1145
5/2	330
6/1	1055
6/2	626
7/1	537
8/1	343
9/1	238
9/2	580
10/1 (short)	626
10/2 (with short)	820(In) 194(Out)
10/3	55
11/1	383
11/2	60
11/3	578
12/1	537
12/2	343
12/3	1
12/4	856

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12/5	279
13/1	1
13/2 (short)	580
13/3 (with short)	856(In) 276(Out)
13/4	279
14/1	330
14/2	330
14/3	656
15/1	1250
15/2	577

Full Input Data And Results

Lane Saturation Flows

Junction: M255-A2								
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 (M25 Northbound Offslip)	4.00	0.00	Y	Arm 6 Left	30.00	100.0 %	1919	1919
1/2 (M25 Northbound Offslip)	4.00	0.00	Y	Arm 11 Ahead	Inf	100.0 %	2015	2015
1/3 (M25 Northbound Offslip)	4.00	0.00	Y	Arm 11 Ahead	45.00	100.0 %	1950	1950
1/4 (M25 Northbound Offslip)	4.00	0.00	Y	Arm 11 Ahead	45.00	100.0 %	1950	1950
2/1 (A2 Eastbound Offslip)	4.00	0.00	Y	Arm 12 Ahead	40.00	100.0 %	1942	1942
2/2 (A2 Eastbound Offslip)	4.00	0.00	Y	Arm 12 Ahead	40.00	100.0 %	1942	1942
2/3 (A2 Eastbound Offslip)	4.00	0.00	Y	Arm 12 Ahead	40.00	100.0 %	1942	1942
2/4 (A2 Eastbound Offslip)	4.00	0.00	Y	Arm 12 Ahead	40.00	100.0 %	1942	1942
3/1 (M25 Southbound Offslip)	4.00	0.00	Y	Arm 9 Left	40.00	100.0 %	1942	1942
3/2 (M25 Southbound Offslip)	4.00	0.00	Y	Arm 14 Ahead	40.00	100.0 %	1942	1942
3/3 (M25 Southbound Offslip)	4.00	0.00	Y	Arm 14 Ahead	40.00	100.0 %	1942	1942
4/1 (A2 Westbound Offslip)	4.00	0.00	Y	Arm 5 Left	50.00	100.0 %	1956	1956
4/2 (A2 Westbound Offslip)	4.00	0.00	Y	Arm 10 Ahead	40.00	100.0 %	1942	1942
4/3 (A2 Westbound Offslip)	4.00	0.00	Y	Arm 10 Ahead	40.00	100.0 %	1942	1942
5/1 (M25 Southbound Onslip Lane 1)	Infinite Saturation Flow						Inf	Inf
5/2 (M25 Southbound Onslip Lane 2)	Infinite Saturation Flow						Inf	Inf
6/1 (A2 Westbound Onslip Lane 1)	Infinite Saturation Flow						Inf	Inf
6/2 (A2 Westbound Onslip Lane 2)	Infinite Saturation Flow						Inf	Inf
7/1 (A225 Northbound Lane 1)	Infinite Saturation Flow						Inf	Inf
8/1 (M25 Northbound Onslip Lane 1)	Infinite Saturation Flow						Inf	Inf
9/1 (A2 Eastbound Onslip Lane 1)	Infinite Saturation Flow						Inf	Inf
9/2 (A2 Eastbound Onslip Lane 2)	Infinite Saturation Flow						Inf	Inf
10/1 (M25 Southbound (internal))	4.00	0.00	Y	Arm 6 Ahead	60.00	100.0 %	1966	1966

Full Input Data And Results

10/2 (M25 Southbound (internal))	4.00	0.00	Y	Arm 11 Right	60.00	100.0 %	1966	1966
10/3 (M25 Southbound (internal))	4.00	0.00	Y	Arm 11 Right	60.00	100.0 %	1966	1966
11/1 (A2 Westbound (Internal))	4.00	0.00	Y	Arm 12 Right	80.00	100.0 %	1978	1978
11/2 (A2 Westbound (Internal))	4.00	0.00	Y	Arm 12 Right	80.00	100.0 %	1978	1978
11/3 (A2 Westbound (Internal))	4.00	0.00	Y	Arm 12 Right	80.00	100.0 %	1978	1978
12/1 (M25 North (Internal 1) Lane 1)	Infinite Saturation Flow						Inf	Inf
12/2 (M25 North (Internal 1) Lane 2)	Infinite Saturation Flow						Inf	Inf
12/3 (M25 North (Internal 1) Lane 3)	Infinite Saturation Flow						Inf	Inf
12/4 (M25 North (Internal 1) Lane 4)	Infinite Saturation Flow						Inf	Inf
12/5 (M25 North (Internal 1) Lane 5)	Infinite Saturation Flow						Inf	Inf
13/1 (M25 North (Internal 2) Lane 1)	This lane uses a directly entered Saturation Flow						1800	1800
13/2 (M25 North (Internal 2))	4.00	0.00	Y	Arm 9 Ahead	40.00	100.0 %	1942	1942
13/3 (M25 North (Internal 2))	4.00	0.00	Y	Arm 14 Right	40.00	100.0 %	1942	1942
13/4 (M25 North (Internal 2))	4.00	0.00	Y	Arm 14 Right	40.00	100.0 %	1942	1942
14/1 (A2 Eastbound (Internal))	4.00	0.00	Y	Arm 5 Ahead	80.00	100.0 %	1978	1978
14/2 (A2 Eastbound (Internal))	4.00	0.00	Y	Arm 5 Ahead	80.00	100.0 %	1978	1978
14/3 (A2 Eastbound (Internal))	4.00	0.00	Y	Arm 10 Right	80.00	100.0 %	1978	1978
15/1 (M25 Off Slip NB entry Lane 1)	Infinite Saturation Flow						Inf	Inf
15/2 (M25 Off Slip NB entry Lane 2)	Infinite Saturation Flow						Inf	Inf

Scenario 25: '38_LDM + Dev - AM Peak' (FG25: '38_LDM + Dev - AM Peak', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

	Destination						
	A	B	C	D	E	Tot.	
Origin	A	12	80	161	190	16	459
	B	9	1	445	13	111	579
	C	5	274	2	341	104	726
	D	175	9	415	0	147	746
	E	0	0	0	0	0	0
	Tot.	201	364	1023	544	378	2510

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 25: 38_LDM + Dev - AM Peak
Junction: M255-A2	
1/1 (short)	341
1/2 (with short)	445(In) 104(Out)
1/3	5
1/4	276
2/1 (short)	147
2/2 (with short)	322(In) 175(Out)
2/3 (with short)	424(In) 212(Out)
2/4 (short)	212
3/1 (short)	80
3/2 (with short)	241(In) 161(Out)
3/3	218
4/1 (short)	445
4/2 (with short)	569(In) 124(Out)
4/3	10
5/1	730
5/2	293
6/1	341
6/2	203
7/1	378
8/1	201
9/1	81
9/2	283
10/1 (short)	203
10/2 (with short)	330(In) 127(Out)
10/3	22
11/1	231
11/2	27
11/3	276
12/1	378
12/2	201
12/3	1
12/4	487

Full Input Data And Results

12/5	213
13/1	1
13/2 (short)	283
13/3 (with short)	487(In) 204(Out)
13/4	213
14/1	285
14/2	293
14/3	218
15/1	450
15/2	276

Full Input Data And Results

Lane Saturation Flows

Junction: M255-A2								
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 (M25 Northbound Offslip)	4.00	0.00	Y	Arm 6 Left	30.00	100.0 %	1919	1919
1/2 (M25 Northbound Offslip)	4.00	0.00	Y	Arm 11 Ahead	Inf	100.0 %	2015	2015
1/3 (M25 Northbound Offslip)	4.00	0.00	Y	Arm 11 Ahead	45.00	100.0 %	1950	1950
1/4 (M25 Northbound Offslip)	4.00	0.00	Y	Arm 11 Ahead	45.00	100.0 %	1950	1950
2/1 (A2 Eastbound Offslip)	4.00	0.00	Y	Arm 12 Ahead	40.00	100.0 %	1942	1942
2/2 (A2 Eastbound Offslip)	4.00	0.00	Y	Arm 12 Ahead	40.00	100.0 %	1942	1942
2/3 (A2 Eastbound Offslip)	4.00	0.00	Y	Arm 12 Ahead	40.00	100.0 %	1942	1942
2/4 (A2 Eastbound Offslip)	4.00	0.00	Y	Arm 12 Ahead	40.00	100.0 %	1942	1942
3/1 (M25 Southbound Offslip)	4.00	0.00	Y	Arm 9 Left	40.00	100.0 %	1942	1942
3/2 (M25 Southbound Offslip)	4.00	0.00	Y	Arm 14 Ahead	40.00	100.0 %	1942	1942
3/3 (M25 Southbound Offslip)	4.00	0.00	Y	Arm 14 Ahead	40.00	100.0 %	1942	1942
4/1 (A2 Westbound Offslip)	4.00	0.00	Y	Arm 5 Left	50.00	100.0 %	1956	1956
4/2 (A2 Westbound Offslip)	4.00	0.00	Y	Arm 10 Ahead	40.00	100.0 %	1942	1942
4/3 (A2 Westbound Offslip)	4.00	0.00	Y	Arm 10 Ahead	40.00	100.0 %	1942	1942
5/1 (M25 Southbound Onslip Lane 1)	Infinite Saturation Flow						Inf	Inf
5/2 (M25 Southbound Onslip Lane 2)	Infinite Saturation Flow						Inf	Inf
6/1 (A2 Westbound Onslip Lane 1)	Infinite Saturation Flow						Inf	Inf
6/2 (A2 Westbound Onslip Lane 2)	Infinite Saturation Flow						Inf	Inf
7/1 (A225 Northbound Lane 1)	Infinite Saturation Flow						Inf	Inf
8/1 (M25 Northbound Onslip Lane 1)	Infinite Saturation Flow						Inf	Inf
9/1 (A2 Eastbound Onslip Lane 1)	Infinite Saturation Flow						Inf	Inf
9/2 (A2 Eastbound Onslip Lane 2)	Infinite Saturation Flow						Inf	Inf
10/1 (M25 Southbound (internal))	4.00	0.00	Y	Arm 6 Ahead	60.00	100.0 %	1966	1966

Full Input Data And Results

10/2 (M25 Southbound (internal))	4.00	0.00	Y	Arm 11 Right	60.00	100.0 %	1966	1966
10/3 (M25 Southbound (internal))	4.00	0.00	Y	Arm 11 Right	60.00	100.0 %	1966	1966
11/1 (A2 Westbound (Internal))	4.00	0.00	Y	Arm 12 Right	80.00	100.0 %	1978	1978
11/2 (A2 Westbound (Internal))	4.00	0.00	Y	Arm 12 Right	80.00	100.0 %	1978	1978
11/3 (A2 Westbound (Internal))	4.00	0.00	Y	Arm 12 Right	80.00	100.0 %	1978	1978
12/1 (M25 North (Internal 1) Lane 1)	Infinite Saturation Flow						Inf	Inf
12/2 (M25 North (Internal 1) Lane 2)	Infinite Saturation Flow						Inf	Inf
12/3 (M25 North (Internal 1) Lane 3)	Infinite Saturation Flow						Inf	Inf
12/4 (M25 North (Internal 1) Lane 4)	Infinite Saturation Flow						Inf	Inf
12/5 (M25 North (Internal 1) Lane 5)	Infinite Saturation Flow						Inf	Inf
13/1 (M25 North (Internal 2) Lane 1)	This lane uses a directly entered Saturation Flow						1800	1800
13/2 (M25 North (Internal 2))	4.00	0.00	Y	Arm 9 Ahead	40.00	100.0 %	1942	1942
13/3 (M25 North (Internal 2))	4.00	0.00	Y	Arm 14 Right	40.00	100.0 %	1942	1942
13/4 (M25 North (Internal 2))	4.00	0.00	Y	Arm 14 Right	40.00	100.0 %	1942	1942
14/1 (A2 Eastbound (Internal))	4.00	0.00	Y	Arm 5 Ahead	80.00	100.0 %	1978	1978
14/2 (A2 Eastbound (Internal))	4.00	0.00	Y	Arm 5 Ahead	80.00	100.0 %	1978	1978
14/3 (A2 Eastbound (Internal))	4.00	0.00	Y	Arm 10 Right	80.00	100.0 %	1978	1978
15/1 (M25 Off Slip NB entry Lane 1)	Infinite Saturation Flow						Inf	Inf
15/2 (M25 Off Slip NB entry Lane 2)	Infinite Saturation Flow						Inf	Inf

Scenario 26: '38_LDM + Dev - PM Peak' (FG26: '38_LDM + Dev - PM Peak', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

	Destination						
	A	B	C	D	E	Tot.	
Origin	A	19	237	107	610	25	998
	B	34	2	1264	14	169	1483
	C	6	655	3	1055	189	1908
	D	284	5	550	2	154	995
	E	0	0	0	0	0	0
	Tot.	343	899	1924	1681	537	5384

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 26: 38_LDM + Dev - PM Peak
Junction: M255-A2	
1/1 (short)	1055
1/2 (with short)	1244(In) 189(Out)
1/3	211
1/4	453
2/1 (short)	154
2/2 (with short)	438(In) 284(Out)
2/3 (with short)	557(In) 279(Out)
2/4 (short)	278
3/1 (short)	237
3/2 (with short)	344(In) 107(Out)
3/3	654
4/1 (short)	1264
4/2 (with short)	1447(In) 183(Out)
4/3	36
5/1	1594
5/2	330
6/1	1055
6/2	626
7/1	537
8/1	343
9/1	443
9/2	456
10/1 (short)	626
10/2 (with short)	820(In) 194(Out)
10/3	55
11/1	383
11/2	265
11/3	454
12/1	537
12/2	343
12/3	206
12/4	732

Full Input Data And Results

12/5	279
13/1	206
13/2 (short)	456
13/3 (with short)	732(In) 276(Out)
13/4	279
14/1	330
14/2	330
14/3	656
15/1	1455
15/2	453

Full Input Data And Results

Lane Saturation Flows

Junction: M255-A2								
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 (M25 Northbound Offslip)	4.00	0.00	Y	Arm 6 Left	30.00	100.0 %	1919	1919
1/2 (M25 Northbound Offslip)	4.00	0.00	Y	Arm 11 Ahead	Inf	100.0 %	2015	2015
1/3 (M25 Northbound Offslip)	4.00	0.00	Y	Arm 11 Ahead	45.00	100.0 %	1950	1950
1/4 (M25 Northbound Offslip)	4.00	0.00	Y	Arm 11 Ahead	45.00	100.0 %	1950	1950
2/1 (A2 Eastbound Offslip)	4.00	0.00	Y	Arm 12 Ahead	40.00	100.0 %	1942	1942
2/2 (A2 Eastbound Offslip)	4.00	0.00	Y	Arm 12 Ahead	40.00	100.0 %	1942	1942
2/3 (A2 Eastbound Offslip)	4.00	0.00	Y	Arm 12 Ahead	40.00	100.0 %	1942	1942
2/4 (A2 Eastbound Offslip)	4.00	0.00	Y	Arm 12 Ahead	40.00	100.0 %	1942	1942
3/1 (M25 Southbound Offslip)	4.00	0.00	Y	Arm 9 Left	40.00	100.0 %	1942	1942
3/2 (M25 Southbound Offslip)	4.00	0.00	Y	Arm 14 Ahead	40.00	100.0 %	1942	1942
3/3 (M25 Southbound Offslip)	4.00	0.00	Y	Arm 14 Ahead	40.00	100.0 %	1942	1942
4/1 (A2 Westbound Offslip)	4.00	0.00	Y	Arm 5 Left	50.00	100.0 %	1956	1956
4/2 (A2 Westbound Offslip)	4.00	0.00	Y	Arm 10 Ahead	40.00	100.0 %	1942	1942
4/3 (A2 Westbound Offslip)	4.00	0.00	Y	Arm 10 Ahead	40.00	100.0 %	1942	1942
5/1 (M25 Southbound Onslip Lane 1)	Infinite Saturation Flow						Inf	Inf
5/2 (M25 Southbound Onslip Lane 2)	Infinite Saturation Flow						Inf	Inf
6/1 (A2 Westbound Onslip Lane 1)	Infinite Saturation Flow						Inf	Inf
6/2 (A2 Westbound Onslip Lane 2)	Infinite Saturation Flow						Inf	Inf
7/1 (A225 Northbound Lane 1)	Infinite Saturation Flow						Inf	Inf
8/1 (M25 Northbound Onslip Lane 1)	Infinite Saturation Flow						Inf	Inf
9/1 (A2 Eastbound Onslip Lane 1)	Infinite Saturation Flow						Inf	Inf
9/2 (A2 Eastbound Onslip Lane 2)	Infinite Saturation Flow						Inf	Inf
10/1 (M25 Southbound (internal))	4.00	0.00	Y	Arm 6 Ahead	60.00	100.0 %	1966	1966

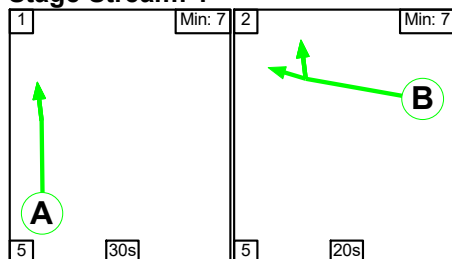
Full Input Data And Results

10/2 (M25 Southbound (internal))	4.00	0.00	Y	Arm 11 Right	60.00	100.0 %	1966	1966
10/3 (M25 Southbound (internal))	4.00	0.00	Y	Arm 11 Right	60.00	100.0 %	1966	1966
11/1 (A2 Westbound (Internal))	4.00	0.00	Y	Arm 12 Right	80.00	100.0 %	1978	1978
11/2 (A2 Westbound (Internal))	4.00	0.00	Y	Arm 12 Right	80.00	100.0 %	1978	1978
11/3 (A2 Westbound (Internal))	4.00	0.00	Y	Arm 12 Right	80.00	100.0 %	1978	1978
12/1 (M25 North (Internal 1) Lane 1)	Infinite Saturation Flow						Inf	Inf
12/2 (M25 North (Internal 1) Lane 2)	Infinite Saturation Flow						Inf	Inf
12/3 (M25 North (Internal 1) Lane 3)	Infinite Saturation Flow						Inf	Inf
12/4 (M25 North (Internal 1) Lane 4)	Infinite Saturation Flow						Inf	Inf
12/5 (M25 North (Internal 1) Lane 5)	Infinite Saturation Flow						Inf	Inf
13/1 (M25 North (Internal 2) Lane 1)	This lane uses a directly entered Saturation Flow						1800	1800
13/2 (M25 North (Internal 2))	4.00	0.00	Y	Arm 9 Ahead	40.00	100.0 %	1942	1942
13/3 (M25 North (Internal 2))	4.00	0.00	Y	Arm 14 Right	40.00	100.0 %	1942	1942
13/4 (M25 North (Internal 2))	4.00	0.00	Y	Arm 14 Right	40.00	100.0 %	1942	1942
14/1 (A2 Eastbound (Internal))	4.00	0.00	Y	Arm 5 Ahead	80.00	100.0 %	1978	1978
14/2 (A2 Eastbound (Internal))	4.00	0.00	Y	Arm 5 Ahead	80.00	100.0 %	1978	1978
14/3 (A2 Eastbound (Internal))	4.00	0.00	Y	Arm 10 Right	80.00	100.0 %	1978	1978
15/1 (M25 Off Slip NB entry Lane 1)	Infinite Saturation Flow						Inf	Inf
15/2 (M25 Off Slip NB entry Lane 2)	Infinite Saturation Flow						Inf	Inf

Scenario 1: '2016 - AM Peak' (FG1: '2016 - AM Peak', Plan 1: 'Network Control Plan 1')

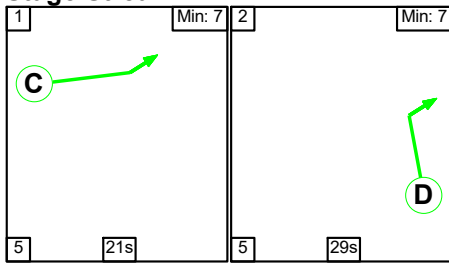
Stage Sequence Diagram

Stage Stream: 1

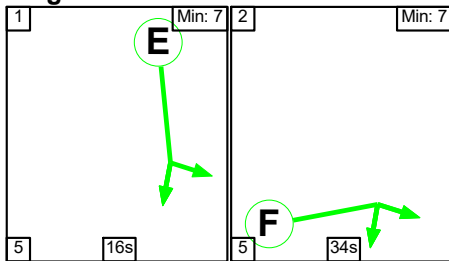


Full Input Data And Results

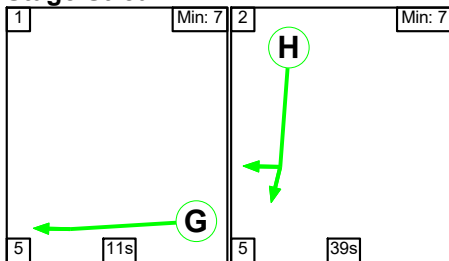
Stage Stream: 2



Stage Stream: 3



Stage Stream: 4



Stage Timings

Stage Stream: 1

Stage	1	2
Duration	30	20
Change Point	0	35

Stage Stream: 2

Stage	1	2
Duration	21	29
Change Point	1	27

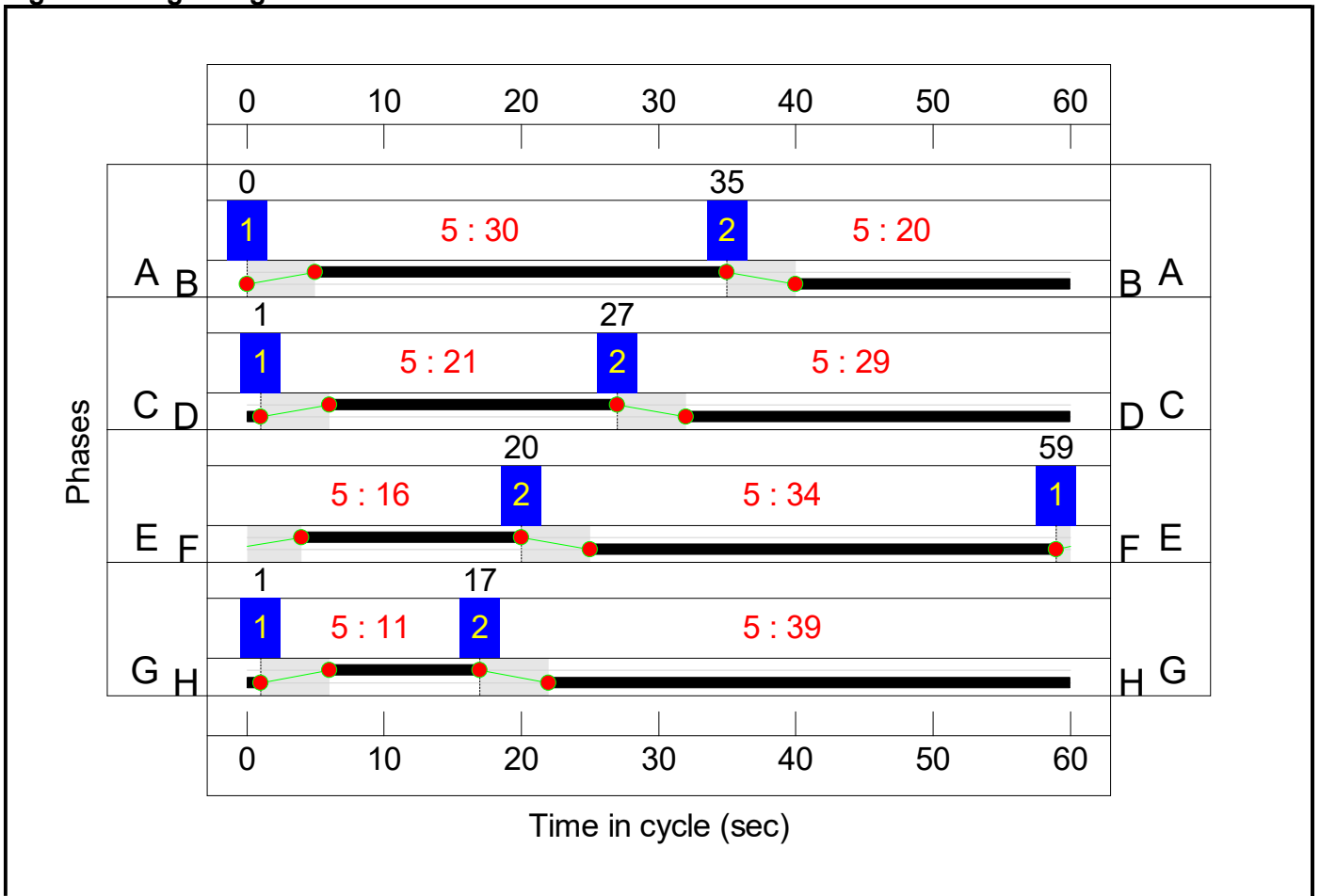
Stage Stream: 3

Stage	1	2
Duration	16	34
Change Point	59	20

Stage Stream: 4

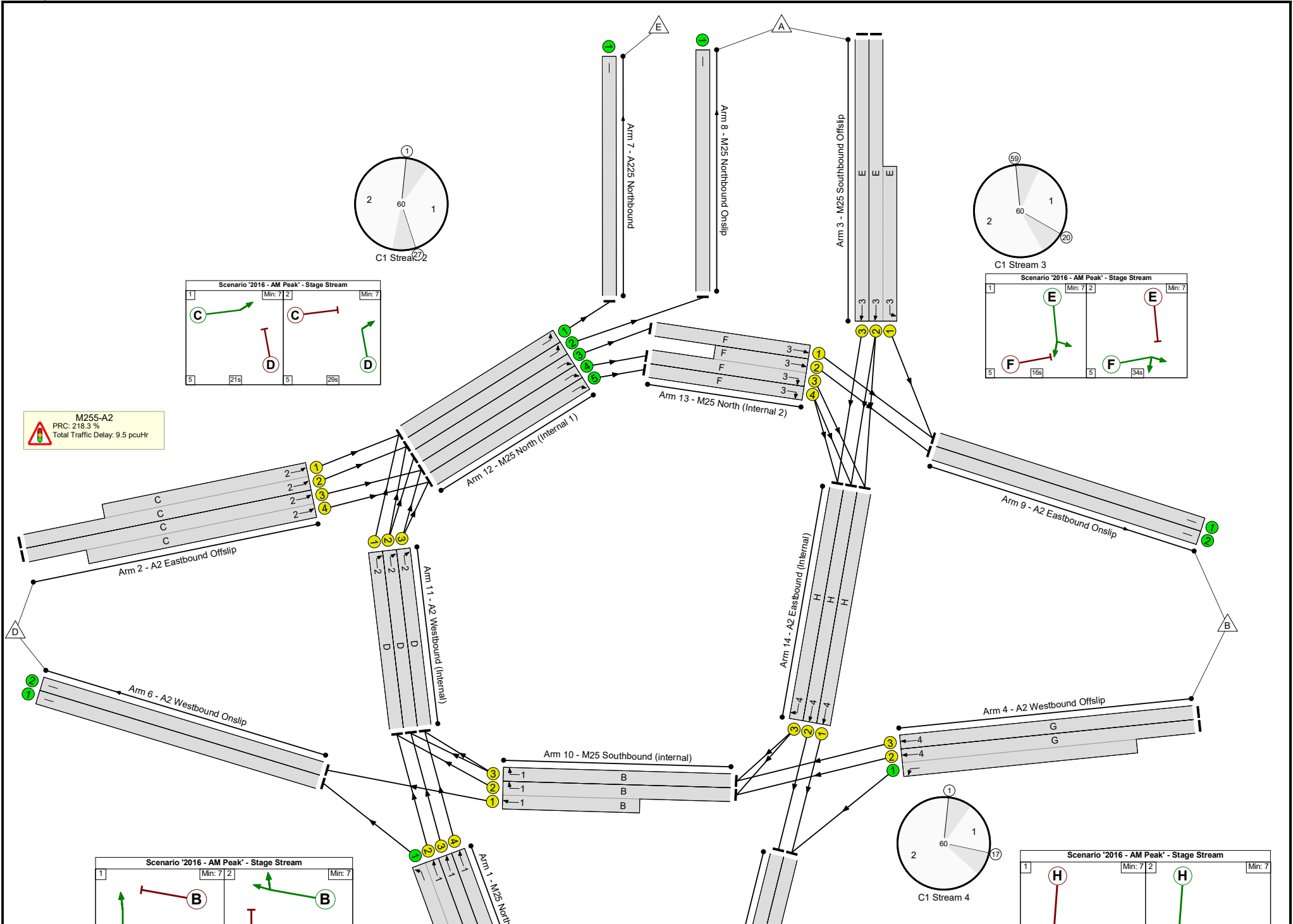
Stage	1	2
Duration	11	39
Change Point	1	17

Signal Timings Diagram

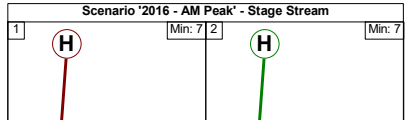
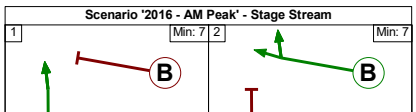
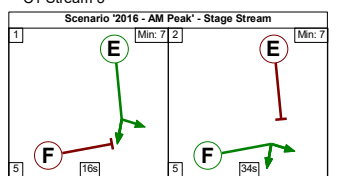
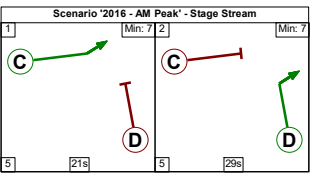


Full Input Data And Results
Network Layout Diagram

Full Input Data And Results



M255-A2
 PRC: 218.3 %
 Total Traffic Delay: 9.5 pcuHr



Full Input Data And Results

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: M25 A2	-	-	N/A	-	-		-	-	-	-	-	-	28.3%
M255-A2	-	-	N/A	-	-		-	-	-	-	-	-	28.3%
1/2+1/1	M25 Northbound Offslip Left Ahead	U	1	N/A	A -		1	30	-	413	2015:1919	456+1485	21.3 : 21.3%
1/3	M25 Northbound Offslip Ahead	U	1	N/A	A		1	30	-	5	1950	1007	0.5%
1/4	M25 Northbound Offslip Ahead	U	1	N/A	A		1	30	-	250	1950	1007	24.8%
2/2+2/1	A2 Eastbound Offslip Ahead	U	2	N/A	C		1	21	-	292	1942:1942	712+712	22.3 : 18.7%
2/3+2/4	A2 Eastbound Offslip Ahead	U	2	N/A	C		1	21	-	384	1942:1942	712+712	27.0 : 27.0%
3/2+3/1	M25 Southbound Offslip Left Ahead	U	3	N/A	E		1	16	-	164	1942:1942	550+270	20.0 : 20.0%
3/3	M25 Southbound Offslip Ahead	U	3	N/A	E		1	16	-	149	1942	550	27.1%
4/2+4/1	A2 Westbound Offslip Left Ahead	U	4	N/A	G -		1	11	-	472	1942:1956	388+1518	27.0 : 24.2%
4/3	A2 Westbound Offslip Ahead	U	4	N/A	G		1	11	-	8	1942	388	2.1%
5/1	M25 Southbound Onslip	U	N/A	N/A	-		-	-	-	607	Inf	Inf	0.0%
5/2	M25 Southbound Onslip	U	N/A	N/A	-		-	-	-	248	Inf	Inf	0.0%
6/1	A2 Westbound Onslip	U	N/A	N/A	-		-	-	-	316	Inf	Inf	0.0%
6/2	A2 Westbound Onslip	U	N/A	N/A	-		-	-	-	140	Inf	Inf	0.0%
7/1	A225 Northbound	U	N/A	N/A	-		-	-	-	335	Inf	Inf	0.0%
8/1	M25 Northbound Onslip	U	N/A	N/A	-		-	-	-	180	Inf	Inf	0.0%
9/1	A2 Eastbound Onslip	U	N/A	N/A	-		-	-	-	55	Inf	Inf	0.0%

Full Input Data And Results

9/2	A2 Eastbound Onslip	U	N/A	N/A	-		-	-	-	256	Inf	Inf	0.0%
10/2+10/1	M25 Southbound (internal) Ahead Right	U	1	N/A	B		1	20	-	245	1966:1966	516+688	20.3 : 20.3%
10/3	M25 Southbound (internal) Right	U	1	N/A	B		1	20	-	17	1966	688	2.5%
11/1	A2 Westbound (Internal) Right	U	2	N/A	D		1	29	-	202	1978	989	20.4%
11/2	A2 Westbound (Internal) Right	U	2	N/A	D		1	29	-	22	1978	989	2.2%
11/3	A2 Westbound (Internal) Right	U	2	N/A	D		1	29	-	250	1978	989	25.3%
12/1	M25 North (Internal 1) Left	U	N/A	N/A	-		-	-	-	335	Inf	Inf	0.0%
12/2	M25 North (Internal 1) Left	U	N/A	N/A	-		-	-	-	180	Inf	Inf	0.0%
12/3	M25 North (Internal 1) Ahead	U	N/A	N/A	-		-	-	-	1	Inf	Inf	0.0%
12/4	M25 North (Internal 1) Ahead	U	N/A	N/A	-		-	-	-	441	Inf	Inf	0.0%
12/5	M25 North (Internal 1) Ahead	U	N/A	N/A	-		-	-	-	193	Inf	Inf	0.0%
13/1	M25 North (Internal 2) Ahead	U	3	N/A	F		1	34	-	1	1800	1050	0.1%
13/3+13/2	M25 North (Internal 2) Ahead Right	U	3	N/A	F		1	34	-	441	1942:1942	654+905	28.3 : 28.3%
13/4	M25 North (Internal 2) Right	U	3	N/A	F		1	34	-	193	1942	1133	17.0%
14/1	A2 Eastbound (Internal) Ahead	U	4	N/A	H		1	39	-	240	1978	1319	18.2%
14/2	A2 Eastbound (Internal) Ahead	U	4	N/A	H		1	39	-	248	1978	1319	18.8%
14/3	A2 Eastbound (Internal) Right	U	4	N/A	H		1	39	-	149	1978	1319	11.3%

Full Input Data And Results

15/1	M25 Off Slip NB entry Ahead	U	N/A	N/A	-		-	-	-	418	Inf	Inf	0.0%
15/2	M25 Off Slip NB entry Ahead	U	N/A	N/A	-		-	-	-	250	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: M25 A2	-	-	0	0	0	7.4	2.1	0.0	9.5	-	-	-	-
M255-A2	-	-	0	0	0	7.4	2.1	0.0	9.5	-	-	-	-
1/2+1/1	413	413	-	-	-	0.2	0.1	-	0.3	2.9	0.8	0.1	0.9
1/3	5	5	-	-	-	0.0	0.0	-	0.0	9.0	0.0	0.0	0.0
1/4	250	250	-	-	-	0.6	0.2	-	0.7	10.4	2.3	0.2	2.5
2/2+2/1	292	292	-	-	-	1.1	0.1	-	1.2	14.6	1.8	0.1	1.9
2/3+2/4	384	384	-	-	-	1.4	0.2	-	1.6	15.1	2.2	0.2	2.4
3/2+3/1	164	164	-	-	-	0.7	0.1	-	0.9	19.0	1.4	0.1	1.5
3/3	149	149	-	-	-	0.7	0.2	-	0.9	21.2	1.9	0.2	2.1
4/2+4/1	472	472	-	-	-	0.6	0.2	-	0.8	5.8	1.5	0.2	1.6
4/3	8	8	-	-	-	0.0	0.0	-	0.1	24.3	0.1	0.0	0.1
5/1	607	607	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/2	248	248	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	316	316	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/2	140	140	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	335	335	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/1	180	180	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
9/1	55	55	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
9/2	256	256	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
10/2+10/1	245	245	-	-	-	0.4	0.1	-	0.5	7.7	1.6	0.1	1.7
10/3	17	17	-	-	-	0.0	0.0	-	0.0	9.7	0.2	0.0	0.2
11/1	202	202	-	-	-	0.3	0.1	-	0.5	8.0	1.4	0.1	1.5
11/2	22	22	-	-	-	0.0	0.0	-	0.1	8.4	0.1	0.0	0.1
11/3	250	250	-	-	-	0.5	0.2	-	0.7	9.8	3.1	0.2	3.3
12/1	335	335	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
12/2	180	180	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

Full Input Data And Results

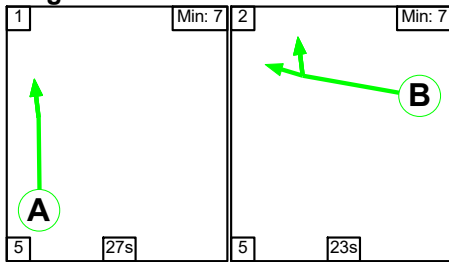
12/3	1	1	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0																																								
12/4	441	441	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0																																								
12/5	193	193	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0																																								
13/1	1	1	-	-	-	0.0	0.0	-	0.0	10.6	0.0	0.0	0.0																																								
13/3+13/2	441	441	-	-	-	0.4	0.2	-	0.6	5.1	1.3	0.2	1.5																																								
13/4	193	193	-	-	-	0.0	0.1	-	0.1	2.4	0.8	0.1	0.9																																								
14/1	240	240	-	-	-	0.1	0.1	-	0.2	3.0	0.8	0.1	0.9																																								
14/2	248	248	-	-	-	0.1	0.1	-	0.2	3.0	0.8	0.1	0.9																																								
14/3	149	149	-	-	-	0.1	0.1	-	0.2	4.6	1.8	0.1	1.9																																								
15/1	418	418	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0																																								
15/2	250	250	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0																																								
<table> <tbody> <tr> <td>C1</td> <td>Stream: 1</td> <td>PRC for Signalled Lanes (%)</td> <td>262.7</td> <td>Total Delay for Signalled Lanes (pcuHr):</td> <td>1.64</td> <td>Cycle Time (s):</td> <td>60</td> </tr> <tr> <td>C1</td> <td>Stream: 2</td> <td>PRC for Signalled Lanes (%)</td> <td>233.8</td> <td>Total Delay for Signalled Lanes (pcuHr):</td> <td>3.98</td> <td>Cycle Time (s):</td> <td>60</td> </tr> <tr> <td>C1</td> <td>Stream: 3</td> <td>PRC for Signalled Lanes (%)</td> <td>218.3</td> <td>Total Delay for Signalled Lanes (pcuHr):</td> <td>2.50</td> <td>Cycle Time (s):</td> <td>60</td> </tr> <tr> <td>C1</td> <td>Stream: 4</td> <td>PRC for Signalled Lanes (%)</td> <td>232.9</td> <td>Total Delay for Signalled Lanes (pcuHr):</td> <td>1.41</td> <td>Cycle Time (s):</td> <td>60</td> </tr> <tr> <td></td> <td></td> <td>PRC Over All Lanes (%)</td> <td>218.3</td> <td>Total Delay Over All Lanes(pcuHr):</td> <td>9.53</td> <td></td> <td></td> </tr> </tbody> </table>														C1	Stream: 1	PRC for Signalled Lanes (%)	262.7	Total Delay for Signalled Lanes (pcuHr):	1.64	Cycle Time (s):	60	C1	Stream: 2	PRC for Signalled Lanes (%)	233.8	Total Delay for Signalled Lanes (pcuHr):	3.98	Cycle Time (s):	60	C1	Stream: 3	PRC for Signalled Lanes (%)	218.3	Total Delay for Signalled Lanes (pcuHr):	2.50	Cycle Time (s):	60	C1	Stream: 4	PRC for Signalled Lanes (%)	232.9	Total Delay for Signalled Lanes (pcuHr):	1.41	Cycle Time (s):	60			PRC Over All Lanes (%)	218.3	Total Delay Over All Lanes(pcuHr):	9.53		
C1	Stream: 1	PRC for Signalled Lanes (%)	262.7	Total Delay for Signalled Lanes (pcuHr):	1.64	Cycle Time (s):	60																																														
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C1	Stream: 4	PRC for Signalled Lanes (%)	232.9	Total Delay for Signalled Lanes (pcuHr):	1.41	Cycle Time (s):	60																																														
		PRC Over All Lanes (%)	218.3	Total Delay Over All Lanes(pcuHr):	9.53																																																

Full Input Data And Results

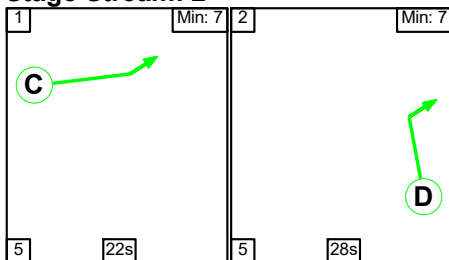
Scenario 2: '2016 - PM Peak' (FG2: '2016 - PM Peak', Plan 1: 'Network Control Plan 1')

Stage Sequence Diagram

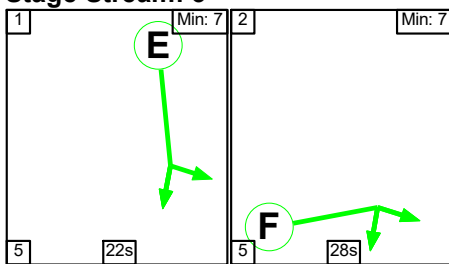
Stage Stream: 1



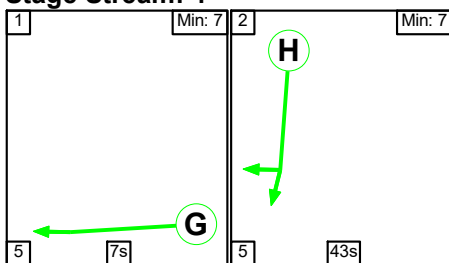
Stage Stream: 2



Stage Stream: 3



Stage Stream: 4



Stage Timings

Stage Stream: 1

Stage	1	2
Duration	27	23
Change Point	0	32

Stage Stream: 2

Stage	1	2
Duration	22	28
Change Point	47	14

Full Input Data And Results

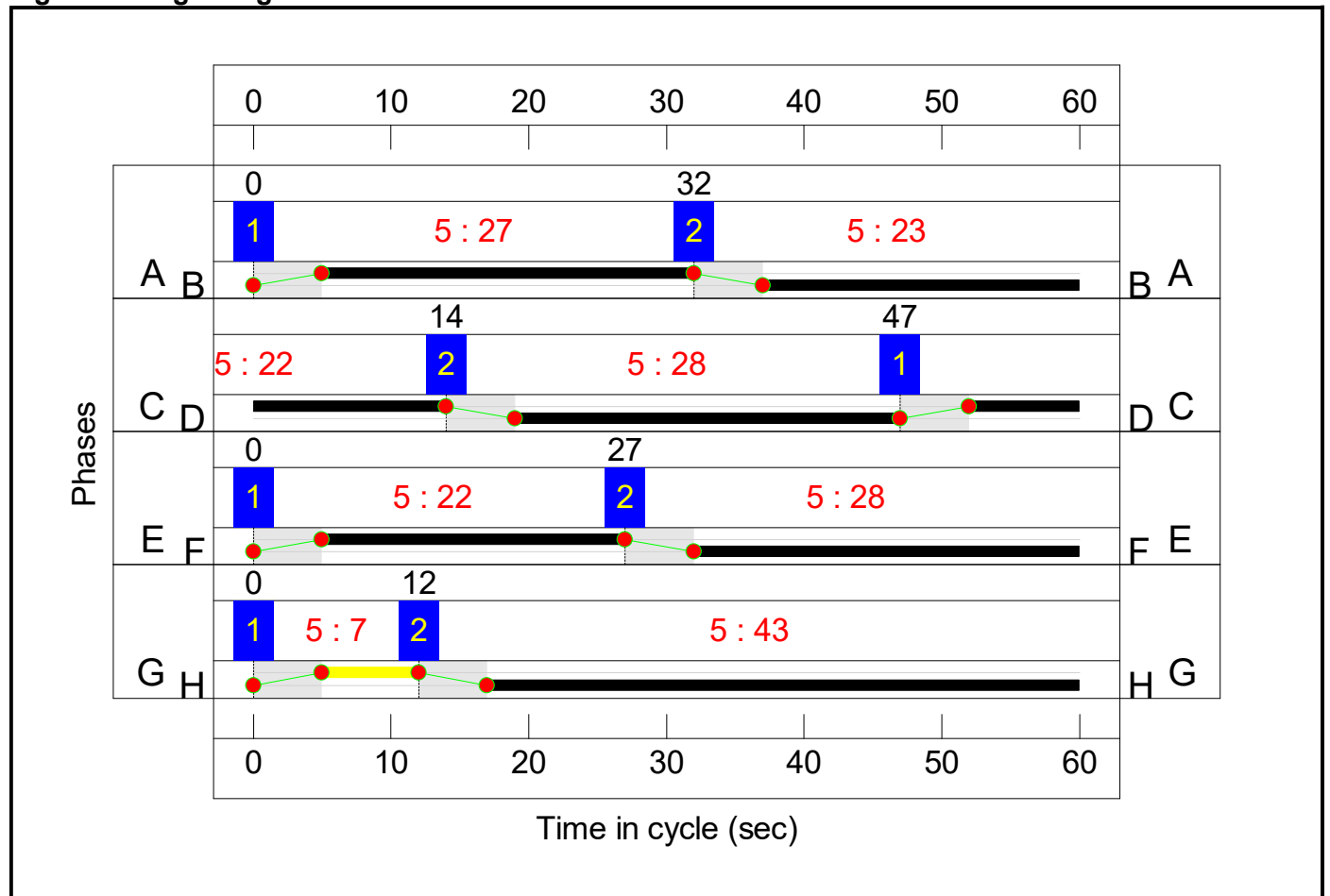
Stage Stream: 3

Stage	1	2
Duration	22	28
Change Point	0	27

Stage Stream: 4

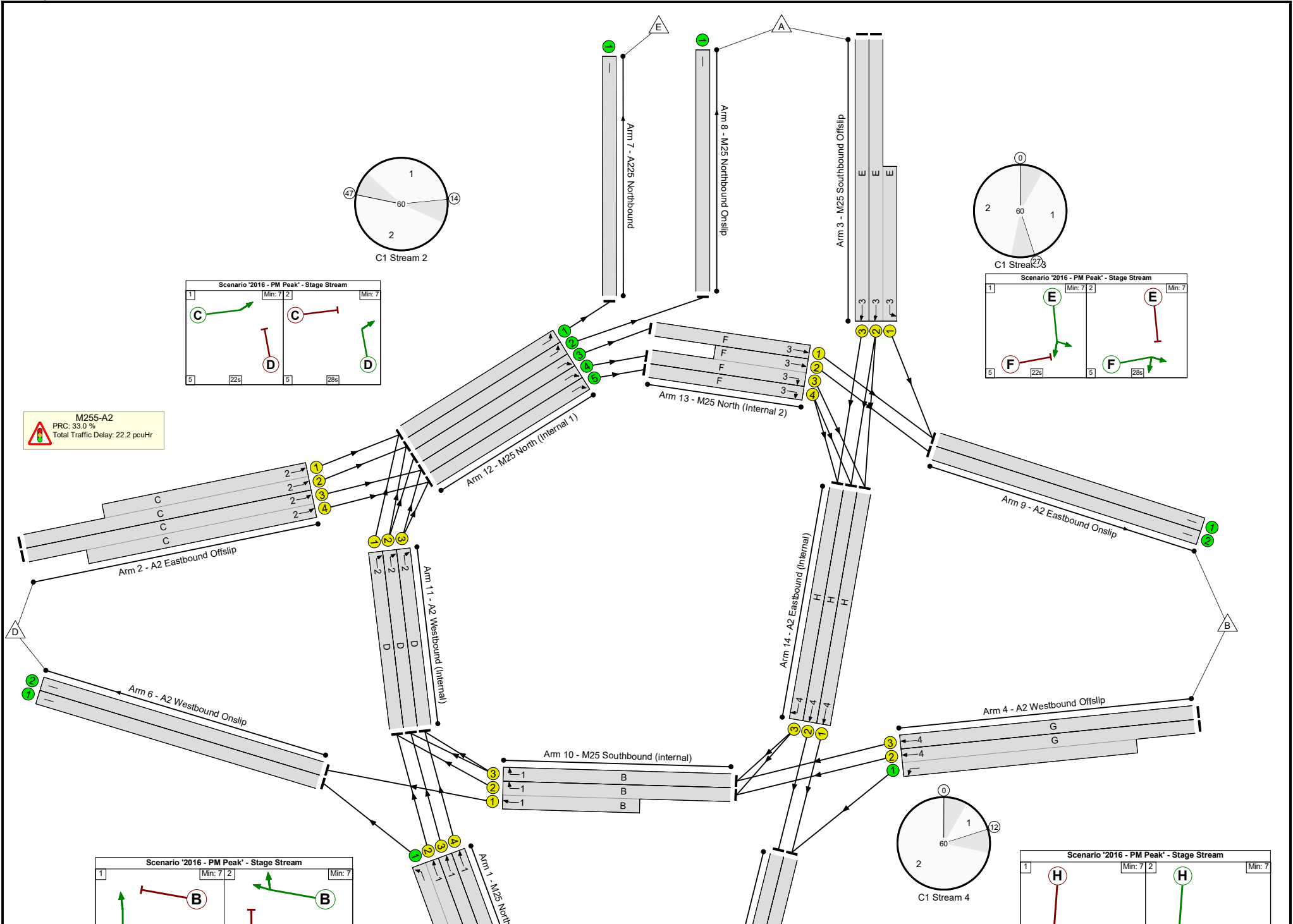
Stage	1	2
Duration	7	43
Change Point	0	12

Signal Timings Diagram

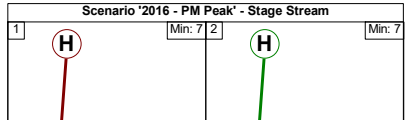
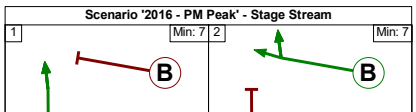
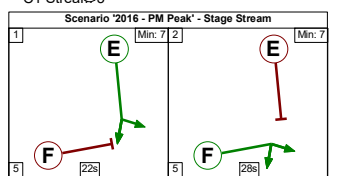
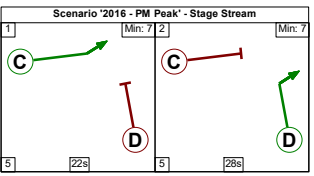


Full Input Data And Results
Network Layout Diagram

Full Input Data And Results



M255-A2
 PRC: 33.0 %
 Total Traffic Delay: 22.2 pcuHr



Full Input Data And Results

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: M25 A2	-	-	N/A	-	-		-	-	-	-	-	-	67.7%
M255-A2	-	-	N/A	-	-		-	-	-	-	-	-	67.7%
1/2+1/1	M25 Northbound Offslip Left Ahead	U	1	N/A	A -		1	27	-	1194	2015:1919	293+1640	61.8 : 61.8%
1/3	M25 Northbound Offslip Ahead	U	1	N/A	A		1	27	-	6	1950	910	0.7%
1/4	M25 Northbound Offslip Ahead	U	1	N/A	A		1	27	-	554	1950	910	60.9%
2/2+2/1	A2 Eastbound Offslip Ahead	U	2	N/A	C		1	22	-	433	1942:1942	744+471	37.7 : 32.3%
2/3+2/4	A2 Eastbound Offslip Ahead	U	2	N/A	C		1	22	-	552	1942:1942	744+744	37.1 : 37.1%
3/2+3/1	M25 Southbound Offslip Left Ahead	U	3	N/A	E		1	22	-	259	1942:1942	339+744	23.9 : 23.9%
3/3	M25 Southbound Offslip Ahead	U	3	N/A	E		1	22	-	492	1942	744	66.1%
4/2+4/1	A2 Westbound Offslip Left Ahead	U	4	N/A	G -		1	7	-	590	1942:1956	259+1596	41.7 : 30.2%
4/3	A2 Westbound Offslip Ahead	U	4	N/A	G		1	7	-	21	1942	259	8.1%
5/1	M25 Southbound Onslip	U	N/A	N/A	-		-	-	-	796	Inf	Inf	0.0%
5/2	M25 Southbound Onslip	U	N/A	N/A	-		-	-	-	315	Inf	Inf	0.0%
6/1	A2 Westbound Onslip	U	N/A	N/A	-		-	-	-	1013	Inf	Inf	0.0%
6/2	A2 Westbound Onslip	U	N/A	N/A	-		-	-	-	469	Inf	Inf	0.0%
7/1	A225 Northbound	U	N/A	N/A	-		-	-	-	452	Inf	Inf	0.0%
8/1	M25 Northbound Onslip	U	N/A	N/A	-		-	-	-	321	Inf	Inf	0.0%
9/1	A2 Eastbound Onslip	U	N/A	N/A	-		-	-	-	179	Inf	Inf	0.0%

Full Input Data And Results

9/2	A2 Eastbound Onslip	U	N/A	N/A	-		-	-	-	556	Inf	Inf	0.0%
10/2+10/1	M25 Southbound (internal) Ahead Right	U	1	N/A	B		1	23	-	588	1966:1966	200+786	59.6 : 59.6%
10/3	M25 Southbound (internal) Right	U	1	N/A	B		1	23	-	35	1966	786	4.5%
11/1	A2 Westbound (Internal) Right	U	2	N/A	D		1	28	-	300	1978	956	31.4%
11/2	A2 Westbound (Internal) Right	U	2	N/A	D		1	28	-	41	1978	956	4.3%
11/3	A2 Westbound (Internal) Right	U	2	N/A	D		1	28	-	554	1978	956	57.9%
12/1	M25 North (Internal 1) Left	U	N/A	N/A	-		-	-	-	452	Inf	Inf	0.0%
12/2	M25 North (Internal 1) Left	U	N/A	N/A	-		-	-	-	321	Inf	Inf	0.0%
12/3	M25 North (Internal 1) Ahead	U	N/A	N/A	-		-	-	-	1	Inf	Inf	0.0%
12/4	M25 North (Internal 1) Ahead	U	N/A	N/A	-		-	-	-	829	Inf	Inf	0.0%
12/5	M25 North (Internal 1) Ahead	U	N/A	N/A	-		-	-	-	277	Inf	Inf	0.0%
13/1	M25 North (Internal 2) Ahead	U	3	N/A	F		1	28	-	1	1800	870	0.1%
13/3+13/2	M25 North (Internal 2) Ahead Right	U	3	N/A	F		1	28	-	829	1942:1942	403+822	67.7 : 67.7%
13/4	M25 North (Internal 2) Right	U	3	N/A	F		1	28	-	277	1942	939	29.5%
14/1	A2 Eastbound (Internal) Ahead	U	4	N/A	H		1	43	-	314	1978	1451	21.6%
14/2	A2 Eastbound (Internal) Ahead	U	4	N/A	H		1	43	-	315	1978	1451	21.7%
14/3	A2 Eastbound (Internal) Right	U	4	N/A	H		1	43	-	494	1978	1451	34.1%

Full Input Data And Results

15/1	M25 Off Slip NB entry Ahead	U	N/A	N/A	-		-	-	-	1200	Inf	Inf	0.0%
15/2	M25 Off Slip NB entry Ahead	U	N/A	N/A	-		-	-	-	554	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: M25 A2	-	-	0	0	0	15.2	7.0	0.0	22.2	-	-	-	-
M255-A2	-	-	0	0	0	15.2	7.0	0.0	22.2	-	-	-	-
1/2+1/1	1194	1194	-	-	-	0.5	0.8	-	1.3	3.9	1.8	0.8	2.6
1/3	6	6	-	-	-	0.0	0.0	-	0.0	10.8	0.1	0.0	0.1
1/4	554	554	-	-	-	1.8	0.8	-	2.6	17.0	6.8	0.8	7.5
2/2+2/1	433	433	-	-	-	1.6	0.3	-	1.8	15.3	3.4	0.3	3.6
2/3+2/4	552	552	-	-	-	2.0	0.3	-	2.3	15.2	3.3	0.3	3.6
3/2+3/1	259	259	-	-	-	0.9	0.2	-	1.0	14.6	2.0	0.2	2.1
3/3	492	492	-	-	-	2.1	1.0	-	3.1	22.4	6.7	1.0	7.7
4/2+4/1	590	590	-	-	-	0.7	0.2	-	0.9	5.8	1.6	0.2	1.9
4/3	21	21	-	-	-	0.1	0.0	-	0.2	30.5	0.3	0.0	0.3
5/1	796	796	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/2	315	315	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	1013	1013	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/2	469	469	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	452	452	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/1	321	321	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
9/1	179	179	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
9/2	556	556	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
10/2+10/1	588	588	-	-	-	0.6	0.7	-	1.4	8.4	1.7	0.7	2.5
10/3	35	35	-	-	-	0.1	0.0	-	0.1	10.6	0.4	0.0	0.4
11/1	300	300	-	-	-	1.0	0.2	-	1.2	14.2	3.6	0.2	3.8
11/2	41	41	-	-	-	0.2	0.0	-	0.2	21.3	0.6	0.0	0.6
11/3	554	554	-	-	-	0.2	0.7	-	0.9	5.6	1.2	0.7	1.9
12/1	452	452	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
12/2	321	321	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

Full Input Data And Results

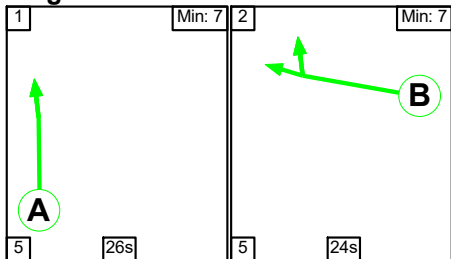
12/3	1	1	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0																																								
12/4	829	829	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0																																								
12/5	277	277	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0																																								
13/1	1	1	-	-	-	0.0	0.0	-	0.0	2.1	0.0	0.0	0.0																																								
13/3+13/2	829	829	-	-	-	1.9	1.0	-	2.9	12.8	4.5	1.0	5.5																																								
13/4	277	277	-	-	-	1.4	0.2	-	1.6	20.4	4.6	0.2	4.8																																								
14/1	314	314	-	-	-	0.0	0.1	-	0.2	2.1	0.3	0.1	0.4																																								
14/2	315	315	-	-	-	0.0	0.1	-	0.2	2.1	0.3	0.1	0.4																																								
14/3	494	494	-	-	-	0.0	0.3	-	0.3	1.9	0.1	0.3	0.4																																								
15/1	1200	1200	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0																																								
15/2	554	554	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0																																								
<table> <tbody> <tr> <td>C1</td> <td>Stream: 1</td> <td>PRC for Signalled Lanes (%)</td> <td>45.7</td> <td>Total Delay for Signalled Lanes (pcuHr):</td> <td>5.38</td> <td>Cycle Time (s):</td> <td>60</td> </tr> <tr> <td>C1</td> <td>Stream: 2</td> <td>PRC for Signalled Lanes (%)</td> <td>55.3</td> <td>Total Delay for Signalled Lanes (pcuHr):</td> <td>6.47</td> <td>Cycle Time (s):</td> <td>60</td> </tr> <tr> <td>C1</td> <td>Stream: 3</td> <td>PRC for Signalled Lanes (%)</td> <td>33.0</td> <td>Total Delay for Signalled Lanes (pcuHr):</td> <td>8.61</td> <td>Cycle Time (s):</td> <td>60</td> </tr> <tr> <td>C1</td> <td>Stream: 4</td> <td>PRC for Signalled Lanes (%)</td> <td>115.8</td> <td>Total Delay for Signalled Lanes (pcuHr):</td> <td>1.75</td> <td>Cycle Time (s):</td> <td>60</td> </tr> <tr> <td></td> <td></td> <td>PRC Over All Lanes (%)</td> <td>33.0</td> <td>Total Delay Over All Lanes(pcuHr):</td> <td>22.22</td> <td></td> <td></td> </tr> </tbody> </table>														C1	Stream: 1	PRC for Signalled Lanes (%)	45.7	Total Delay for Signalled Lanes (pcuHr):	5.38	Cycle Time (s):	60	C1	Stream: 2	PRC for Signalled Lanes (%)	55.3	Total Delay for Signalled Lanes (pcuHr):	6.47	Cycle Time (s):	60	C1	Stream: 3	PRC for Signalled Lanes (%)	33.0	Total Delay for Signalled Lanes (pcuHr):	8.61	Cycle Time (s):	60	C1	Stream: 4	PRC for Signalled Lanes (%)	115.8	Total Delay for Signalled Lanes (pcuHr):	1.75	Cycle Time (s):	60			PRC Over All Lanes (%)	33.0	Total Delay Over All Lanes(pcuHr):	22.22		
C1	Stream: 1	PRC for Signalled Lanes (%)	45.7	Total Delay for Signalled Lanes (pcuHr):	5.38	Cycle Time (s):	60																																														
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		PRC Over All Lanes (%)	33.0	Total Delay Over All Lanes(pcuHr):	22.22																																																

Full Input Data And Results

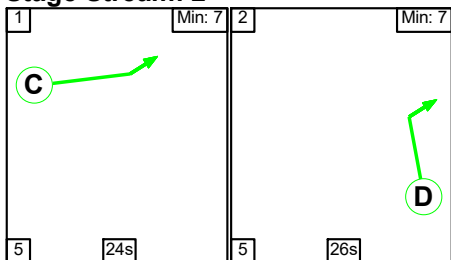
Scenario 3: '23_DM - AM Peak' (FG3: '23_DM - AM Peak', Plan 1: 'Network Control Plan 1')

Stage Sequence Diagram

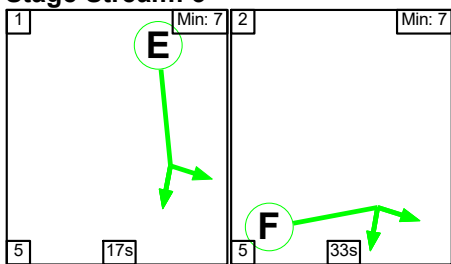
Stage Stream: 1



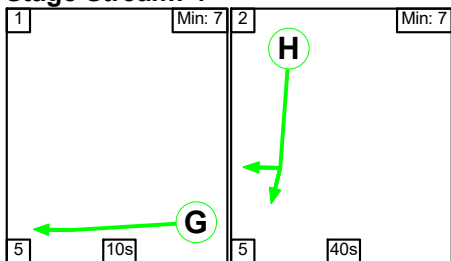
Stage Stream: 2



Stage Stream: 3



Stage Stream: 4



Stage Timings

Stage Stream: 1

Stage	1	2
Duration	26	24
Change Point	0	31

Stage Stream: 2

Stage	1	2
Duration	24	26
Change Point	57	26

Full Input Data And Results

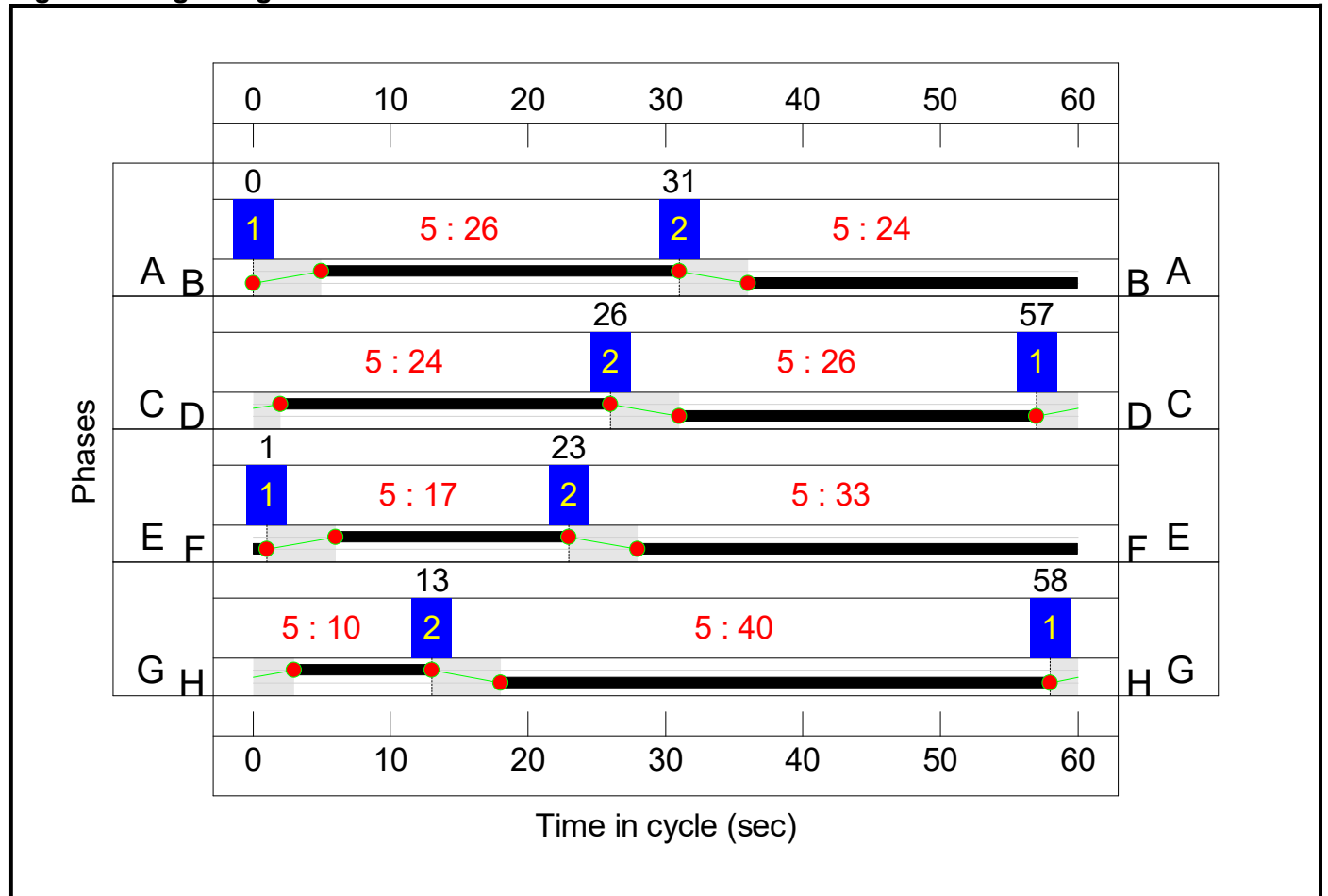
Stage Stream: 3

Stage	1	2
Duration	17	33
Change Point	1	23

Stage Stream: 4

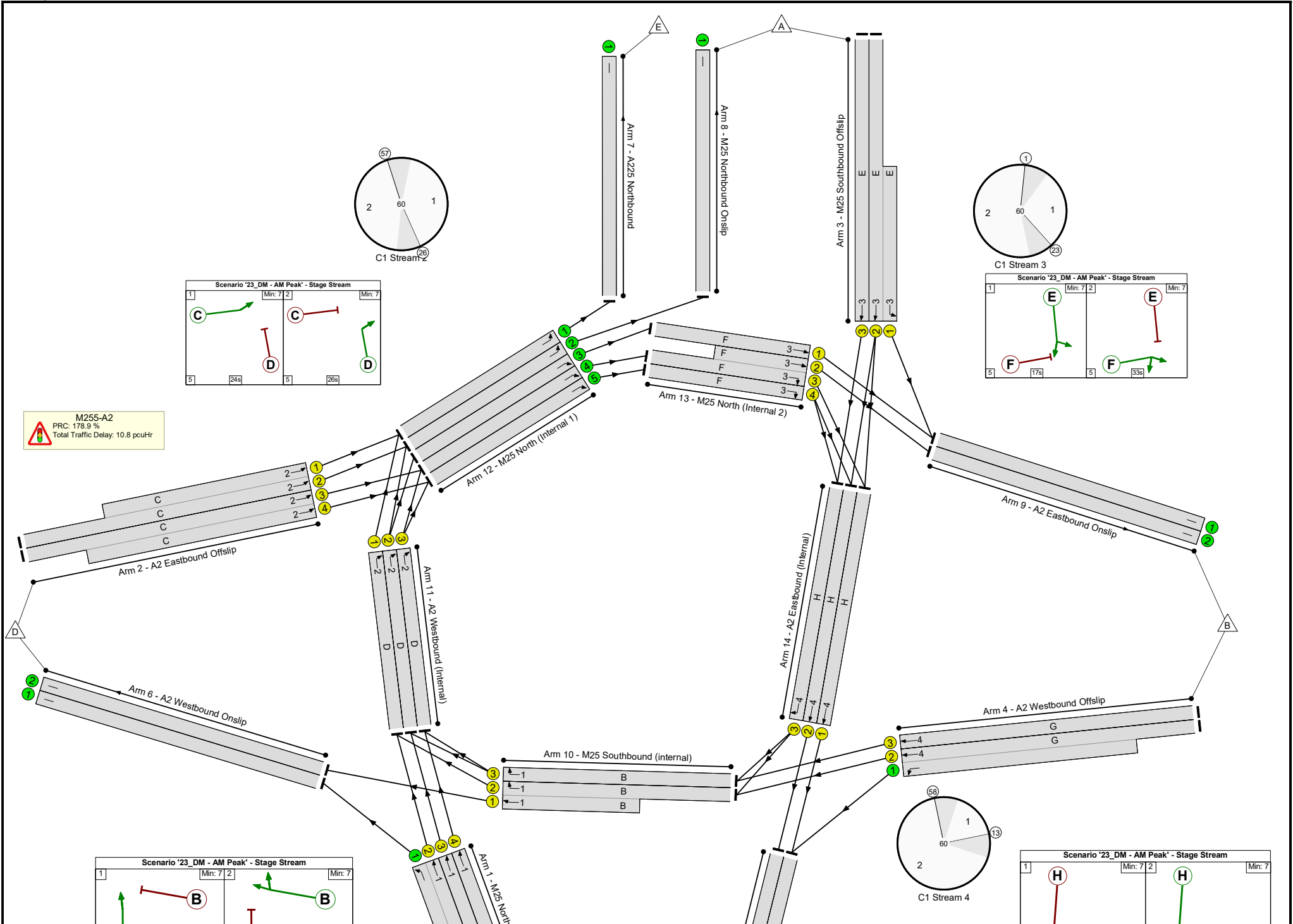
Stage	1	2
Duration	10	40
Change Point	58	13

Signal Timings Diagram



Full Input Data And Results
Network Layout Diagram

Full Input Data And Results



Full Input Data And Results

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: M25 A2	-	-	N/A	-	-		-	-	-	-	-	-	32.3%
M255-A2	-	-	N/A	-	-		-	-	-	-	-	-	32.3%
1/2+1/1	M25 Northbound Offslip Left Ahead	U	1	N/A	A -		1	26	-	453	2015:1919	454+1487	23.3 : 23.3%
1/3	M25 Northbound Offslip Ahead	U	1	N/A	A		1	26	-	5	1950	878	0.6%
1/4	M25 Northbound Offslip Ahead	U	1	N/A	A		1	26	-	274	1950	878	31.2%
2/2+2/1	A2 Eastbound Offslip Ahead	U	2	N/A	C		1	24	-	320	1942:1942	809+809	21.5 : 18.0%
2/3+2/4	A2 Eastbound Offslip Ahead	U	2	N/A	C		1	24	-	421	1942:1942	809+809	26.1 : 26.0%
3/2+3/1	M25 Southbound Offslip Left Ahead	U	3	N/A	E		1	17	-	208	1942:1942	583+289	23.9 : 23.9%
3/3	M25 Southbound Offslip Ahead	U	3	N/A	E		1	17	-	188	1942	583	32.3%
4/2+4/1	A2 Westbound Offslip Left Ahead	U	4	N/A	G -		1	10	-	498	1942:1956	356+1518	31.2 : 25.5%
4/3	A2 Westbound Offslip Ahead	U	4	N/A	G		1	10	-	9	1942	356	2.5%
5/1	M25 Southbound Onslip	U	N/A	N/A	-		-	-	-	660	Inf	Inf	0.0%
5/2	M25 Southbound Onslip	U	N/A	N/A	-		-	-	-	280	Inf	Inf	0.0%
6/1	A2 Westbound Onslip	U	N/A	N/A	-		-	-	-	347	Inf	Inf	0.0%
6/2	A2 Westbound Onslip	U	N/A	N/A	-		-	-	-	175	Inf	Inf	0.0%
7/1	A225 Northbound	U	N/A	N/A	-		-	-	-	365	Inf	Inf	0.0%
8/1	M25 Northbound Onslip	U	N/A	N/A	-		-	-	-	198	Inf	Inf	0.0%
9/1	A2 Eastbound Onslip	U	N/A	N/A	-		-	-	-	70	Inf	Inf	0.0%

Full Input Data And Results

9/2	A2 Eastbound Onslip	U	N/A	N/A	-		-	-	-	281	Inf	Inf	0.0%
10/2+10/1	M25 Southbound (internal) Ahead Right	U	1	N/A	B		1	24	-	288	1966:1966	529+819	21.4 : 21.4%
10/3	M25 Southbound (internal) Right	U	1	N/A	B		1	24	-	20	1966	819	2.4%
11/1	A2 Westbound (Internal) Right	U	2	N/A	D		1	26	-	219	1978	890	24.6%
11/2	A2 Westbound (Internal) Right	U	2	N/A	D		1	26	-	25	1978	890	2.8%
11/3	A2 Westbound (Internal) Right	U	2	N/A	D		1	26	-	274	1978	890	30.8%
12/1	M25 North (Internal 1) Left	U	N/A	N/A	-		-	-	-	365	Inf	Inf	0.0%
12/2	M25 North (Internal 1) Left	U	N/A	N/A	-		-	-	-	198	Inf	Inf	0.0%
12/3	M25 North (Internal 1) Ahead	U	N/A	N/A	-		-	-	-	1	Inf	Inf	0.0%
12/4	M25 North (Internal 1) Ahead	U	N/A	N/A	-		-	-	-	484	Inf	Inf	0.0%
12/5	M25 North (Internal 1) Ahead	U	N/A	N/A	-		-	-	-	211	Inf	Inf	0.0%
13/1	M25 North (Internal 2) Ahead	U	3	N/A	F		1	33	-	1	1800	1020	0.1%
13/3+13/2	M25 North (Internal 2) Ahead Right	U	3	N/A	F		1	33	-	484	1942:1942	641+887	31.7 : 31.7%
13/4	M25 North (Internal 2) Right	U	3	N/A	F		1	33	-	211	1942	1100	19.2%
14/1	A2 Eastbound (Internal) Ahead	U	4	N/A	H		1	40	-	273	1978	1352	20.2%
14/2	A2 Eastbound (Internal) Ahead	U	4	N/A	H		1	40	-	280	1978	1352	20.7%
14/3	A2 Eastbound (Internal) Right	U	4	N/A	H		1	40	-	188	1978	1352	13.9%

Full Input Data And Results

15/1	M25 Off Slip NB entry Ahead	U	N/A	N/A	-		-	-	-	458	Inf	Inf	0.0%
15/2	M25 Off Slip NB entry Ahead	U	N/A	N/A	-		-	-	-	274	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: M25 A2	-	-	0	0	0	8.3	2.5	0.0	10.8	-	-	-	-
M255-A2	-	-	0	0	0	8.3	2.5	0.0	10.8	-	-	-	-
1/2+1/1	453	453	-	-	-	0.3	0.2	-	0.4	3.5	1.0	0.2	1.2
1/3	5	5	-	-	-	0.0	0.0	-	0.0	11.4	0.0	0.0	0.0
1/4	274	274	-	-	-	0.8	0.2	-	1.0	13.6	2.9	0.2	3.1
2/2+2/1	320	320	-	-	-	1.0	0.1	-	1.1	12.5	1.8	0.1	2.0
2/3+2/4	421	421	-	-	-	1.3	0.2	-	1.5	13.0	2.3	0.2	2.5
3/2+3/1	208	208	-	-	-	0.9	0.2	-	1.1	18.4	1.7	0.2	1.9
3/3	188	188	-	-	-	0.9	0.2	-	1.1	20.9	2.4	0.2	2.6
4/2+4/1	498	498	-	-	-	0.7	0.2	-	0.8	6.0	1.6	0.2	1.8
4/3	9	9	-	-	-	0.1	0.0	-	0.1	25.6	0.1	0.0	0.1
5/1	660	660	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/2	280	280	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	347	347	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/2	175	175	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	365	365	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/1	198	198	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
9/1	70	70	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
9/2	281	281	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
10/2+10/1	288	288	-	-	-	0.4	0.1	-	0.5	6.9	1.7	0.1	1.8
10/3	20	20	-	-	-	0.0	0.0	-	0.0	8.6	0.2	0.0	0.2
11/1	219	219	-	-	-	0.4	0.2	-	0.6	9.2	1.7	0.2	1.9
11/2	25	25	-	-	-	0.1	0.0	-	0.1	10.9	0.2	0.0	0.2
11/3	274	274	-	-	-	0.6	0.2	-	0.8	10.4	3.7	0.2	3.9
12/1	365	365	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
12/2	198	198	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

Full Input Data And Results

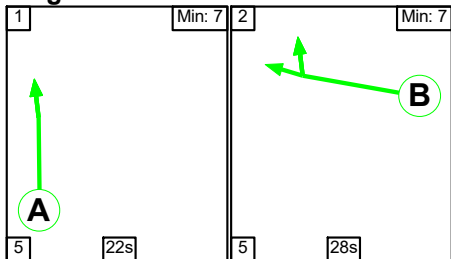
12/3	1	1	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0																																								
12/4	484	484	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0																																								
12/5	211	211	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0																																								
13/1	1	1	-	-	-	0.0	0.0	-	0.0	16.5	0.0	0.0	0.0																																								
13/3+13/2	484	484	-	-	-	0.5	0.2	-	0.7	5.4	2.4	0.2	2.6																																								
13/4	211	211	-	-	-	0.3	0.1	-	0.4	6.4	2.5	0.1	2.6																																								
14/1	273	273	-	-	-	0.1	0.1	-	0.2	2.6	0.3	0.1	0.5																																								
14/2	280	280	-	-	-	0.1	0.1	-	0.2	2.6	0.3	0.1	0.5																																								
14/3	188	188	-	-	-	0.0	0.1	-	0.1	1.6	0.1	0.1	0.2																																								
15/1	458	458	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0																																								
15/2	274	274	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0																																								
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C1	Stream: 1	PRC for Signalled Lanes (%)	188.2	Total Delay for Signalled Lanes (pcuHr):	2.08	Cycle Time (s):	60																																														
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C1	Stream: 4	PRC for Signalled Lanes (%)	188.7	Total Delay for Signalled Lanes (pcuHr):	1.38	Cycle Time (s):	60																																														
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Full Input Data And Results

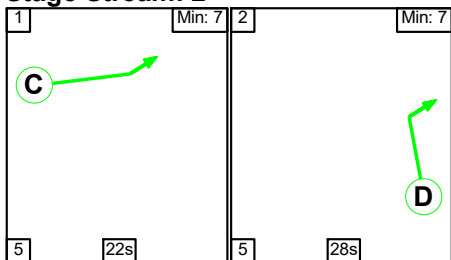
Scenario 4: '23_DM - PM Peak' (FG4: '23_DM - PM Peak', Plan 1: 'Network Control Plan 1')

Stage Sequence Diagram

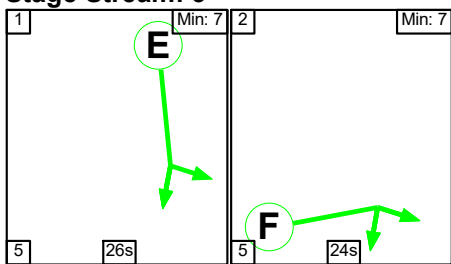
Stage Stream: 1



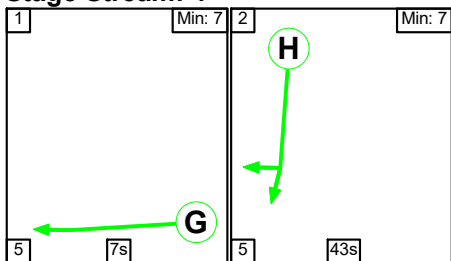
Stage Stream: 2



Stage Stream: 3



Stage Stream: 4



Stage Timings

Stage Stream: 1

Stage	1	2
Duration	22	28
Change Point	0	27

Stage Stream: 2

Stage	1	2
Duration	22	28
Change Point	48	15

Full Input Data And Results

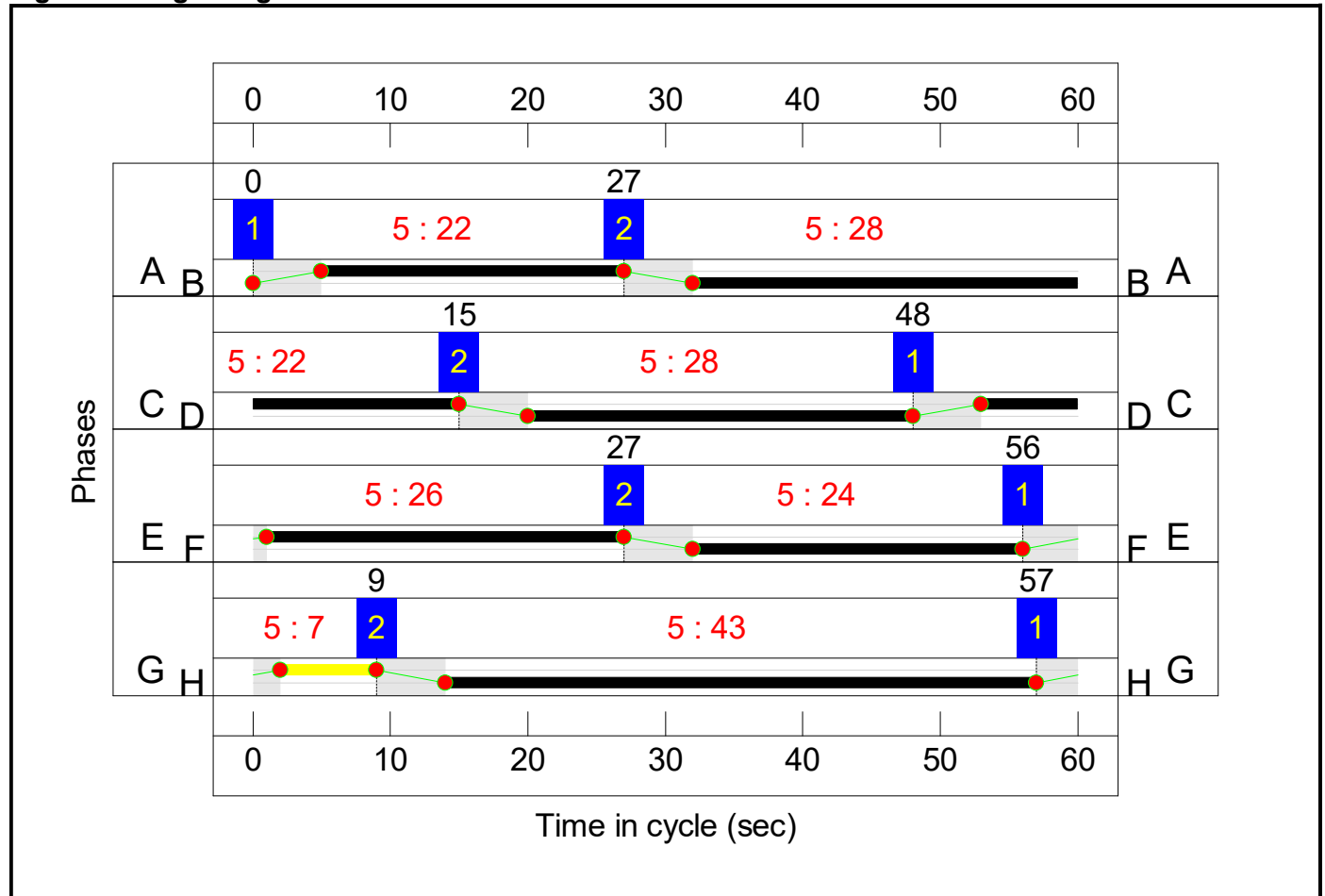
Stage Stream: 3

Stage	1	2
Duration	26	24
Change Point	56	27

Stage Stream: 4

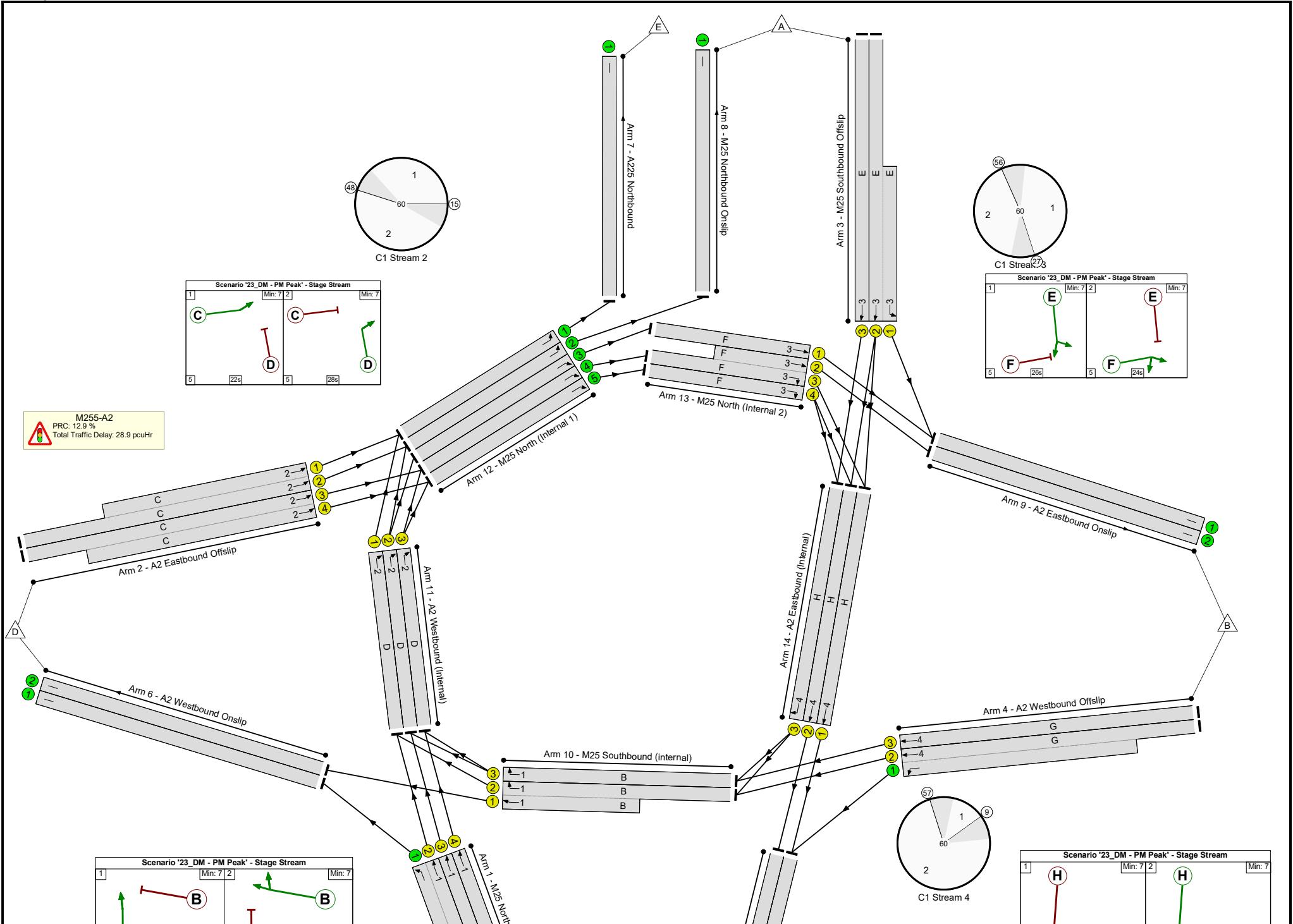
Stage	1	2
Duration	7	43
Change Point	57	9

Signal Timings Diagram



Full Input Data And Results
Network Layout Diagram

Full Input Data And Results



Full Input Data And Results

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: M25 A2	-	-	N/A	-	-		-	-	-	-	-	-	79.7%
M255-A2	-	-	N/A	-	-		-	-	-	-	-	-	79.7%
1/2+1/1	M25 Northbound Offslip Left Ahead	U	1	N/A	A -		1	22	-	1249	2015:1919	294+1639	64.6 : 64.6%
1/3	M25 Northbound Offslip Ahead	U	1	N/A	A		1	22	-	6	1950	748	0.8%
1/4	M25 Northbound Offslip Ahead	U	1	N/A	A		1	22	-	580	1950	748	77.6%
2/2+2/1	A2 Eastbound Offslip Ahead	U	2	N/A	C		1	22	-	492	1942:1942	744+461	42.9 : 37.5%
2/3+2/4	A2 Eastbound Offslip Ahead	U	2	N/A	C		1	22	-	626	1942:1942	744+744	42.0 : 42.0%
3/2+3/1	M25 Southbound Offslip Left Ahead	U	3	N/A	E		1	26	-	356	1942:1942	396+874	28.0 : 28.0%
3/3	M25 Southbound Offslip Ahead	U	3	N/A	E		1	26	-	677	1942	874	77.5%
4/2+4/1	A2 Westbound Offslip Left Ahead	U	4	N/A	G -		1	7	-	727	1942:1956	259+1596	51.4 : 37.2%
4/3	A2 Westbound Offslip Ahead	U	4	N/A	G		1	7	-	26	1942	259	10.0%
5/1	M25 Southbound Onslip	U	N/A	N/A	-		-	-	-	959	Inf	Inf	0.0%
5/2	M25 Southbound Onslip	U	N/A	N/A	-		-	-	-	367	Inf	Inf	0.0%
6/1	A2 Westbound Onslip	U	N/A	N/A	-		-	-	-	1059	Inf	Inf	0.0%
6/2	A2 Westbound Onslip	U	N/A	N/A	-		-	-	-	643	Inf	Inf	0.0%
7/1	A225 Northbound	U	N/A	N/A	-		-	-	-	512	Inf	Inf	0.0%
8/1	M25 Northbound Onslip	U	N/A	N/A	-		-	-	-	370	Inf	Inf	0.0%
9/1	A2 Eastbound Onslip	U	N/A	N/A	-		-	-	-	246	Inf	Inf	0.0%

Full Input Data And Results

9/2	A2 Eastbound Onslip	U	N/A	N/A	-		-	-	-	583	Inf	Inf	0.0%
10/2+10/1	M25 Southbound (internal) Ahead Right	U	1	N/A	B		1	28	-	792	1966:1966	220+947	67.9 : 67.9%
10/3	M25 Southbound (internal) Right	U	1	N/A	B		1	28	-	46	1966	950	4.8%
11/1	A2 Westbound (Internal) Right	U	2	N/A	D		1	28	-	339	1978	956	35.5%
11/2	A2 Westbound (Internal) Right	U	2	N/A	D		1	28	-	52	1978	956	5.4%
11/3	A2 Westbound (Internal) Right	U	2	N/A	D		1	28	-	580	1978	956	60.7%
12/1	M25 North (Internal 1) Left	U	N/A	N/A	-		-	-	-	512	Inf	Inf	0.0%
12/2	M25 North (Internal 1) Left	U	N/A	N/A	-		-	-	-	370	Inf	Inf	0.0%
12/3	M25 North (Internal 1) Ahead	U	N/A	N/A	-		-	-	-	1	Inf	Inf	0.0%
12/4	M25 North (Internal 1) Ahead	U	N/A	N/A	-		-	-	-	892	Inf	Inf	0.0%
12/5	M25 North (Internal 1) Ahead	U	N/A	N/A	-		-	-	-	314	Inf	Inf	0.0%
13/1	M25 North (Internal 2) Ahead	U	3	N/A	F		1	24	-	1	1800	750	0.1%
13/3+13/2	M25 North (Internal 2) Ahead Right	U	3	N/A	F		1	24	-	892	1942:1942	388+731	79.7 : 79.7%
13/4	M25 North (Internal 2) Right	U	3	N/A	F		1	24	-	314	1942	809	38.8%
14/1	A2 Eastbound (Internal) Ahead	U	4	N/A	H		1	43	-	365	1978	1451	25.2%
14/2	A2 Eastbound (Internal) Ahead	U	4	N/A	H		1	43	-	367	1978	1451	25.3%
14/3	A2 Eastbound (Internal) Right	U	4	N/A	H		1	43	-	679	1978	1451	46.8%

Full Input Data And Results

15/1	M25 Off Slip NB entry Ahead	U	N/A	N/A	-		-	-	-	1255	Inf	Inf	0.0%
15/2	M25 Off Slip NB entry Ahead	U	N/A	N/A	-		-	-	-	580	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: M25 A2	-	-	0	0	0	18.1	10.8	0.0	28.9	-	-	-	-
M255-A2	-	-	0	0	0	18.1	10.8	0.0	28.9	-	-	-	-
1/2+1/1	1249	1249	-	-	-	0.7	0.9	-	1.6	4.5	2.1	0.9	3.0
1/3	6	6	-	-	-	0.0	0.0	-	0.0	14.1	0.1	0.0	0.1
1/4	580	580	-	-	-	2.6	1.7	-	4.3	26.8	8.4	1.7	10.1
2/2+2/1	492	492	-	-	-	1.8	0.3	-	2.2	15.8	3.9	0.3	4.2
2/3+2/4	626	626	-	-	-	2.4	0.4	-	2.7	15.7	3.8	0.4	4.2
3/2+3/1	356	356	-	-	-	1.0	0.2	-	1.2	12.1	2.5	0.2	2.7
3/3	677	677	-	-	-	2.6	1.7	-	4.3	22.9	9.4	1.7	11.1
4/2+4/1	727	727	-	-	-	0.9	0.3	-	1.2	6.0	2.0	0.3	2.4
4/3	26	26	-	-	-	0.2	0.1	-	0.2	30.7	0.4	0.1	0.4
5/1	959	959	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/2	367	367	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	1059	1059	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/2	643	643	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	512	512	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/1	370	370	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
9/1	246	246	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
9/2	583	583	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
10/2+10/1	792	792	-	-	-	0.7	1.1	-	1.7	7.8	2.1	1.1	3.1
10/3	46	46	-	-	-	0.1	0.0	-	0.1	8.5	0.4	0.0	0.5
11/1	339	339	-	-	-	0.7	0.3	-	1.0	10.2	3.1	0.3	3.4
11/2	52	52	-	-	-	0.2	0.0	-	0.2	13.1	0.5	0.0	0.5
11/3	580	580	-	-	-	0.1	0.8	-	0.9	5.4	1.8	0.8	2.5
12/1	512	512	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
12/2	370	370	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

Full Input Data And Results

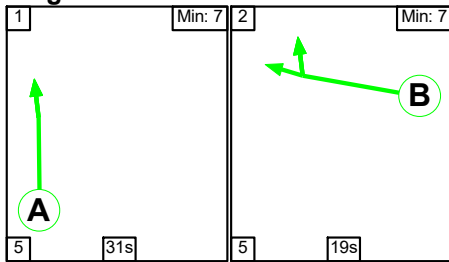
12/3	1	1	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0																																								
12/4	892	892	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0																																								
12/5	314	314	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0																																								
13/1	1	1	-	-	-	0.0	0.0	-	0.0	18.9	0.0	0.0	0.0																																								
13/3+13/2	892	892	-	-	-	2.5	1.9	-	4.5	18.0	5.1	1.9	7.0																																								
13/4	314	314	-	-	-	1.5	0.3	-	1.8	20.6	5.2	0.3	5.5																																								
14/1	365	365	-	-	-	0.1	0.2	-	0.3	2.8	0.8	0.2	0.9																																								
14/2	367	367	-	-	-	0.1	0.2	-	0.3	2.9	0.8	0.2	1.0																																								
14/3	679	679	-	-	-	0.0	0.4	-	0.5	2.4	0.6	0.4	1.0																																								
15/1	1255	1255	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0																																								
15/2	580	580	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0																																								
<table> <tbody> <tr> <td>C1</td> <td>Stream: 1</td> <td>PRC for Signalled Lanes (%)</td> <td>16.0</td> <td>Total Delay for Signalled Lanes (pcuHr):</td> <td>7.73</td> <td>Cycle Time (s):</td> <td>60</td> </tr> <tr> <td>C1</td> <td>Stream: 2</td> <td>PRC for Signalled Lanes (%)</td> <td>48.4</td> <td>Total Delay for Signalled Lanes (pcuHr):</td> <td>6.90</td> <td>Cycle Time (s):</td> <td>60</td> </tr> <tr> <td>C1</td> <td>Stream: 3</td> <td>PRC for Signalled Lanes (%)</td> <td>12.9</td> <td>Total Delay for Signalled Lanes (pcuHr):</td> <td>11.79</td> <td>Cycle Time (s):</td> <td>60</td> </tr> <tr> <td>C1</td> <td>Stream: 4</td> <td>PRC for Signalled Lanes (%)</td> <td>75.2</td> <td>Total Delay for Signalled Lanes (pcuHr):</td> <td>2.47</td> <td>Cycle Time (s):</td> <td>60</td> </tr> <tr> <td></td> <td></td> <td>PRC Over All Lanes (%)</td> <td>12.9</td> <td>Total Delay Over All Lanes(pcuHr):</td> <td>28.88</td> <td></td> <td></td> </tr> </tbody> </table>														C1	Stream: 1	PRC for Signalled Lanes (%)	16.0	Total Delay for Signalled Lanes (pcuHr):	7.73	Cycle Time (s):	60	C1	Stream: 2	PRC for Signalled Lanes (%)	48.4	Total Delay for Signalled Lanes (pcuHr):	6.90	Cycle Time (s):	60	C1	Stream: 3	PRC for Signalled Lanes (%)	12.9	Total Delay for Signalled Lanes (pcuHr):	11.79	Cycle Time (s):	60	C1	Stream: 4	PRC for Signalled Lanes (%)	75.2	Total Delay for Signalled Lanes (pcuHr):	2.47	Cycle Time (s):	60			PRC Over All Lanes (%)	12.9	Total Delay Over All Lanes(pcuHr):	28.88		
C1	Stream: 1	PRC for Signalled Lanes (%)	16.0	Total Delay for Signalled Lanes (pcuHr):	7.73	Cycle Time (s):	60																																														
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C1	Stream: 3	PRC for Signalled Lanes (%)	12.9	Total Delay for Signalled Lanes (pcuHr):	11.79	Cycle Time (s):	60																																														
C1	Stream: 4	PRC for Signalled Lanes (%)	75.2	Total Delay for Signalled Lanes (pcuHr):	2.47	Cycle Time (s):	60																																														
		PRC Over All Lanes (%)	12.9	Total Delay Over All Lanes(pcuHr):	28.88																																																

Full Input Data And Results

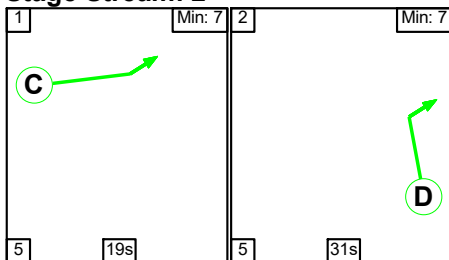
Scenario 5: '23_DM + Dev - AM Peak' (FG5: '23_DM + Dev - AM Peak', Plan 1: 'Network Control Plan 1')

Stage Sequence Diagram

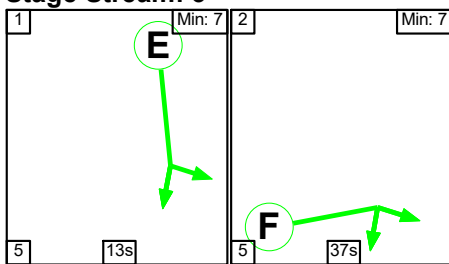
Stage Stream: 1



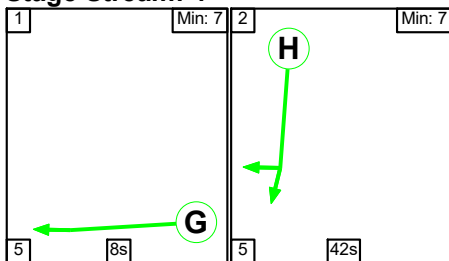
Stage Stream: 2



Stage Stream: 3



Stage Stream: 4



Stage Timings

Stage Stream: 1

Stage	1	2
Duration	31	19
Change Point	0	36

Stage Stream: 2

Stage	1	2
Duration	19	31
Change Point	2	26

Full Input Data And Results

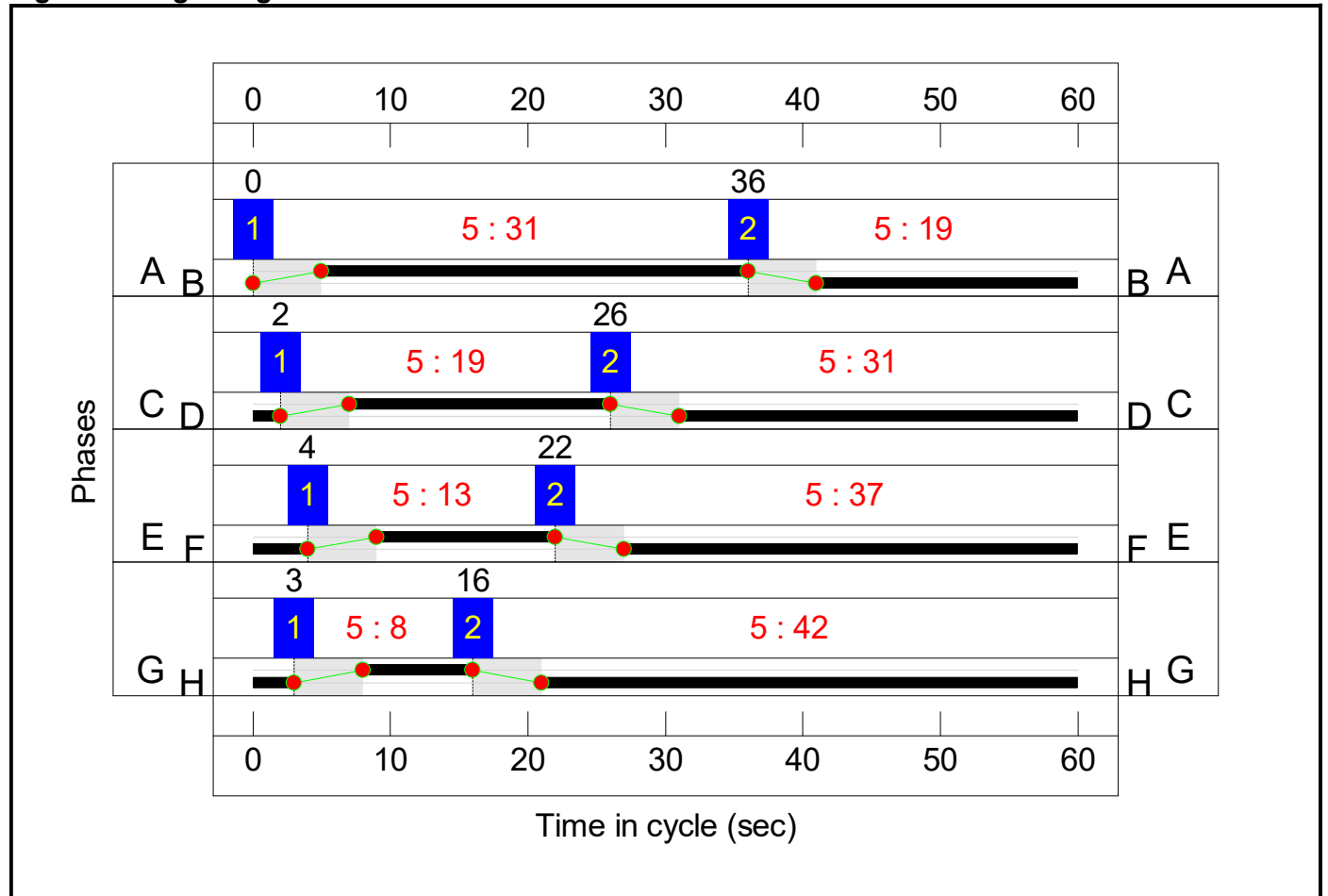
Stage Stream: 3

Stage	1	2
Duration	13	37
Change Point	4	22

Stage Stream: 4

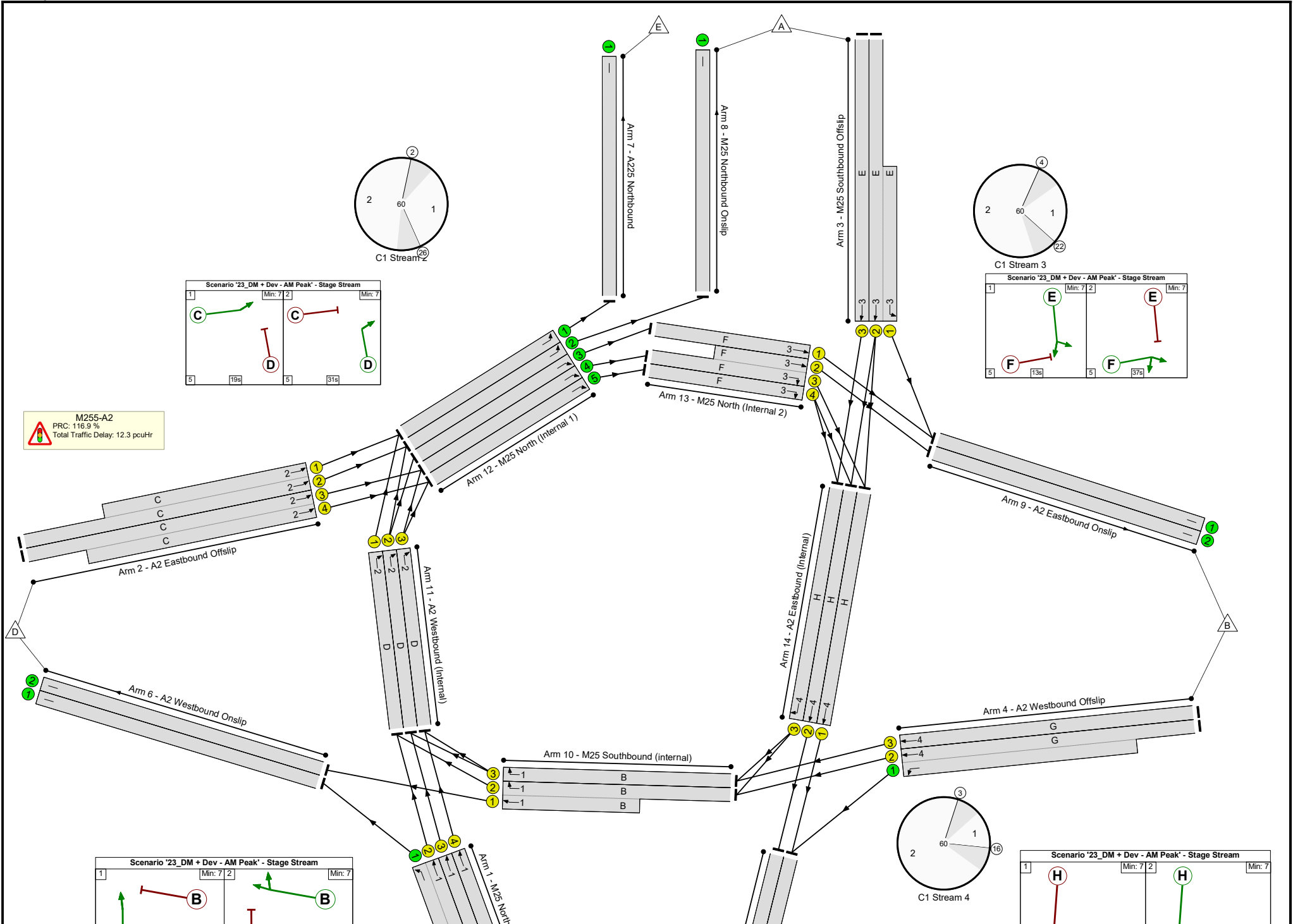
Stage	1	2
Duration	8	42
Change Point	3	16

Signal Timings Diagram



Full Input Data And Results
Network Layout Diagram

Full Input Data And Results



Full Input Data And Results

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: M25 A2	-	-	N/A	-	-		-	-	-	-	-	-	41.5%
M255-A2	-	-	N/A	-	-		-	-	-	-	-	-	41.5%
1/2+1/1	M25 Northbound Offslip Left Ahead	U	1	N/A	A -		1	31	-	453	2015:1919	454+1487	23.3 : 23.3%
1/3	M25 Northbound Offslip Ahead	U	1	N/A	A		1	31	-	5	1950	1040	0.5%
1/4	M25 Northbound Offslip Ahead	U	1	N/A	A		1	31	-	410	1950	1040	39.4%
2/2+2/1	A2 Eastbound Offslip Ahead	U	2	N/A	C		1	19	-	320	1942:1942	647+647	26.9 : 22.6%
2/3+2/4	A2 Eastbound Offslip Ahead	U	2	N/A	C		1	19	-	421	1942:1942	647+647	32.6 : 32.4%
3/2+3/1	M25 Southbound Offslip Left Ahead	U	3	N/A	E		1	13	-	208	1942:1942	453+269	30.7 : 25.6%
3/3	M25 Southbound Offslip Ahead	U	3	N/A	E		1	13	-	188	1942	453	41.5%
4/2+4/1	A2 Westbound Offslip Left Ahead	U	4	N/A	G -		1	8	-	498	1942:1956	291+1518	38.1 : 25.5%
4/3	A2 Westbound Offslip Ahead	U	4	N/A	G		1	8	-	9	1942	291	3.1%
5/1	M25 Southbound Onslip	U	N/A	N/A	-		-	-	-	660	Inf	Inf	0.0%
5/2	M25 Southbound Onslip	U	N/A	N/A	-		-	-	-	280	Inf	Inf	0.0%
6/1	A2 Westbound Onslip	U	N/A	N/A	-		-	-	-	347	Inf	Inf	0.0%
6/2	A2 Westbound Onslip	U	N/A	N/A	-		-	-	-	175	Inf	Inf	0.0%
7/1	A225 Northbound	U	N/A	N/A	-		-	-	-	365	Inf	Inf	0.0%
8/1	M25 Northbound Onslip	U	N/A	N/A	-		-	-	-	198	Inf	Inf	0.0%
9/1	A2 Eastbound Onslip	U	N/A	N/A	-		-	-	-	70	Inf	Inf	0.0%

Full Input Data And Results

9/2	A2 Eastbound Onslip	U	N/A	N/A	-		-	-	-	417	Inf	Inf	0.0%
10/2+10/1	M25 Southbound (internal) Ahead Right	U	1	N/A	B		1	19	-	288	1966:1966	423+655	26.7 : 26.7%
10/3	M25 Southbound (internal) Right	U	1	N/A	B		1	19	-	20	1966	655	3.1%
11/1	A2 Westbound (Internal) Right	U	2	N/A	D		1	31	-	219	1978	1055	20.8%
11/2	A2 Westbound (Internal) Right	U	2	N/A	D		1	31	-	25	1978	1055	2.4%
11/3	A2 Westbound (Internal) Right	U	2	N/A	D		1	31	-	410	1978	1055	38.9%
12/1	M25 North (Internal 1) Left	U	N/A	N/A	-		-	-	-	365	Inf	Inf	0.0%
12/2	M25 North (Internal 1) Left	U	N/A	N/A	-		-	-	-	198	Inf	Inf	0.0%
12/3	M25 North (Internal 1) Ahead	U	N/A	N/A	-		-	-	-	1	Inf	Inf	0.0%
12/4	M25 North (Internal 1) Ahead	U	N/A	N/A	-		-	-	-	620	Inf	Inf	0.0%
12/5	M25 North (Internal 1) Ahead	U	N/A	N/A	-		-	-	-	211	Inf	Inf	0.0%
13/1	M25 North (Internal 2) Ahead	U	3	N/A	F		1	37	-	1	1800	1140	0.1%
13/3+13/2	M25 North (Internal 2) Ahead Right	U	3	N/A	F		1	37	-	620	1942:1942	496+1018	41.0 : 41.0%
13/4	M25 North (Internal 2) Right	U	3	N/A	F		1	37	-	211	1942	1230	17.2%
14/1	A2 Eastbound (Internal) Ahead	U	4	N/A	H		1	42	-	273	1978	1418	19.3%
14/2	A2 Eastbound (Internal) Ahead	U	4	N/A	H		1	42	-	280	1978	1418	19.8%
14/3	A2 Eastbound (Internal) Right	U	4	N/A	H		1	42	-	188	1978	1418	13.3%

Full Input Data And Results

15/1	M25 Off Slip NB entry Ahead	U	N/A	N/A	-		-	-	-	458	Inf	Inf	0.0%
15/2	M25 Off Slip NB entry Ahead	U	N/A	N/A	-		-	-	-	410	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: M25 A2	-	-	0	0	0	9.2	3.1	0.0	12.3	-	-	-	-
M255-A2	-	-	0	0	0	9.2	3.1	0.0	12.3	-	-	-	-
1/2+1/1	453	453	-	-	-	0.2	0.2	-	0.4	2.8	0.9	0.2	1.0
1/3	5	5	-	-	-	0.0	0.0	-	0.0	8.5	0.0	0.0	0.0
1/4	410	410	-	-	-	0.9	0.3	-	1.3	11.1	4.0	0.3	4.3
2/2+2/1	320	320	-	-	-	1.3	0.2	-	1.5	16.4	2.1	0.2	2.2
2/3+2/4	421	421	-	-	-	1.7	0.2	-	2.0	17.0	2.6	0.2	2.8
3/2+3/1	208	208	-	-	-	1.1	0.2	-	1.3	22.3	1.9	0.2	2.1
3/3	188	188	-	-	-	1.0	0.4	-	1.4	26.3	2.6	0.4	3.0
4/2+4/1	498	498	-	-	-	0.7	0.2	-	0.9	6.5	1.7	0.2	1.9
4/3	9	9	-	-	-	0.1	0.0	-	0.1	28.5	0.1	0.0	0.1
5/1	660	660	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/2	280	280	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	347	347	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/2	175	175	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	365	365	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/1	198	198	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
9/1	70	70	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
9/2	417	417	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
10/2+10/1	288	288	-	-	-	0.4	0.2	-	0.6	7.8	1.7	0.2	1.9
10/3	20	20	-	-	-	0.0	0.0	-	0.1	9.9	0.2	0.0	0.2
11/1	219	219	-	-	-	0.3	0.1	-	0.5	7.5	1.5	0.1	1.6
11/2	25	25	-	-	-	0.0	0.0	-	0.1	8.1	0.1	0.0	0.2
11/3	410	410	-	-	-	0.8	0.3	-	1.1	9.9	5.3	0.3	5.6
12/1	365	365	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
12/2	198	198	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

Full Input Data And Results

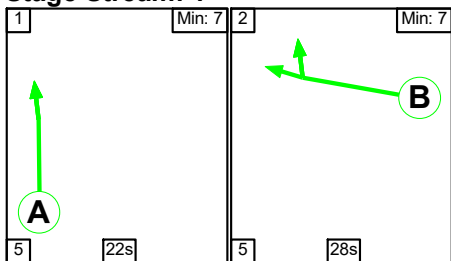
12/3	1	1	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0																																								
12/4	620	620	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0																																								
12/5	211	211	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0																																								
13/1	1	1	-	-	-	0.0	0.0	-	0.0	11.1	0.0	0.0	0.0																																								
13/3+13/2	620	620	-	-	-	0.4	0.3	-	0.7	4.3	1.3	0.3	1.7																																								
13/4	211	211	-	-	-	0.0	0.1	-	0.2	2.6	1.6	0.1	1.7																																								
14/1	273	273	-	-	-	0.0	0.1	-	0.1	2.0	0.2	0.1	0.3																																								
14/2	280	280	-	-	-	0.0	0.1	-	0.2	2.0	0.2	0.1	0.3																																								
14/3	188	188	-	-	-	0.0	0.1	-	0.1	1.5	0.1	0.1	0.2																																								
15/1	458	458	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0																																								
15/2	410	410	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0																																								
<table> <tbody> <tr> <td>C1</td> <td>Stream: 1</td> <td>PRC for Signalled Lanes (%)</td> <td>128.3</td> <td>Total Delay for Signalled Lanes (pcuHr):</td> <td>2.32</td> <td>Cycle Time (s):</td> <td>60</td> </tr> <tr> <td>C1</td> <td>Stream: 2</td> <td>PRC for Signalled Lanes (%)</td> <td>131.6</td> <td>Total Delay for Signalled Lanes (pcuHr):</td> <td>5.09</td> <td>Cycle Time (s):</td> <td>60</td> </tr> <tr> <td>C1</td> <td>Stream: 3</td> <td>PRC for Signalled Lanes (%)</td> <td>116.9</td> <td>Total Delay for Signalled Lanes (pcuHr):</td> <td>3.55</td> <td>Cycle Time (s):</td> <td>60</td> </tr> <tr> <td>C1</td> <td>Stream: 4</td> <td>PRC for Signalled Lanes (%)</td> <td>136.2</td> <td>Total Delay for Signalled Lanes (pcuHr):</td> <td>1.35</td> <td>Cycle Time (s):</td> <td>60</td> </tr> <tr> <td></td> <td></td> <td>PRC Over All Lanes (%)</td> <td>116.9</td> <td>Total Delay Over All Lanes(pcuHr):</td> <td>12.30</td> <td></td> <td></td> </tr> </tbody> </table>														C1	Stream: 1	PRC for Signalled Lanes (%)	128.3	Total Delay for Signalled Lanes (pcuHr):	2.32	Cycle Time (s):	60	C1	Stream: 2	PRC for Signalled Lanes (%)	131.6	Total Delay for Signalled Lanes (pcuHr):	5.09	Cycle Time (s):	60	C1	Stream: 3	PRC for Signalled Lanes (%)	116.9	Total Delay for Signalled Lanes (pcuHr):	3.55	Cycle Time (s):	60	C1	Stream: 4	PRC for Signalled Lanes (%)	136.2	Total Delay for Signalled Lanes (pcuHr):	1.35	Cycle Time (s):	60			PRC Over All Lanes (%)	116.9	Total Delay Over All Lanes(pcuHr):	12.30		
C1	Stream: 1	PRC for Signalled Lanes (%)	128.3	Total Delay for Signalled Lanes (pcuHr):	2.32	Cycle Time (s):	60																																														
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Full Input Data And Results

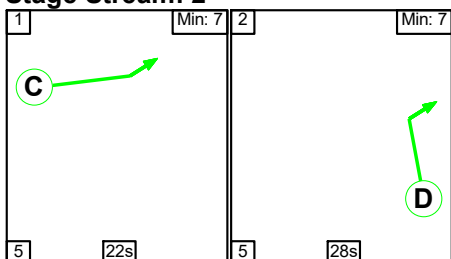
Scenario 6: '23_DM + Dev - PM Peak' (FG6: '23_DM + Dev - PM Peak', Plan 1: 'Network Control Plan 1')

Stage Sequence Diagram

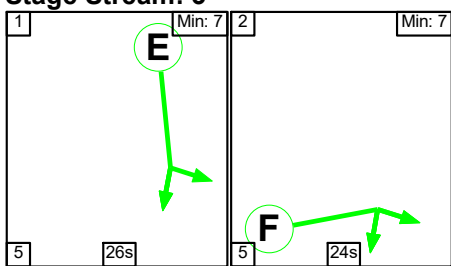
Stage Stream: 1



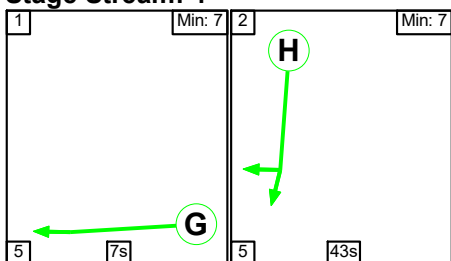
Stage Stream: 2



Stage Stream: 3



Stage Stream: 4



Stage Timings

Stage Stream: 1

Stage	1	2
Duration	22	28
Change Point	0	27

Stage Stream: 2

Stage	1	2
Duration	22	28
Change Point	48	15

Full Input Data And Results

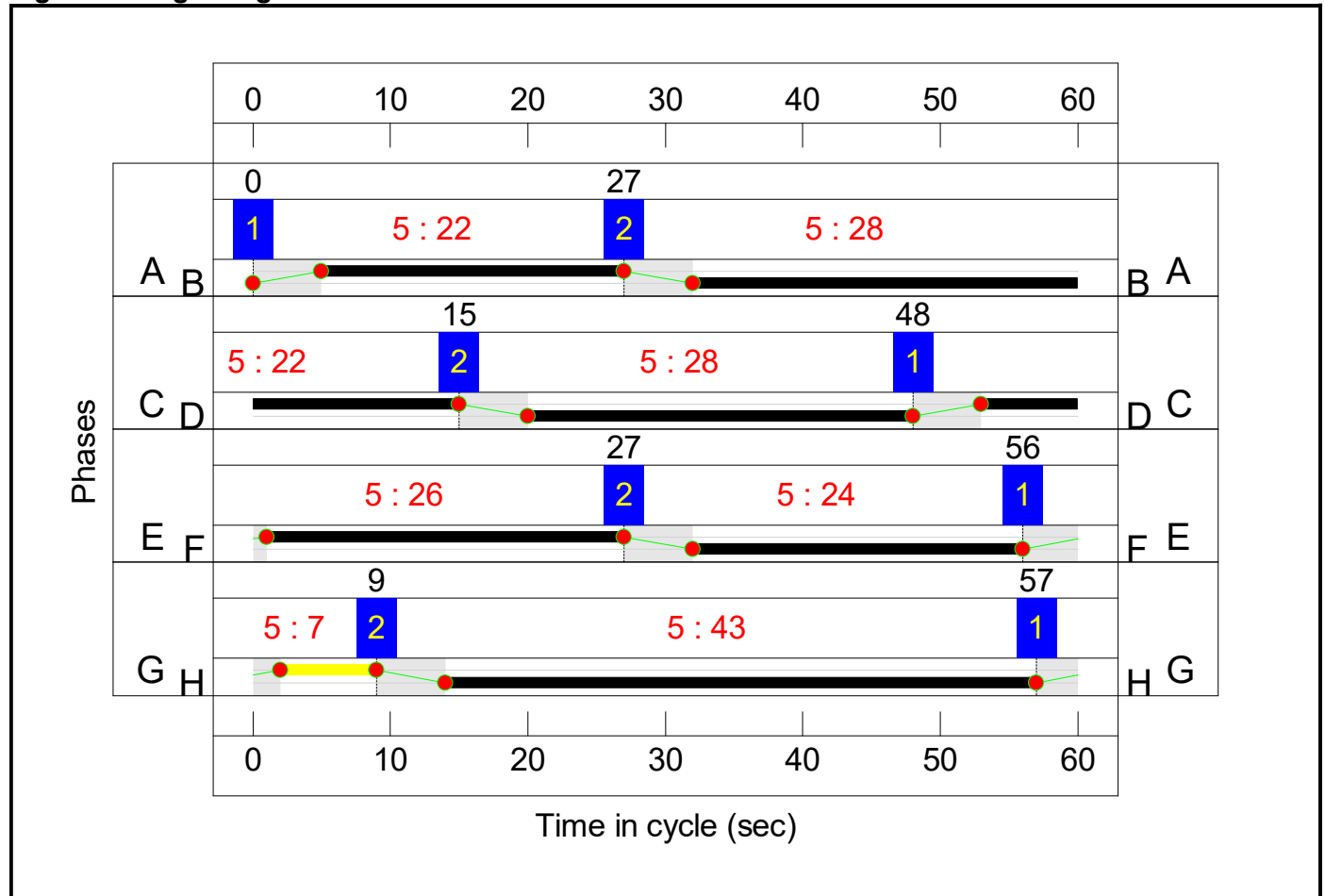
Stage Stream: 3

Stage	1	2
Duration	26	24
Change Point	56	27

Stage Stream: 4

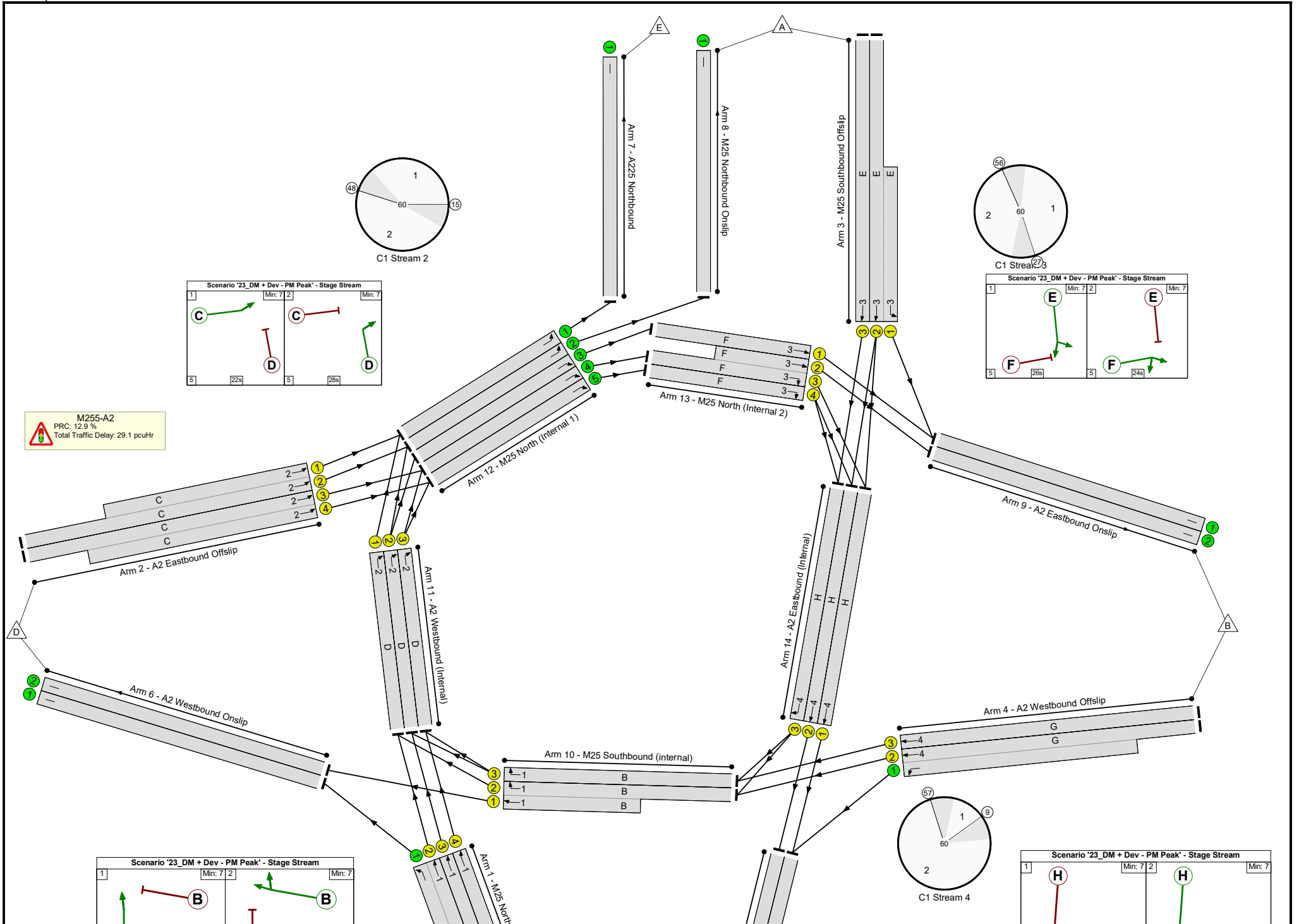
Stage	1	2
Duration	7	43
Change Point	57	9

Signal Timings Diagram



Full Input Data And Results
Network Layout Diagram

Full Input Data And Results



Full Input Data And Results

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: M25 A2	-	-	N/A	-	-		-	-	-	-	-	-	79.7%
M255-A2	-	-	N/A	-	-		-	-	-	-	-	-	79.7%
1/2+1/1	M25 Northbound Offslip Left Ahead	U	1	N/A	A -		1	22	-	1249	2015:1919	294+1639	64.6 : 64.6%
1/3	M25 Northbound Offslip Ahead	U	1	N/A	A		1	22	-	6	1950	748	0.8%
1/4	M25 Northbound Offslip Ahead	U	1	N/A	A		1	22	-	580	1950	748	77.6%
2/2+2/1	A2 Eastbound Offslip Ahead	U	2	N/A	C		1	22	-	492	1942:1942	744+461	42.9 : 37.5%
2/3+2/4	A2 Eastbound Offslip Ahead	U	2	N/A	C		1	22	-	626	1942:1942	744+744	42.0 : 42.0%
3/2+3/1	M25 Southbound Offslip Left Ahead	U	3	N/A	E		1	26	-	356	1942:1942	396+874	28.0 : 28.0%
3/3	M25 Southbound Offslip Ahead	U	3	N/A	E		1	26	-	677	1942	874	77.5%
4/2+4/1	A2 Westbound Offslip Left Ahead	U	4	N/A	G -		1	7	-	1000	1942:1956	259+1694	51.4 : 51.2%
4/3	A2 Westbound Offslip Ahead	U	4	N/A	G		1	7	-	26	1942	259	10.0%
5/1	M25 Southbound Onslip	U	N/A	N/A	-		-	-	-	1232	Inf	Inf	0.0%
5/2	M25 Southbound Onslip	U	N/A	N/A	-		-	-	-	367	Inf	Inf	0.0%
6/1	A2 Westbound Onslip	U	N/A	N/A	-		-	-	-	1059	Inf	Inf	0.0%
6/2	A2 Westbound Onslip	U	N/A	N/A	-		-	-	-	643	Inf	Inf	0.0%
7/1	A225 Northbound	U	N/A	N/A	-		-	-	-	512	Inf	Inf	0.0%
8/1	M25 Northbound Onslip	U	N/A	N/A	-		-	-	-	370	Inf	Inf	0.0%
9/1	A2 Eastbound Onslip	U	N/A	N/A	-		-	-	-	246	Inf	Inf	0.0%

Full Input Data And Results

9/2	A2 Eastbound Onslip	U	N/A	N/A	-		-	-	-	583	Inf	Inf	0.0%
10/2+10/1	M25 Southbound (internal) Ahead Right	U	1	N/A	B		1	28	-	792	1966:1966	220+947	67.9 : 67.9%
10/3	M25 Southbound (internal) Right	U	1	N/A	B		1	28	-	46	1966	950	4.8%
11/1	A2 Westbound (Internal) Right	U	2	N/A	D		1	28	-	339	1978	956	35.5%
11/2	A2 Westbound (Internal) Right	U	2	N/A	D		1	28	-	52	1978	956	5.4%
11/3	A2 Westbound (Internal) Right	U	2	N/A	D		1	28	-	580	1978	956	60.7%
12/1	M25 North (Internal 1) Left	U	N/A	N/A	-		-	-	-	512	Inf	Inf	0.0%
12/2	M25 North (Internal 1) Left	U	N/A	N/A	-		-	-	-	370	Inf	Inf	0.0%
12/3	M25 North (Internal 1) Ahead	U	N/A	N/A	-		-	-	-	1	Inf	Inf	0.0%
12/4	M25 North (Internal 1) Ahead	U	N/A	N/A	-		-	-	-	892	Inf	Inf	0.0%
12/5	M25 North (Internal 1) Ahead	U	N/A	N/A	-		-	-	-	314	Inf	Inf	0.0%
13/1	M25 North (Internal 2) Ahead	U	3	N/A	F		1	24	-	1	1800	750	0.1%
13/3+13/2	M25 North (Internal 2) Ahead Right	U	3	N/A	F		1	24	-	892	1942:1942	388+731	79.7 : 79.7%
13/4	M25 North (Internal 2) Right	U	3	N/A	F		1	24	-	314	1942	809	38.8%
14/1	A2 Eastbound (Internal) Ahead	U	4	N/A	H		1	43	-	365	1978	1451	25.2%
14/2	A2 Eastbound (Internal) Ahead	U	4	N/A	H		1	43	-	367	1978	1451	25.3%
14/3	A2 Eastbound (Internal) Right	U	4	N/A	H		1	43	-	679	1978	1451	46.8%

Full Input Data And Results

15/1	M25 Off Slip NB entry Ahead	U	N/A	N/A	-		-	-	-	1255	Inf	Inf	0.0%
15/2	M25 Off Slip NB entry Ahead	U	N/A	N/A	-		-	-	-	580	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: M25 A2	-	-	0	0	0	18.1	11.0	0.0	29.1	-	-	-	-
M255-A2	-	-	0	0	0	18.1	11.0	0.0	29.1	-	-	-	-
1/2+1/1	1249	1249	-	-	-	0.7	0.9	-	1.6	4.5	2.1	0.9	3.0
1/3	6	6	-	-	-	0.0	0.0	-	0.0	14.1	0.1	0.0	0.1
1/4	580	580	-	-	-	2.6	1.7	-	4.3	26.8	8.4	1.7	10.1
2/2+2/1	492	492	-	-	-	1.8	0.3	-	2.2	15.8	3.9	0.3	4.2
2/3+2/4	626	626	-	-	-	2.4	0.4	-	2.7	15.7	3.8	0.4	4.2
3/2+3/1	356	356	-	-	-	1.0	0.2	-	1.2	12.1	2.5	0.2	2.7
3/3	677	677	-	-	-	2.6	1.7	-	4.3	22.9	9.4	1.7	11.1
4/2+4/1	1000	1000	-	-	-	0.9	0.5	-	1.4	5.1	2.0	0.5	2.6
4/3	26	26	-	-	-	0.2	0.1	-	0.2	30.7	0.4	0.1	0.4
5/1	1232	1232	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/2	367	367	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	1059	1059	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/2	643	643	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	512	512	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/1	370	370	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
9/1	246	246	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
9/2	583	583	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
10/2+10/1	792	792	-	-	-	0.7	1.1	-	1.7	7.8	2.1	1.1	3.1
10/3	46	46	-	-	-	0.1	0.0	-	0.1	8.5	0.4	0.0	0.5
11/1	339	339	-	-	-	0.7	0.3	-	1.0	10.2	3.1	0.3	3.4
11/2	52	52	-	-	-	0.2	0.0	-	0.2	13.1	0.5	0.0	0.5
11/3	580	580	-	-	-	0.1	0.8	-	0.9	5.4	1.8	0.8	2.5
12/1	512	512	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
12/2	370	370	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

Full Input Data And Results

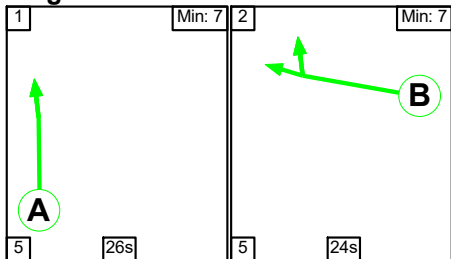
12/3	1	1	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0																																			
12/4	892	892	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0																																			
12/5	314	314	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0																																			
13/1	1	1	-	-	-	0.0	0.0	-	0.0	18.9	0.0	0.0	0.0																																			
13/3+13/2	892	892	-	-	-	2.5	1.9	-	4.5	18.0	5.1	1.9	7.0																																			
13/4	314	314	-	-	-	1.5	0.3	-	1.8	20.6	5.2	0.3	5.5																																			
14/1	365	365	-	-	-	0.1	0.2	-	0.3	2.8	0.8	0.2	0.9																																			
14/2	367	367	-	-	-	0.1	0.2	-	0.3	2.9	0.8	0.2	1.0																																			
14/3	679	679	-	-	-	0.0	0.4	-	0.5	2.4	0.6	0.4	1.0																																			
15/1	1255	1255	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0																																			
15/2	580	580	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0																																			
<table> <tbody> <tr> <td>C1</td> <td>Stream: 1 PRC for Signalled Lanes (%)</td> <td>16.0</td> <td>Total Delay for Signalled Lanes (pcuHr):</td> <td>7.73</td> <td>Cycle Time (s):</td> <td>60</td> </tr> <tr> <td>C1</td> <td>Stream: 2 PRC for Signalled Lanes (%)</td> <td>48.4</td> <td>Total Delay for Signalled Lanes (pcuHr):</td> <td>6.90</td> <td>Cycle Time (s):</td> <td>60</td> </tr> <tr> <td>C1</td> <td>Stream: 3 PRC for Signalled Lanes (%)</td> <td>12.9</td> <td>Total Delay for Signalled Lanes (pcuHr):</td> <td>11.79</td> <td>Cycle Time (s):</td> <td>60</td> </tr> <tr> <td>C1</td> <td>Stream: 4 PRC for Signalled Lanes (%)</td> <td>75.2</td> <td>Total Delay for Signalled Lanes (pcuHr):</td> <td>2.67</td> <td>Cycle Time (s):</td> <td>60</td> </tr> <tr> <td></td> <td>PRC Over All Lanes (%)</td> <td>12.9</td> <td>Total Delay Over All Lanes(pcuHr):</td> <td>29.08</td> <td></td> <td></td> </tr> </tbody> </table>														C1	Stream: 1 PRC for Signalled Lanes (%)	16.0	Total Delay for Signalled Lanes (pcuHr):	7.73	Cycle Time (s):	60	C1	Stream: 2 PRC for Signalled Lanes (%)	48.4	Total Delay for Signalled Lanes (pcuHr):	6.90	Cycle Time (s):	60	C1	Stream: 3 PRC for Signalled Lanes (%)	12.9	Total Delay for Signalled Lanes (pcuHr):	11.79	Cycle Time (s):	60	C1	Stream: 4 PRC for Signalled Lanes (%)	75.2	Total Delay for Signalled Lanes (pcuHr):	2.67	Cycle Time (s):	60		PRC Over All Lanes (%)	12.9	Total Delay Over All Lanes(pcuHr):	29.08		
C1	Stream: 1 PRC for Signalled Lanes (%)	16.0	Total Delay for Signalled Lanes (pcuHr):	7.73	Cycle Time (s):	60																																										
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C1	Stream: 4 PRC for Signalled Lanes (%)	75.2	Total Delay for Signalled Lanes (pcuHr):	2.67	Cycle Time (s):	60																																										
	PRC Over All Lanes (%)	12.9	Total Delay Over All Lanes(pcuHr):	29.08																																												

Full Input Data And Results

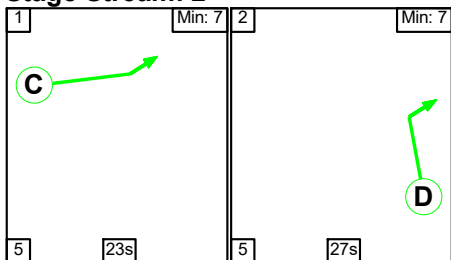
Scenario 7: '25_DM - AM Peak' (FG7: '25_DM - AM Peak', Plan 1: 'Network Control Plan 1')

Stage Sequence Diagram

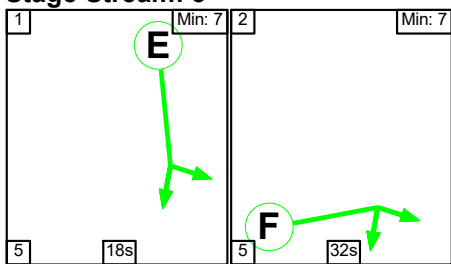
Stage Stream: 1



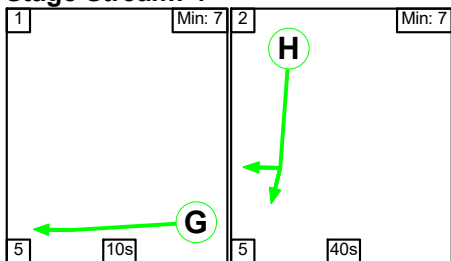
Stage Stream: 2



Stage Stream: 3



Stage Stream: 4



Stage Timings

Stage Stream: 1

Stage	1	2
Duration	26	24
Change Point	0	31

Stage Stream: 2

Stage	1	2
Duration	23	27
Change Point	58	26

Full Input Data And Results

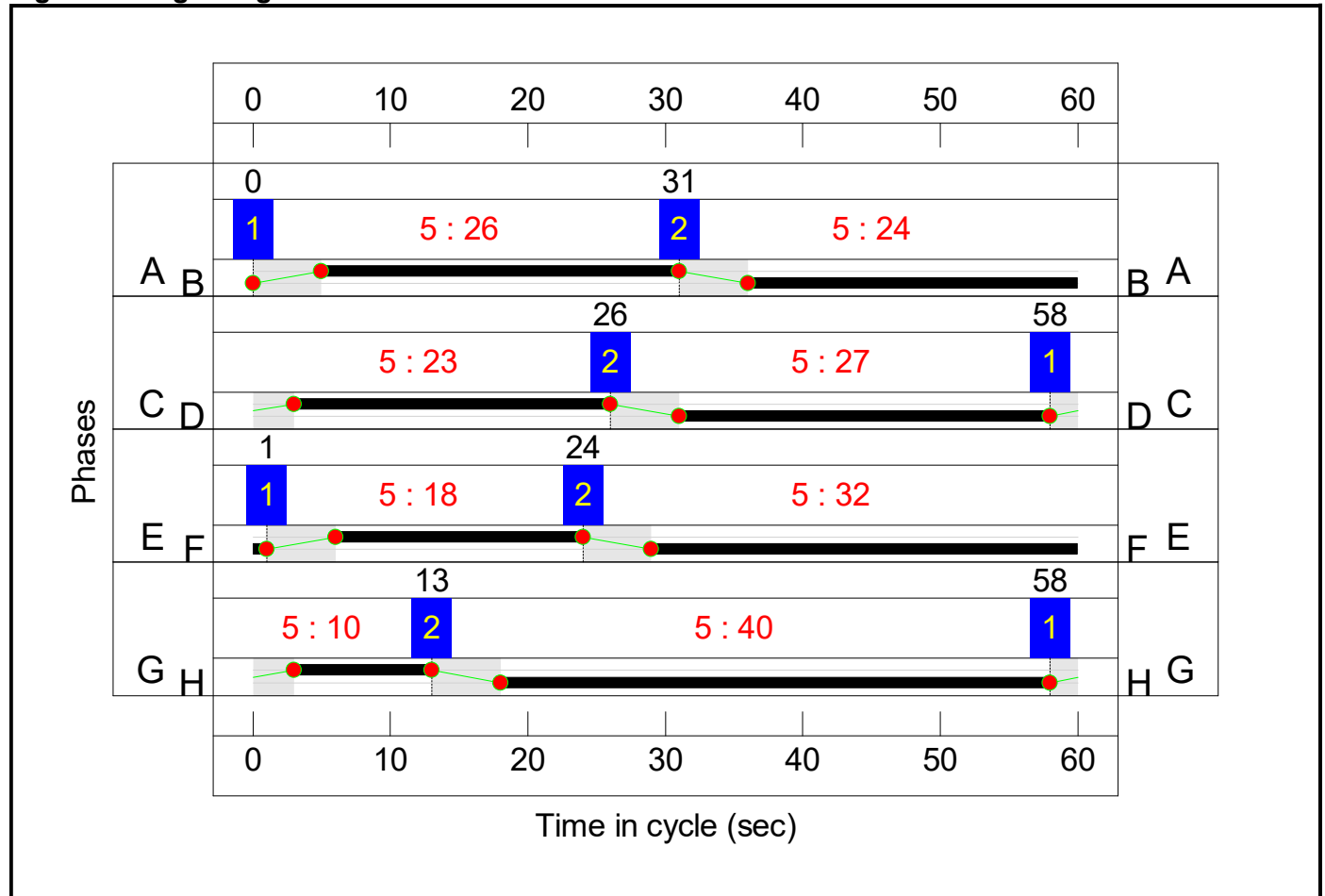
Stage Stream: 3

Stage	1	2
Duration	18	32
Change Point	1	24

Stage Stream: 4

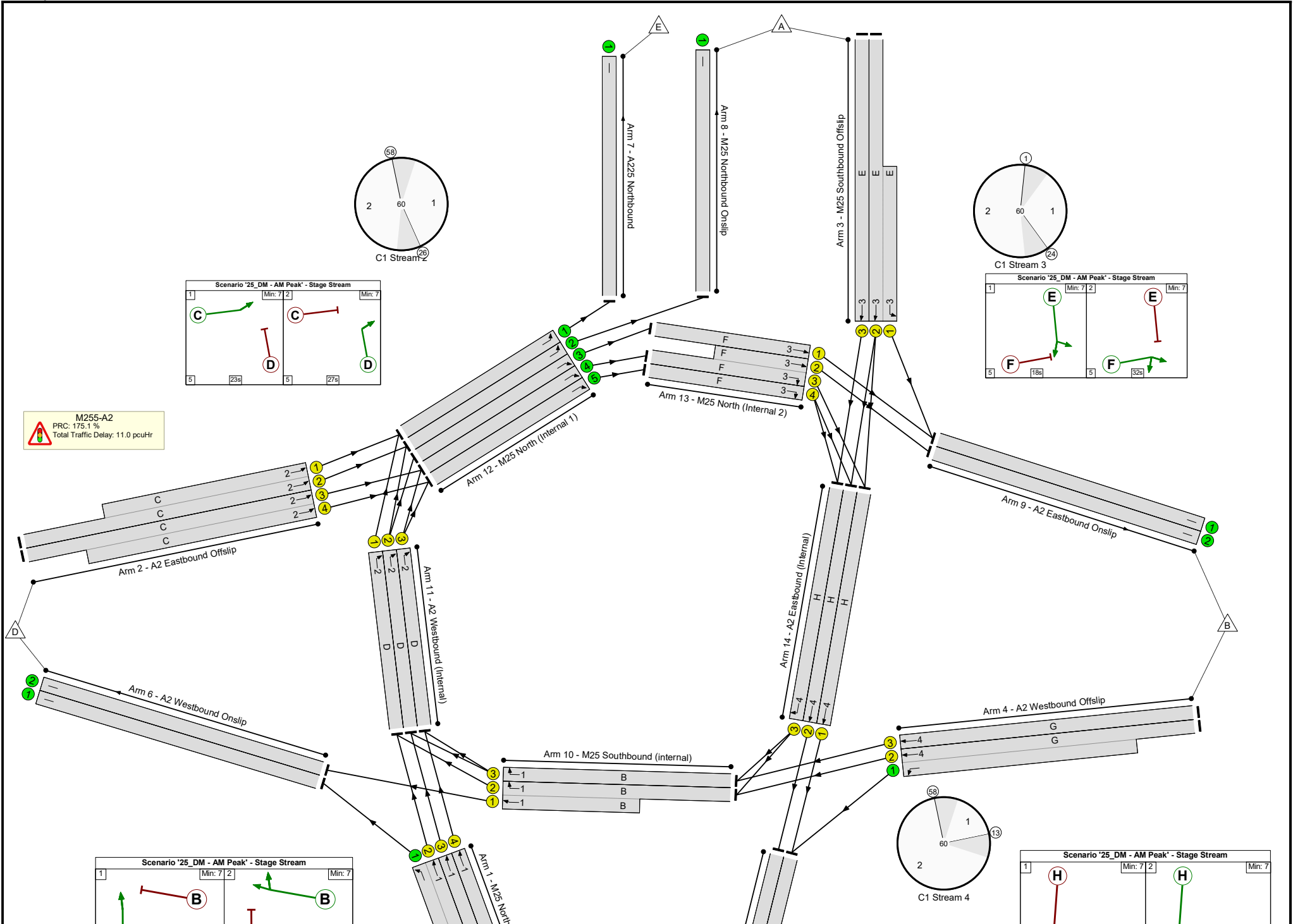
Stage	1	2
Duration	10	40
Change Point	58	13

Signal Timings Diagram



Full Input Data And Results
Network Layout Diagram

Full Input Data And Results



Full Input Data And Results

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: M25 A2	-	-	N/A	-	-		-	-	-	-	-	-	32.7%
M255-A2	-	-	N/A	-	-		-	-	-	-	-	-	32.7%
1/2+1/1	M25 Northbound Offslip Left Ahead	U	1	N/A	A -		1	26	-	458	2015:1919	453+1487	23.6 : 23.6%
1/3	M25 Northbound Offslip Ahead	U	1	N/A	A		1	26	-	6	1950	878	0.7%
1/4	M25 Northbound Offslip Ahead	U	1	N/A	A		1	26	-	277	1950	878	31.6%
2/2+2/1	A2 Eastbound Offslip Ahead	U	2	N/A	C		1	23	-	324	1942:1942	777+777	22.7 : 19.1%
2/3+2/4	A2 Eastbound Offslip Ahead	U	2	N/A	C		1	23	-	426	1942:1942	777+777	27.4 : 27.4%
3/2+3/1	M25 Southbound Offslip Left Ahead	U	3	N/A	E		1	18	-	211	1942:1942	615+305	22.9 : 22.9%
3/3	M25 Southbound Offslip Ahead	U	3	N/A	E		1	18	-	191	1942	615	31.1%
4/2+4/1	A2 Westbound Offslip Left Ahead	U	4	N/A	G -		1	10	-	504	1942:1956	356+1519	31.5 : 25.8%
4/3	A2 Westbound Offslip Ahead	U	4	N/A	G		1	10	-	9	1942	356	2.5%
5/1	M25 Southbound Onslip	U	N/A	N/A	-		-	-	-	668	Inf	Inf	0.0%
5/2	M25 Southbound Onslip	U	N/A	N/A	-		-	-	-	284	Inf	Inf	0.0%
6/1	A2 Westbound Onslip	U	N/A	N/A	-		-	-	-	351	Inf	Inf	0.0%
6/2	A2 Westbound Onslip	U	N/A	N/A	-		-	-	-	178	Inf	Inf	0.0%
7/1	A225 Northbound	U	N/A	N/A	-		-	-	-	369	Inf	Inf	0.0%
8/1	M25 Northbound Onslip	U	N/A	N/A	-		-	-	-	201	Inf	Inf	0.0%
9/1	A2 Eastbound Onslip	U	N/A	N/A	-		-	-	-	71	Inf	Inf	0.0%

Full Input Data And Results

9/2	A2 Eastbound Onslip	U	N/A	N/A	-		-	-	-	284	Inf	Inf	0.0%
10/2+10/1	M25 Southbound (internal) Ahead Right	U	1	N/A	B		1	24	-	292	1966:1966	525+819	21.7 : 21.7%
10/3	M25 Southbound (internal) Right	U	1	N/A	B		1	24	-	20	1966	819	2.4%
11/1	A2 Westbound (Internal) Right	U	2	N/A	D		1	27	-	221	1978	923	23.9%
11/2	A2 Westbound (Internal) Right	U	2	N/A	D		1	27	-	26	1978	923	2.8%
11/3	A2 Westbound (Internal) Right	U	2	N/A	D		1	27	-	277	1978	923	30.0%
12/1	M25 North (Internal 1) Left	U	N/A	N/A	-		-	-	-	369	Inf	Inf	0.0%
12/2	M25 North (Internal 1) Left	U	N/A	N/A	-		-	-	-	201	Inf	Inf	0.0%
12/3	M25 North (Internal 1) Ahead	U	N/A	N/A	-		-	-	-	1	Inf	Inf	0.0%
12/4	M25 North (Internal 1) Ahead	U	N/A	N/A	-		-	-	-	489	Inf	Inf	0.0%
12/5	M25 North (Internal 1) Ahead	U	N/A	N/A	-		-	-	-	214	Inf	Inf	0.0%
13/1	M25 North (Internal 2) Ahead	U	3	N/A	F		1	32	-	1	1800	990	0.1%
13/3+13/2	M25 North (Internal 2) Ahead Right	U	3	N/A	F		1	32	-	489	1942:1942	627+868	32.7 : 32.7%
13/4	M25 North (Internal 2) Right	U	3	N/A	F		1	32	-	214	1942	1068	20.0%
14/1	A2 Eastbound (Internal) Ahead	U	4	N/A	H		1	40	-	276	1978	1352	20.4%
14/2	A2 Eastbound (Internal) Ahead	U	4	N/A	H		1	40	-	284	1978	1352	21.0%
14/3	A2 Eastbound (Internal) Right	U	4	N/A	H		1	40	-	191	1978	1352	14.1%

Full Input Data And Results

15/1	M25 Off Slip NB entry Ahead	U	N/A	N/A	-		-	-	-	464	Inf	Inf	0.0%
15/2	M25 Off Slip NB entry Ahead	U	N/A	N/A	-		-	-	-	277	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: M25 A2	-	-	0	0	0	8.4	2.5	0.0	11.0	-	-	-	-
M255-A2	-	-	0	0	0	8.4	2.5	0.0	11.0	-	-	-	-
1/2+1/1	458	458	-	-	-	0.3	0.2	-	0.4	3.5	1.0	0.2	1.2
1/3	6	6	-	-	-	0.0	0.0	-	0.0	11.4	0.1	0.0	0.1
1/4	277	277	-	-	-	0.8	0.2	-	1.0	13.6	2.9	0.2	3.2
2/2+2/1	324	324	-	-	-	1.1	0.1	-	1.2	13.3	1.9	0.1	2.0
2/3+2/4	426	426	-	-	-	1.4	0.2	-	1.6	13.7	2.4	0.2	2.6
3/2+3/1	211	211	-	-	-	0.9	0.1	-	1.0	17.5	1.7	0.1	1.9
3/3	191	191	-	-	-	0.8	0.2	-	1.1	19.8	2.4	0.2	2.6
4/2+4/1	504	504	-	-	-	0.7	0.2	-	0.8	6.0	1.6	0.2	1.8
4/3	9	9	-	-	-	0.1	0.0	-	0.1	25.6	0.1	0.0	0.1
5/1	668	668	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/2	284	284	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	351	351	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/2	178	178	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	369	369	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/1	201	201	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
9/1	71	71	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
9/2	284	284	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
10/2+10/1	292	292	-	-	-	0.4	0.1	-	0.6	7.0	1.7	0.1	1.8
10/3	20	20	-	-	-	0.0	0.0	-	0.0	8.7	0.2	0.0	0.2
11/1	221	221	-	-	-	0.4	0.2	-	0.5	8.5	1.7	0.2	1.8
11/2	26	26	-	-	-	0.1	0.0	-	0.1	9.9	0.2	0.0	0.2
11/3	277	277	-	-	-	0.6	0.2	-	0.8	10.3	3.7	0.2	3.9
12/1	369	369	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
12/2	201	201	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

Full Input Data And Results

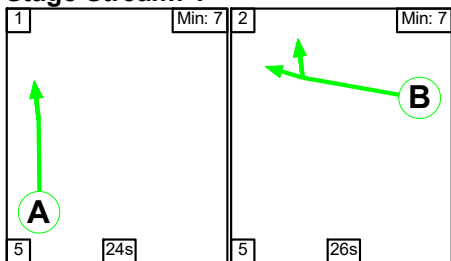
12/3	1	1	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0																																								
12/4	489	489	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0																																								
12/5	214	214	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0																																								
13/1	1	1	-	-	-	0.0	0.0	-	0.0	17.6	0.0	0.0	0.0																																								
13/3+13/2	489	489	-	-	-	0.5	0.2	-	0.8	5.6	2.4	0.2	2.7																																								
13/4	214	214	-	-	-	0.3	0.1	-	0.4	6.6	2.6	0.1	2.7																																								
14/1	276	276	-	-	-	0.1	0.1	-	0.2	2.7	0.4	0.1	0.5																																								
14/2	284	284	-	-	-	0.1	0.1	-	0.2	2.6	0.4	0.1	0.5																																								
14/3	191	191	-	-	-	0.0	0.1	-	0.1	1.6	0.1	0.1	0.2																																								
15/1	464	464	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0																																								
15/2	277	277	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0																																								
<table> <tbody> <tr> <td>C1</td> <td>Stream: 1</td> <td>PRC for Signalled Lanes (%)</td> <td>185.1</td> <td>Total Delay for Signalled Lanes (pcuHr):</td> <td>2.12</td> <td>Cycle Time (s):</td> <td>60</td> </tr> <tr> <td>C1</td> <td>Stream: 2</td> <td>PRC for Signalled Lanes (%)</td> <td>199.9</td> <td>Total Delay for Signalled Lanes (pcuHr):</td> <td>4.20</td> <td>Cycle Time (s):</td> <td>60</td> </tr> <tr> <td>C1</td> <td>Stream: 3</td> <td>PRC for Signalled Lanes (%)</td> <td>175.1</td> <td>Total Delay for Signalled Lanes (pcuHr):</td> <td>3.23</td> <td>Cycle Time (s):</td> <td>60</td> </tr> <tr> <td>C1</td> <td>Stream: 4</td> <td>PRC for Signalled Lanes (%)</td> <td>186.1</td> <td>Total Delay for Signalled Lanes (pcuHr):</td> <td>1.40</td> <td>Cycle Time (s):</td> <td>60</td> </tr> <tr> <td></td> <td></td> <td>PRC Over All Lanes (%)</td> <td>175.1</td> <td>Total Delay Over All Lanes(pcuHr):</td> <td>10.96</td> <td></td> <td></td> </tr> </tbody> </table>														C1	Stream: 1	PRC for Signalled Lanes (%)	185.1	Total Delay for Signalled Lanes (pcuHr):	2.12	Cycle Time (s):	60	C1	Stream: 2	PRC for Signalled Lanes (%)	199.9	Total Delay for Signalled Lanes (pcuHr):	4.20	Cycle Time (s):	60	C1	Stream: 3	PRC for Signalled Lanes (%)	175.1	Total Delay for Signalled Lanes (pcuHr):	3.23	Cycle Time (s):	60	C1	Stream: 4	PRC for Signalled Lanes (%)	186.1	Total Delay for Signalled Lanes (pcuHr):	1.40	Cycle Time (s):	60			PRC Over All Lanes (%)	175.1	Total Delay Over All Lanes(pcuHr):	10.96		
C1	Stream: 1	PRC for Signalled Lanes (%)	185.1	Total Delay for Signalled Lanes (pcuHr):	2.12	Cycle Time (s):	60																																														
C1	Stream: 2	PRC for Signalled Lanes (%)	199.9	Total Delay for Signalled Lanes (pcuHr):	4.20	Cycle Time (s):	60																																														
C1	Stream: 3	PRC for Signalled Lanes (%)	175.1	Total Delay for Signalled Lanes (pcuHr):	3.23	Cycle Time (s):	60																																														
C1	Stream: 4	PRC for Signalled Lanes (%)	186.1	Total Delay for Signalled Lanes (pcuHr):	1.40	Cycle Time (s):	60																																														
		PRC Over All Lanes (%)	175.1	Total Delay Over All Lanes(pcuHr):	10.96																																																

Full Input Data And Results

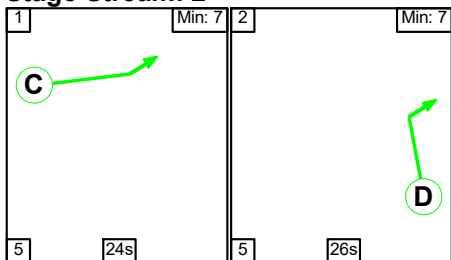
Scenario 8: '25_DM - PM Peak' (FG8: '25_DM - PM Peak', Plan 1: 'Network Control Plan 1')

Stage Sequence Diagram

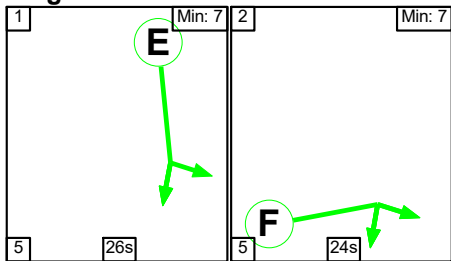
Stage Stream: 1



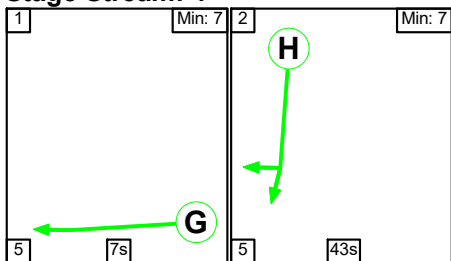
Stage Stream: 2



Stage Stream: 3



Stage Stream: 4



Stage Timings

Stage Stream: 1

Stage	1	2
Duration	24	26
Change Point	0	29

Stage Stream: 2

Stage	1	2
Duration	24	26
Change Point	46	15

Full Input Data And Results

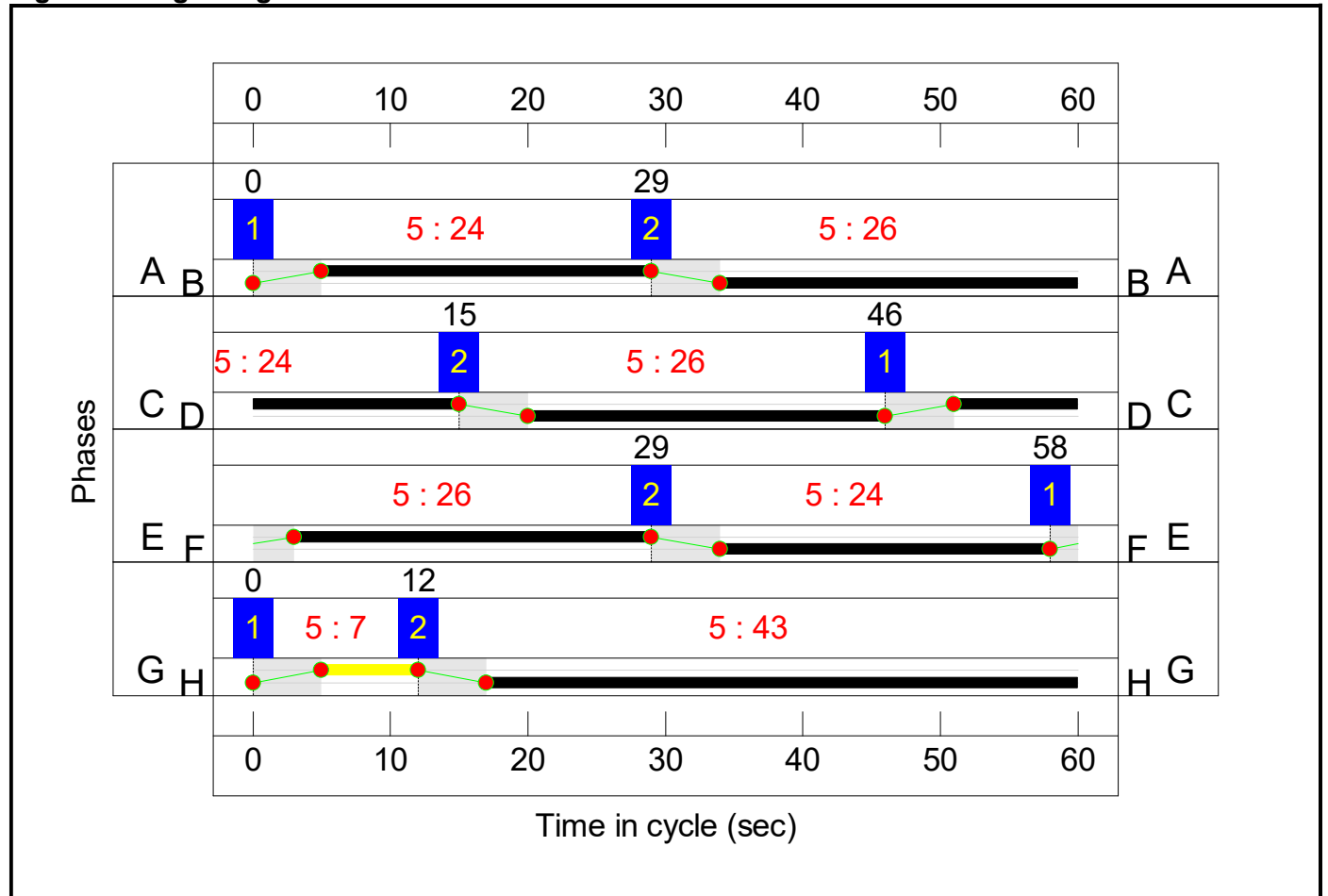
Stage Stream: 3

Stage	1	2
Duration	26	24
Change Point	58	29

Stage Stream: 4

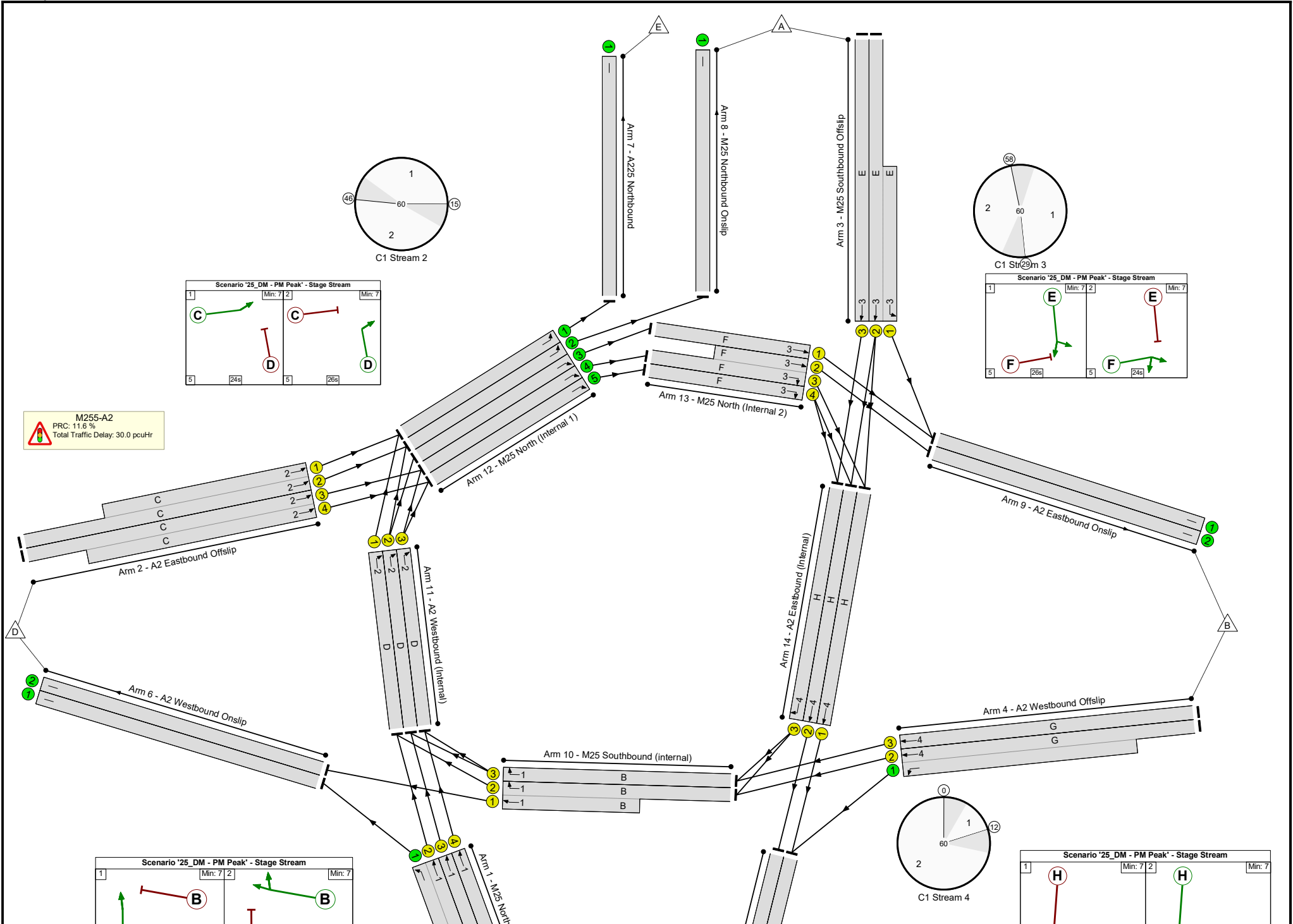
Stage	1	2
Duration	7	43
Change Point	0	12

Signal Timings Diagram



Full Input Data And Results
Network Layout Diagram

Full Input Data And Results



Full Input Data And Results

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: M25 A2	-	-	N/A	-	-		-	-	-	-	-	-	80.7%
M255-A2	-	-	N/A	-	-		-	-	-	-	-	-	80.7%
1/2+1/1	M25 Northbound Offslip Left Ahead	U	1	N/A	A -		1	24	-	1266	2015:1919	293+1640	65.5 : 65.5%
1/3	M25 Northbound Offslip Ahead	U	1	N/A	A		1	24	-	6	1950	813	0.7%
1/4	M25 Northbound Offslip Ahead	U	1	N/A	A		1	24	-	587	1950	813	72.2%
2/2+2/1	A2 Eastbound Offslip Ahead	U	2	N/A	C		1	24	-	498	1942:1942	809+496	39.9 : 35.3%
2/3+2/4	A2 Eastbound Offslip Ahead	U	2	N/A	C		1	24	-	635	1942:1942	809+809	39.3 : 39.2%
3/2+3/1	M25 Southbound Offslip Left Ahead	U	3	N/A	E		1	26	-	360	1942:1942	395+874	28.4 : 28.4%
3/3	M25 Southbound Offslip Ahead	U	3	N/A	E		1	26	-	686	1942	874	78.5%
4/2+4/1	A2 Westbound Offslip Left Ahead	U	4	N/A	G -		1	7	-	737	1942:1956	259+1596	52.1 : 37.7%
4/3	A2 Westbound Offslip Ahead	U	4	N/A	G		1	7	-	26	1942	259	10.0%
5/1	M25 Southbound Onslip	U	N/A	N/A	-		-	-	-	972	Inf	Inf	0.0%
5/2	M25 Southbound Onslip	U	N/A	N/A	-		-	-	-	372	Inf	Inf	0.0%
6/1	A2 Westbound Onslip	U	N/A	N/A	-		-	-	-	1074	Inf	Inf	0.0%
6/2	A2 Westbound Onslip	U	N/A	N/A	-		-	-	-	652	Inf	Inf	0.0%
7/1	A225 Northbound	U	N/A	N/A	-		-	-	-	518	Inf	Inf	0.0%
8/1	M25 Northbound Onslip	U	N/A	N/A	-		-	-	-	374	Inf	Inf	0.0%
9/1	A2 Eastbound Onslip	U	N/A	N/A	-		-	-	-	249	Inf	Inf	0.0%

Full Input Data And Results

9/2	A2 Eastbound Onslip	U	N/A	N/A	-		-	-	-	590	Inf	Inf	0.0%
10/2+10/1	M25 Southbound (internal) Ahead Right	U	1	N/A	B		1	26	-	803	1966:1966	205+885	73.7 : 73.7%
10/3	M25 Southbound (internal) Right	U	1	N/A	B		1	26	-	46	1966	885	5.2%
11/1	A2 Westbound (Internal) Right	U	2	N/A	D		1	26	-	343	1978	890	38.5%
11/2	A2 Westbound (Internal) Right	U	2	N/A	D		1	26	-	52	1978	890	5.8%
11/3	A2 Westbound (Internal) Right	U	2	N/A	D		1	26	-	587	1978	890	65.9%
12/1	M25 North (Internal 1) Left	U	N/A	N/A	-		-	-	-	518	Inf	Inf	0.0%
12/2	M25 North (Internal 1) Left	U	N/A	N/A	-		-	-	-	374	Inf	Inf	0.0%
12/3	M25 North (Internal 1) Ahead	U	N/A	N/A	-		-	-	-	1	Inf	Inf	0.0%
12/4	M25 North (Internal 1) Ahead	U	N/A	N/A	-		-	-	-	904	Inf	Inf	0.0%
12/5	M25 North (Internal 1) Ahead	U	N/A	N/A	-		-	-	-	318	Inf	Inf	0.0%
13/1	M25 North (Internal 2) Ahead	U	3	N/A	F		1	24	-	1	1800	750	0.1%
13/3+13/2	M25 North (Internal 2) Ahead Right	U	3	N/A	F		1	24	-	904	1942:1942	389+731	80.7 : 80.7%
13/4	M25 North (Internal 2) Right	U	3	N/A	F		1	24	-	318	1942	809	39.3%
14/1	A2 Eastbound (Internal) Ahead	U	4	N/A	H		1	43	-	370	1978	1451	25.5%
14/2	A2 Eastbound (Internal) Ahead	U	4	N/A	H		1	43	-	372	1978	1451	25.6%
14/3	A2 Eastbound (Internal) Right	U	4	N/A	H		1	43	-	688	1978	1451	47.4%

Full Input Data And Results

15/1	M25 Off Slip NB entry Ahead	U	N/A	N/A	-		-	-	-	1272	Inf	Inf	0.0%
15/2	M25 Off Slip NB entry Ahead	U	N/A	N/A	-		-	-	-	587	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: M25 A2	-	-	0	0	0	18.9	11.1	0.0	30.0	-	-	-	-
M255-A2	-	-	0	0	0	18.9	11.1	0.0	30.0	-	-	-	-
1/2+1/1	1266	1266	-	-	-	0.6	0.9	-	1.5	4.4	2.0	0.9	3.0
1/3	6	6	-	-	-	0.0	0.0	-	0.0	12.7	0.1	0.0	0.1
1/4	587	587	-	-	-	2.4	1.3	-	3.7	22.5	8.2	1.3	9.4
2/2+2/1	498	498	-	-	-	1.6	0.3	-	2.0	14.1	3.7	0.3	4.0
2/3+2/4	635	635	-	-	-	2.2	0.3	-	2.5	14.0	3.6	0.3	3.9
3/2+3/1	360	360	-	-	-	1.0	0.2	-	1.2	12.1	2.5	0.2	2.7
3/3	686	686	-	-	-	2.7	1.8	-	4.5	23.4	9.7	1.8	11.5
4/2+4/1	737	737	-	-	-	0.9	0.3	-	1.2	6.0	2.1	0.3	2.4
4/3	26	26	-	-	-	0.2	0.1	-	0.2	30.7	0.4	0.1	0.4
5/1	972	972	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/2	372	372	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	1074	1074	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/2	652	652	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	518	518	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/1	374	374	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
9/1	249	249	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
9/2	590	590	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
10/2+10/1	803	803	-	-	-	0.8	1.4	-	2.2	9.9	2.1	1.4	3.5
10/3	46	46	-	-	-	0.1	0.0	-	0.1	8.5	0.4	0.0	0.5
11/1	343	343	-	-	-	1.3	0.3	-	1.6	17.1	4.5	0.3	4.8
11/2	52	52	-	-	-	0.3	0.0	-	0.3	21.1	0.7	0.0	0.7
11/3	587	587	-	-	-	0.2	1.0	-	1.1	7.0	2.8	1.0	3.7
12/1	518	518	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
12/2	374	374	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

Full Input Data And Results

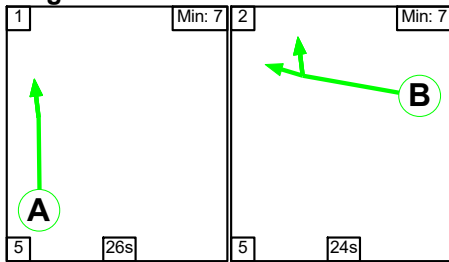
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12/4	904	904	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0																																			
12/5	318	318	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0																																			
13/1	1	1	-	-	-	0.0	0.0	-	0.0	7.4	0.0	0.0	0.0																																			
13/3+13/2	904	904	-	-	-	2.6	2.0	-	4.7	18.5	5.2	2.0	7.2																																			
13/4	318	318	-	-	-	1.8	0.3	-	2.1	24.1	5.3	0.3	5.6																																			
14/1	370	370	-	-	-	0.1	0.2	-	0.3	2.7	0.8	0.2	0.9																																			
14/2	372	372	-	-	-	0.1	0.2	-	0.3	2.7	0.8	0.2	0.9																																			
14/3	688	688	-	-	-	0.0	0.5	-	0.5	2.5	1.7	0.5	2.1																																			
15/1	1272	1272	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0																																			
15/2	587	587	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0																																			
<table> <tbody> <tr> <td>C1</td> <td>Stream: 1 PRC for Signalled Lanes (%)</td> <td>22.1</td> <td>Total Delay for Signalled Lanes (pcuHr):</td> <td>7.55</td> <td>Cycle Time (s):</td> <td>60</td> </tr> <tr> <td>C1</td> <td>Stream: 2 PRC for Signalled Lanes (%)</td> <td>36.5</td> <td>Total Delay for Signalled Lanes (pcuHr):</td> <td>7.50</td> <td>Cycle Time (s):</td> <td>60</td> </tr> <tr> <td>C1</td> <td>Stream: 3 PRC for Signalled Lanes (%)</td> <td>11.6</td> <td>Total Delay for Signalled Lanes (pcuHr):</td> <td>12.46</td> <td>Cycle Time (s):</td> <td>60</td> </tr> <tr> <td>C1</td> <td>Stream: 4 PRC for Signalled Lanes (%)</td> <td>72.6</td> <td>Total Delay for Signalled Lanes (pcuHr):</td> <td>2.49</td> <td>Cycle Time (s):</td> <td>60</td> </tr> <tr> <td></td> <td>PRC Over All Lanes (%)</td> <td>11.6</td> <td>Total Delay Over All Lanes(pcuHr):</td> <td>30.01</td> <td></td> <td></td> </tr> </tbody> </table>														C1	Stream: 1 PRC for Signalled Lanes (%)	22.1	Total Delay for Signalled Lanes (pcuHr):	7.55	Cycle Time (s):	60	C1	Stream: 2 PRC for Signalled Lanes (%)	36.5	Total Delay for Signalled Lanes (pcuHr):	7.50	Cycle Time (s):	60	C1	Stream: 3 PRC for Signalled Lanes (%)	11.6	Total Delay for Signalled Lanes (pcuHr):	12.46	Cycle Time (s):	60	C1	Stream: 4 PRC for Signalled Lanes (%)	72.6	Total Delay for Signalled Lanes (pcuHr):	2.49	Cycle Time (s):	60		PRC Over All Lanes (%)	11.6	Total Delay Over All Lanes(pcuHr):	30.01		
C1	Stream: 1 PRC for Signalled Lanes (%)	22.1	Total Delay for Signalled Lanes (pcuHr):	7.55	Cycle Time (s):	60																																										
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Full Input Data And Results

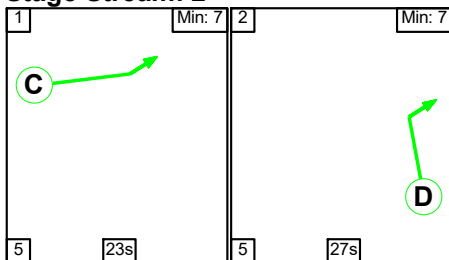
Scenario 9: '25_DM + Dev - AM Peak' (FG9: '25_DM + Dev - AM Peak', Plan 1: 'Network Control Plan 1')

Stage Sequence Diagram

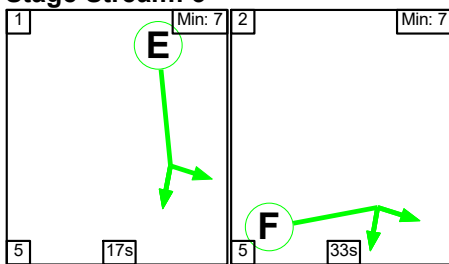
Stage Stream: 1



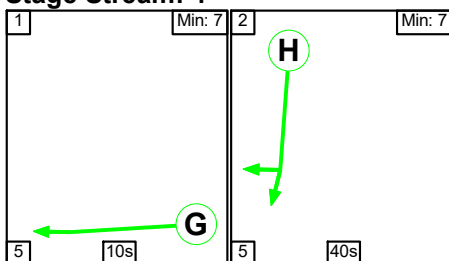
Stage Stream: 2



Stage Stream: 3



Stage Stream: 4



Stage Timings

Stage Stream: 1

Stage	1	2
Duration	26	24
Change Point	0	31

Stage Stream: 2

Stage	1	2
Duration	23	27
Change Point	57	25

Full Input Data And Results

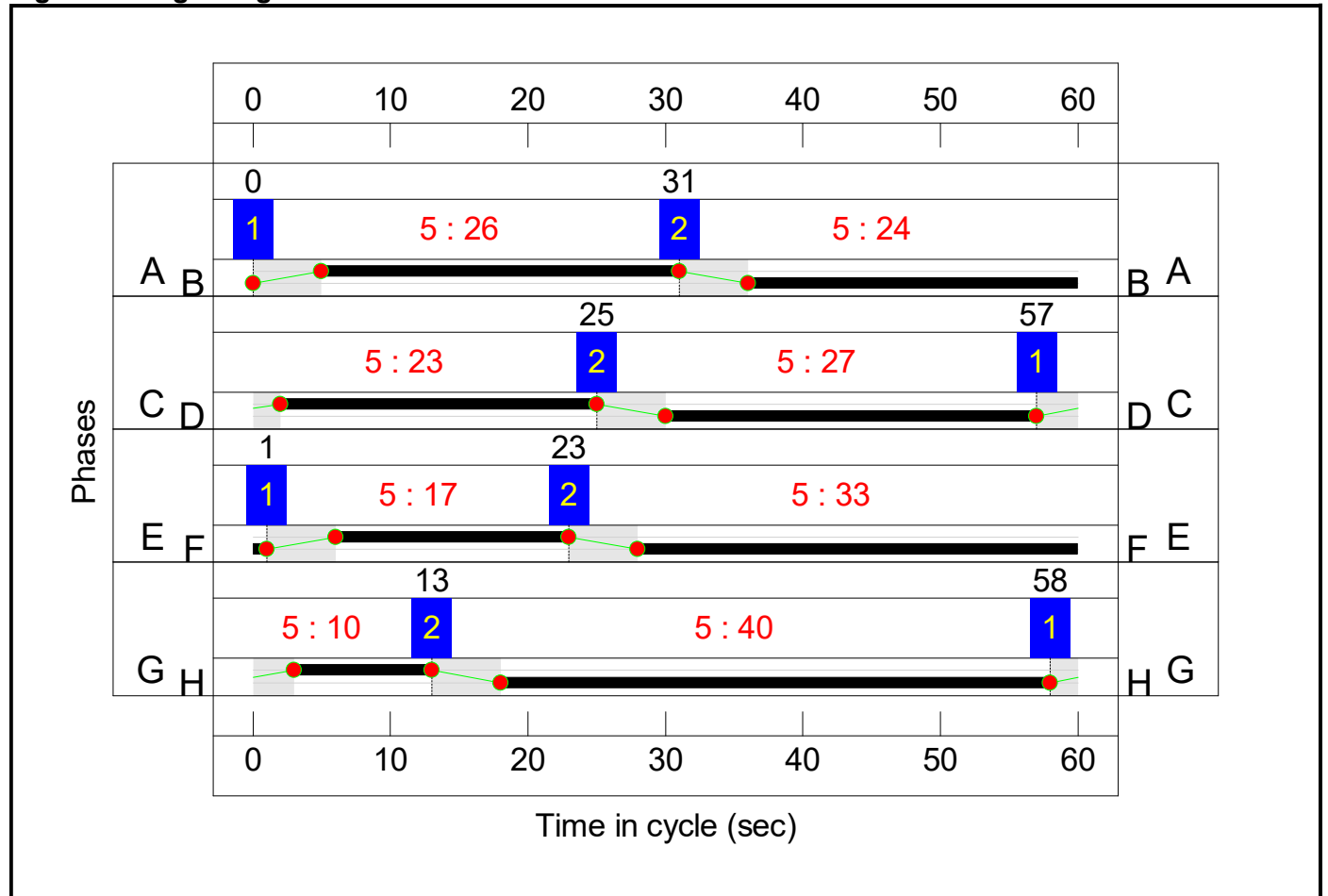
Stage Stream: 3

Stage	1	2
Duration	17	33
Change Point	1	23

Stage Stream: 4

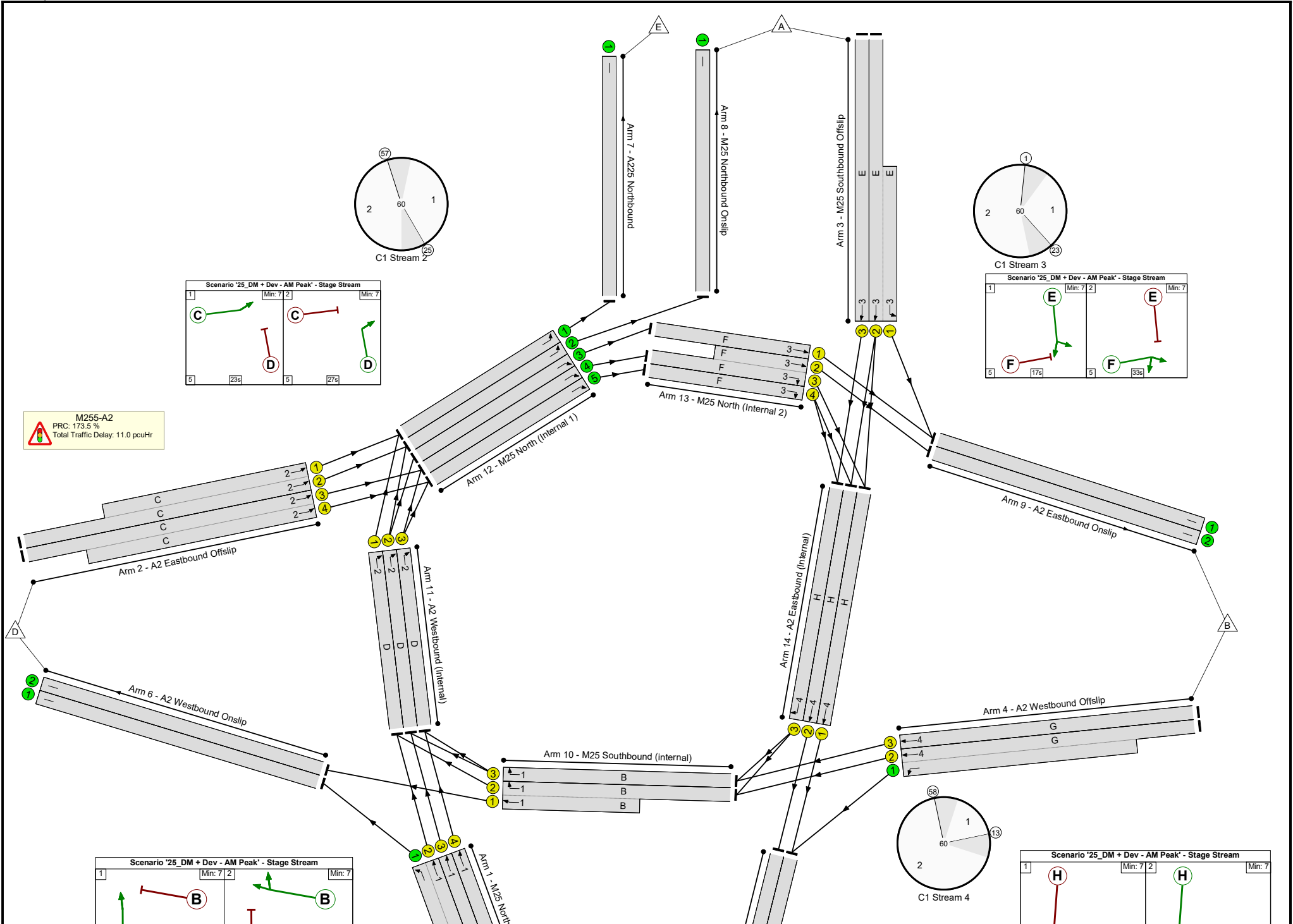
Stage	1	2
Duration	10	40
Change Point	58	13

Signal Timings Diagram



Full Input Data And Results
Network Layout Diagram

Full Input Data And Results



Full Input Data And Results

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: M25 A2	-	-	N/A	-	-		-	-	-	-	-	-	32.9%
M255-A2	-	-	N/A	-	-		-	-	-	-	-	-	32.9%
1/2+1/1	M25 Northbound Offslip Left Ahead	U	1	N/A	A -		1	26	-	458	2015:1919	453+1487	23.6 : 23.6%
1/3	M25 Northbound Offslip Ahead	U	1	N/A	A		1	26	-	6	1950	878	0.7%
1/4	M25 Northbound Offslip Ahead	U	1	N/A	A		1	26	-	286	1950	878	32.6%
2/2+2/1	A2 Eastbound Offslip Ahead	U	2	N/A	C		1	23	-	324	1942:1942	777+777	22.7 : 19.1%
2/3+2/4	A2 Eastbound Offslip Ahead	U	2	N/A	C		1	23	-	426	1942:1942	777+777	27.4 : 27.4%
3/2+3/1	M25 Southbound Offslip Left Ahead	U	3	N/A	E		1	17	-	211	1942:1942	583+289	24.2 : 24.2%
3/3	M25 Southbound Offslip Ahead	U	3	N/A	E		1	17	-	191	1942	583	32.8%
4/2+4/1	A2 Westbound Offslip Left Ahead	U	4	N/A	G -		1	10	-	511	1942:1956	356+1525	31.5 : 26.2%
4/3	A2 Westbound Offslip Ahead	U	4	N/A	G		1	10	-	9	1942	356	2.5%
5/1	M25 Southbound Onslip	U	N/A	N/A	-		-	-	-	675	Inf	Inf	0.0%
5/2	M25 Southbound Onslip	U	N/A	N/A	-		-	-	-	284	Inf	Inf	0.0%
6/1	A2 Westbound Onslip	U	N/A	N/A	-		-	-	-	351	Inf	Inf	0.0%
6/2	A2 Westbound Onslip	U	N/A	N/A	-		-	-	-	178	Inf	Inf	0.0%
7/1	A225 Northbound	U	N/A	N/A	-		-	-	-	369	Inf	Inf	0.0%
8/1	M25 Northbound Onslip	U	N/A	N/A	-		-	-	-	201	Inf	Inf	0.0%
9/1	A2 Eastbound Onslip	U	N/A	N/A	-		-	-	-	71	Inf	Inf	0.0%

Full Input Data And Results

9/2	A2 Eastbound Onslip	U	N/A	N/A	-		-	-	-	293	Inf	Inf	0.0%
10/2+10/1	M25 Southbound (internal) Ahead Right	U	1	N/A	B		1	24	-	292	1966:1966	525+819	21.7 : 21.7%
10/3	M25 Southbound (internal) Right	U	1	N/A	B		1	24	-	20	1966	819	2.4%
11/1	A2 Westbound (Internal) Right	U	2	N/A	D		1	27	-	221	1978	923	23.9%
11/2	A2 Westbound (Internal) Right	U	2	N/A	D		1	27	-	26	1978	923	2.8%
11/3	A2 Westbound (Internal) Right	U	2	N/A	D		1	27	-	286	1978	923	31.0%
12/1	M25 North (Internal 1) Left	U	N/A	N/A	-		-	-	-	369	Inf	Inf	0.0%
12/2	M25 North (Internal 1) Left	U	N/A	N/A	-		-	-	-	201	Inf	Inf	0.0%
12/3	M25 North (Internal 1) Ahead	U	N/A	N/A	-		-	-	-	1	Inf	Inf	0.0%
12/4	M25 North (Internal 1) Ahead	U	N/A	N/A	-		-	-	-	498	Inf	Inf	0.0%
12/5	M25 North (Internal 1) Ahead	U	N/A	N/A	-		-	-	-	214	Inf	Inf	0.0%
13/1	M25 North (Internal 2) Ahead	U	3	N/A	F		1	33	-	1	1800	1020	0.1%
13/3+13/2	M25 North (Internal 2) Ahead Right	U	3	N/A	F		1	33	-	498	1942:1942	623+890	32.9 : 32.9%
13/4	M25 North (Internal 2) Right	U	3	N/A	F		1	33	-	214	1942	1100	19.4%
14/1	A2 Eastbound (Internal) Ahead	U	4	N/A	H		1	40	-	276	1978	1352	20.4%
14/2	A2 Eastbound (Internal) Ahead	U	4	N/A	H		1	40	-	284	1978	1352	21.0%
14/3	A2 Eastbound (Internal) Right	U	4	N/A	H		1	40	-	191	1978	1352	14.1%

Full Input Data And Results

15/1	M25 Off Slip NB entry Ahead	U	N/A	N/A	-		-	-	-	464	Inf	Inf	0.0%
15/2	M25 Off Slip NB entry Ahead	U	N/A	N/A	-		-	-	-	286	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: M25 A2	-	-	0	0	0	8.5	2.6	0.0	11.0	-	-	-	-
M255-A2	-	-	0	0	0	8.5	2.6	0.0	11.0	-	-	-	-
1/2+1/1	458	458	-	-	-	0.3	0.2	-	0.4	3.5	1.0	0.2	1.2
1/3	6	6	-	-	-	0.0	0.0	-	0.0	11.4	0.1	0.0	0.1
1/4	286	286	-	-	-	0.8	0.2	-	1.1	13.7	3.0	0.2	3.3
2/2+2/1	324	324	-	-	-	1.1	0.1	-	1.2	13.3	1.9	0.1	2.0
2/3+2/4	426	426	-	-	-	1.4	0.2	-	1.6	13.7	2.4	0.2	2.6
3/2+3/1	211	211	-	-	-	0.9	0.2	-	1.1	18.4	1.8	0.2	1.9
3/3	191	191	-	-	-	0.9	0.2	-	1.1	20.9	2.4	0.2	2.7
4/2+4/1	511	511	-	-	-	0.7	0.2	-	0.8	6.0	1.6	0.2	1.8
4/3	9	9	-	-	-	0.1	0.0	-	0.1	25.6	0.1	0.0	0.1
5/1	675	675	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/2	284	284	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	351	351	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/2	178	178	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	369	369	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/1	201	201	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
9/1	71	71	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
9/2	293	293	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
10/2+10/1	292	292	-	-	-	0.4	0.1	-	0.6	6.9	1.7	0.1	1.8
10/3	20	20	-	-	-	0.0	0.0	-	0.0	8.6	0.2	0.0	0.2
11/1	221	221	-	-	-	0.4	0.2	-	0.5	8.6	1.7	0.2	1.9
11/2	26	26	-	-	-	0.1	0.0	-	0.1	10.3	0.2	0.0	0.2
11/3	286	286	-	-	-	0.5	0.2	-	0.8	9.6	3.7	0.2	4.0
12/1	369	369	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
12/2	201	201	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

Full Input Data And Results

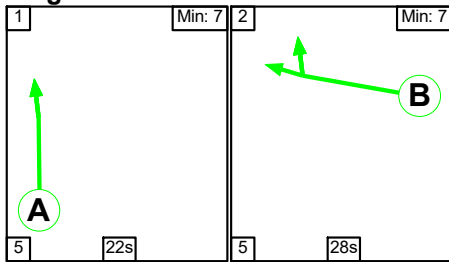
12/3	1	1	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0																																			
12/4	498	498	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0																																			
12/5	214	214	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0																																			
13/1	1	1	-	-	-	0.0	0.0	-	0.0	16.4	0.0	0.0	0.0																																			
13/3+13/2	498	498	-	-	-	0.5	0.2	-	0.7	5.3	2.4	0.2	2.7																																			
13/4	214	214	-	-	-	0.3	0.1	-	0.4	6.5	2.6	0.1	2.7																																			
14/1	276	276	-	-	-	0.1	0.1	-	0.2	2.5	0.3	0.1	0.4																																			
14/2	284	284	-	-	-	0.1	0.1	-	0.2	2.5	0.3	0.1	0.4																																			
14/3	191	191	-	-	-	0.0	0.1	-	0.1	1.6	0.1	0.1	0.2																																			
15/1	464	464	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0																																			
15/2	286	286	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0																																			
<table> <tbody> <tr> <td>C1</td> <td>Stream: 1 PRC for Signalled Lanes (%)</td> <td>176.1</td> <td>Total Delay for Signalled Lanes (pcuHr):</td> <td>2.15</td> <td>Cycle Time (s):</td> <td>60</td> </tr> <tr> <td>C1</td> <td>Stream: 2 PRC for Signalled Lanes (%)</td> <td>190.5</td> <td>Total Delay for Signalled Lanes (pcuHr):</td> <td>4.18</td> <td>Cycle Time (s):</td> <td>60</td> </tr> <tr> <td>C1</td> <td>Stream: 3 PRC for Signalled Lanes (%)</td> <td>173.5</td> <td>Total Delay for Signalled Lanes (pcuHr):</td> <td>3.32</td> <td>Cycle Time (s):</td> <td>60</td> </tr> <tr> <td>C1</td> <td>Stream: 4 PRC for Signalled Lanes (%)</td> <td>186.1</td> <td>Total Delay for Signalled Lanes (pcuHr):</td> <td>1.38</td> <td>Cycle Time (s):</td> <td>60</td> </tr> <tr> <td></td> <td>PRC Over All Lanes (%)</td> <td>173.5</td> <td>Total Delay Over All Lanes(pcuHr):</td> <td>11.03</td> <td></td> <td></td> </tr> </tbody> </table>														C1	Stream: 1 PRC for Signalled Lanes (%)	176.1	Total Delay for Signalled Lanes (pcuHr):	2.15	Cycle Time (s):	60	C1	Stream: 2 PRC for Signalled Lanes (%)	190.5	Total Delay for Signalled Lanes (pcuHr):	4.18	Cycle Time (s):	60	C1	Stream: 3 PRC for Signalled Lanes (%)	173.5	Total Delay for Signalled Lanes (pcuHr):	3.32	Cycle Time (s):	60	C1	Stream: 4 PRC for Signalled Lanes (%)	186.1	Total Delay for Signalled Lanes (pcuHr):	1.38	Cycle Time (s):	60		PRC Over All Lanes (%)	173.5	Total Delay Over All Lanes(pcuHr):	11.03		
C1	Stream: 1 PRC for Signalled Lanes (%)	176.1	Total Delay for Signalled Lanes (pcuHr):	2.15	Cycle Time (s):	60																																										
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	PRC Over All Lanes (%)	173.5	Total Delay Over All Lanes(pcuHr):	11.03																																												

Full Input Data And Results

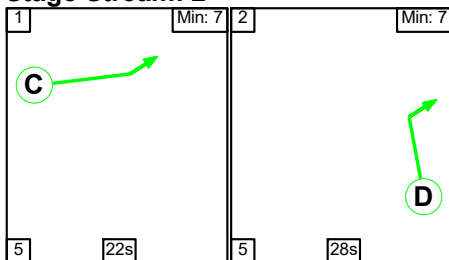
Scenario 10: '25_DM + Dev - PM Peak' (FG6: '23_DM + Dev - PM Peak', Plan 1: 'Network Control Plan 1')

Stage Sequence Diagram

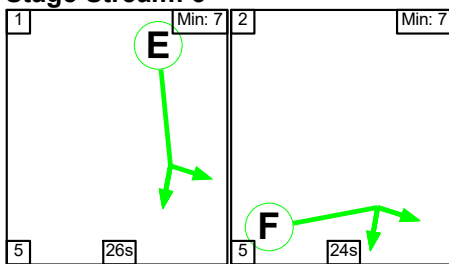
Stage Stream: 1



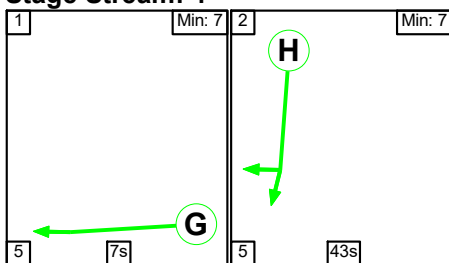
Stage Stream: 2



Stage Stream: 3



Stage Stream: 4



Stage Timings

Stage Stream: 1

Stage	1	2
Duration	22	28
Change Point	0	27

Stage Stream: 2

Stage	1	2
Duration	22	28
Change Point	48	15

Full Input Data And Results

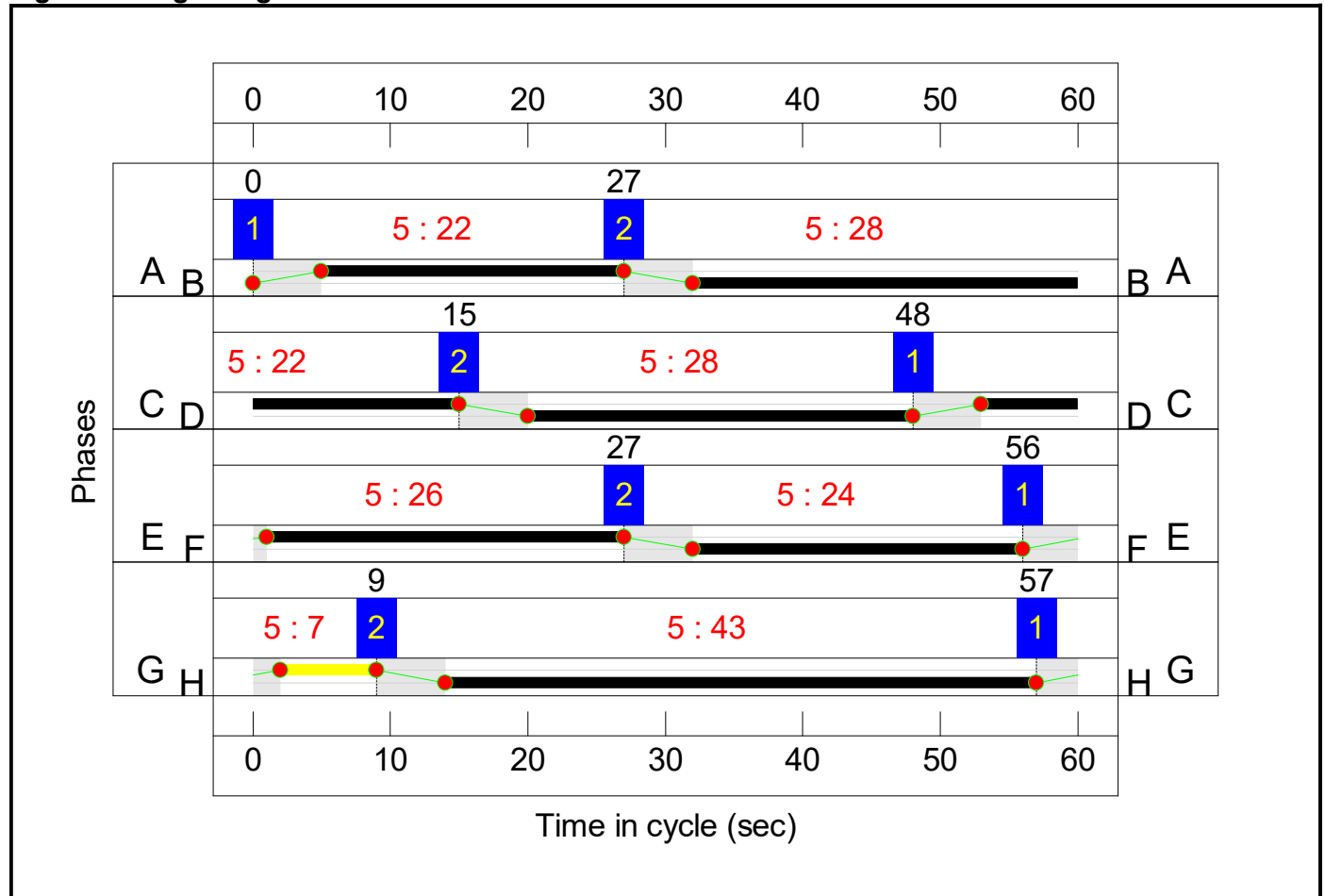
Stage Stream: 3

Stage	1	2
Duration	26	24
Change Point	56	27

Stage Stream: 4

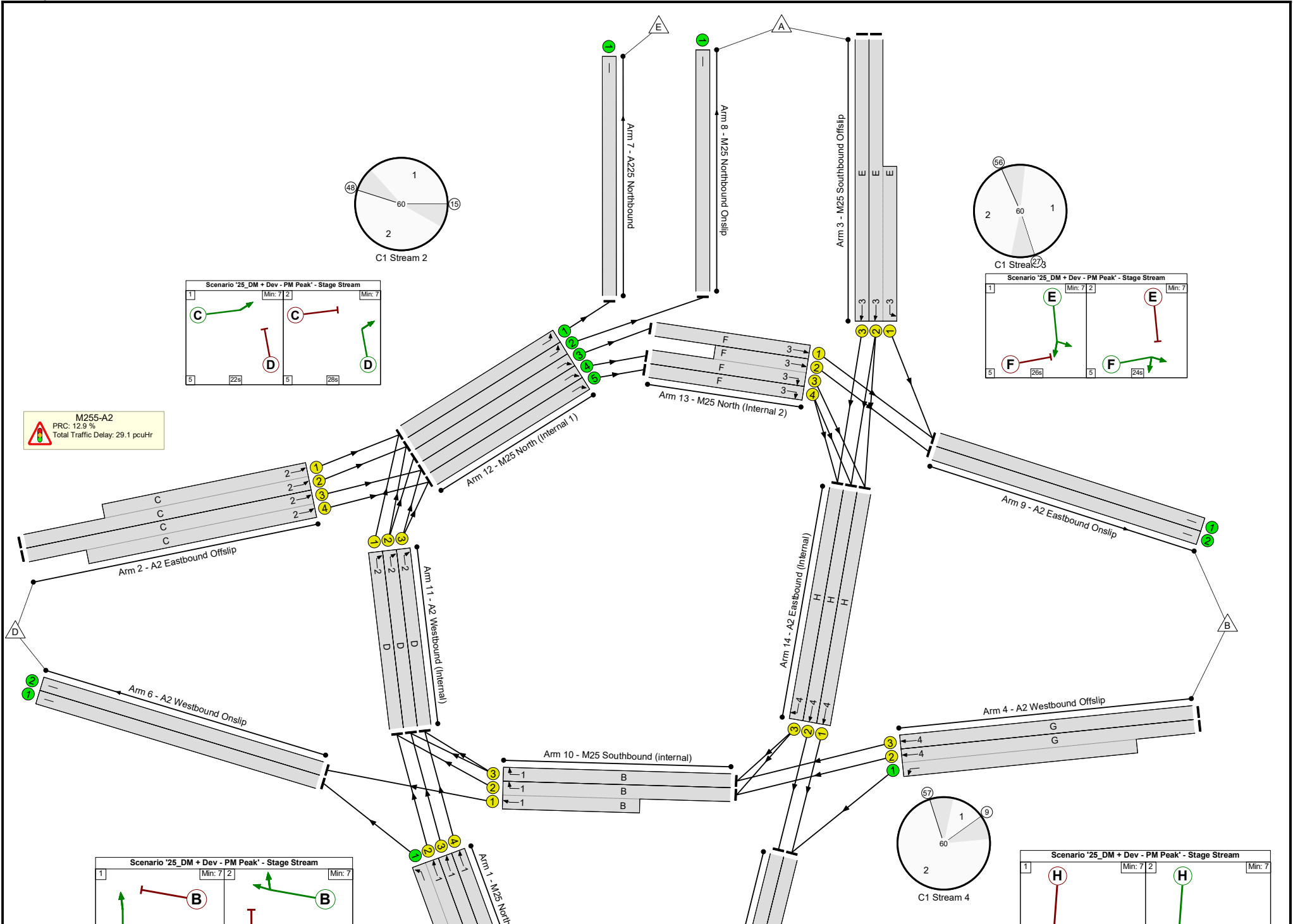
Stage	1	2
Duration	7	43
Change Point	57	9

Signal Timings Diagram



Full Input Data And Results
Network Layout Diagram

Full Input Data And Results



Full Input Data And Results

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: M25 A2	-	-	N/A	-	-		-	-	-	-	-	-	79.7%
M255-A2	-	-	N/A	-	-		-	-	-	-	-	-	79.7%
1/2+1/1	M25 Northbound Offslip Left Ahead	U	1	N/A	A -		1	22	-	1249	2015:1919	294+1639	64.6 : 64.6%
1/3	M25 Northbound Offslip Ahead	U	1	N/A	A		1	22	-	6	1950	748	0.8%
1/4	M25 Northbound Offslip Ahead	U	1	N/A	A		1	22	-	580	1950	748	77.6%
2/2+2/1	A2 Eastbound Offslip Ahead	U	2	N/A	C		1	22	-	492	1942:1942	744+461	42.9 : 37.5%
2/3+2/4	A2 Eastbound Offslip Ahead	U	2	N/A	C		1	22	-	626	1942:1942	744+744	42.0 : 42.0%
3/2+3/1	M25 Southbound Offslip Left Ahead	U	3	N/A	E		1	26	-	356	1942:1942	396+874	28.0 : 28.0%
3/3	M25 Southbound Offslip Ahead	U	3	N/A	E		1	26	-	677	1942	874	77.5%
4/2+4/1	A2 Westbound Offslip Left Ahead	U	4	N/A	G -		1	7	-	1000	1942:1956	259+1694	51.4 : 51.2%
4/3	A2 Westbound Offslip Ahead	U	4	N/A	G		1	7	-	26	1942	259	10.0%
5/1	M25 Southbound Onslip	U	N/A	N/A	-		-	-	-	1232	Inf	Inf	0.0%
5/2	M25 Southbound Onslip	U	N/A	N/A	-		-	-	-	367	Inf	Inf	0.0%
6/1	A2 Westbound Onslip	U	N/A	N/A	-		-	-	-	1059	Inf	Inf	0.0%
6/2	A2 Westbound Onslip	U	N/A	N/A	-		-	-	-	643	Inf	Inf	0.0%
7/1	A225 Northbound	U	N/A	N/A	-		-	-	-	512	Inf	Inf	0.0%
8/1	M25 Northbound Onslip	U	N/A	N/A	-		-	-	-	370	Inf	Inf	0.0%
9/1	A2 Eastbound Onslip	U	N/A	N/A	-		-	-	-	246	Inf	Inf	0.0%

Full Input Data And Results

9/2	A2 Eastbound Onslip	U	N/A	N/A	-		-	-	-	583	Inf	Inf	0.0%
10/2+10/1	M25 Southbound (internal) Ahead Right	U	1	N/A	B		1	28	-	792	1966:1966	220+947	67.9 : 67.9%
10/3	M25 Southbound (internal) Right	U	1	N/A	B		1	28	-	46	1966	950	4.8%
11/1	A2 Westbound (Internal) Right	U	2	N/A	D		1	28	-	339	1978	956	35.5%
11/2	A2 Westbound (Internal) Right	U	2	N/A	D		1	28	-	52	1978	956	5.4%
11/3	A2 Westbound (Internal) Right	U	2	N/A	D		1	28	-	580	1978	956	60.7%
12/1	M25 North (Internal 1) Left	U	N/A	N/A	-		-	-	-	512	Inf	Inf	0.0%
12/2	M25 North (Internal 1) Left	U	N/A	N/A	-		-	-	-	370	Inf	Inf	0.0%
12/3	M25 North (Internal 1) Ahead	U	N/A	N/A	-		-	-	-	1	Inf	Inf	0.0%
12/4	M25 North (Internal 1) Ahead	U	N/A	N/A	-		-	-	-	892	Inf	Inf	0.0%
12/5	M25 North (Internal 1) Ahead	U	N/A	N/A	-		-	-	-	314	Inf	Inf	0.0%
13/1	M25 North (Internal 2) Ahead	U	3	N/A	F		1	24	-	1	1800	750	0.1%
13/3+13/2	M25 North (Internal 2) Ahead Right	U	3	N/A	F		1	24	-	892	1942:1942	388+731	79.7 : 79.7%
13/4	M25 North (Internal 2) Right	U	3	N/A	F		1	24	-	314	1942	809	38.8%
14/1	A2 Eastbound (Internal) Ahead	U	4	N/A	H		1	43	-	365	1978	1451	25.2%
14/2	A2 Eastbound (Internal) Ahead	U	4	N/A	H		1	43	-	367	1978	1451	25.3%
14/3	A2 Eastbound (Internal) Right	U	4	N/A	H		1	43	-	679	1978	1451	46.8%

Full Input Data And Results

15/1	M25 Off Slip NB entry Ahead	U	N/A	N/A	-		-	-	-	1255	Inf	Inf	0.0%
15/2	M25 Off Slip NB entry Ahead	U	N/A	N/A	-		-	-	-	580	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: M25 A2	-	-	0	0	0	18.1	11.0	0.0	29.1	-	-	-	-
M255-A2	-	-	0	0	0	18.1	11.0	0.0	29.1	-	-	-	-
1/2+1/1	1249	1249	-	-	-	0.7	0.9	-	1.6	4.5	2.1	0.9	3.0
1/3	6	6	-	-	-	0.0	0.0	-	0.0	14.1	0.1	0.0	0.1
1/4	580	580	-	-	-	2.6	1.7	-	4.3	26.8	8.4	1.7	10.1
2/2+2/1	492	492	-	-	-	1.8	0.3	-	2.2	15.8	3.9	0.3	4.2
2/3+2/4	626	626	-	-	-	2.4	0.4	-	2.7	15.7	3.8	0.4	4.2
3/2+3/1	356	356	-	-	-	1.0	0.2	-	1.2	12.1	2.5	0.2	2.7
3/3	677	677	-	-	-	2.6	1.7	-	4.3	22.9	9.4	1.7	11.1
4/2+4/1	1000	1000	-	-	-	0.9	0.5	-	1.4	5.1	2.0	0.5	2.6
4/3	26	26	-	-	-	0.2	0.1	-	0.2	30.7	0.4	0.1	0.4
5/1	1232	1232	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/2	367	367	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	1059	1059	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/2	643	643	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	512	512	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/1	370	370	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
9/1	246	246	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
9/2	583	583	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
10/2+10/1	792	792	-	-	-	0.7	1.1	-	1.7	7.8	2.1	1.1	3.1
10/3	46	46	-	-	-	0.1	0.0	-	0.1	8.5	0.4	0.0	0.5
11/1	339	339	-	-	-	0.7	0.3	-	1.0	10.2	3.1	0.3	3.4
11/2	52	52	-	-	-	0.2	0.0	-	0.2	13.1	0.5	0.0	0.5
11/3	580	580	-	-	-	0.1	0.8	-	0.9	5.4	1.8	0.8	2.5
12/1	512	512	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
12/2	370	370	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

Full Input Data And Results

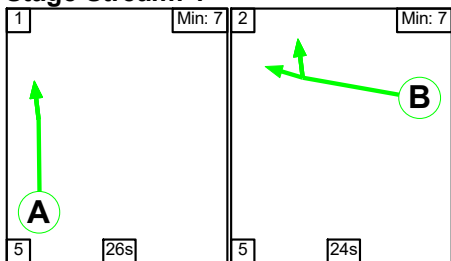
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12/4	892	892	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0																																								
12/5	314	314	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0																																								
13/1	1	1	-	-	-	0.0	0.0	-	0.0	18.9	0.0	0.0	0.0																																								
13/3+13/2	892	892	-	-	-	2.5	1.9	-	4.5	18.0	5.1	1.9	7.0																																								
13/4	314	314	-	-	-	1.5	0.3	-	1.8	20.6	5.2	0.3	5.5																																								
14/1	365	365	-	-	-	0.1	0.2	-	0.3	2.8	0.8	0.2	0.9																																								
14/2	367	367	-	-	-	0.1	0.2	-	0.3	2.9	0.8	0.2	1.0																																								
14/3	679	679	-	-	-	0.0	0.4	-	0.5	2.4	0.6	0.4	1.0																																								
15/1	1255	1255	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0																																								
15/2	580	580	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0																																								
<table> <tbody> <tr> <td>C1</td> <td>Stream: 1</td> <td>PRC for Signalled Lanes (%)</td> <td>16.0</td> <td>Total Delay for Signalled Lanes (pcuHr):</td> <td>7.73</td> <td>Cycle Time (s):</td> <td>60</td> </tr> <tr> <td>C1</td> <td>Stream: 2</td> <td>PRC for Signalled Lanes (%)</td> <td>48.4</td> <td>Total Delay for Signalled Lanes (pcuHr):</td> <td>6.90</td> <td>Cycle Time (s):</td> <td>60</td> </tr> <tr> <td>C1</td> <td>Stream: 3</td> <td>PRC for Signalled Lanes (%)</td> <td>12.9</td> <td>Total Delay for Signalled Lanes (pcuHr):</td> <td>11.79</td> <td>Cycle Time (s):</td> <td>60</td> </tr> <tr> <td>C1</td> <td>Stream: 4</td> <td>PRC for Signalled Lanes (%)</td> <td>75.2</td> <td>Total Delay for Signalled Lanes (pcuHr):</td> <td>2.67</td> <td>Cycle Time (s):</td> <td>60</td> </tr> <tr> <td></td> <td></td> <td>PRC Over All Lanes (%)</td> <td>12.9</td> <td>Total Delay Over All Lanes(pcuHr):</td> <td>29.08</td> <td></td> <td></td> </tr> </tbody> </table>														C1	Stream: 1	PRC for Signalled Lanes (%)	16.0	Total Delay for Signalled Lanes (pcuHr):	7.73	Cycle Time (s):	60	C1	Stream: 2	PRC for Signalled Lanes (%)	48.4	Total Delay for Signalled Lanes (pcuHr):	6.90	Cycle Time (s):	60	C1	Stream: 3	PRC for Signalled Lanes (%)	12.9	Total Delay for Signalled Lanes (pcuHr):	11.79	Cycle Time (s):	60	C1	Stream: 4	PRC for Signalled Lanes (%)	75.2	Total Delay for Signalled Lanes (pcuHr):	2.67	Cycle Time (s):	60			PRC Over All Lanes (%)	12.9	Total Delay Over All Lanes(pcuHr):	29.08		
C1	Stream: 1	PRC for Signalled Lanes (%)	16.0	Total Delay for Signalled Lanes (pcuHr):	7.73	Cycle Time (s):	60																																														
C1	Stream: 2	PRC for Signalled Lanes (%)	48.4	Total Delay for Signalled Lanes (pcuHr):	6.90	Cycle Time (s):	60																																														
C1	Stream: 3	PRC for Signalled Lanes (%)	12.9	Total Delay for Signalled Lanes (pcuHr):	11.79	Cycle Time (s):	60																																														
C1	Stream: 4	PRC for Signalled Lanes (%)	75.2	Total Delay for Signalled Lanes (pcuHr):	2.67	Cycle Time (s):	60																																														
		PRC Over All Lanes (%)	12.9	Total Delay Over All Lanes(pcuHr):	29.08																																																

Full Input Data And Results

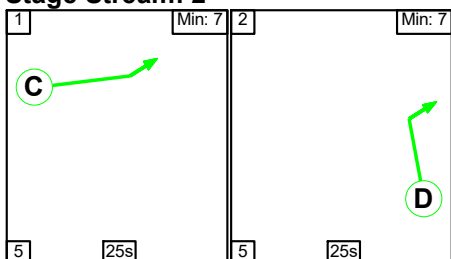
Scenario 11: '29_DM - AM Peak' (FG11: '29_DM - AM Peak', Plan 1: 'Network Control Plan 1')

Stage Sequence Diagram

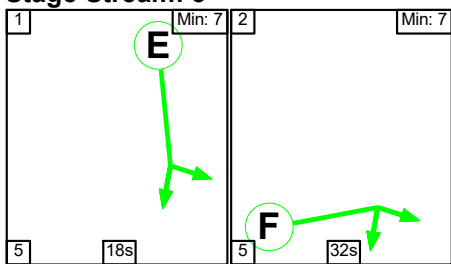
Stage Stream: 1



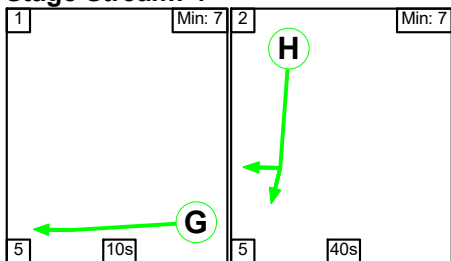
Stage Stream: 2



Stage Stream: 3



Stage Stream: 4



Stage Timings

Stage Stream: 1

Stage	1	2
Duration	26	24
Change Point	0	31

Stage Stream: 2

Stage	1	2
Duration	25	25
Change Point	55	25

Full Input Data And Results

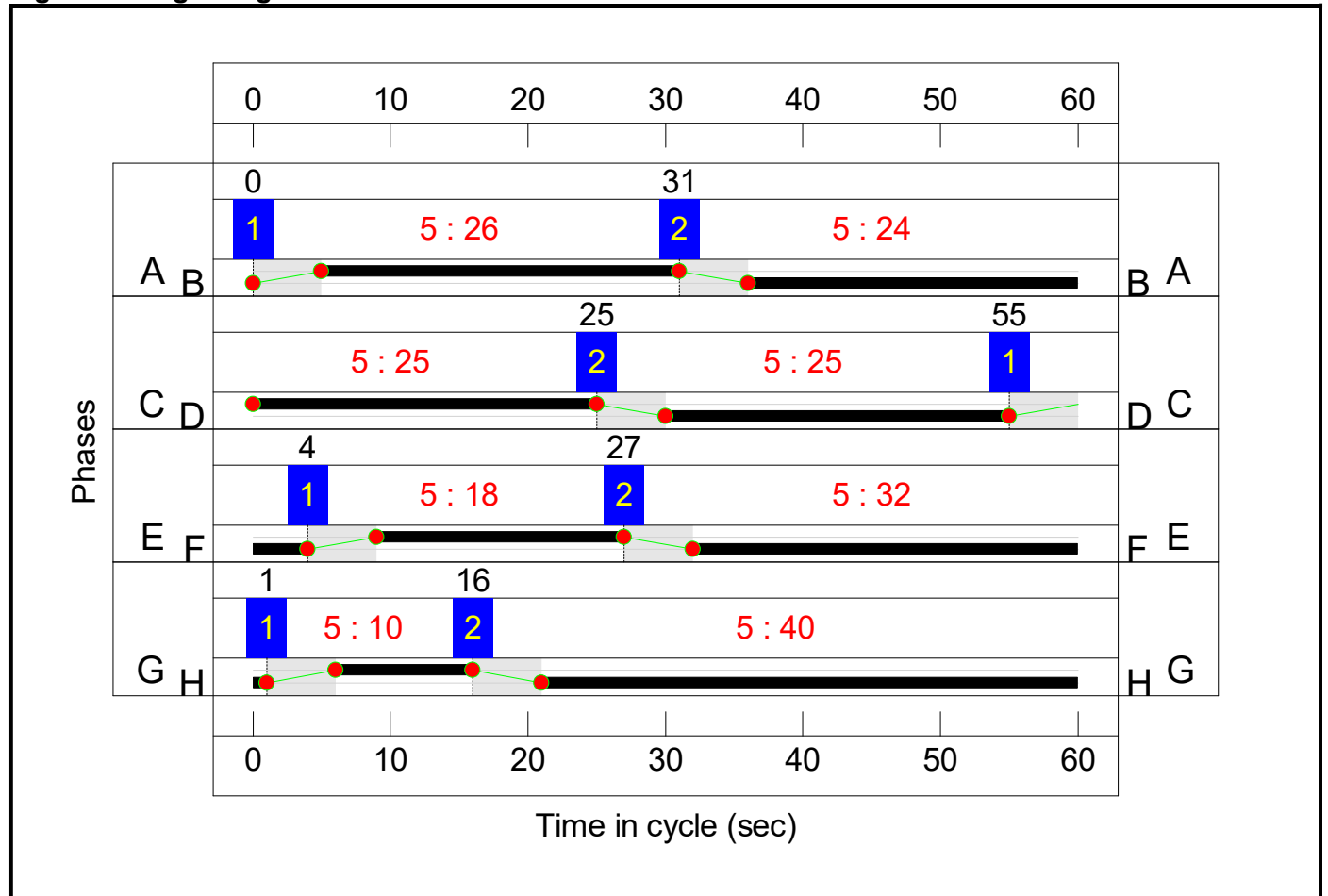
Stage Stream: 3

Stage	1	2
Duration	18	32
Change Point	4	27

Stage Stream: 4

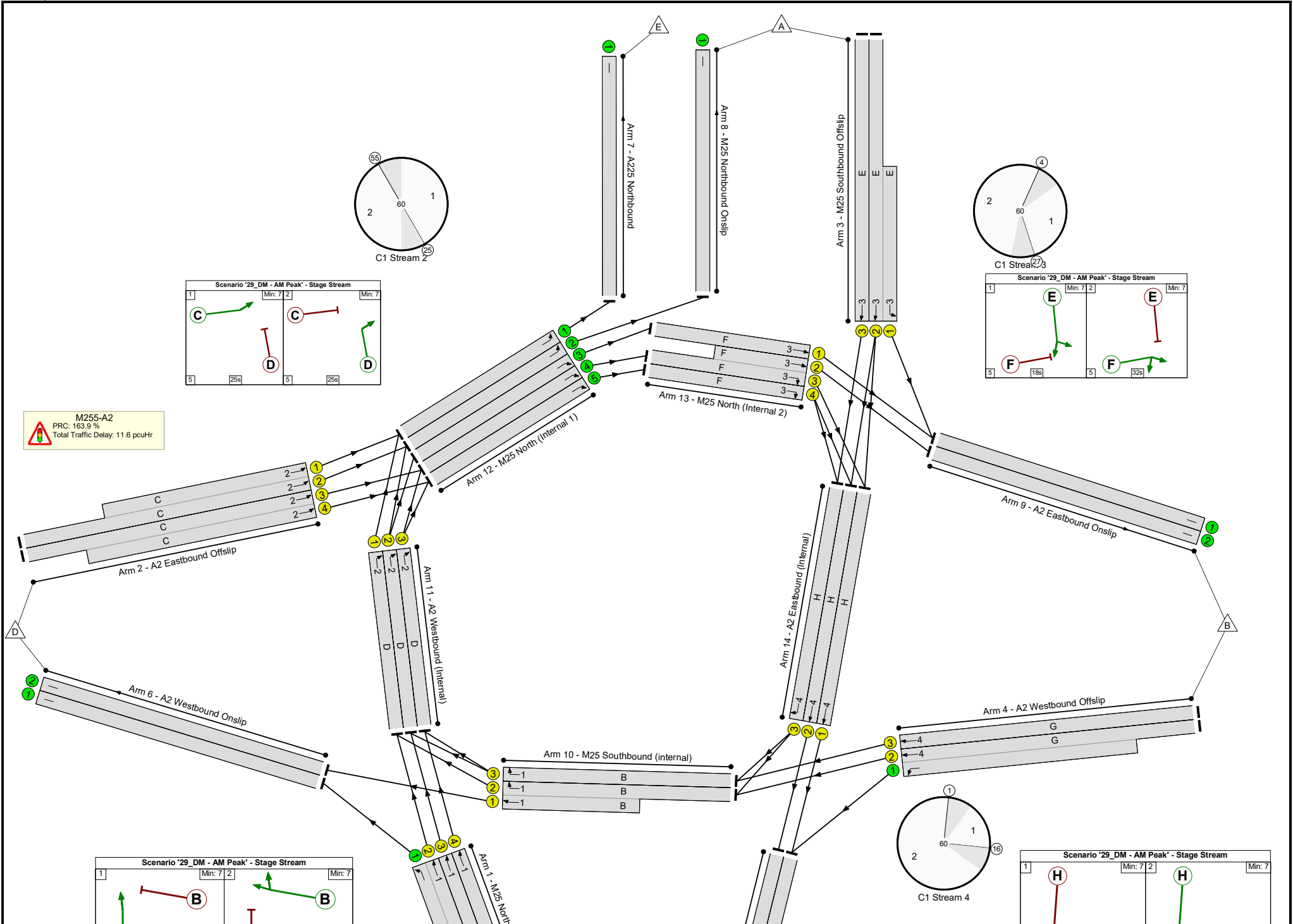
Stage	1	2
Duration	10	40
Change Point	1	16

Signal Timings Diagram



Full Input Data And Results
Network Layout Diagram

Full Input Data And Results



Full Input Data And Results

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: M25 A2	-	-	N/A	-	-		-	-	-	-	-	-	34.1%
M255-A2	-	-	N/A	-	-		-	-	-	-	-	-	34.1%
1/2+1/1	M25 Northbound Offslip Left Ahead	U	1	N/A	A -		1	26	-	478	2015:1919	455+1486	24.6 : 24.6%
1/3	M25 Northbound Offslip Ahead	U	1	N/A	A		1	26	-	6	1950	878	0.7%
1/4	M25 Northbound Offslip Ahead	U	1	N/A	A		1	26	-	289	1950	878	32.9%
2/2+2/1	A2 Eastbound Offslip Ahead	U	2	N/A	C		1	25	-	338	1942:1942	842+842	21.9 : 18.3%
2/3+2/4	A2 Eastbound Offslip Ahead	U	2	N/A	C		1	25	-	444	1942:1942	842+842	26.4 : 26.4%
3/2+3/1	M25 Southbound Offslip Left Ahead	U	3	N/A	E		1	18	-	220	1942:1942	615+305	23.9 : 23.9%
3/3	M25 Southbound Offslip Ahead	U	3	N/A	E		1	18	-	199	1942	615	32.4%
4/2+4/1	A2 Westbound Offslip Left Ahead	U	4	N/A	G -		1	10	-	525	1942:1956	356+1518	32.9 : 26.9%
4/3	A2 Westbound Offslip Ahead	U	4	N/A	G		1	10	-	9	1942	356	2.5%
5/1	M25 Southbound Onslip	U	N/A	N/A	-		-	-	-	696	Inf	Inf	0.0%
5/2	M25 Southbound Onslip	U	N/A	N/A	-		-	-	-	296	Inf	Inf	0.0%
6/1	A2 Westbound Onslip	U	N/A	N/A	-		-	-	-	366	Inf	Inf	0.0%
6/2	A2 Westbound Onslip	U	N/A	N/A	-		-	-	-	185	Inf	Inf	0.0%
7/1	A225 Northbound	U	N/A	N/A	-		-	-	-	386	Inf	Inf	0.0%
8/1	M25 Northbound Onslip	U	N/A	N/A	-		-	-	-	209	Inf	Inf	0.0%
9/1	A2 Eastbound Onslip	U	N/A	N/A	-		-	-	-	74	Inf	Inf	0.0%

Full Input Data And Results

9/2	A2 Eastbound Onslip	U	N/A	N/A	-		-	-	-	296	Inf	Inf	0.0%
10/2+10/1	M25 Southbound (internal) Ahead Right	U	1	N/A	B		1	24	-	305	1966:1966	531+819	22.6 : 22.6%
10/3	M25 Southbound (internal) Right	U	1	N/A	B		1	24	-	20	1966	819	2.4%
11/1	A2 Westbound (Internal) Right	U	2	N/A	D		1	25	-	232	1978	857	27.1%
11/2	A2 Westbound (Internal) Right	U	2	N/A	D		1	25	-	26	1978	857	3.0%
11/3	A2 Westbound (Internal) Right	U	2	N/A	D		1	25	-	289	1978	857	33.7%
12/1	M25 North (Internal 1) Left	U	N/A	N/A	-		-	-	-	386	Inf	Inf	0.0%
12/2	M25 North (Internal 1) Left	U	N/A	N/A	-		-	-	-	209	Inf	Inf	0.0%
12/3	M25 North (Internal 1) Ahead	U	N/A	N/A	-		-	-	-	1	Inf	Inf	0.0%
12/4	M25 North (Internal 1) Ahead	U	N/A	N/A	-		-	-	-	510	Inf	Inf	0.0%
12/5	M25 North (Internal 1) Ahead	U	N/A	N/A	-		-	-	-	223	Inf	Inf	0.0%
13/1	M25 North (Internal 2) Ahead	U	3	N/A	F		1	32	-	1	1800	990	0.1%
13/3+13/2	M25 North (Internal 2) Ahead Right	U	3	N/A	F		1	32	-	510	1942:1942	627+868	34.1 : 34.1%
13/4	M25 North (Internal 2) Right	U	3	N/A	F		1	32	-	223	1942	1068	20.9%
14/1	A2 Eastbound (Internal) Ahead	U	4	N/A	H		1	40	-	288	1978	1352	21.3%
14/2	A2 Eastbound (Internal) Ahead	U	4	N/A	H		1	40	-	296	1978	1352	21.9%
14/3	A2 Eastbound (Internal) Right	U	4	N/A	H		1	40	-	199	1978	1352	14.7%

Full Input Data And Results

15/1	M25 Off Slip NB entry Ahead	U	N/A	N/A	-		-	-	-	484	Inf	Inf	0.0%
15/2	M25 Off Slip NB entry Ahead	U	N/A	N/A	-		-	-	-	289	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: M25 A2	-	-	0	0	0	8.9	2.7	0.0	11.6	-	-	-	-
M255-A2	-	-	0	0	0	8.9	2.7	0.0	11.6	-	-	-	-
1/2+1/1	478	478	-	-	-	0.3	0.2	-	0.5	3.5	1.1	0.2	1.2
1/3	6	6	-	-	-	0.0	0.0	-	0.0	11.4	0.1	0.0	0.1
1/4	289	289	-	-	-	0.9	0.2	-	1.1	13.7	3.1	0.2	3.3
2/2+2/1	338	338	-	-	-	1.0	0.1	-	1.1	11.9	1.9	0.1	2.0
2/3+2/4	444	444	-	-	-	1.3	0.2	-	1.5	12.3	2.3	0.2	2.5
3/2+3/1	220	220	-	-	-	0.9	0.2	-	1.1	17.6	1.8	0.2	2.0
3/3	199	199	-	-	-	0.9	0.2	-	1.1	19.9	2.5	0.2	2.7
4/2+4/1	525	525	-	-	-	0.7	0.2	-	0.9	6.1	1.7	0.2	1.9
4/3	9	9	-	-	-	0.1	0.0	-	0.1	25.6	0.1	0.0	0.1
5/1	696	696	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/2	296	296	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	366	366	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/2	185	185	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	386	386	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/1	209	209	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
9/1	74	74	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
9/2	296	296	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
10/2+10/1	305	305	-	-	-	0.4	0.1	-	0.5	6.3	1.7	0.1	1.9
10/3	20	20	-	-	-	0.0	0.0	-	0.0	7.9	0.2	0.0	0.2
11/1	232	232	-	-	-	0.5	0.2	-	0.7	10.9	2.0	0.2	2.2
11/2	26	26	-	-	-	0.1	0.0	-	0.1	13.7	0.2	0.0	0.3
11/3	289	289	-	-	-	0.5	0.3	-	0.8	10.0	3.9	0.3	4.1
12/1	386	386	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
12/2	209	209	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

Full Input Data And Results

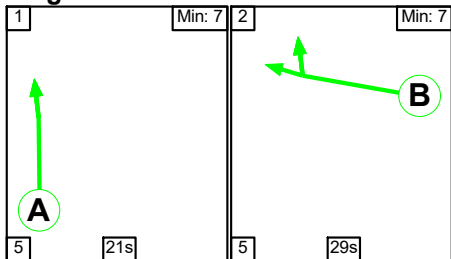
12/3	1	1	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0																																								
12/4	510	510	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0																																								
12/5	223	223	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0																																								
13/1	1	1	-	-	-	0.0	0.0	-	0.0	17.3	0.0	0.0	0.0																																								
13/3+13/2	510	510	-	-	-	0.7	0.3	-	0.9	6.5	2.9	0.3	3.2																																								
13/4	223	223	-	-	-	0.6	0.1	-	0.7	11.1	3.1	0.1	3.2																																								
14/1	288	288	-	-	-	0.0	0.1	-	0.2	2.3	0.3	0.1	0.4																																								
14/2	296	296	-	-	-	0.1	0.1	-	0.2	2.3	0.3	0.1	0.4																																								
14/3	199	199	-	-	-	0.0	0.1	-	0.1	1.6	0.1	0.1	0.2																																								
15/1	484	484	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0																																								
15/2	289	289	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0																																								
<table> <tbody> <tr> <td>C1</td> <td>Stream: 1</td> <td>PRC for Signalled Lanes (%)</td> <td>173.3</td> <td>Total Delay for Signalled Lanes (pcuHr):</td> <td>2.16</td> <td>Cycle Time (s):</td> <td>60</td> </tr> <tr> <td>C1</td> <td>Stream: 2</td> <td>PRC for Signalled Lanes (%)</td> <td>166.9</td> <td>Total Delay for Signalled Lanes (pcuHr):</td> <td>4.25</td> <td>Cycle Time (s):</td> <td>60</td> </tr> <tr> <td>C1</td> <td>Stream: 3</td> <td>PRC for Signalled Lanes (%)</td> <td>163.9</td> <td>Total Delay for Signalled Lanes (pcuHr):</td> <td>3.79</td> <td>Cycle Time (s):</td> <td>60</td> </tr> <tr> <td>C1</td> <td>Stream: 4</td> <td>PRC for Signalled Lanes (%)</td> <td>173.9</td> <td>Total Delay for Signalled Lanes (pcuHr):</td> <td>1.41</td> <td>Cycle Time (s):</td> <td>60</td> </tr> <tr> <td></td> <td></td> <td>PRC Over All Lanes (%)</td> <td>163.9</td> <td>Total Delay Over All Lanes(pcuHr):</td> <td>11.62</td> <td></td> <td></td> </tr> </tbody> </table>														C1	Stream: 1	PRC for Signalled Lanes (%)	173.3	Total Delay for Signalled Lanes (pcuHr):	2.16	Cycle Time (s):	60	C1	Stream: 2	PRC for Signalled Lanes (%)	166.9	Total Delay for Signalled Lanes (pcuHr):	4.25	Cycle Time (s):	60	C1	Stream: 3	PRC for Signalled Lanes (%)	163.9	Total Delay for Signalled Lanes (pcuHr):	3.79	Cycle Time (s):	60	C1	Stream: 4	PRC for Signalled Lanes (%)	173.9	Total Delay for Signalled Lanes (pcuHr):	1.41	Cycle Time (s):	60			PRC Over All Lanes (%)	163.9	Total Delay Over All Lanes(pcuHr):	11.62		
C1	Stream: 1	PRC for Signalled Lanes (%)	173.3	Total Delay for Signalled Lanes (pcuHr):	2.16	Cycle Time (s):	60																																														
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Full Input Data And Results

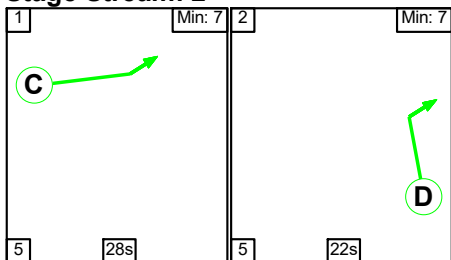
Scenario 12: '29_DM - PM Peak' (FG12: '29_DM - PM Peak', Plan 1: 'Network Control Plan 1')

Stage Sequence Diagram

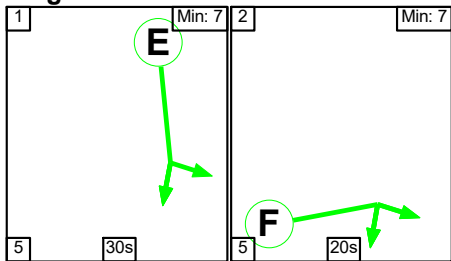
Stage Stream: 1



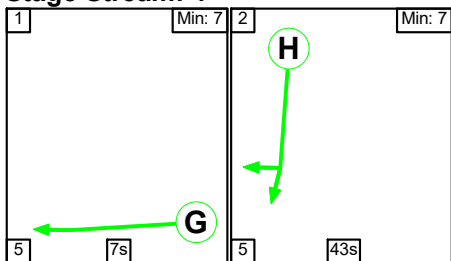
Stage Stream: 2



Stage Stream: 3



Stage Stream: 4



Stage Timings

Stage Stream: 1

Stage	1	2
Duration	21	29
Change Point	0	26

Stage Stream: 2

Stage	1	2
Duration	28	22
Change Point	34	7

Full Input Data And Results

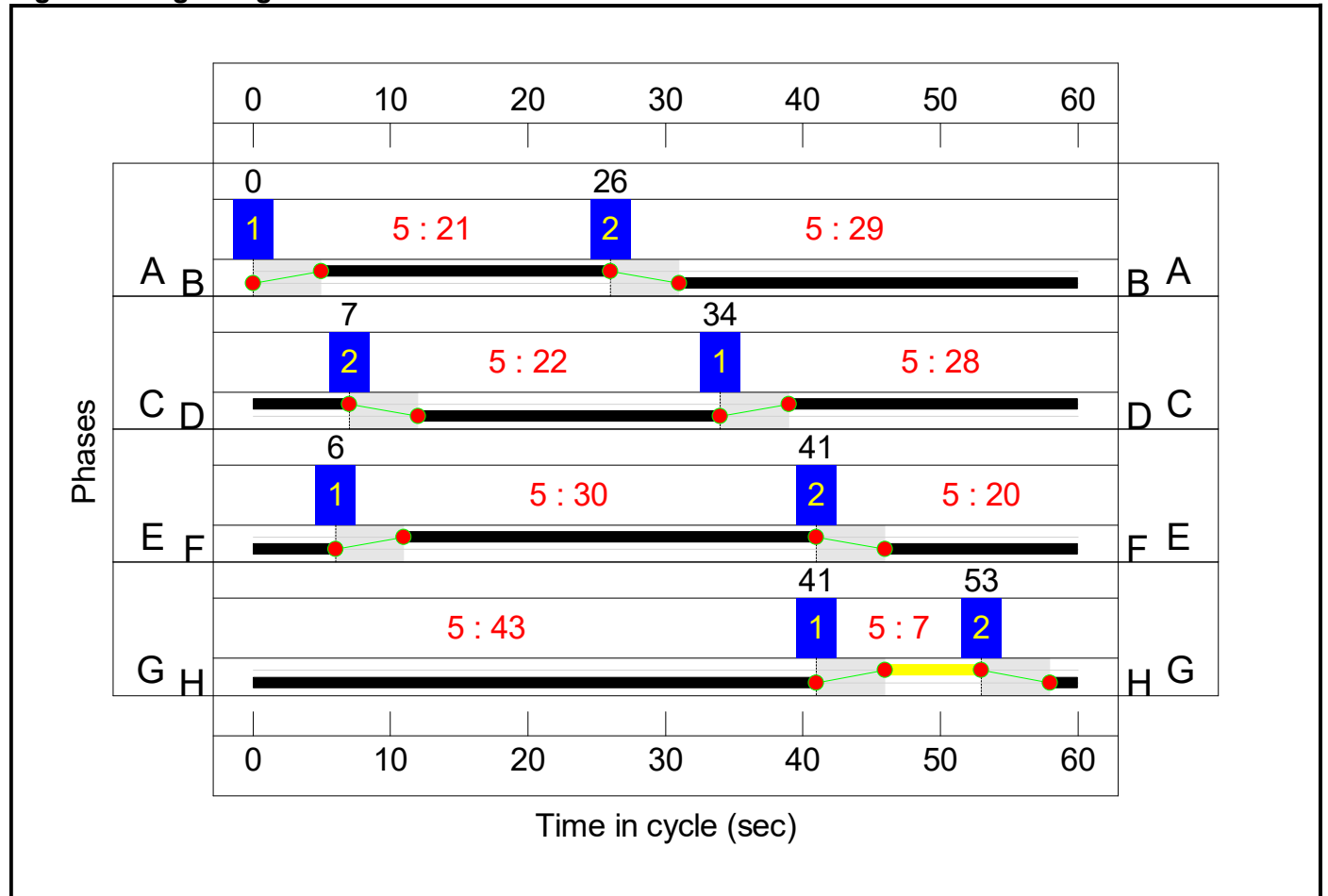
Stage Stream: 3

Stage	1	2
Duration	30	20
Change Point	6	41

Stage Stream: 4

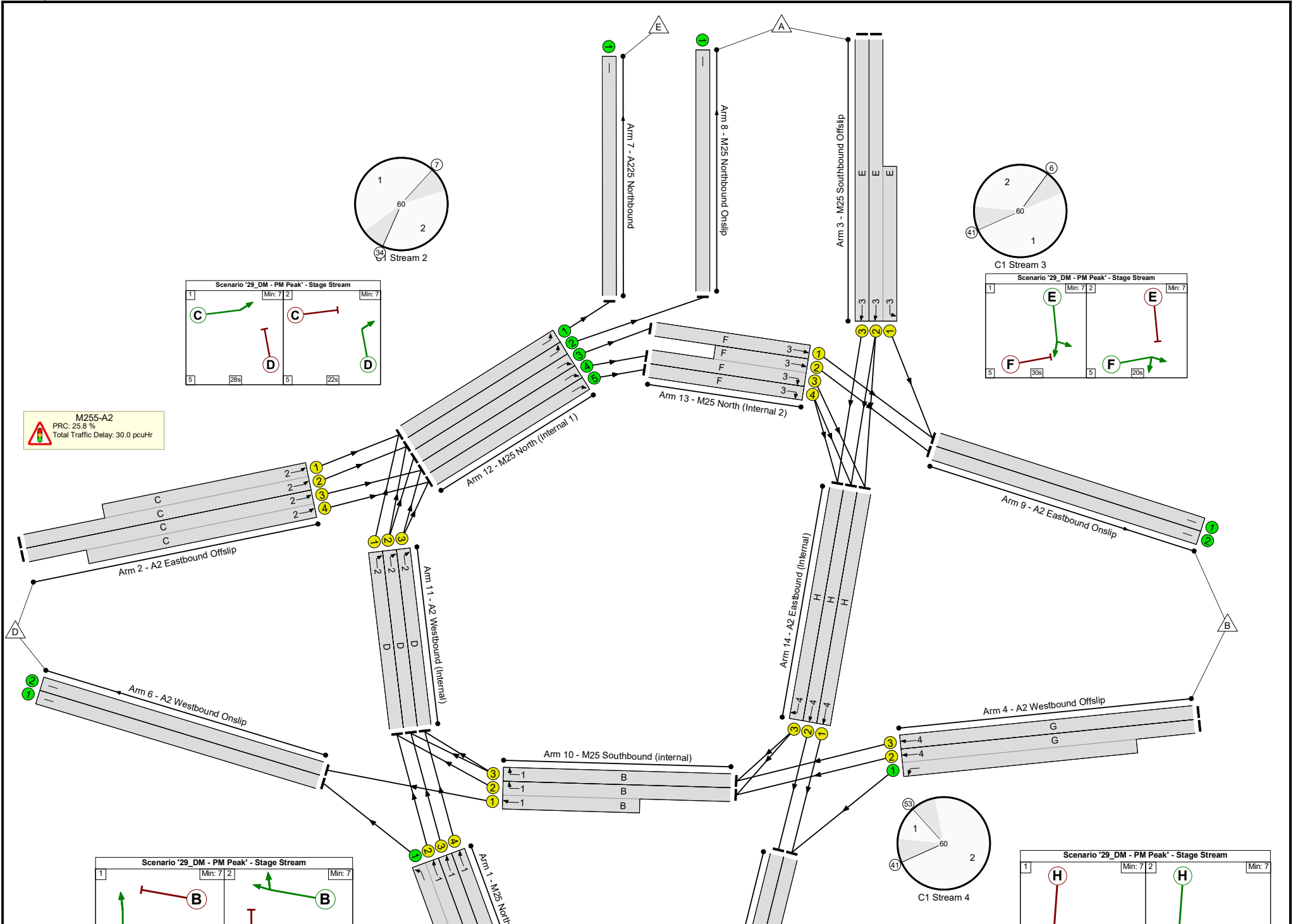
Stage	1	2
Duration	7	43
Change Point	41	53

Signal Timings Diagram



Full Input Data And Results
Network Layout Diagram

Full Input Data And Results



M255-A2
 PRC: 25.8 %
 Total Traffic Delay: 30.0 pcuHr

Full Input Data And Results

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: M25 A2	-	-	N/A	-	-		-	-	-	-	-	-	71.6%
M255-A2	-	-	N/A	-	-		-	-	-	-	-	-	71.6%
1/2+1/1	M25 Northbound Offslip Left Ahead	U	1	N/A	A -		1	21	-	1324	2015:1919	293+1640	68.5 : 68.5%
1/3	M25 Northbound Offslip Ahead	U	1	N/A	A		1	21	-	168	1950	715	23.5%
1/4	M25 Northbound Offslip Ahead	U	1	N/A	A		1	21	-	453	1950	715	63.4%
2/2+2/1	A2 Eastbound Offslip Ahead	U	2	N/A	C		1	28	-	521	1942:1942	939+516	36.0 : 35.5%
2/3+2/4	A2 Eastbound Offslip Ahead	U	2	N/A	C		1	28	-	663	1942:1942	939+939	35.4 : 35.3%
3/2+3/1	M25 Southbound Offslip Left Ahead	U	3	N/A	E		1	30	-	377	1942:1942	452+1003	25.9 : 25.9%
3/3	M25 Southbound Offslip Ahead	U	3	N/A	E		1	30	-	718	1942	1003	71.6%
4/2+4/1	A2 Westbound Offslip Left Ahead	U	4	N/A	G -		1	7	-	770	1942:1956	259+1596	54.5 : 39.4%
4/3	A2 Westbound Offslip Ahead	U	4	N/A	G		1	7	-	27	1942	259	10.4%
5/1	M25 Southbound Onslip	U	N/A	N/A	-		-	-	-	1016	Inf	Inf	0.0%
5/2	M25 Southbound Onslip	U	N/A	N/A	-		-	-	-	388	Inf	Inf	0.0%
6/1	A2 Westbound Onslip	U	N/A	N/A	-		-	-	-	1123	Inf	Inf	0.0%
6/2	A2 Westbound Onslip	U	N/A	N/A	-		-	-	-	681	Inf	Inf	0.0%
7/1	A225 Northbound	U	N/A	N/A	-		-	-	-	543	Inf	Inf	0.0%
8/1	M25 Northbound Onslip	U	N/A	N/A	-		-	-	-	392	Inf	Inf	0.0%
9/1	A2 Eastbound Onslip	U	N/A	N/A	-		-	-	-	422	Inf	Inf	0.0%

Full Input Data And Results

9/2	A2 Eastbound Onslip	U	N/A	N/A	-		-	-	-	456	Inf	Inf	0.0%
10/2+10/1	M25 Southbound (internal) Ahead Right	U	1	N/A	B		1	29	-	840	1966:1966	227+974	69.9 : 69.9%
10/3	M25 Southbound (internal) Right	U	1	N/A	B		1	29	-	48	1966	983	4.9%
11/1	A2 Westbound (Internal) Right	U	2	N/A	D		1	22	-	360	1978	758	47.5%
11/2	A2 Westbound (Internal) Right	U	2	N/A	D		1	22	-	216	1978	758	28.5%
11/3	A2 Westbound (Internal) Right	U	2	N/A	D		1	22	-	453	1978	758	59.7%
12/1	M25 North (Internal 1) Left	U	N/A	N/A	-		-	-	-	543	Inf	Inf	0.0%
12/2	M25 North (Internal 1) Left	U	N/A	N/A	-		-	-	-	392	Inf	Inf	0.0%
12/3	M25 North (Internal 1) Ahead	U	N/A	N/A	-		-	-	-	162	Inf	Inf	0.0%
12/4	M25 North (Internal 1) Ahead	U	N/A	N/A	-		-	-	-	784	Inf	Inf	0.0%
12/5	M25 North (Internal 1) Ahead	U	N/A	N/A	-		-	-	-	332	Inf	Inf	0.0%
13/1	M25 North (Internal 2) Ahead	U	3	N/A	F		1	20	-	162	1800	630	25.7%
13/3+13/2	M25 North (Internal 2) Ahead Right	U	3	N/A	F		1	20	-	784	1942:1942	462+643	71.0 : 71.0%
13/4	M25 North (Internal 2) Right	U	3	N/A	F		1	20	-	332	1942	680	48.8%
14/1	A2 Eastbound (Internal) Ahead	U	4	N/A	H		1	43	-	387	1978	1451	26.7%
14/2	A2 Eastbound (Internal) Ahead	U	4	N/A	H		1	43	-	388	1978	1451	26.7%
14/3	A2 Eastbound (Internal) Right	U	4	N/A	H		1	43	-	720	1978	1451	49.6%

Full Input Data And Results

15/1	M25 Off Slip NB entry Ahead	U	N/A	N/A	-		-	-	-	1492	Inf	Inf	0.0%
15/2	M25 Off Slip NB entry Ahead	U	N/A	N/A	-		-	-	-	453	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: M25 A2	-	-	0	0	0	20.2	9.8	0.0	30.0	-	-	-	-
M255-A2	-	-	0	0	0	20.2	9.8	0.0	30.0	-	-	-	-
1/2+1/1	1324	1324	-	-	-	0.7	1.1	-	1.8	5.0	2.3	1.1	3.4
1/3	168	168	-	-	-	0.6	0.2	-	0.8	16.5	1.9	0.2	2.1
1/4	453	453	-	-	-	2.0	0.9	-	2.8	22.5	6.2	0.9	7.0
2/2+2/1	521	521	-	-	-	1.4	0.3	-	1.6	11.3	3.5	0.3	3.8
2/3+2/4	663	663	-	-	-	1.8	0.3	-	2.1	11.1	3.4	0.3	3.7
3/2+3/1	377	377	-	-	-	0.8	0.2	-	1.0	9.6	2.4	0.2	2.6
3/3	718	718	-	-	-	2.2	1.2	-	3.5	17.4	9.2	1.2	10.4
4/2+4/1	770	770	-	-	-	1.0	0.4	-	1.3	6.1	2.2	0.4	2.5
4/3	27	27	-	-	-	0.2	0.1	-	0.2	30.7	0.4	0.1	0.4
5/1	1016	1016	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/2	388	388	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	1123	1123	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/2	681	681	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	543	543	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/1	392	392	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
9/1	422	422	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
9/2	456	456	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
10/2+10/1	840	840	-	-	-	2.1	1.2	-	3.2	13.8	4.1	1.2	5.3
10/3	48	48	-	-	-	0.2	0.0	-	0.2	18.0	0.6	0.0	0.6
11/1	360	360	-	-	-	1.3	0.5	-	1.8	17.8	3.1	0.5	3.6
11/2	216	216	-	-	-	0.5	0.2	-	0.7	11.8	1.2	0.2	1.4
11/3	453	453	-	-	-	0.8	0.7	-	1.5	12.1	1.4	0.7	2.2
12/1	543	543	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
12/2	392	392	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

Full Input Data And Results

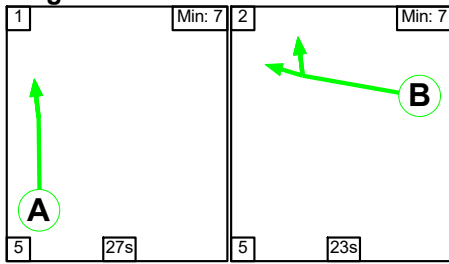
12/3	162	162	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0																																			
12/4	784	784	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0																																			
12/5	332	332	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0																																			
13/1	162	162	-	-	-	0.3	0.2	-	0.5	10.8	2.3	0.2	2.5																																			
13/3+13/2	784	784	-	-	-	2.3	1.2	-	3.5	16.2	7.4	1.2	8.6																																			
13/4	332	332	-	-	-	1.2	0.5	-	1.7	18.6	2.4	0.5	2.9																																			
14/1	387	387	-	-	-	0.0	0.2	-	0.2	2.1	0.3	0.2	0.5																																			
14/2	388	388	-	-	-	0.0	0.2	-	0.2	2.1	0.3	0.2	0.5																																			
14/3	720	720	-	-	-	0.7	0.5	-	1.2	6.1	3.5	0.5	4.0																																			
15/1	1492	1492	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0																																			
15/2	453	453	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0																																			
<table> <tbody> <tr> <td>C1</td> <td>Stream: 1 PRC for Signalled Lanes (%)</td> <td>28.7</td> <td>Total Delay for Signalled Lanes (pcuHr):</td> <td>8.89</td> <td>Cycle Time (s):</td> <td>60</td> </tr> <tr> <td>C1</td> <td>Stream: 2 PRC for Signalled Lanes (%)</td> <td>50.6</td> <td>Total Delay for Signalled Lanes (pcuHr):</td> <td>7.71</td> <td>Cycle Time (s):</td> <td>60</td> </tr> <tr> <td>C1</td> <td>Stream: 3 PRC for Signalled Lanes (%)</td> <td>25.8</td> <td>Total Delay for Signalled Lanes (pcuHr):</td> <td>10.20</td> <td>Cycle Time (s):</td> <td>60</td> </tr> <tr> <td>C1</td> <td>Stream: 4 PRC for Signalled Lanes (%)</td> <td>65.3</td> <td>Total Delay for Signalled Lanes (pcuHr):</td> <td>3.19</td> <td>Cycle Time (s):</td> <td>60</td> </tr> <tr> <td></td> <td>PRC Over All Lanes (%)</td> <td>25.8</td> <td>Total Delay Over All Lanes(pcuHr):</td> <td>29.98</td> <td></td> <td></td> </tr> </tbody> </table>														C1	Stream: 1 PRC for Signalled Lanes (%)	28.7	Total Delay for Signalled Lanes (pcuHr):	8.89	Cycle Time (s):	60	C1	Stream: 2 PRC for Signalled Lanes (%)	50.6	Total Delay for Signalled Lanes (pcuHr):	7.71	Cycle Time (s):	60	C1	Stream: 3 PRC for Signalled Lanes (%)	25.8	Total Delay for Signalled Lanes (pcuHr):	10.20	Cycle Time (s):	60	C1	Stream: 4 PRC for Signalled Lanes (%)	65.3	Total Delay for Signalled Lanes (pcuHr):	3.19	Cycle Time (s):	60		PRC Over All Lanes (%)	25.8	Total Delay Over All Lanes(pcuHr):	29.98		
C1	Stream: 1 PRC for Signalled Lanes (%)	28.7	Total Delay for Signalled Lanes (pcuHr):	8.89	Cycle Time (s):	60																																										
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C1	Stream: 4 PRC for Signalled Lanes (%)	65.3	Total Delay for Signalled Lanes (pcuHr):	3.19	Cycle Time (s):	60																																										
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Full Input Data And Results

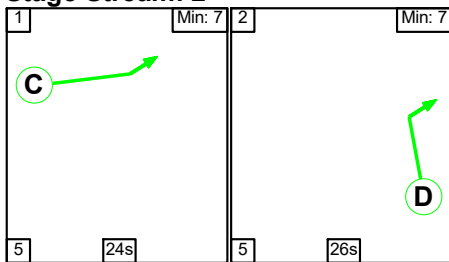
Scenario 13: '29_DM + Dev - AM Peak' (FG13: '29_DM + Dev - AM Peak', Plan 1: 'Network Control Plan 1')

Stage Sequence Diagram

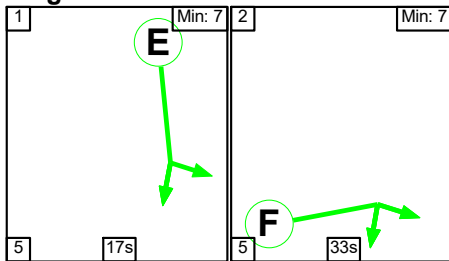
Stage Stream: 1



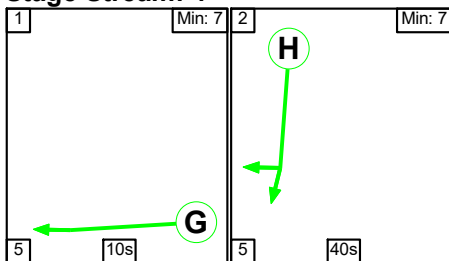
Stage Stream: 2



Stage Stream: 3



Stage Stream: 4



Stage Timings

Stage Stream: 1

Stage	1	2
Duration	27	23
Change Point	0	32

Stage Stream: 2

Stage	1	2
Duration	24	26
Change Point	44	13

Full Input Data And Results

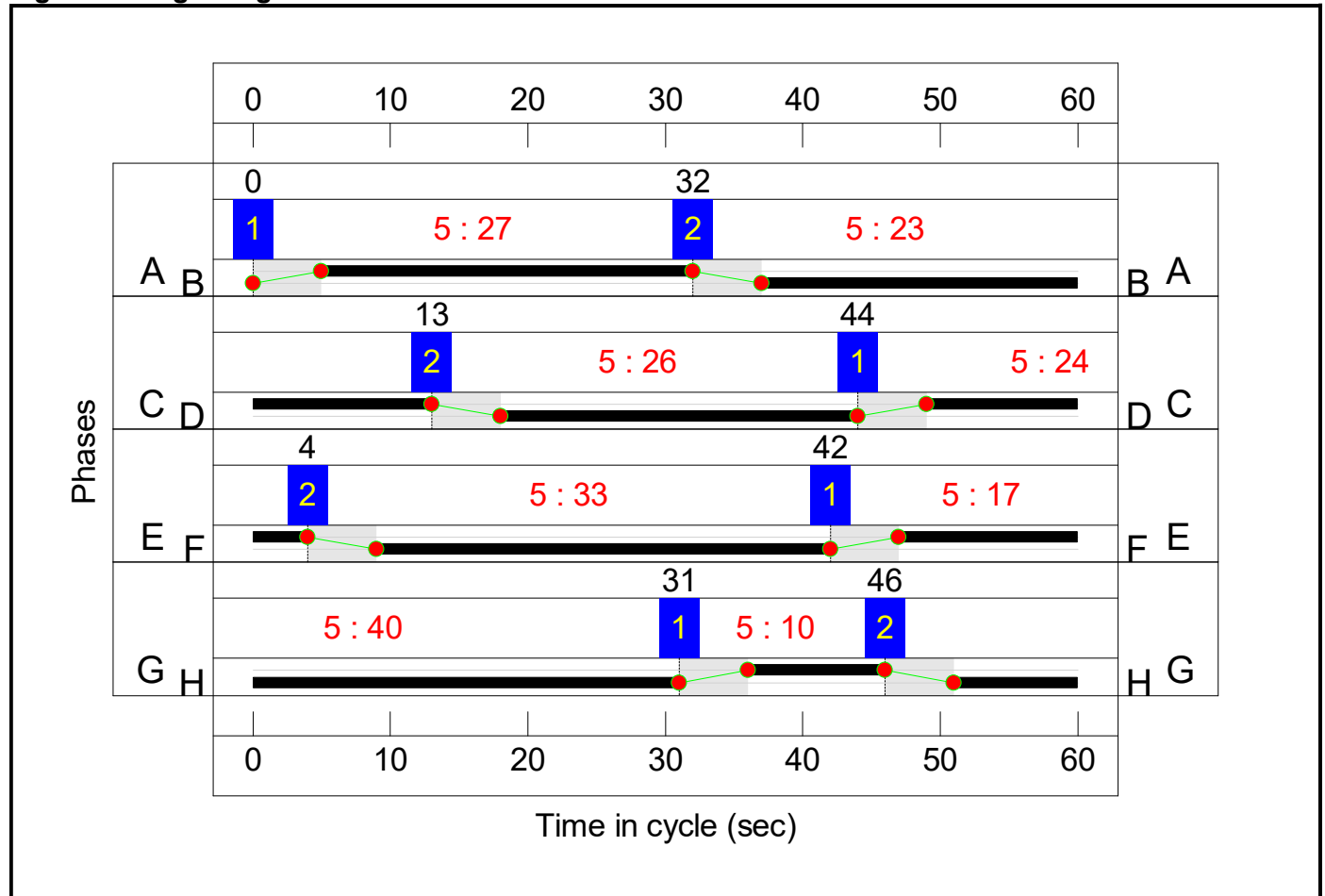
Stage Stream: 3

Stage	1	2
Duration	17	33
Change Point	42	4

Stage Stream: 4

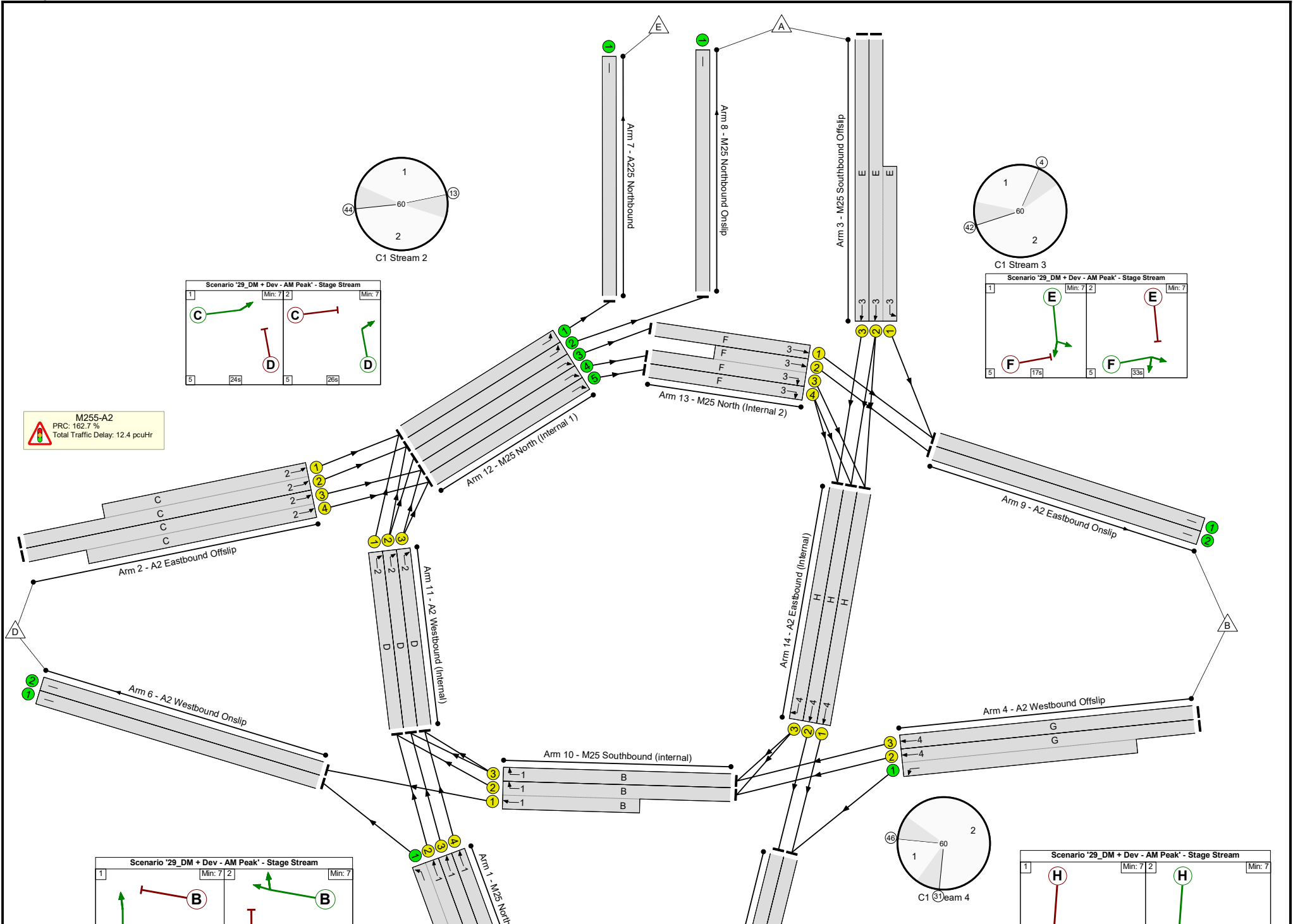
Stage	1	2
Duration	10	40
Change Point	31	46

Signal Timings Diagram

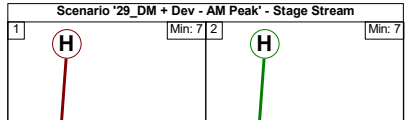
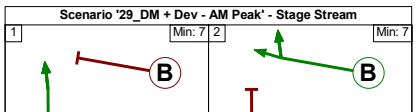
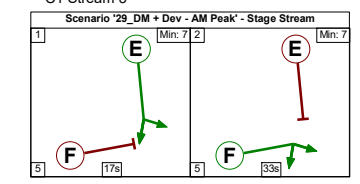
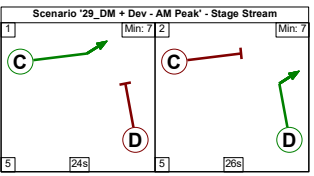


Full Input Data And Results
Network Layout Diagram

Full Input Data And Results



M255-A2
 PRC: 162.7 %
 Total Traffic Delay: 12.4 pcuHr



Full Input Data And Results

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: M25 A2	-	-	N/A	-	-		-	-	-	-	-	-	34.3%
M255-A2	-	-	N/A	-	-		-	-	-	-	-	-	34.3%
1/2+1/1	M25 Northbound Offslip Left Ahead	U	1	N/A	A -		1	27	-	478	2015:1919	455+1486	24.6 : 24.6%
1/3	M25 Northbound Offslip Ahead	U	1	N/A	A		1	27	-	6	1950	910	0.7%
1/4	M25 Northbound Offslip Ahead	U	1	N/A	A		1	27	-	298	1950	910	32.7%
2/2+2/1	A2 Eastbound Offslip Ahead	U	2	N/A	C		1	24	-	338	1942:1942	809+809	22.7 : 19.0%
2/3+2/4	A2 Eastbound Offslip Ahead	U	2	N/A	C		1	24	-	444	1942:1942	809+809	27.4 : 27.4%
3/2+3/1	M25 Southbound Offslip Left Ahead	U	3	N/A	E		1	17	-	220	1942:1942	583+289	25.2 : 25.2%
3/3	M25 Southbound Offslip Ahead	U	3	N/A	E		1	17	-	199	1942	583	34.2%
4/2+4/1	A2 Westbound Offslip Left Ahead	U	4	N/A	G -		1	10	-	536	1942:1956	356+1527	32.9 : 27.4%
4/3	A2 Westbound Offslip Ahead	U	4	N/A	G		1	10	-	9	1942	356	2.5%
5/1	M25 Southbound Onslip	U	N/A	N/A	-		-	-	-	707	Inf	Inf	0.0%
5/2	M25 Southbound Onslip	U	N/A	N/A	-		-	-	-	296	Inf	Inf	0.0%
6/1	A2 Westbound Onslip	U	N/A	N/A	-		-	-	-	366	Inf	Inf	0.0%
6/2	A2 Westbound Onslip	U	N/A	N/A	-		-	-	-	185	Inf	Inf	0.0%
7/1	A225 Northbound	U	N/A	N/A	-		-	-	-	386	Inf	Inf	0.0%
8/1	M25 Northbound Onslip	U	N/A	N/A	-		-	-	-	209	Inf	Inf	0.0%
9/1	A2 Eastbound Onslip	U	N/A	N/A	-		-	-	-	74	Inf	Inf	0.0%

Full Input Data And Results

9/2	A2 Eastbound Onslip	U	N/A	N/A	-		-	-	-	305	Inf	Inf	0.0%
10/2+10/1	M25 Southbound (internal) Ahead Right	U	1	N/A	B		1	23	-	305	1966:1966	510+786	23.5 : 23.5%
10/3	M25 Southbound (internal) Right	U	1	N/A	B		1	23	-	20	1966	786	2.5%
11/1	A2 Westbound (Internal) Right	U	2	N/A	D		1	26	-	232	1978	890	26.1%
11/2	A2 Westbound (Internal) Right	U	2	N/A	D		1	26	-	26	1978	890	2.9%
11/3	A2 Westbound (Internal) Right	U	2	N/A	D		1	26	-	298	1978	890	33.5%
12/1	M25 North (Internal 1) Left	U	N/A	N/A	-		-	-	-	386	Inf	Inf	0.0%
12/2	M25 North (Internal 1) Left	U	N/A	N/A	-		-	-	-	209	Inf	Inf	0.0%
12/3	M25 North (Internal 1) Ahead	U	N/A	N/A	-		-	-	-	1	Inf	Inf	0.0%
12/4	M25 North (Internal 1) Ahead	U	N/A	N/A	-		-	-	-	519	Inf	Inf	0.0%
12/5	M25 North (Internal 1) Ahead	U	N/A	N/A	-		-	-	-	223	Inf	Inf	0.0%
13/1	M25 North (Internal 2) Ahead	U	3	N/A	F		1	33	-	1	1800	1020	0.1%
13/3+13/2	M25 North (Internal 2) Ahead Right	U	3	N/A	F		1	33	-	519	1942:1942	625+890	34.3 : 34.3%
13/4	M25 North (Internal 2) Right	U	3	N/A	F		1	33	-	223	1942	1100	20.3%
14/1	A2 Eastbound (Internal) Ahead	U	4	N/A	H		1	40	-	288	1978	1352	21.3%
14/2	A2 Eastbound (Internal) Ahead	U	4	N/A	H		1	40	-	296	1978	1352	21.9%
14/3	A2 Eastbound (Internal) Right	U	4	N/A	H		1	40	-	199	1978	1352	14.7%

Full Input Data And Results

15/1	M25 Off Slip NB entry Ahead	U	N/A	N/A	-		-	-	-	484	Inf	Inf	0.0%
15/2	M25 Off Slip NB entry Ahead	U	N/A	N/A	-		-	-	-	298	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: M25 A2	-	-	0	0	0	9.7	2.7	0.0	12.4	-	-	-	-
M255-A2	-	-	0	0	0	9.7	2.7	0.0	12.4	-	-	-	-
1/2+1/1	478	478	-	-	-	0.3	0.2	-	0.4	3.4	1.0	0.2	1.2
1/3	6	6	-	-	-	0.0	0.0	-	0.0	10.8	0.1	0.0	0.1
1/4	298	298	-	-	-	0.8	0.2	-	1.1	13.0	3.1	0.2	3.3
2/2+2/1	338	338	-	-	-	1.1	0.1	-	1.2	12.6	1.9	0.1	2.1
2/3+2/4	444	444	-	-	-	1.4	0.2	-	1.6	13.1	2.4	0.2	2.6
3/2+3/1	220	220	-	-	-	1.0	0.2	-	1.1	18.5	1.8	0.2	2.0
3/3	199	199	-	-	-	0.9	0.3	-	1.2	21.1	2.5	0.3	2.8
4/2+4/1	536	536	-	-	-	0.7	0.2	-	0.9	6.0	1.7	0.2	1.9
4/3	9	9	-	-	-	0.1	0.0	-	0.1	25.6	0.1	0.0	0.1
5/1	707	707	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/2	296	296	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	366	366	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/2	185	185	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	386	386	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/1	209	209	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
9/1	74	74	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
9/2	305	305	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
10/2+10/1	305	305	-	-	-	0.9	0.2	-	1.1	12.5	2.9	0.2	3.0
10/3	20	20	-	-	-	0.1	0.0	-	0.1	12.0	0.2	0.0	0.2
11/1	232	232	-	-	-	0.5	0.2	-	0.7	10.8	2.8	0.2	3.0
11/2	26	26	-	-	-	0.1	0.0	-	0.1	16.9	0.3	0.0	0.4
11/3	298	298	-	-	-	0.2	0.3	-	0.4	5.2	0.7	0.3	0.9
12/1	386	386	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
12/2	209	209	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

Full Input Data And Results

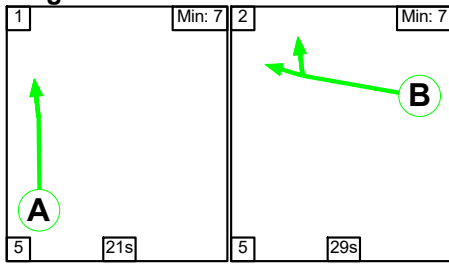
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12/4	519	519	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0																																								
12/5	223	223	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0																																								
13/1	1	1	-	-	-	0.0	0.0	-	0.0	5.5	0.0	0.0	0.0																																								
13/3+13/2	519	519	-	-	-	1.1	0.3	-	1.4	9.5	3.4	0.3	3.6																																								
13/4	223	223	-	-	-	0.1	0.1	-	0.2	2.9	1.4	0.1	1.5																																								
14/1	288	288	-	-	-	0.3	0.1	-	0.4	5.2	1.3	0.1	1.5																																								
14/2	296	296	-	-	-	0.3	0.1	-	0.4	5.2	1.3	0.1	1.5																																								
14/3	199	199	-	-	-	0.0	0.1	-	0.1	1.6	0.0	0.1	0.1																																								
15/1	484	484	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0																																								
15/2	298	298	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0																																								
<table> <tbody> <tr> <td>C1</td> <td>Stream: 1</td> <td>PRC for Signalled Lanes (%)</td> <td>174.8</td> <td>Total Delay for Signalled Lanes (pcuHr):</td> <td>2.66</td> <td>Cycle Time (s):</td> <td>60</td> </tr> <tr> <td>C1</td> <td>Stream: 2</td> <td>PRC for Signalled Lanes (%)</td> <td>168.8</td> <td>Total Delay for Signalled Lanes (pcuHr):</td> <td>4.04</td> <td>Cycle Time (s):</td> <td>60</td> </tr> <tr> <td>C1</td> <td>Stream: 3</td> <td>PRC for Signalled Lanes (%)</td> <td>162.7</td> <td>Total Delay for Signalled Lanes (pcuHr):</td> <td>3.85</td> <td>Cycle Time (s):</td> <td>60</td> </tr> <tr> <td>C1</td> <td>Stream: 4</td> <td>PRC for Signalled Lanes (%)</td> <td>173.9</td> <td>Total Delay for Signalled Lanes (pcuHr):</td> <td>1.89</td> <td>Cycle Time (s):</td> <td>60</td> </tr> <tr> <td></td> <td></td> <td>PRC Over All Lanes (%)</td> <td>162.7</td> <td>Total Delay Over All Lanes(pcuHr):</td> <td>12.44</td> <td></td> <td></td> </tr> </tbody> </table>														C1	Stream: 1	PRC for Signalled Lanes (%)	174.8	Total Delay for Signalled Lanes (pcuHr):	2.66	Cycle Time (s):	60	C1	Stream: 2	PRC for Signalled Lanes (%)	168.8	Total Delay for Signalled Lanes (pcuHr):	4.04	Cycle Time (s):	60	C1	Stream: 3	PRC for Signalled Lanes (%)	162.7	Total Delay for Signalled Lanes (pcuHr):	3.85	Cycle Time (s):	60	C1	Stream: 4	PRC for Signalled Lanes (%)	173.9	Total Delay for Signalled Lanes (pcuHr):	1.89	Cycle Time (s):	60			PRC Over All Lanes (%)	162.7	Total Delay Over All Lanes(pcuHr):	12.44		
C1	Stream: 1	PRC for Signalled Lanes (%)	174.8	Total Delay for Signalled Lanes (pcuHr):	2.66	Cycle Time (s):	60																																														
C1	Stream: 2	PRC for Signalled Lanes (%)	168.8	Total Delay for Signalled Lanes (pcuHr):	4.04	Cycle Time (s):	60																																														
C1	Stream: 3	PRC for Signalled Lanes (%)	162.7	Total Delay for Signalled Lanes (pcuHr):	3.85	Cycle Time (s):	60																																														
C1	Stream: 4	PRC for Signalled Lanes (%)	173.9	Total Delay for Signalled Lanes (pcuHr):	1.89	Cycle Time (s):	60																																														
		PRC Over All Lanes (%)	162.7	Total Delay Over All Lanes(pcuHr):	12.44																																																

Full Input Data And Results

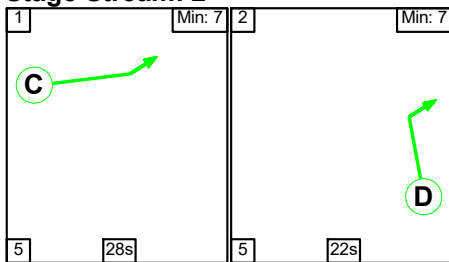
Scenario 14: '29_DM + Dev - PM Peak' (FG14: '29_DM + Dev - PM Peak', Plan 1: 'Network Control Plan 1')

Stage Sequence Diagram

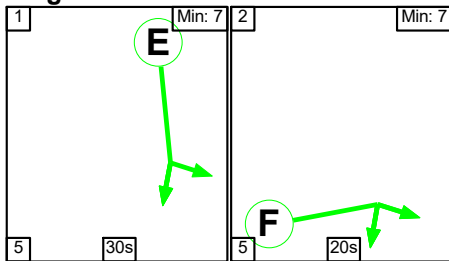
Stage Stream: 1



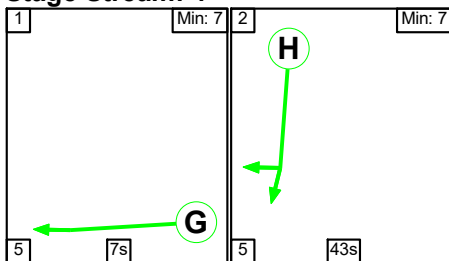
Stage Stream: 2



Stage Stream: 3



Stage Stream: 4



Stage Timings

Stage Stream: 1

Stage	1	2
Duration	21	29
Change Point	0	26

Stage Stream: 2

Stage	1	2
Duration	28	22
Change Point	34	7

Full Input Data And Results

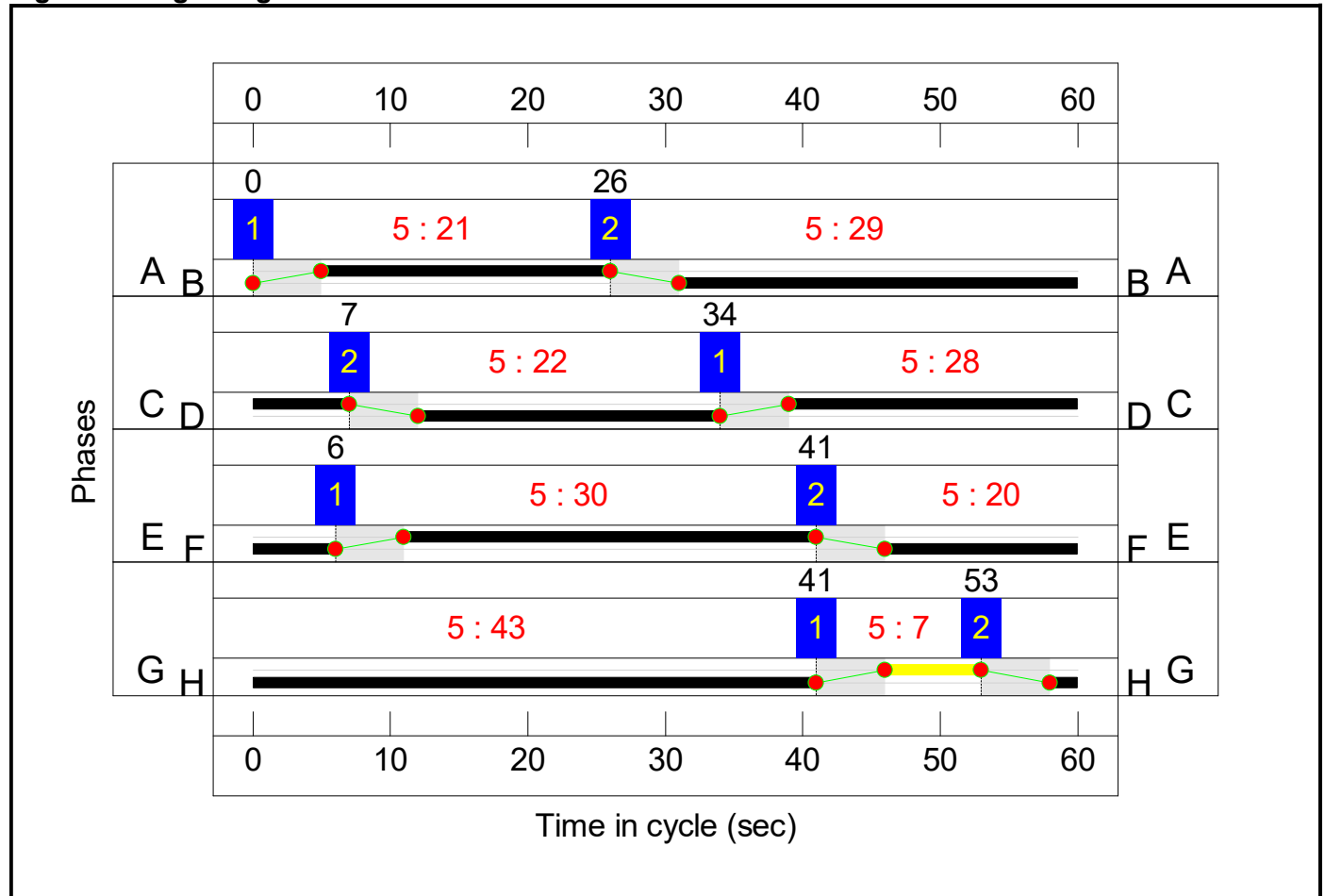
Stage Stream: 3

Stage	1	2
Duration	30	20
Change Point	6	41

Stage Stream: 4

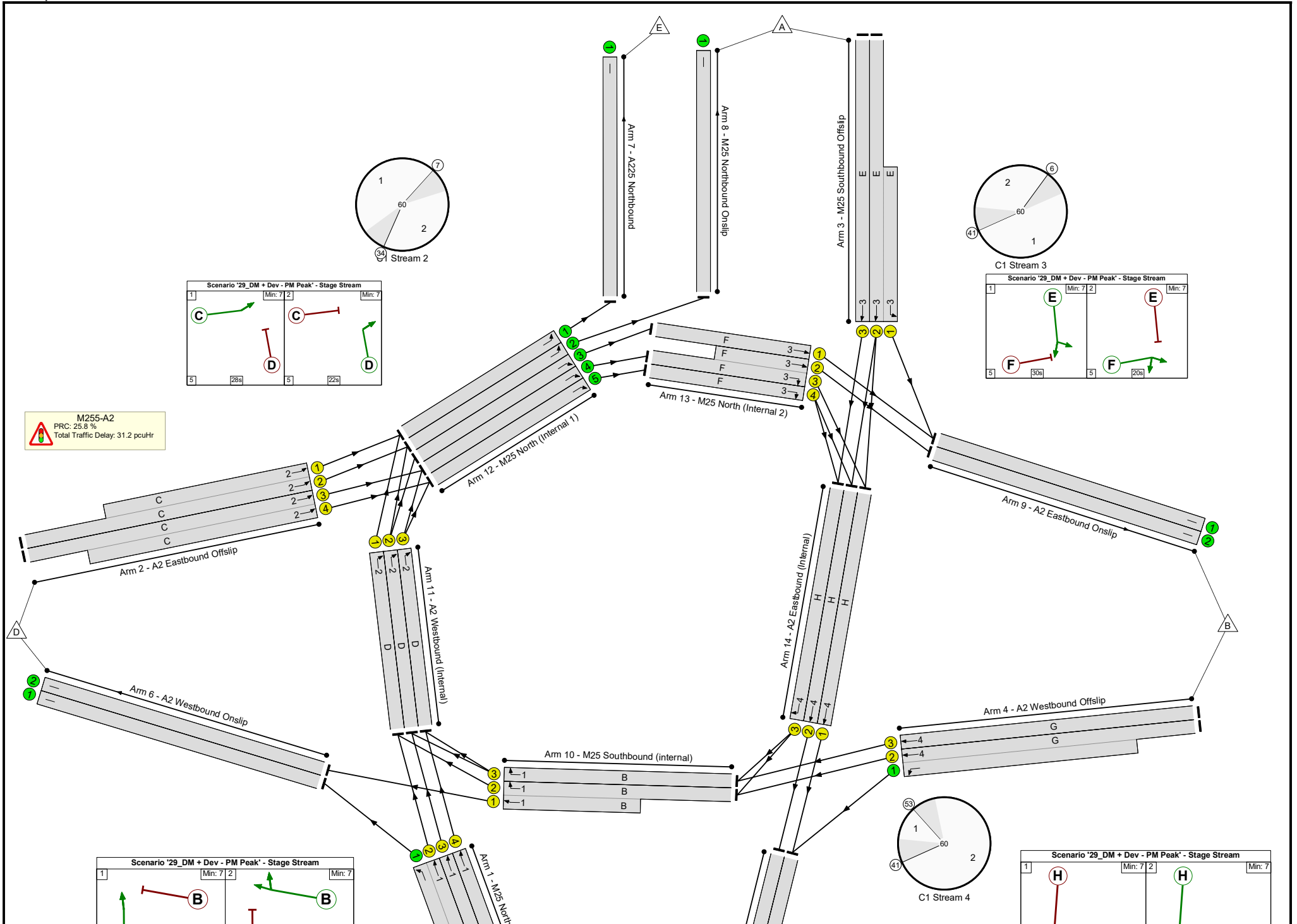
Stage	1	2
Duration	7	43
Change Point	41	53

Signal Timings Diagram



Full Input Data And Results
Network Layout Diagram

Full Input Data And Results



Full Input Data And Results

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: M25 A2	-	-	N/A	-	-		-	-	-	-	-	-	71.6%
M255-A2	-	-	N/A	-	-		-	-	-	-	-	-	71.6%
1/2+1/1	M25 Northbound Offslip Left Ahead	U	1	N/A	A -		1	21	-	1324	2015:1919	293+1640	68.5 : 68.5%
1/3	M25 Northbound Offslip Ahead	U	1	N/A	A		1	21	-	239	1950	715	33.4%
1/4	M25 Northbound Offslip Ahead	U	1	N/A	A		1	21	-	453	1950	715	63.4%
2/2+2/1	A2 Eastbound Offslip Ahead	U	2	N/A	C		1	28	-	521	1942:1942	939+516	36.0 : 35.5%
2/3+2/4	A2 Eastbound Offslip Ahead	U	2	N/A	C		1	28	-	663	1942:1942	939+939	35.4 : 35.3%
3/2+3/1	M25 Southbound Offslip Left Ahead	U	3	N/A	E		1	30	-	377	1942:1942	452+1003	25.9 : 25.9%
3/3	M25 Southbound Offslip Ahead	U	3	N/A	E		1	30	-	718	1942	1003	71.6%
4/2+4/1	A2 Westbound Offslip Left Ahead	U	4	N/A	G -		1	7	-	1094	1942:1956	252+1702	56.0 : 56.0%
4/3	A2 Westbound Offslip Ahead	U	4	N/A	G		1	7	-	27	1942	259	10.4%
5/1	M25 Southbound Onslip	U	N/A	N/A	-		-	-	-	1340	Inf	Inf	0.0%
5/2	M25 Southbound Onslip	U	N/A	N/A	-		-	-	-	388	Inf	Inf	0.0%
6/1	A2 Westbound Onslip	U	N/A	N/A	-		-	-	-	1123	Inf	Inf	0.0%
6/2	A2 Westbound Onslip	U	N/A	N/A	-		-	-	-	681	Inf	Inf	0.0%
7/1	A225 Northbound	U	N/A	N/A	-		-	-	-	543	Inf	Inf	0.0%
8/1	M25 Northbound Onslip	U	N/A	N/A	-		-	-	-	392	Inf	Inf	0.0%
9/1	A2 Eastbound Onslip	U	N/A	N/A	-		-	-	-	493	Inf	Inf	0.0%

Full Input Data And Results

9/2	A2 Eastbound Onslip	U	N/A	N/A	-		-	-	-	456	Inf	Inf	0.0%
10/2+10/1	M25 Southbound (internal) Ahead Right	U	1	N/A	B		1	29	-	840	1966:1966	227+974	69.9 : 69.9%
10/3	M25 Southbound (internal) Right	U	1	N/A	B		1	29	-	48	1966	983	4.9%
11/1	A2 Westbound (Internal) Right	U	2	N/A	D		1	22	-	360	1978	758	47.5%
11/2	A2 Westbound (Internal) Right	U	2	N/A	D		1	22	-	287	1978	758	37.9%
11/3	A2 Westbound (Internal) Right	U	2	N/A	D		1	22	-	453	1978	758	59.7%
12/1	M25 North (Internal 1) Left	U	N/A	N/A	-		-	-	-	543	Inf	Inf	0.0%
12/2	M25 North (Internal 1) Left	U	N/A	N/A	-		-	-	-	392	Inf	Inf	0.0%
12/3	M25 North (Internal 1) Ahead	U	N/A	N/A	-		-	-	-	233	Inf	Inf	0.0%
12/4	M25 North (Internal 1) Ahead	U	N/A	N/A	-		-	-	-	784	Inf	Inf	0.0%
12/5	M25 North (Internal 1) Ahead	U	N/A	N/A	-		-	-	-	332	Inf	Inf	0.0%
13/1	M25 North (Internal 2) Ahead	U	3	N/A	F		1	20	-	233	1800	630	37.0%
13/3+13/2	M25 North (Internal 2) Ahead Right	U	3	N/A	F		1	20	-	784	1942:1942	462+643	71.0 : 71.0%
13/4	M25 North (Internal 2) Right	U	3	N/A	F		1	20	-	332	1942	680	48.8%
14/1	A2 Eastbound (Internal) Ahead	U	4	N/A	H		1	43	-	387	1978	1451	26.7%
14/2	A2 Eastbound (Internal) Ahead	U	4	N/A	H		1	43	-	388	1978	1451	26.7%
14/3	A2 Eastbound (Internal) Right	U	4	N/A	H		1	43	-	720	1978	1451	49.6%

Full Input Data And Results

15/1	M25 Off Slip NB entry Ahead	U	N/A	N/A	-		-	-	-	1563	Inf	Inf	0.0%
15/2	M25 Off Slip NB entry Ahead	U	N/A	N/A	-		-	-	-	453	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: M25 A2	-	-	0	0	0	20.8	10.4	0.0	31.2	-	-	-	-
M255-A2	-	-	0	0	0	20.8	10.4	0.0	31.2	-	-	-	-
1/2+1/1	1324	1324	-	-	-	0.7	1.1	-	1.8	5.0	2.3	1.1	3.4
1/3	239	239	-	-	-	0.9	0.3	-	1.2	17.5	2.9	0.3	3.1
1/4	453	453	-	-	-	2.0	0.9	-	2.8	22.5	6.2	0.9	7.0
2/2+2/1	521	521	-	-	-	1.4	0.3	-	1.6	11.3	3.5	0.3	3.8
2/3+2/4	663	663	-	-	-	1.8	0.3	-	2.1	11.1	3.4	0.3	3.7
3/2+3/1	377	377	-	-	-	0.8	0.2	-	1.0	9.6	2.4	0.2	2.6
3/3	718	718	-	-	-	2.2	1.2	-	3.5	17.4	9.2	1.2	10.4
4/2+4/1	1094	1094	-	-	-	1.0	0.6	-	1.6	5.2	2.2	0.6	2.8
4/3	27	27	-	-	-	0.2	0.1	-	0.2	30.7	0.4	0.1	0.4
5/1	1340	1340	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/2	388	388	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	1123	1123	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/2	681	681	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	543	543	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/1	392	392	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
9/1	493	493	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
9/2	456	456	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
10/2+10/1	840	840	-	-	-	2.1	1.2	-	3.2	13.8	4.1	1.2	5.3
10/3	48	48	-	-	-	0.2	0.0	-	0.2	18.0	0.6	0.0	0.6
11/1	360	360	-	-	-	1.3	0.5	-	1.8	17.8	3.1	0.5	3.6
11/2	287	287	-	-	-	0.6	0.3	-	0.9	11.6	1.4	0.3	1.7
11/3	453	453	-	-	-	0.8	0.7	-	1.5	12.1	1.4	0.7	2.2
12/1	543	543	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
12/2	392	392	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

Full Input Data And Results

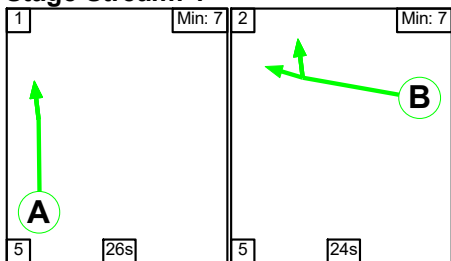
12/3	233	233	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0																																								
12/4	784	784	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0																																								
12/5	332	332	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0																																								
13/1	233	233	-	-	-	0.5	0.3	-	0.8	12.0	3.6	0.3	3.9																																								
13/3+13/2	784	784	-	-	-	2.3	1.2	-	3.5	16.2	7.4	1.2	8.6																																								
13/4	332	332	-	-	-	1.2	0.5	-	1.7	18.6	2.4	0.5	2.9																																								
14/1	387	387	-	-	-	0.0	0.2	-	0.2	2.1	0.3	0.2	0.5																																								
14/2	388	388	-	-	-	0.0	0.2	-	0.2	2.1	0.3	0.2	0.5																																								
14/3	720	720	-	-	-	0.7	0.5	-	1.2	6.1	3.5	0.5	4.0																																								
15/1	1563	1563	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0																																								
15/2	453	453	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0																																								
<table> <tbody> <tr> <td>C1</td> <td>Stream: 1</td> <td>PRC for Signalled Lanes (%)</td> <td>28.7</td> <td>Total Delay for Signalled Lanes (pcuHr):</td> <td>9.28</td> <td>Cycle Time (s):</td> <td>60</td> </tr> <tr> <td>C1</td> <td>Stream: 2</td> <td>PRC for Signalled Lanes (%)</td> <td>50.6</td> <td>Total Delay for Signalled Lanes (pcuHr):</td> <td>7.92</td> <td>Cycle Time (s):</td> <td>60</td> </tr> <tr> <td>C1</td> <td>Stream: 3</td> <td>PRC for Signalled Lanes (%)</td> <td>25.8</td> <td>Total Delay for Signalled Lanes (pcuHr):</td> <td>10.49</td> <td>Cycle Time (s):</td> <td>60</td> </tr> <tr> <td>C1</td> <td>Stream: 4</td> <td>PRC for Signalled Lanes (%)</td> <td>60.8</td> <td>Total Delay for Signalled Lanes (pcuHr):</td> <td>3.47</td> <td>Cycle Time (s):</td> <td>60</td> </tr> <tr> <td></td> <td></td> <td>PRC Over All Lanes (%)</td> <td>25.8</td> <td>Total Delay Over All Lanes(pcuHr):</td> <td>31.17</td> <td></td> <td></td> </tr> </tbody> </table>														C1	Stream: 1	PRC for Signalled Lanes (%)	28.7	Total Delay for Signalled Lanes (pcuHr):	9.28	Cycle Time (s):	60	C1	Stream: 2	PRC for Signalled Lanes (%)	50.6	Total Delay for Signalled Lanes (pcuHr):	7.92	Cycle Time (s):	60	C1	Stream: 3	PRC for Signalled Lanes (%)	25.8	Total Delay for Signalled Lanes (pcuHr):	10.49	Cycle Time (s):	60	C1	Stream: 4	PRC for Signalled Lanes (%)	60.8	Total Delay for Signalled Lanes (pcuHr):	3.47	Cycle Time (s):	60			PRC Over All Lanes (%)	25.8	Total Delay Over All Lanes(pcuHr):	31.17		
C1	Stream: 1	PRC for Signalled Lanes (%)	28.7	Total Delay for Signalled Lanes (pcuHr):	9.28	Cycle Time (s):	60																																														
C1	Stream: 2	PRC for Signalled Lanes (%)	50.6	Total Delay for Signalled Lanes (pcuHr):	7.92	Cycle Time (s):	60																																														
C1	Stream: 3	PRC for Signalled Lanes (%)	25.8	Total Delay for Signalled Lanes (pcuHr):	10.49	Cycle Time (s):	60																																														
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Full Input Data And Results

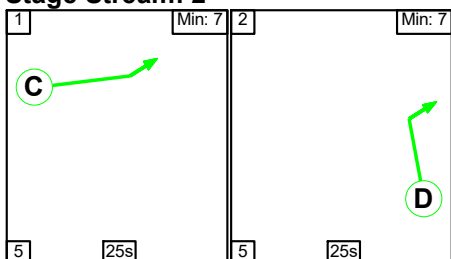
Scenario 15: '29_LDM - AM Peak' (FG15: '29_LDM - AM Peak', Plan 1: 'Network Control Plan 1')

Stage Sequence Diagram

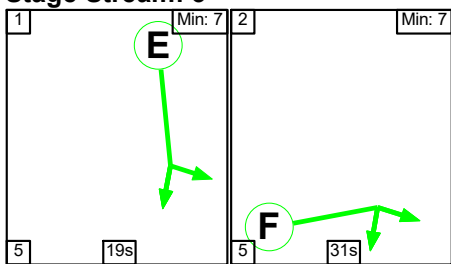
Stage Stream: 1



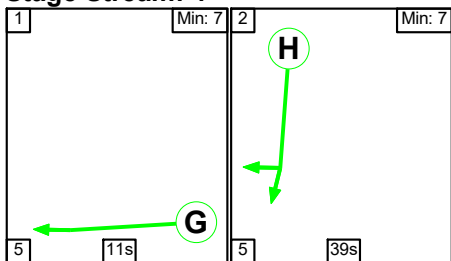
Stage Stream: 2



Stage Stream: 3



Stage Stream: 4



Stage Timings

Stage Stream: 1

Stage	1	2
Duration	26	24
Change Point	0	31

Stage Stream: 2

Stage	1	2
Duration	25	25
Change Point	57	27

Full Input Data And Results

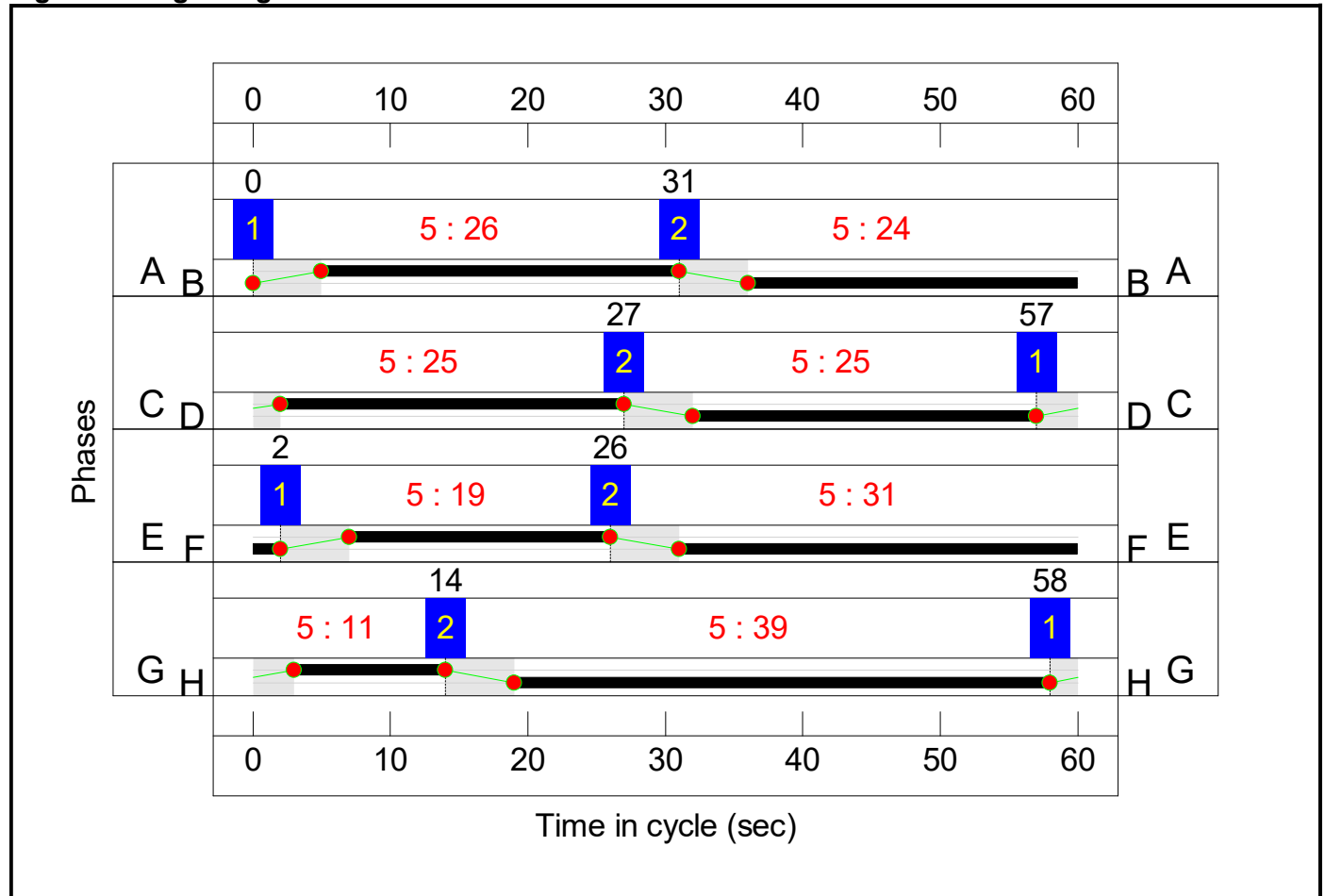
Stage Stream: 3

Stage	1	2
Duration	19	31
Change Point	2	26

Stage Stream: 4

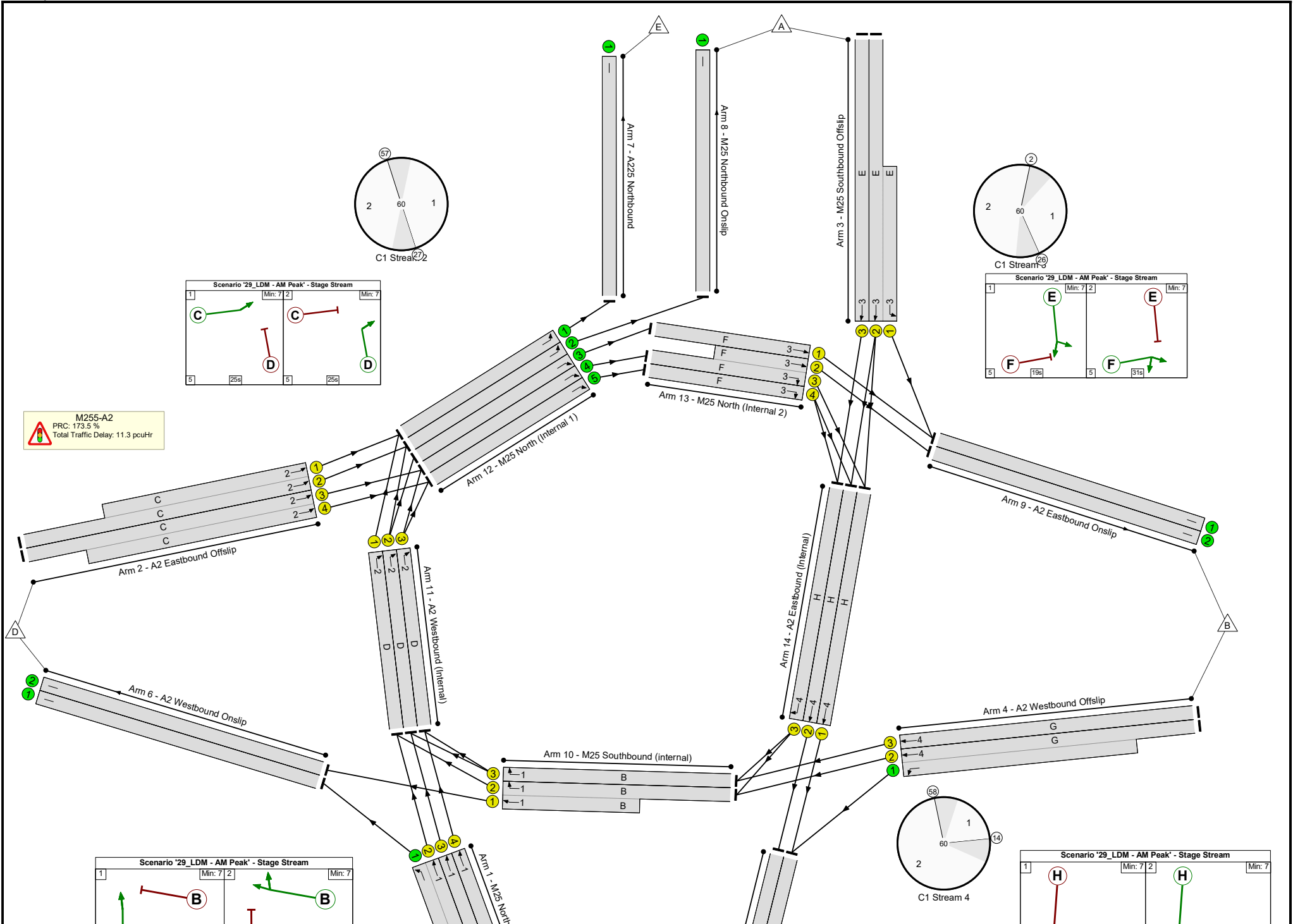
Stage	1	2
Duration	11	39
Change Point	58	14

Signal Timings Diagram



Full Input Data And Results
Network Layout Diagram

Full Input Data And Results



Full Input Data And Results

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: M25 A2	-	-	N/A	-	-		-	-	-	-	-	-	32.9%
M255-A2	-	-	N/A	-	-		-	-	-	-	-	-	32.9%
1/2+1/1	M25 Northbound Offslip Left Ahead	U	1	N/A	A -		1	26	-	444	2015:1919	455+1486	22.9 : 22.9%
1/3	M25 Northbound Offslip Ahead	U	1	N/A	A		1	26	-	5	1950	878	0.6%
1/4	M25 Northbound Offslip Ahead	U	1	N/A	A		1	26	-	269	1950	878	30.7%
2/2+2/1	A2 Eastbound Offslip Ahead	U	2	N/A	C		1	25	-	318	1942:1942	842+842	20.6 : 17.2%
2/3+2/4	A2 Eastbound Offslip Ahead	U	2	N/A	C		1	25	-	419	1942:1942	842+842	25.0 : 24.8%
3/2+3/1	M25 Southbound Offslip Left Ahead	U	3	N/A	E		1	19	-	235	1942:1942	647+322	24.3 : 24.3%
3/3	M25 Southbound Offslip Ahead	U	3	N/A	E		1	19	-	213	1942	647	32.9%
4/2+4/1	A2 Westbound Offslip Left Ahead	U	4	N/A	G -		1	11	-	539	1942:1956	388+1518	30.9 : 27.6%
4/3	A2 Westbound Offslip Ahead	U	4	N/A	G		1	11	-	9	1942	388	2.3%
5/1	M25 Southbound Onslip	U	N/A	N/A	-		-	-	-	700	Inf	Inf	0.0%
5/2	M25 Southbound Onslip	U	N/A	N/A	-		-	-	-	288	Inf	Inf	0.0%
6/1	A2 Westbound Onslip	U	N/A	N/A	-		-	-	-	340	Inf	Inf	0.0%
6/2	A2 Westbound Onslip	U	N/A	N/A	-		-	-	-	198	Inf	Inf	0.0%
7/1	A225 Northbound	U	N/A	N/A	-		-	-	-	372	Inf	Inf	0.0%
8/1	M25 Northbound Onslip	U	N/A	N/A	-		-	-	-	198	Inf	Inf	0.0%
9/1	A2 Eastbound Onslip	U	N/A	N/A	-		-	-	-	79	Inf	Inf	0.0%

Full Input Data And Results

9/2	A2 Eastbound Onslip	U	N/A	N/A	-		-	-	-	276	Inf	Inf	0.0%
10/2+10/1	M25 Southbound (internal) Ahead Right	U	1	N/A	B		1	24	-	321	1966:1966	509+819	24.2 : 24.2%
10/3	M25 Southbound (internal) Right	U	1	N/A	B		1	24	-	21	1966	819	2.6%
11/1	A2 Westbound (Internal) Right	U	2	N/A	D		1	25	-	227	1978	857	26.5%
11/2	A2 Westbound (Internal) Right	U	2	N/A	D		1	25	-	26	1978	857	3.0%
11/3	A2 Westbound (Internal) Right	U	2	N/A	D		1	25	-	269	1978	857	31.4%
12/1	M25 North (Internal 1) Left	U	N/A	N/A	-		-	-	-	372	Inf	Inf	0.0%
12/2	M25 North (Internal 1) Left	U	N/A	N/A	-		-	-	-	198	Inf	Inf	0.0%
12/3	M25 North (Internal 1) Ahead	U	N/A	N/A	-		-	-	-	1	Inf	Inf	0.0%
12/4	M25 North (Internal 1) Ahead	U	N/A	N/A	-		-	-	-	478	Inf	Inf	0.0%
12/5	M25 North (Internal 1) Ahead	U	N/A	N/A	-		-	-	-	210	Inf	Inf	0.0%
13/1	M25 North (Internal 2) Ahead	U	3	N/A	F		1	31	-	1	1800	960	0.1%
13/3+13/2	M25 North (Internal 2) Ahead Right	U	3	N/A	F		1	31	-	478	1942:1942	621+848	32.6 : 32.6%
13/4	M25 North (Internal 2) Right	U	3	N/A	F		1	31	-	210	1942	1036	20.3%
14/1	A2 Eastbound (Internal) Ahead	U	4	N/A	H		1	39	-	281	1978	1319	21.3%
14/2	A2 Eastbound (Internal) Ahead	U	4	N/A	H		1	39	-	288	1978	1319	21.8%
14/3	A2 Eastbound (Internal) Right	U	4	N/A	H		1	39	-	213	1978	1319	16.2%

Full Input Data And Results

15/1	M25 Off Slip NB entry Ahead	U	N/A	N/A	-		-	-	-	449	Inf	Inf	0.0%
15/2	M25 Off Slip NB entry Ahead	U	N/A	N/A	-		-	-	-	269	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: M25 A2	-	-	0	0	0	8.7	2.6	0.0	11.3	-	-	-	-
M255-A2	-	-	0	0	0	8.7	2.6	0.0	11.3	-	-	-	-
1/2+1/1	444	444	-	-	-	0.3	0.1	-	0.4	3.4	1.0	0.1	1.1
1/3	5	5	-	-	-	0.0	0.0	-	0.0	11.4	0.0	0.0	0.0
1/4	269	269	-	-	-	0.8	0.2	-	1.0	13.5	2.8	0.2	3.1
2/2+2/1	318	318	-	-	-	0.9	0.1	-	1.0	11.8	1.8	0.1	1.9
2/3+2/4	419	419	-	-	-	1.3	0.2	-	1.4	12.2	2.2	0.2	2.4
3/2+3/1	235	235	-	-	-	0.9	0.2	-	1.1	16.8	1.9	0.2	2.0
3/3	213	213	-	-	-	0.9	0.2	-	1.1	19.1	2.6	0.2	2.8
4/2+4/1	539	539	-	-	-	0.7	0.2	-	0.9	5.9	1.7	0.2	1.9
4/3	9	9	-	-	-	0.0	0.0	-	0.1	24.3	0.1	0.0	0.1
5/1	700	700	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/2	288	288	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	340	340	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/2	198	198	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	372	372	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/1	198	198	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
9/1	79	79	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
9/2	276	276	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
10/2+10/1	321	321	-	-	-	0.5	0.2	-	0.6	7.1	1.8	0.2	2.0
10/3	21	21	-	-	-	0.0	0.0	-	0.1	8.7	0.2	0.0	0.2
11/1	227	227	-	-	-	0.5	0.2	-	0.6	10.0	1.8	0.2	2.0
11/2	26	26	-	-	-	0.1	0.0	-	0.1	12.1	0.2	0.0	0.2
11/3	269	269	-	-	-	0.6	0.2	-	0.9	11.4	3.7	0.2	3.9
12/1	372	372	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
12/2	198	198	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

Full Input Data And Results

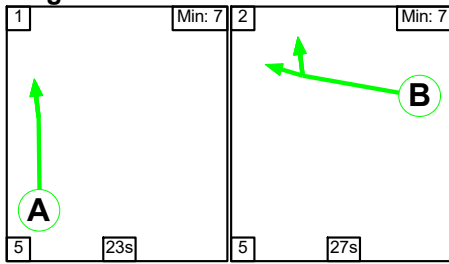
12/3	1	1	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0																																								
12/4	478	478	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0																																								
12/5	210	210	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0																																								
13/1	1	1	-	-	-	0.0	0.0	-	0.0	19.1	0.0	0.0	0.0																																								
13/3+13/2	478	478	-	-	-	0.6	0.2	-	0.9	6.4	2.5	0.2	2.8																																								
13/4	210	210	-	-	-	0.4	0.1	-	0.5	8.7	2.7	0.1	2.9																																								
14/1	281	281	-	-	-	0.1	0.1	-	0.2	3.0	0.4	0.1	0.6																																								
14/2	288	288	-	-	-	0.1	0.1	-	0.2	2.9	0.4	0.1	0.6																																								
14/3	213	213	-	-	-	0.0	0.1	-	0.1	1.7	0.1	0.1	0.2																																								
15/1	449	449	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0																																								
15/2	269	269	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0																																								
<table> <tbody> <tr> <td>C1</td> <td>Stream: 1</td> <td>PRC for Signalled Lanes (%)</td> <td>193.6</td> <td>Total Delay for Signalled Lanes (pcuHr):</td> <td>2.14</td> <td>Cycle Time (s):</td> <td>60</td> </tr> <tr> <td>C1</td> <td>Stream: 2</td> <td>PRC for Signalled Lanes (%)</td> <td>186.8</td> <td>Total Delay for Signalled Lanes (pcuHr):</td> <td>4.04</td> <td>Cycle Time (s):</td> <td>60</td> </tr> <tr> <td>C1</td> <td>Stream: 3</td> <td>PRC for Signalled Lanes (%)</td> <td>173.5</td> <td>Total Delay for Signalled Lanes (pcuHr):</td> <td>3.59</td> <td>Cycle Time (s):</td> <td>60</td> </tr> <tr> <td>C1</td> <td>Stream: 4</td> <td>PRC for Signalled Lanes (%)</td> <td>191.3</td> <td>Total Delay for Signalled Lanes (pcuHr):</td> <td>1.50</td> <td>Cycle Time (s):</td> <td>60</td> </tr> <tr> <td></td> <td></td> <td>PRC Over All Lanes (%)</td> <td>173.5</td> <td>Total Delay Over All Lanes(pcuHr):</td> <td>11.27</td> <td></td> <td></td> </tr> </tbody> </table>														C1	Stream: 1	PRC for Signalled Lanes (%)	193.6	Total Delay for Signalled Lanes (pcuHr):	2.14	Cycle Time (s):	60	C1	Stream: 2	PRC for Signalled Lanes (%)	186.8	Total Delay for Signalled Lanes (pcuHr):	4.04	Cycle Time (s):	60	C1	Stream: 3	PRC for Signalled Lanes (%)	173.5	Total Delay for Signalled Lanes (pcuHr):	3.59	Cycle Time (s):	60	C1	Stream: 4	PRC for Signalled Lanes (%)	191.3	Total Delay for Signalled Lanes (pcuHr):	1.50	Cycle Time (s):	60			PRC Over All Lanes (%)	173.5	Total Delay Over All Lanes(pcuHr):	11.27		
C1	Stream: 1	PRC for Signalled Lanes (%)	193.6	Total Delay for Signalled Lanes (pcuHr):	2.14	Cycle Time (s):	60																																														
C1	Stream: 2	PRC for Signalled Lanes (%)	186.8	Total Delay for Signalled Lanes (pcuHr):	4.04	Cycle Time (s):	60																																														
C1	Stream: 3	PRC for Signalled Lanes (%)	173.5	Total Delay for Signalled Lanes (pcuHr):	3.59	Cycle Time (s):	60																																														
C1	Stream: 4	PRC for Signalled Lanes (%)	191.3	Total Delay for Signalled Lanes (pcuHr):	1.50	Cycle Time (s):	60																																														
		PRC Over All Lanes (%)	173.5	Total Delay Over All Lanes(pcuHr):	11.27																																																

Full Input Data And Results

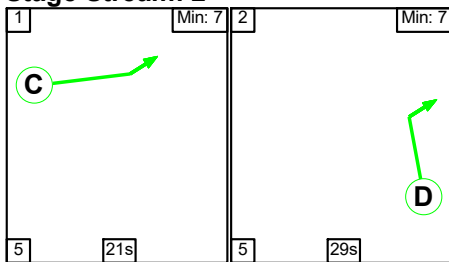
Scenario 16: '29_LDM - PM Peak' (FG16: '29_LDM - PM Peak', Plan 1: 'Network Control Plan 1')

Stage Sequence Diagram

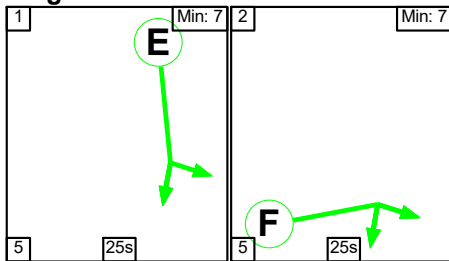
Stage Stream: 1



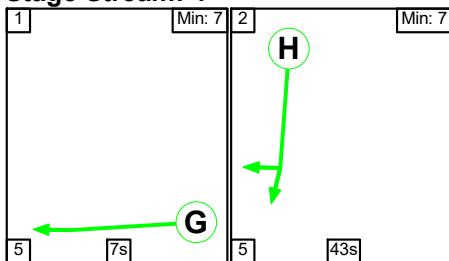
Stage Stream: 2



Stage Stream: 3



Stage Stream: 4



Stage Timings

Stage Stream: 1

Stage	1	2
Duration	23	27
Change Point	0	28

Stage Stream: 2

Stage	1	2
Duration	21	29
Change Point	49	15

Full Input Data And Results

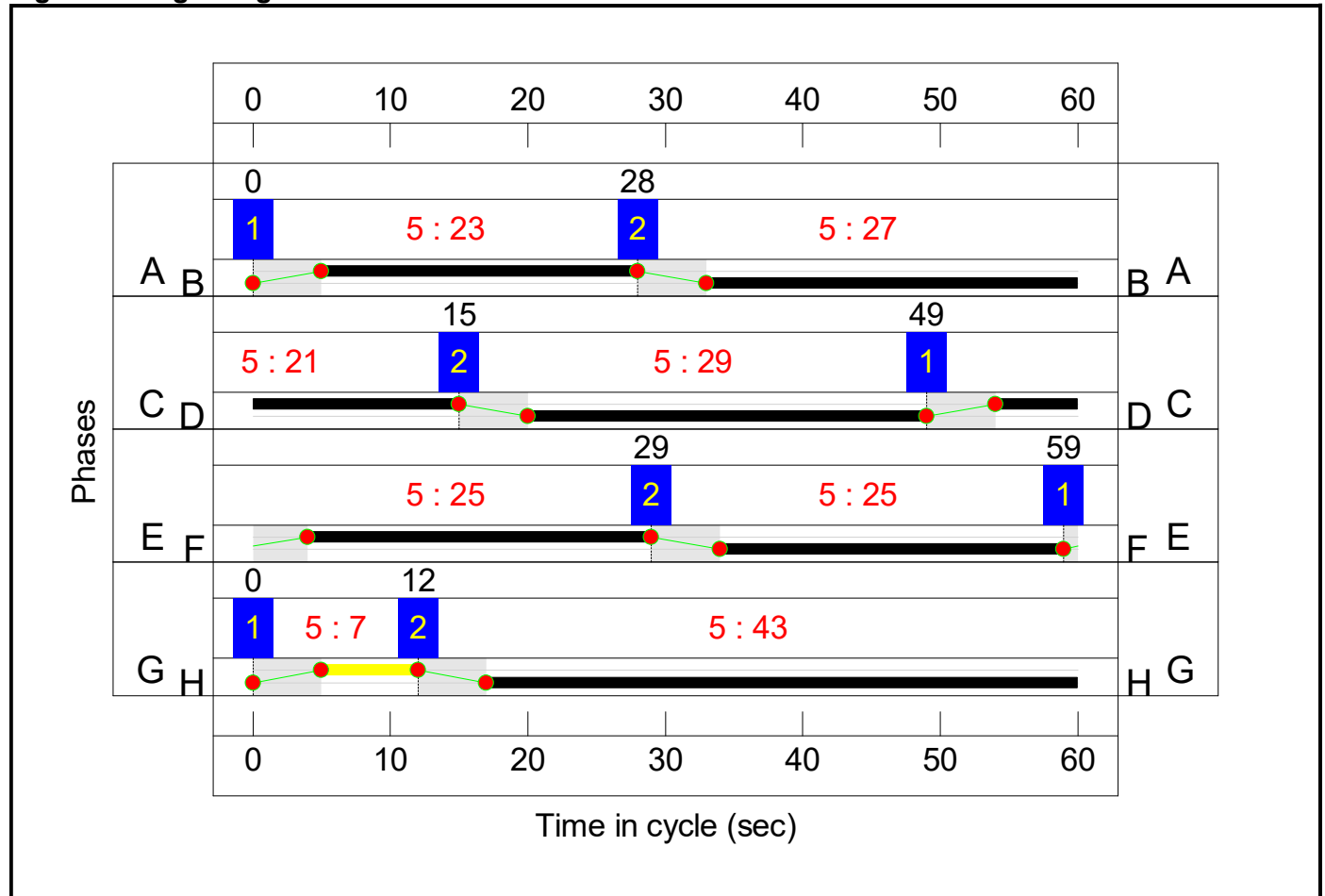
Stage Stream: 3

Stage	1	2
Duration	25	25
Change Point	59	29

Stage Stream: 4

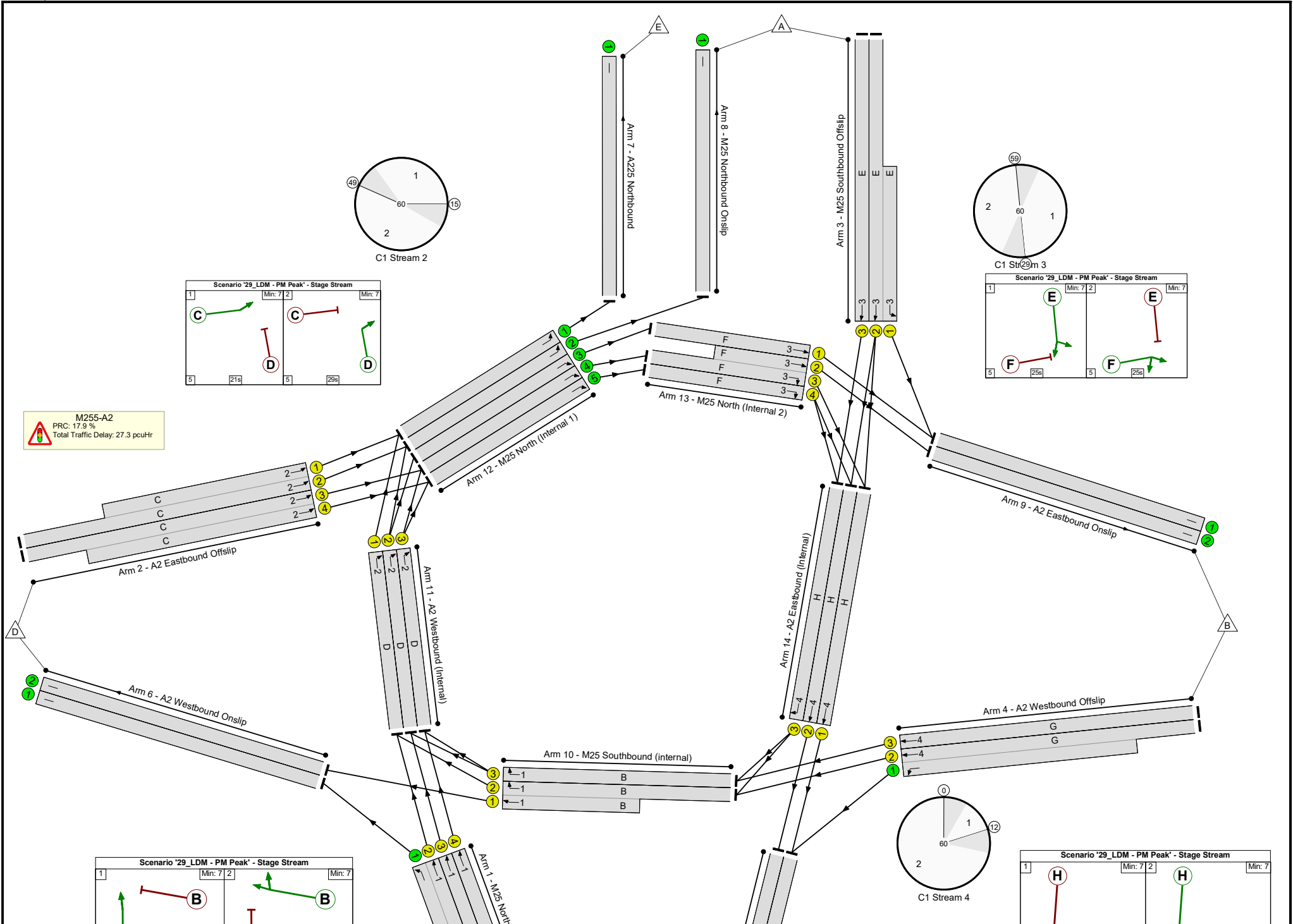
Stage	1	2
Duration	7	43
Change Point	0	12

Signal Timings Diagram



Full Input Data And Results
Network Layout Diagram

Full Input Data And Results



Full Input Data And Results

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: M25 A2	-	-	N/A	-	-		-	-	-	-	-	-	76.3%
M255-A2	-	-	N/A	-	-		-	-	-	-	-	-	76.3%
1/2+1/1	M25 Northbound Offslip Left Ahead	U	1	N/A	A -		1	23	-	1239	2015:1919	293+1640	64.1 : 64.1%
1/3	M25 Northbound Offslip Ahead	U	1	N/A	A		1	23	-	6	1950	780	0.8%
1/4	M25 Northbound Offslip Ahead	U	1	N/A	A		1	23	-	575	1950	780	73.7%
2/2+2/1	A2 Eastbound Offslip Ahead	U	2	N/A	C		1	21	-	444	1942:1942	712+443	40.4 : 35.2%
2/3+2/4	A2 Eastbound Offslip Ahead	U	2	N/A	C		1	21	-	565	1942:1942	712+712	39.7 : 39.6%
3/2+3/1	M25 Southbound Offslip Left Ahead	U	3	N/A	E		1	25	-	335	1942:1942	379+842	27.4 : 27.4%
3/3	M25 Southbound Offslip Ahead	U	3	N/A	E		1	25	-	639	1942	842	75.9%
4/2+4/1	A2 Westbound Offslip Left Ahead	U	4	N/A	G -		1	7	-	916	1942:1956	259+1597	64.5 : 46.9%
4/3	A2 Westbound Offslip Ahead	U	4	N/A	G		1	7	-	33	1942	259	12.7%
5/1	M25 Southbound Onslip	U	N/A	N/A	-		-	-	-	1081	Inf	Inf	0.0%
5/2	M25 Southbound Onslip	U	N/A	N/A	-		-	-	-	333	Inf	Inf	0.0%
6/1	A2 Westbound Onslip	U	N/A	N/A	-		-	-	-	1051	Inf	Inf	0.0%
6/2	A2 Westbound Onslip	U	N/A	N/A	-		-	-	-	609	Inf	Inf	0.0%
7/1	A225 Northbound	U	N/A	N/A	-		-	-	-	524	Inf	Inf	0.0%
8/1	M25 Northbound Onslip	U	N/A	N/A	-		-	-	-	344	Inf	Inf	0.0%
9/1	A2 Eastbound Onslip	U	N/A	N/A	-		-	-	-	232	Inf	Inf	0.0%

Full Input Data And Results

9/2	A2 Eastbound Onslip	U	N/A	N/A	-		-	-	-	578	Inf	Inf	0.0%
10/2+10/1	M25 Southbound (internal) Ahead Right	U	1	N/A	B		1	27	-	789	1966:1966	271+917	66.4 : 66.4%
10/3	M25 Southbound (internal) Right	U	1	N/A	B		1	27	-	52	1966	917	5.7%
11/1	A2 Westbound (Internal) Right	U	2	N/A	D		1	29	-	368	1978	989	37.2%
11/2	A2 Westbound (Internal) Right	U	2	N/A	D		1	29	-	57	1978	989	5.8%
11/3	A2 Westbound (Internal) Right	U	2	N/A	D		1	29	-	576	1978	989	58.2%
12/1	M25 North (Internal 1) Left	U	N/A	N/A	-		-	-	-	524	Inf	Inf	0.0%
12/2	M25 North (Internal 1) Left	U	N/A	N/A	-		-	-	-	344	Inf	Inf	0.0%
12/3	M25 North (Internal 1) Ahead	U	N/A	N/A	-		-	-	-	1	Inf	Inf	0.0%
12/4	M25 North (Internal 1) Ahead	U	N/A	N/A	-		-	-	-	858	Inf	Inf	0.0%
12/5	M25 North (Internal 1) Ahead	U	N/A	N/A	-		-	-	-	283	Inf	Inf	0.0%
13/1	M25 North (Internal 2) Ahead	U	3	N/A	F		1	25	-	1	1800	780	0.1%
13/3+13/2	M25 North (Internal 2) Ahead Right	U	3	N/A	F		1	25	-	858	1942:1942	367+757	76.3 : 76.3%
13/4	M25 North (Internal 2) Right	U	3	N/A	F		1	25	-	283	1942	842	33.6%
14/1	A2 Eastbound (Internal) Ahead	U	4	N/A	H		1	43	-	332	1978	1451	22.9%
14/2	A2 Eastbound (Internal) Ahead	U	4	N/A	H		1	43	-	333	1978	1451	23.0%
14/3	A2 Eastbound (Internal) Right	U	4	N/A	H		1	43	-	641	1978	1451	44.2%

Full Input Data And Results

15/1	M25 Off Slip NB entry Ahead	U	N/A	N/A	-		-	-	-	1245	Inf	Inf	0.0%
15/2	M25 Off Slip NB entry Ahead	U	N/A	N/A	-		-	-	-	575	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: M25 A2	-	-	0	0	0	17.5	9.8	0.0	27.3	-	-	-	-
M255-A2	-	-	0	0	0	17.5	9.8	0.0	27.3	-	-	-	-
1/2+1/1	1239	1239	-	-	-	0.6	0.9	-	1.5	4.4	2.0	0.9	2.9
1/3	6	6	-	-	-	0.0	0.0	-	0.0	13.4	0.1	0.0	0.1
1/4	575	575	-	-	-	2.4	1.4	-	3.8	24.0	8.1	1.4	9.5
2/2+2/1	444	444	-	-	-	1.7	0.3	-	2.0	16.3	3.5	0.3	3.8
2/3+2/4	565	565	-	-	-	2.2	0.3	-	2.5	16.2	3.5	0.3	3.8
3/2+3/1	335	335	-	-	-	1.0	0.2	-	1.2	12.7	2.4	0.2	2.6
3/3	639	639	-	-	-	2.5	1.6	-	4.1	23.1	8.9	1.6	10.4
4/2+4/1	916	916	-	-	-	1.1	0.5	-	1.6	6.4	2.6	0.5	3.1
4/3	33	33	-	-	-	0.2	0.1	-	0.3	30.9	0.5	0.1	0.5
5/1	1081	1081	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/2	333	333	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	1051	1051	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/2	609	609	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	524	524	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/1	344	344	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
9/1	232	232	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
9/2	578	578	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
10/2+10/1	789	789	-	-	-	0.8	1.0	-	1.8	8.1	2.6	1.0	3.6
10/3	52	52	-	-	-	0.1	0.0	-	0.1	8.2	0.5	0.0	0.6
11/1	368	368	-	-	-	0.9	0.3	-	1.2	11.4	3.6	0.3	3.9
11/2	57	57	-	-	-	0.2	0.0	-	0.2	12.5	0.5	0.0	0.5
11/3	576	576	-	-	-	0.1	0.7	-	0.8	4.9	1.7	0.7	2.4
12/1	524	524	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
12/2	344	344	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

Full Input Data And Results

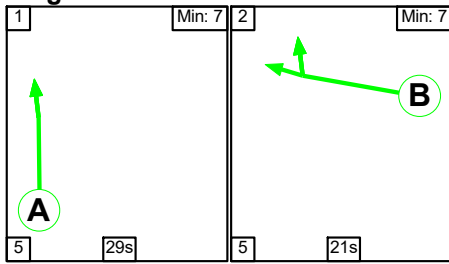
12/3	1	1	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0																																			
12/4	858	858	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0																																			
12/5	283	283	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0																																			
13/1	1	1	-	-	-	0.0	0.0	-	0.0	19.0	0.0	0.0	0.0																																			
13/3+13/2	858	858	-	-	-	2.1	1.6	-	3.6	15.3	4.6	1.6	6.2																																			
13/4	283	283	-	-	-	1.4	0.3	-	1.7	21.2	4.7	0.3	4.9																																			
14/1	332	332	-	-	-	0.1	0.1	-	0.2	2.4	0.6	0.1	0.7																																			
14/2	333	333	-	-	-	0.1	0.1	-	0.2	2.4	0.6	0.1	0.7																																			
14/3	641	641	-	-	-	0.0	0.4	-	0.4	2.3	0.6	0.4	1.0																																			
15/1	1245	1245	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0																																			
15/2	575	575	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0																																			
<table> <tbody> <tr> <td>C1</td> <td>Stream: 1 PRC for Signalled Lanes (%)</td> <td>22.1</td> <td>Total Delay for Signalled Lanes (pcuHr):</td> <td>7.26</td> <td>Cycle Time (s):</td> <td>60</td> </tr> <tr> <td>C1</td> <td>Stream: 2 PRC for Signalled Lanes (%)</td> <td>54.5</td> <td>Total Delay for Signalled Lanes (pcuHr):</td> <td>6.70</td> <td>Cycle Time (s):</td> <td>60</td> </tr> <tr> <td>C1</td> <td>Stream: 3 PRC for Signalled Lanes (%)</td> <td>17.9</td> <td>Total Delay for Signalled Lanes (pcuHr):</td> <td>10.61</td> <td>Cycle Time (s):</td> <td>60</td> </tr> <tr> <td>C1</td> <td>Stream: 4 PRC for Signalled Lanes (%)</td> <td>39.5</td> <td>Total Delay for Signalled Lanes (pcuHr):</td> <td>2.77</td> <td>Cycle Time (s):</td> <td>60</td> </tr> <tr> <td></td> <td>PRC Over All Lanes (%)</td> <td>17.9</td> <td>Total Delay Over All Lanes(pcuHr):</td> <td>27.34</td> <td></td> <td></td> </tr> </tbody> </table>														C1	Stream: 1 PRC for Signalled Lanes (%)	22.1	Total Delay for Signalled Lanes (pcuHr):	7.26	Cycle Time (s):	60	C1	Stream: 2 PRC for Signalled Lanes (%)	54.5	Total Delay for Signalled Lanes (pcuHr):	6.70	Cycle Time (s):	60	C1	Stream: 3 PRC for Signalled Lanes (%)	17.9	Total Delay for Signalled Lanes (pcuHr):	10.61	Cycle Time (s):	60	C1	Stream: 4 PRC for Signalled Lanes (%)	39.5	Total Delay for Signalled Lanes (pcuHr):	2.77	Cycle Time (s):	60		PRC Over All Lanes (%)	17.9	Total Delay Over All Lanes(pcuHr):	27.34		
C1	Stream: 1 PRC for Signalled Lanes (%)	22.1	Total Delay for Signalled Lanes (pcuHr):	7.26	Cycle Time (s):	60																																										
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	PRC Over All Lanes (%)	17.9	Total Delay Over All Lanes(pcuHr):	27.34																																												

Full Input Data And Results

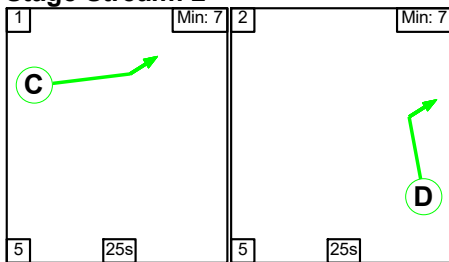
Scenario 17: '29_LDM + Dev - AM Peak' (FG17: '29_LDM + Dev - AM Peak', Plan 1: 'Network Control Plan 1')

Stage Sequence Diagram

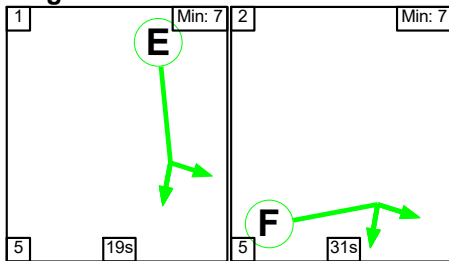
Stage Stream: 1



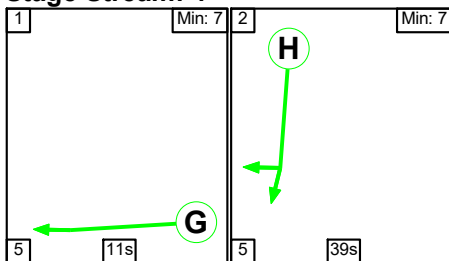
Stage Stream: 2



Stage Stream: 3



Stage Stream: 4



Stage Timings

Stage Stream: 1

Stage	1	2
Duration	29	21
Change Point	0	34

Stage Stream: 2

Stage	1	2
Duration	25	25
Change Point	59	29

Full Input Data And Results

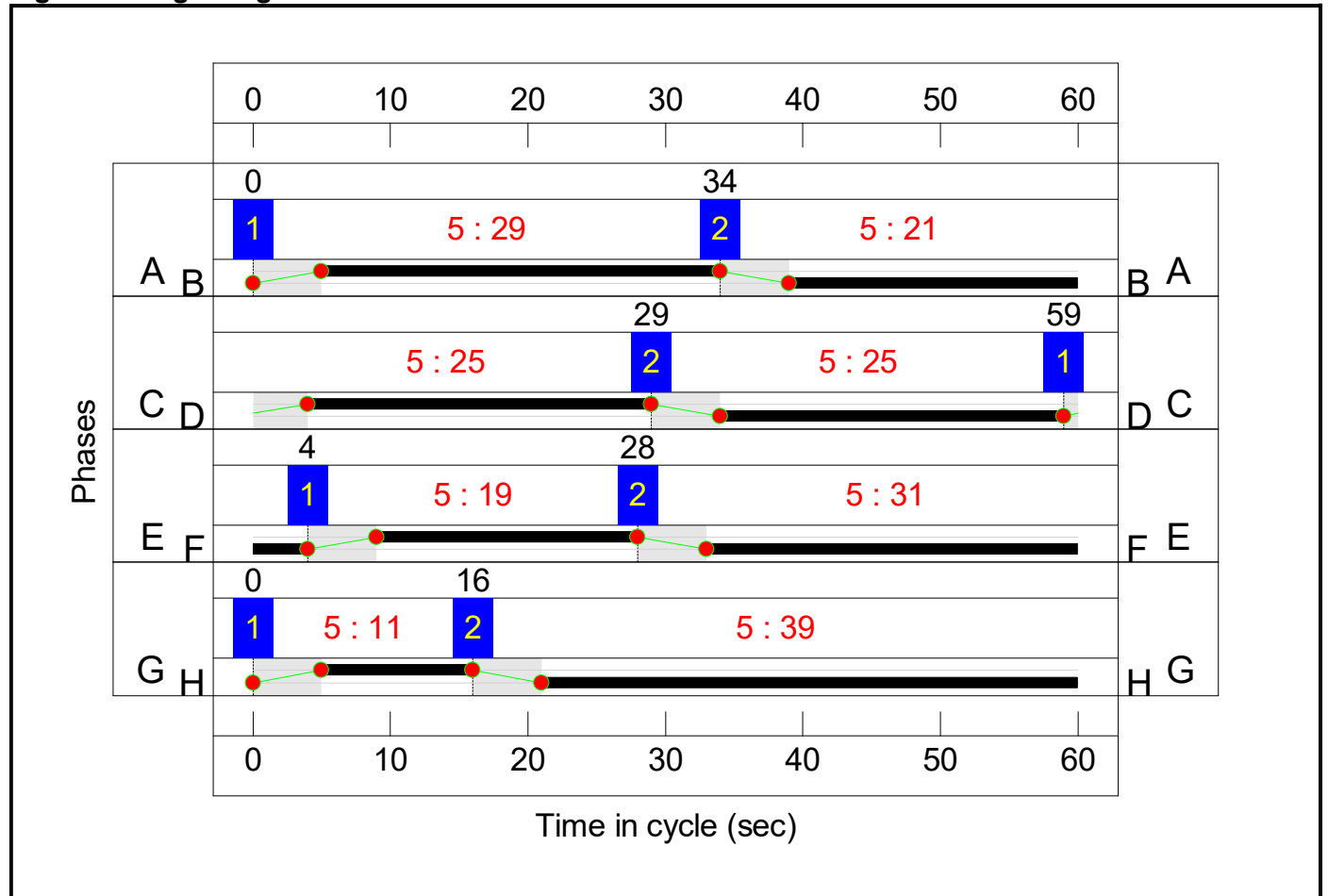
Stage Stream: 3

Stage	1	2
Duration	19	31
Change Point	4	28

Stage Stream: 4

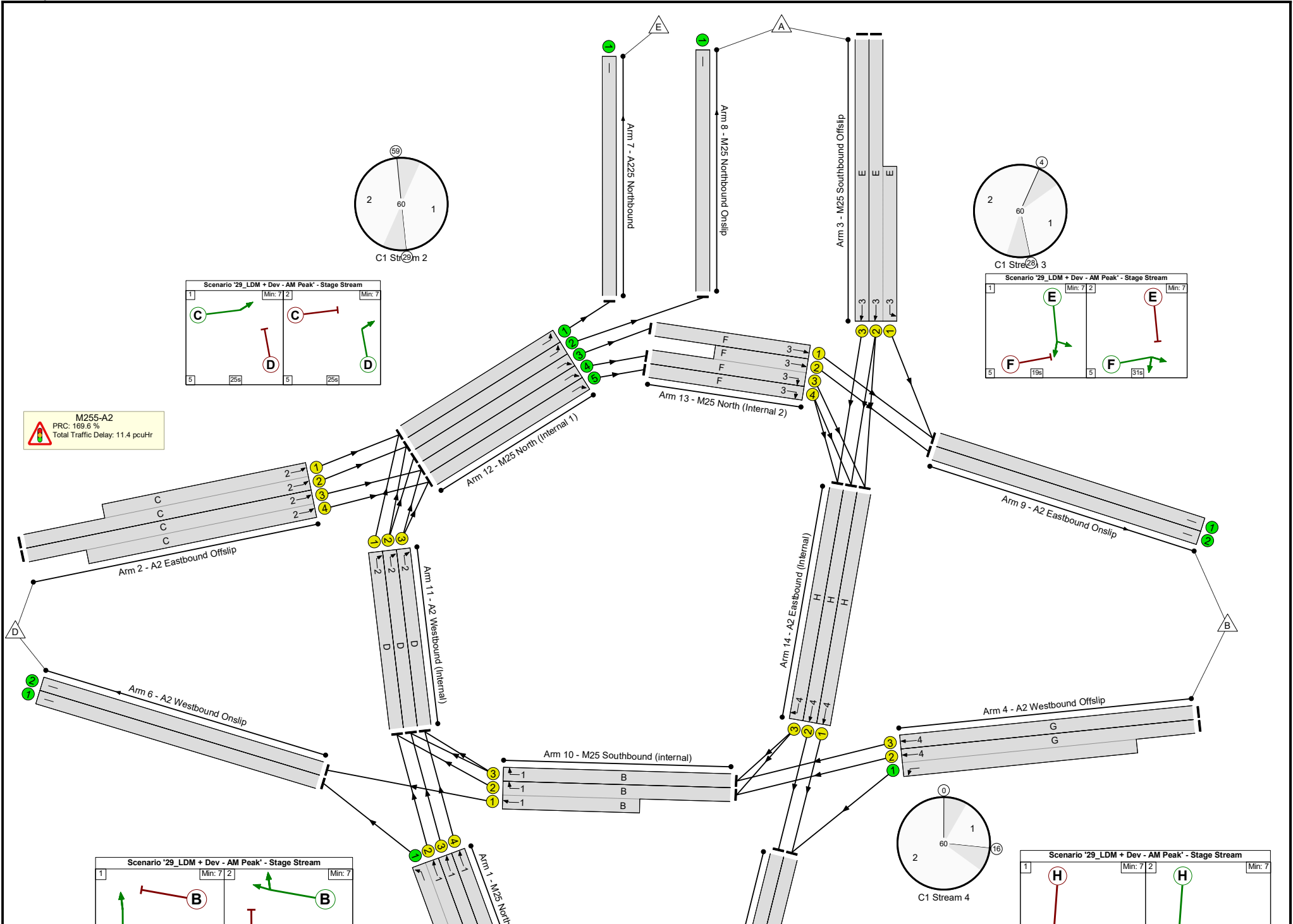
Stage	1	2
Duration	11	39
Change Point	0	16

Signal Timings Diagram



Full Input Data And Results
Network Layout Diagram

Full Input Data And Results



Full Input Data And Results

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: M25 A2	-	-	N/A	-	-		-	-	-	-	-	-	33.4%
M255-A2	-	-	N/A	-	-		-	-	-	-	-	-	33.4%
1/2+1/1	M25 Northbound Offslip Left Ahead	U	1	N/A	A -		1	29	-	444	2015:1919	455+1486	22.9 : 22.9%
1/3	M25 Northbound Offslip Ahead	U	1	N/A	A		1	29	-	5	1950	975	0.5%
1/4	M25 Northbound Offslip Ahead	U	1	N/A	A		1	29	-	277	1950	975	28.4%
2/2+2/1	A2 Eastbound Offslip Ahead	U	2	N/A	C		1	25	-	318	1942:1942	842+842	20.6 : 17.2%
2/3+2/4	A2 Eastbound Offslip Ahead	U	2	N/A	C		1	25	-	419	1942:1942	842+842	25.0 : 24.8%
3/2+3/1	M25 Southbound Offslip Left Ahead	U	3	N/A	E		1	19	-	235	1942:1942	647+322	24.3 : 24.3%
3/3	M25 Southbound Offslip Ahead	U	3	N/A	E		1	19	-	213	1942	647	32.9%
4/2+4/1	A2 Westbound Offslip Left Ahead	U	4	N/A	G -		1	11	-	549	1942:1956	388+1526	30.9 : 28.1%
4/3	A2 Westbound Offslip Ahead	U	4	N/A	G		1	11	-	9	1942	388	2.3%
5/1	M25 Southbound Onslip	U	N/A	N/A	-		-	-	-	710	Inf	Inf	0.0%
5/2	M25 Southbound Onslip	U	N/A	N/A	-		-	-	-	288	Inf	Inf	0.0%
6/1	A2 Westbound Onslip	U	N/A	N/A	-		-	-	-	340	Inf	Inf	0.0%
6/2	A2 Westbound Onslip	U	N/A	N/A	-		-	-	-	198	Inf	Inf	0.0%
7/1	A225 Northbound	U	N/A	N/A	-		-	-	-	372	Inf	Inf	0.0%
8/1	M25 Northbound Onslip	U	N/A	N/A	-		-	-	-	198	Inf	Inf	0.0%
9/1	A2 Eastbound Onslip	U	N/A	N/A	-		-	-	-	79	Inf	Inf	0.0%

Full Input Data And Results

9/2	A2 Eastbound Onslip	U	N/A	N/A	-		-	-	-	284	Inf	Inf	0.0%
10/2+10/1	M25 Southbound (internal) Ahead Right	U	1	N/A	B		1	21	-	321	1966:1966	448+721	27.5 : 27.5%
10/3	M25 Southbound (internal) Right	U	1	N/A	B		1	21	-	21	1966	721	2.9%
11/1	A2 Westbound (Internal) Right	U	2	N/A	D		1	25	-	227	1978	857	26.5%
11/2	A2 Westbound (Internal) Right	U	2	N/A	D		1	25	-	26	1978	857	3.0%
11/3	A2 Westbound (Internal) Right	U	2	N/A	D		1	25	-	277	1978	857	32.3%
12/1	M25 North (Internal 1) Left	U	N/A	N/A	-		-	-	-	372	Inf	Inf	0.0%
12/2	M25 North (Internal 1) Left	U	N/A	N/A	-		-	-	-	198	Inf	Inf	0.0%
12/3	M25 North (Internal 1) Ahead	U	N/A	N/A	-		-	-	-	1	Inf	Inf	0.0%
12/4	M25 North (Internal 1) Ahead	U	N/A	N/A	-		-	-	-	486	Inf	Inf	0.0%
12/5	M25 North (Internal 1) Ahead	U	N/A	N/A	-		-	-	-	210	Inf	Inf	0.0%
13/1	M25 North (Internal 2) Ahead	U	3	N/A	F		1	31	-	1	1800	960	0.1%
13/3+13/2	M25 North (Internal 2) Ahead Right	U	3	N/A	F		1	31	-	486	1942:1942	605+851	33.4 : 33.4%
13/4	M25 North (Internal 2) Right	U	3	N/A	F		1	31	-	210	1942	1036	20.3%
14/1	A2 Eastbound (Internal) Ahead	U	4	N/A	H		1	39	-	281	1978	1319	21.3%
14/2	A2 Eastbound (Internal) Ahead	U	4	N/A	H		1	39	-	288	1978	1319	21.8%
14/3	A2 Eastbound (Internal) Right	U	4	N/A	H		1	39	-	213	1978	1319	16.2%

Full Input Data And Results

15/1	M25 Off Slip NB entry Ahead	U	N/A	N/A	-		-	-	-	449	Inf	Inf	0.0%
15/2	M25 Off Slip NB entry Ahead	U	N/A	N/A	-		-	-	-	277	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: M25 A2	-	-	0	0	0	8.8	2.6	0.0	11.4	-	-	-	-
M255-A2	-	-	0	0	0	8.8	2.6	0.0	11.4	-	-	-	-
1/2+1/1	444	444	-	-	-	0.2	0.1	-	0.4	3.1	0.9	0.1	1.0
1/3	5	5	-	-	-	0.0	0.0	-	0.0	9.6	0.0	0.0	0.0
1/4	277	277	-	-	-	0.7	0.2	-	0.9	11.3	2.6	0.2	2.8
2/2+2/1	318	318	-	-	-	0.9	0.1	-	1.0	11.8	1.8	0.1	1.9
2/3+2/4	419	419	-	-	-	1.3	0.2	-	1.4	12.2	2.2	0.2	2.4
3/2+3/1	235	235	-	-	-	0.9	0.2	-	1.1	16.8	1.9	0.2	2.0
3/3	213	213	-	-	-	0.9	0.2	-	1.1	19.1	2.6	0.2	2.8
4/2+4/1	549	549	-	-	-	0.7	0.2	-	0.9	5.8	1.7	0.2	1.9
4/3	9	9	-	-	-	0.0	0.0	-	0.1	24.3	0.1	0.0	0.1
5/1	710	710	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/2	288	288	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	340	340	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/2	198	198	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	372	372	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/1	198	198	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
9/1	79	79	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
9/2	284	284	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
10/2+10/1	321	321	-	-	-	0.6	0.2	-	0.8	8.4	1.8	0.2	2.0
10/3	21	21	-	-	-	0.0	0.0	-	0.1	10.0	0.2	0.0	0.2
11/1	227	227	-	-	-	0.5	0.2	-	0.7	11.0	1.8	0.2	2.0
11/2	26	26	-	-	-	0.1	0.0	-	0.1	12.5	0.2	0.0	0.2
11/3	277	277	-	-	-	0.7	0.2	-	1.0	12.5	3.8	0.2	4.0
12/1	372	372	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
12/2	198	198	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

Full Input Data And Results

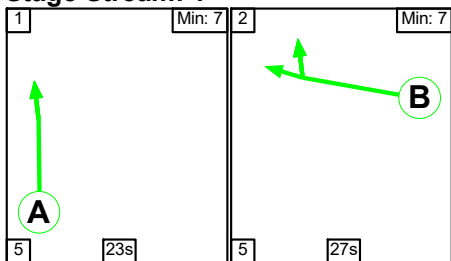
12/3	1	1	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0																																								
12/4	486	486	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0																																								
12/5	210	210	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0																																								
13/1	1	1	-	-	-	0.0	0.0	-	0.0	18.0	0.0	0.0	0.0																																								
13/3+13/2	486	486	-	-	-	0.6	0.3	-	0.9	6.6	2.5	0.3	2.8																																								
13/4	210	210	-	-	-	0.4	0.1	-	0.5	8.7	2.7	0.1	2.9																																								
14/1	281	281	-	-	-	0.1	0.1	-	0.2	3.0	0.4	0.1	0.6																																								
14/2	288	288	-	-	-	0.1	0.1	-	0.2	2.9	0.4	0.1	0.6																																								
14/3	213	213	-	-	-	0.0	0.1	-	0.1	1.7	0.1	0.1	0.2																																								
15/1	449	449	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0																																								
15/2	277	277	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0																																								
<table> <tbody> <tr> <td>C1</td> <td>Stream: 1</td> <td>PRC for Signalled Lanes (%)</td> <td>216.8</td> <td>Total Delay for Signalled Lanes (pcuHr):</td> <td>2.07</td> <td>Cycle Time (s):</td> <td>60</td> </tr> <tr> <td>C1</td> <td>Stream: 2</td> <td>PRC for Signalled Lanes (%)</td> <td>178.5</td> <td>Total Delay for Signalled Lanes (pcuHr):</td> <td>4.21</td> <td>Cycle Time (s):</td> <td>60</td> </tr> <tr> <td>C1</td> <td>Stream: 3</td> <td>PRC for Signalled Lanes (%)</td> <td>169.6</td> <td>Total Delay for Signalled Lanes (pcuHr):</td> <td>3.63</td> <td>Cycle Time (s):</td> <td>60</td> </tr> <tr> <td>C1</td> <td>Stream: 4</td> <td>PRC for Signalled Lanes (%)</td> <td>191.3</td> <td>Total Delay for Signalled Lanes (pcuHr):</td> <td>1.51</td> <td>Cycle Time (s):</td> <td>60</td> </tr> <tr> <td></td> <td></td> <td>PRC Over All Lanes (%)</td> <td>169.6</td> <td>Total Delay Over All Lanes(pcuHr):</td> <td>11.42</td> <td></td> <td></td> </tr> </tbody> </table>														C1	Stream: 1	PRC for Signalled Lanes (%)	216.8	Total Delay for Signalled Lanes (pcuHr):	2.07	Cycle Time (s):	60	C1	Stream: 2	PRC for Signalled Lanes (%)	178.5	Total Delay for Signalled Lanes (pcuHr):	4.21	Cycle Time (s):	60	C1	Stream: 3	PRC for Signalled Lanes (%)	169.6	Total Delay for Signalled Lanes (pcuHr):	3.63	Cycle Time (s):	60	C1	Stream: 4	PRC for Signalled Lanes (%)	191.3	Total Delay for Signalled Lanes (pcuHr):	1.51	Cycle Time (s):	60			PRC Over All Lanes (%)	169.6	Total Delay Over All Lanes(pcuHr):	11.42		
C1	Stream: 1	PRC for Signalled Lanes (%)	216.8	Total Delay for Signalled Lanes (pcuHr):	2.07	Cycle Time (s):	60																																														
C1	Stream: 2	PRC for Signalled Lanes (%)	178.5	Total Delay for Signalled Lanes (pcuHr):	4.21	Cycle Time (s):	60																																														
C1	Stream: 3	PRC for Signalled Lanes (%)	169.6	Total Delay for Signalled Lanes (pcuHr):	3.63	Cycle Time (s):	60																																														
C1	Stream: 4	PRC for Signalled Lanes (%)	191.3	Total Delay for Signalled Lanes (pcuHr):	1.51	Cycle Time (s):	60																																														
		PRC Over All Lanes (%)	169.6	Total Delay Over All Lanes(pcuHr):	11.42																																																

Full Input Data And Results

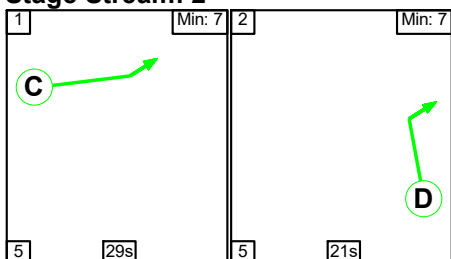
Scenario 18: '29_LDM + Dev - PM Peak' (FG18: '29_LDM + Dev - PM Peak', Plan 1: 'Network Control Plan 1')

Stage Sequence Diagram

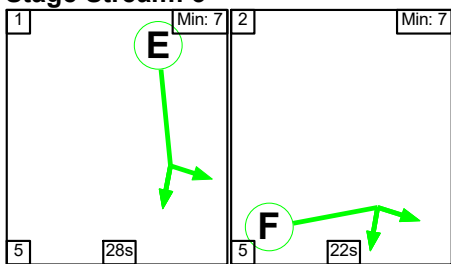
Stage Stream: 1



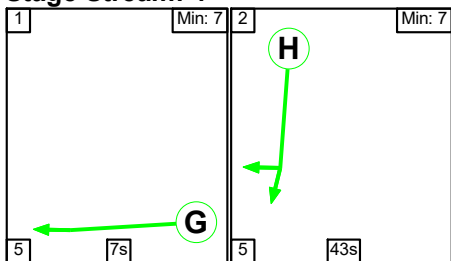
Stage Stream: 2



Stage Stream: 3



Stage Stream: 4



Stage Timings

Stage Stream: 1

Stage	1	2
Duration	23	27
Change Point	0	28

Stage Stream: 2

Stage	1	2
Duration	29	21
Change Point	33	7

Full Input Data And Results

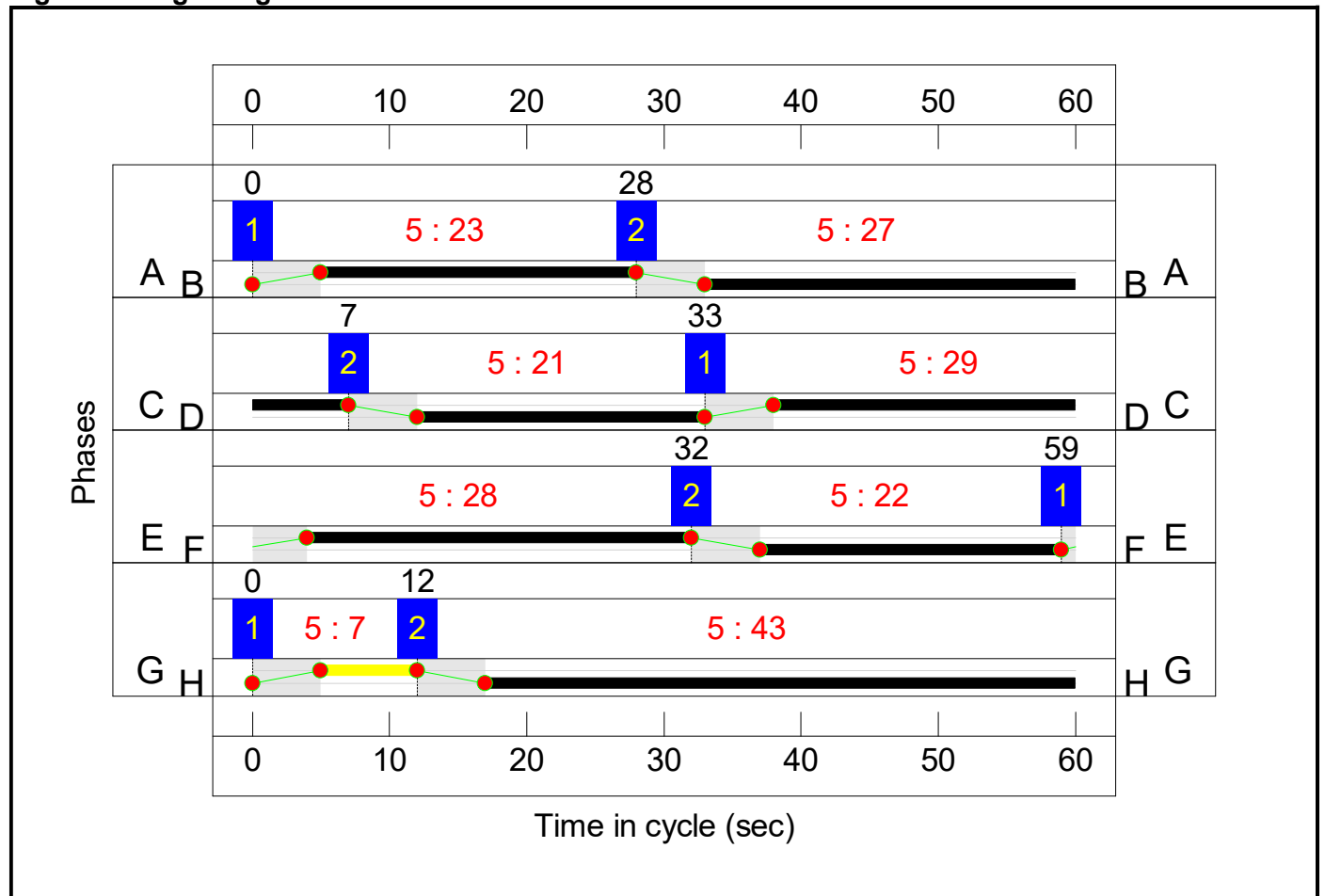
Stage Stream: 3

Stage	1	2
Duration	28	22
Change Point	59	32

Stage Stream: 4

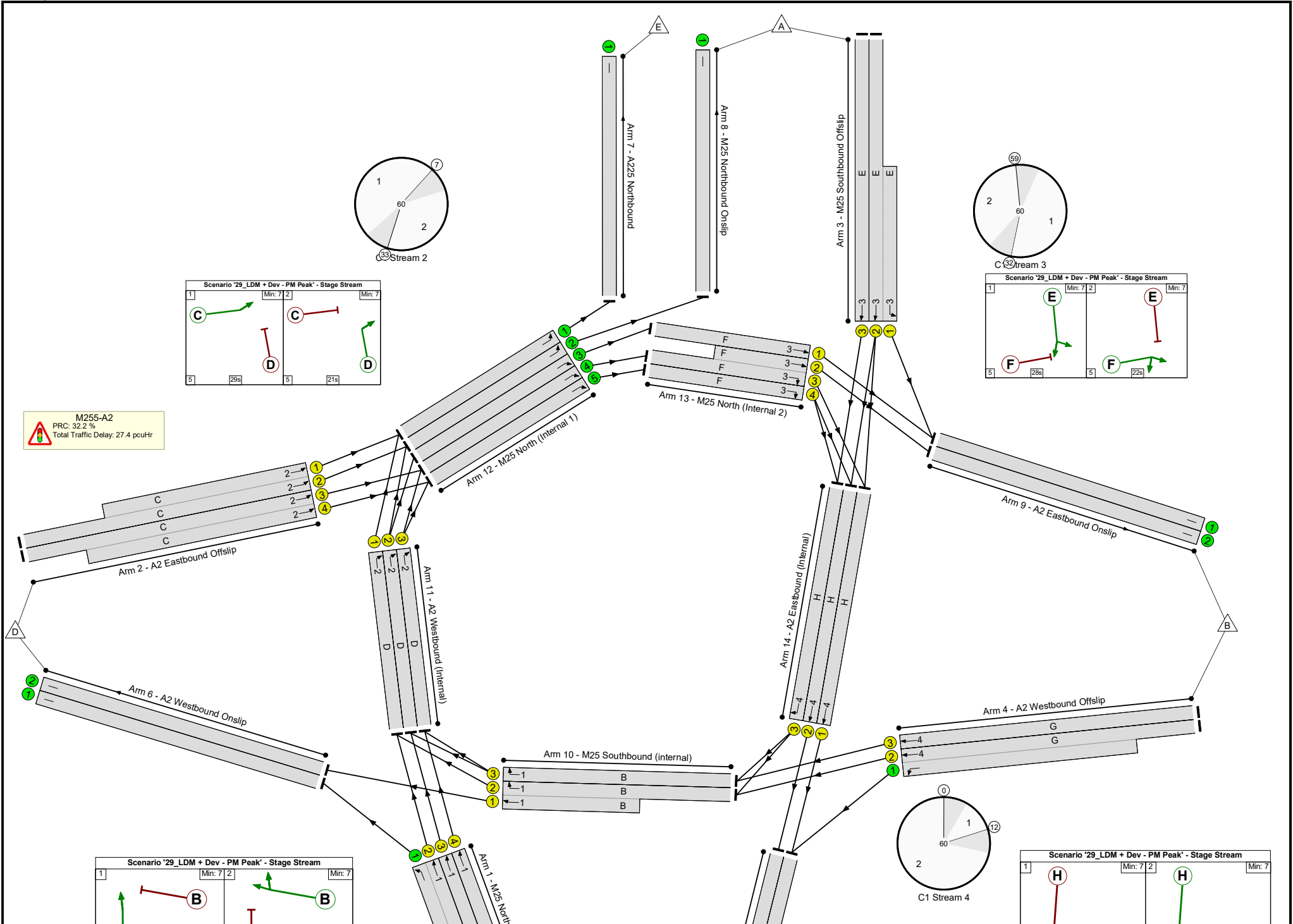
Stage	1	2
Duration	7	43
Change Point	0	12

Signal Timings Diagram



Full Input Data And Results
Network Layout Diagram

Full Input Data And Results



Full Input Data And Results

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: M25 A2	-	-	N/A	-	-		-	-	-	-	-	-	68.1%
M255-A2	-	-	N/A	-	-		-	-	-	-	-	-	68.1%
1/2+1/1	M25 Northbound Offslip Left Ahead	U	1	N/A	A -		1	23	-	1239	2015:1919	293+1640	64.1 : 64.1%
1/3	M25 Northbound Offslip Ahead	U	1	N/A	A		1	23	-	200	1950	780	25.6%
1/4	M25 Northbound Offslip Ahead	U	1	N/A	A		1	23	-	453	1950	780	58.1%
2/2+2/1	A2 Eastbound Offslip Ahead	U	2	N/A	C		1	29	-	444	1942:1942	971+545	29.7 : 28.6%
2/3+2/4	A2 Eastbound Offslip Ahead	U	2	N/A	C		1	29	-	565	1942:1942	971+969	29.1 : 29.1%
3/2+3/1	M25 Southbound Offslip Left Ahead	U	3	N/A	E		1	28	-	335	1942:1942	423+939	24.6 : 24.6%
3/3	M25 Southbound Offslip Ahead	U	3	N/A	E		1	28	-	639	1942	939	68.1%
4/2+4/1	A2 Westbound Offslip Left Ahead	U	4	N/A	G -		1	7	-	1239	1942:1956	259+1691	64.5 : 63.4%
4/3	A2 Westbound Offslip Ahead	U	4	N/A	G		1	7	-	33	1942	259	12.7%
5/1	M25 Southbound Onslip	U	N/A	N/A	-		-	-	-	1404	Inf	Inf	0.0%
5/2	M25 Southbound Onslip	U	N/A	N/A	-		-	-	-	333	Inf	Inf	0.0%
6/1	A2 Westbound Onslip	U	N/A	N/A	-		-	-	-	1051	Inf	Inf	0.0%
6/2	A2 Westbound Onslip	U	N/A	N/A	-		-	-	-	609	Inf	Inf	0.0%
7/1	A225 Northbound	U	N/A	N/A	-		-	-	-	524	Inf	Inf	0.0%
8/1	M25 Northbound Onslip	U	N/A	N/A	-		-	-	-	344	Inf	Inf	0.0%
9/1	A2 Eastbound Onslip	U	N/A	N/A	-		-	-	-	426	Inf	Inf	0.0%

Full Input Data And Results

9/2	A2 Eastbound Onslip	U	N/A	N/A	-		-	-	-	456	Inf	Inf	0.0%
10/2+10/1	M25 Southbound (internal) Ahead Right	U	1	N/A	B		1	27	-	789	1966:1966	271+917	66.4 : 66.4%
10/3	M25 Southbound (internal) Right	U	1	N/A	B		1	27	-	52	1966	917	5.7%
11/1	A2 Westbound (Internal) Right	U	2	N/A	D		1	21	-	368	1978	725	50.7%
11/2	A2 Westbound (Internal) Right	U	2	N/A	D		1	21	-	251	1978	725	34.6%
11/3	A2 Westbound (Internal) Right	U	2	N/A	D		1	21	-	454	1978	725	62.6%
12/1	M25 North (Internal 1) Left	U	N/A	N/A	-		-	-	-	524	Inf	Inf	0.0%
12/2	M25 North (Internal 1) Left	U	N/A	N/A	-		-	-	-	344	Inf	Inf	0.0%
12/3	M25 North (Internal 1) Ahead	U	N/A	N/A	-		-	-	-	195	Inf	Inf	0.0%
12/4	M25 North (Internal 1) Ahead	U	N/A	N/A	-		-	-	-	736	Inf	Inf	0.0%
12/5	M25 North (Internal 1) Ahead	U	N/A	N/A	-		-	-	-	283	Inf	Inf	0.0%
13/1	M25 North (Internal 2) Ahead	U	3	N/A	F		1	22	-	195	1800	690	28.3%
13/3+13/2	M25 North (Internal 2) Ahead Right	U	3	N/A	F		1	22	-	736	1942:1942	421+685	66.6 : 66.6%
13/4	M25 North (Internal 2) Right	U	3	N/A	F		1	22	-	283	1942	744	38.0%
14/1	A2 Eastbound (Internal) Ahead	U	4	N/A	H		1	43	-	332	1978	1451	22.9%
14/2	A2 Eastbound (Internal) Ahead	U	4	N/A	H		1	43	-	333	1978	1451	23.0%
14/3	A2 Eastbound (Internal) Right	U	4	N/A	H		1	43	-	641	1978	1451	44.2%

Full Input Data And Results

15/1	M25 Off Slip NB entry Ahead	U	N/A	N/A	-		-	-	-	1439	Inf	Inf	0.0%
15/2	M25 Off Slip NB entry Ahead	U	N/A	N/A	-		-	-	-	453	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: M25 A2	-	-	0	0	0	18.3	9.1	0.0	27.4	-	-	-	-
M255-A2	-	-	0	0	0	18.3	9.1	0.0	27.4	-	-	-	-
1/2+1/1	1239	1239	-	-	-	0.6	0.9	-	1.5	4.4	2.0	0.9	2.9
1/3	200	200	-	-	-	0.7	0.2	-	0.8	15.1	2.2	0.2	2.4
1/4	453	453	-	-	-	1.8	0.7	-	2.5	19.6	5.8	0.7	6.5
2/2+2/1	444	444	-	-	-	1.1	0.2	-	1.3	10.3	2.8	0.2	3.0
2/3+2/4	565	565	-	-	-	1.4	0.2	-	1.6	10.1	2.8	0.2	3.0
3/2+3/1	335	335	-	-	-	0.8	0.2	-	1.0	10.7	2.2	0.2	2.4
3/3	639	639	-	-	-	2.1	1.1	-	3.2	17.9	8.2	1.1	9.2
4/2+4/1	1239	1239	-	-	-	1.1	0.9	-	2.0	5.9	2.6	0.9	3.5
4/3	33	33	-	-	-	0.2	0.1	-	0.3	30.9	0.5	0.1	0.5
5/1	1404	1404	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/2	333	333	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	1051	1051	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/2	609	609	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	524	524	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/1	344	344	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
9/1	426	426	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
9/2	456	456	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
10/2+10/1	789	789	-	-	-	1.0	1.0	-	2.0	9.0	2.6	1.0	3.6
10/3	52	52	-	-	-	0.1	0.0	-	0.1	8.5	0.5	0.0	0.6
11/1	368	368	-	-	-	1.5	0.5	-	2.0	19.6	3.9	0.5	4.4
11/2	251	251	-	-	-	0.7	0.3	-	0.9	13.2	1.5	0.3	1.8
11/3	454	454	-	-	-	1.0	0.8	-	1.9	14.7	1.8	0.8	2.7
12/1	524	524	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
12/2	344	344	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

Full Input Data And Results

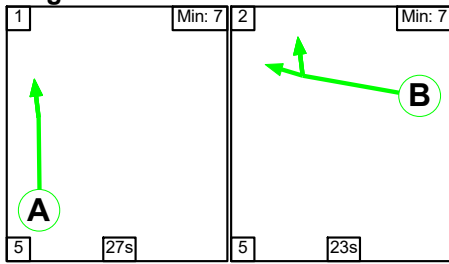
12/3	195	195	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0																																								
12/4	736	736	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0																																								
12/5	283	283	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0																																								
13/1	195	195	-	-	-	0.1	0.2	-	0.3	5.5	1.2	0.2	1.4																																								
13/3+13/2	736	736	-	-	-	2.1	1.0	-	3.1	14.9	3.6	1.0	4.6																																								
13/4	283	283	-	-	-	1.6	0.3	-	1.9	24.0	3.3	0.3	3.6																																								
14/1	332	332	-	-	-	0.2	0.1	-	0.3	3.7	1.6	0.1	1.8																																								
14/2	333	333	-	-	-	0.2	0.1	-	0.4	4.2	2.0	0.1	2.1																																								
14/3	641	641	-	-	-	0.0	0.4	-	0.4	2.3	0.6	0.4	1.0																																								
15/1	1439	1439	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0																																								
15/2	453	453	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0																																								
<table> <tbody> <tr> <td>C1</td> <td>Stream: 1</td> <td>PRC for Signalled Lanes (%)</td> <td>35.6</td> <td>Total Delay for Signalled Lanes (pcuHr):</td> <td>6.91</td> <td>Cycle Time (s):</td> <td>60</td> </tr> <tr> <td>C1</td> <td>Stream: 2</td> <td>PRC for Signalled Lanes (%)</td> <td>43.8</td> <td>Total Delay for Signalled Lanes (pcuHr):</td> <td>7.63</td> <td>Cycle Time (s):</td> <td>60</td> </tr> <tr> <td>C1</td> <td>Stream: 3</td> <td>PRC for Signalled Lanes (%)</td> <td>32.2</td> <td>Total Delay for Signalled Lanes (pcuHr):</td> <td>9.41</td> <td>Cycle Time (s):</td> <td>60</td> </tr> <tr> <td>C1</td> <td>Stream: 4</td> <td>PRC for Signalled Lanes (%)</td> <td>39.5</td> <td>Total Delay for Signalled Lanes (pcuHr):</td> <td>3.44</td> <td>Cycle Time (s):</td> <td>60</td> </tr> <tr> <td></td> <td></td> <td>PRC Over All Lanes (%)</td> <td>32.2</td> <td>Total Delay Over All Lanes(pcuHr):</td> <td>27.39</td> <td></td> <td></td> </tr> </tbody> </table>														C1	Stream: 1	PRC for Signalled Lanes (%)	35.6	Total Delay for Signalled Lanes (pcuHr):	6.91	Cycle Time (s):	60	C1	Stream: 2	PRC for Signalled Lanes (%)	43.8	Total Delay for Signalled Lanes (pcuHr):	7.63	Cycle Time (s):	60	C1	Stream: 3	PRC for Signalled Lanes (%)	32.2	Total Delay for Signalled Lanes (pcuHr):	9.41	Cycle Time (s):	60	C1	Stream: 4	PRC for Signalled Lanes (%)	39.5	Total Delay for Signalled Lanes (pcuHr):	3.44	Cycle Time (s):	60			PRC Over All Lanes (%)	32.2	Total Delay Over All Lanes(pcuHr):	27.39		
C1	Stream: 1	PRC for Signalled Lanes (%)	35.6	Total Delay for Signalled Lanes (pcuHr):	6.91	Cycle Time (s):	60																																														
C1	Stream: 2	PRC for Signalled Lanes (%)	43.8	Total Delay for Signalled Lanes (pcuHr):	7.63	Cycle Time (s):	60																																														
C1	Stream: 3	PRC for Signalled Lanes (%)	32.2	Total Delay for Signalled Lanes (pcuHr):	9.41	Cycle Time (s):	60																																														
C1	Stream: 4	PRC for Signalled Lanes (%)	39.5	Total Delay for Signalled Lanes (pcuHr):	3.44	Cycle Time (s):	60																																														
		PRC Over All Lanes (%)	32.2	Total Delay Over All Lanes(pcuHr):	27.39																																																

Full Input Data And Results

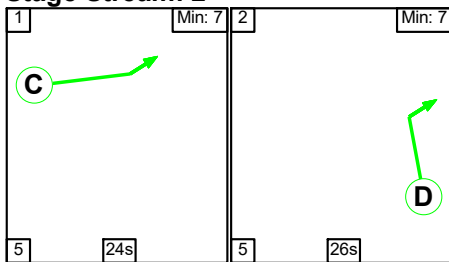
Scenario 19: '38_DM - AM Peak' (FG19: '38_DM - AM Peak', Plan 1: 'Network Control Plan 1')

Stage Sequence Diagram

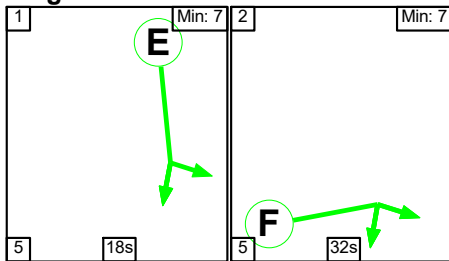
Stage Stream: 1



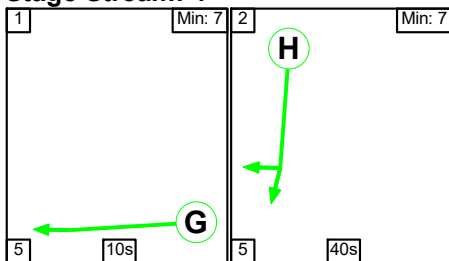
Stage Stream: 2



Stage Stream: 3



Stage Stream: 4



Stage Timings

Stage Stream: 1

Stage	1	2
Duration	27	23
Change Point	0	32

Stage Stream: 2

Stage	1	2
Duration	24	26
Change Point	58	27

Full Input Data And Results

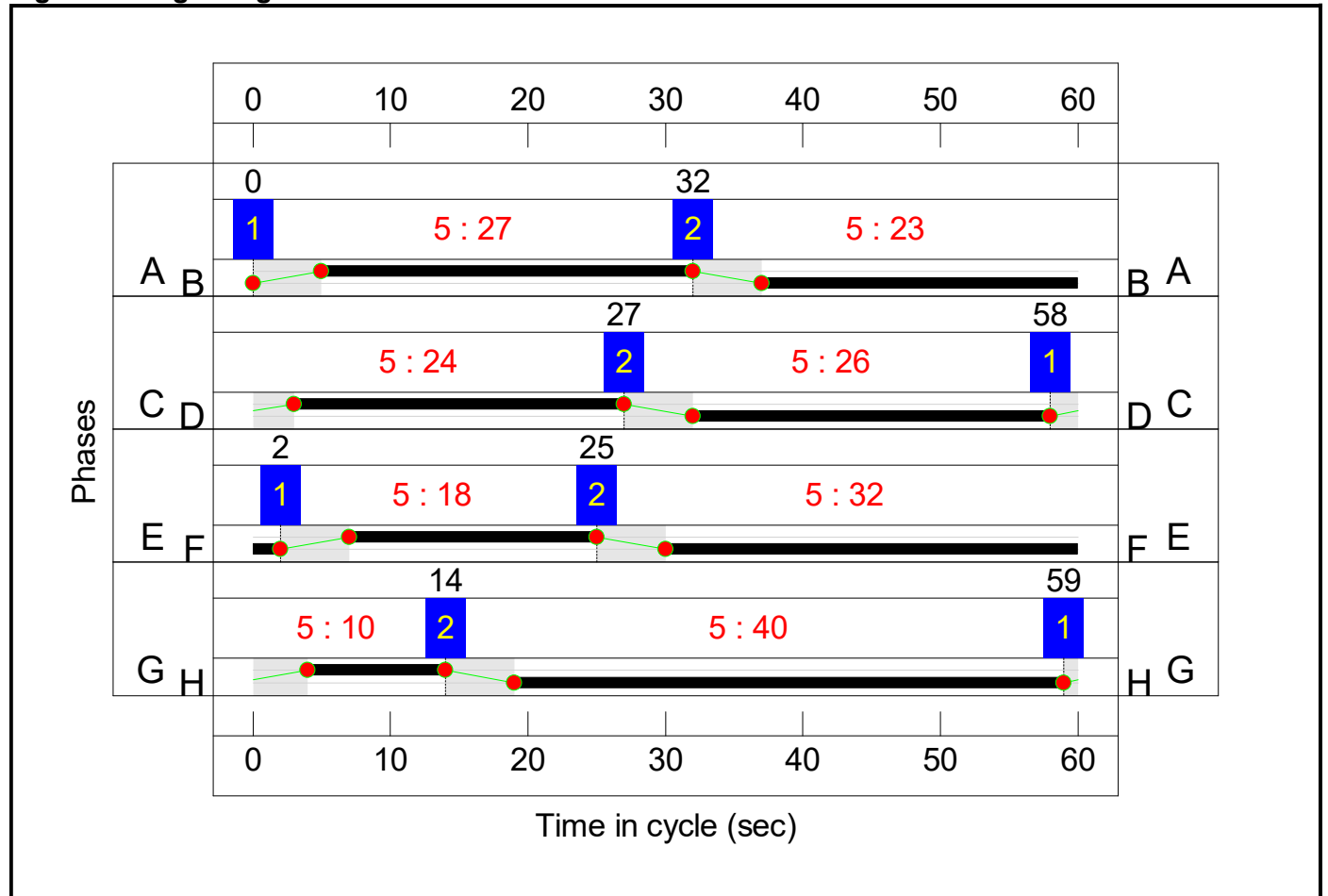
Stage Stream: 3

Stage	1	2
Duration	18	32
Change Point	2	25

Stage Stream: 4

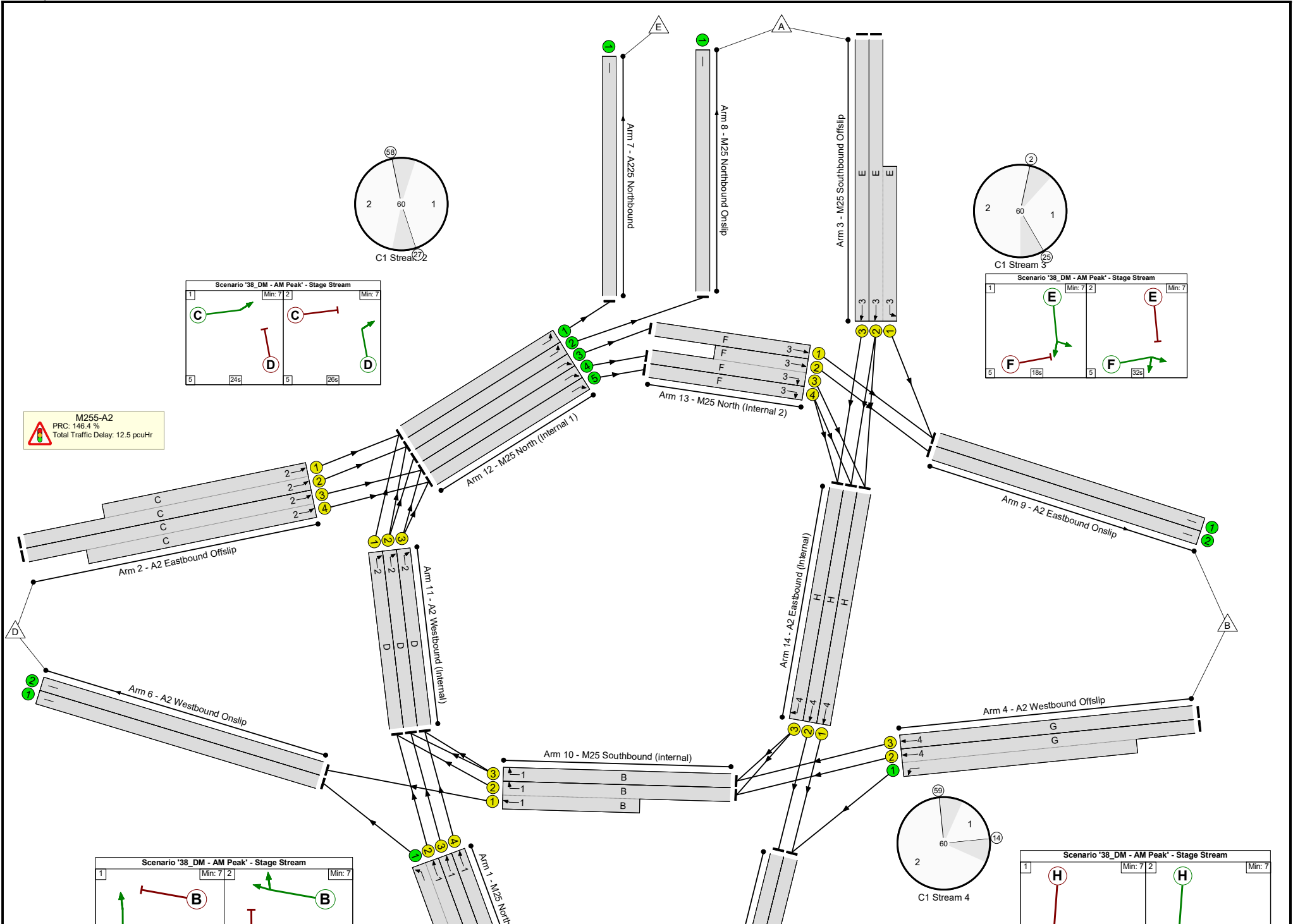
Stage	1	2
Duration	10	40
Change Point	59	14

Signal Timings Diagram



Full Input Data And Results
Network Layout Diagram

Full Input Data And Results



Full Input Data And Results

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: M25 A2	-	-	N/A	-	-		-	-	-	-	-	-	36.5%
M255-A2	-	-	N/A	-	-		-	-	-	-	-	-	36.5%
1/2+1/1	M25 Northbound Offslip Left Ahead	U	1	N/A	A -		1	27	-	511	2015:1919	452+1489	26.3 : 26.3%
1/3	M25 Northbound Offslip Ahead	U	1	N/A	A		1	27	-	6	1950	910	0.7%
1/4	M25 Northbound Offslip Ahead	U	1	N/A	A		1	27	-	309	1950	910	34.0%
2/2+2/1	A2 Eastbound Offslip Ahead	U	2	N/A	C		1	24	-	362	1942:1942	809+809	24.3 : 20.4%
2/3+2/4	A2 Eastbound Offslip Ahead	U	2	N/A	C		1	24	-	475	1942:1942	809+809	29.4 : 29.3%
3/2+3/1	M25 Southbound Offslip Left Ahead	U	3	N/A	E		1	18	-	235	1942:1942	615+306	25.5 : 25.5%
3/3	M25 Southbound Offslip Ahead	U	3	N/A	E		1	18	-	213	1942	615	34.6%
4/2+4/1	A2 Westbound Offslip Left Ahead	U	4	N/A	G -		1	10	-	562	1942:1956	356+1519	35.1 : 28.8%
4/3	A2 Westbound Offslip Ahead	U	4	N/A	G		1	10	-	10	1942	356	2.8%
5/1	M25 Southbound Onslip	U	N/A	N/A	-		-	-	-	745	Inf	Inf	0.0%
5/2	M25 Southbound Onslip	U	N/A	N/A	-		-	-	-	316	Inf	Inf	0.0%
6/1	A2 Westbound Onslip	U	N/A	N/A	-		-	-	-	392	Inf	Inf	0.0%
6/2	A2 Westbound Onslip	U	N/A	N/A	-		-	-	-	198	Inf	Inf	0.0%
7/1	A225 Northbound	U	N/A	N/A	-		-	-	-	412	Inf	Inf	0.0%
8/1	M25 Northbound Onslip	U	N/A	N/A	-		-	-	-	224	Inf	Inf	0.0%
9/1	A2 Eastbound Onslip	U	N/A	N/A	-		-	-	-	79	Inf	Inf	0.0%

Full Input Data And Results

9/2	A2 Eastbound Onslip	U	N/A	N/A	-		-	-	-	317	Inf	Inf	0.0%
10/2+10/1	M25 Southbound (internal) Ahead Right	U	1	N/A	B		1	23	-	326	1966:1966	508+786	25.2 : 25.2%
10/3	M25 Southbound (internal) Right	U	1	N/A	B		1	23	-	22	1966	786	2.8%
11/1	A2 Westbound (Internal) Right	U	2	N/A	D		1	26	-	247	1978	890	27.7%
11/2	A2 Westbound (Internal) Right	U	2	N/A	D		1	26	-	28	1978	890	3.1%
11/3	A2 Westbound (Internal) Right	U	2	N/A	D		1	26	-	309	1978	890	34.7%
12/1	M25 North (Internal 1) Left	U	N/A	N/A	-		-	-	-	412	Inf	Inf	0.0%
12/2	M25 North (Internal 1) Left	U	N/A	N/A	-		-	-	-	224	Inf	Inf	0.0%
12/3	M25 North (Internal 1) Ahead	U	N/A	N/A	-		-	-	-	1	Inf	Inf	0.0%
12/4	M25 North (Internal 1) Ahead	U	N/A	N/A	-		-	-	-	546	Inf	Inf	0.0%
12/5	M25 North (Internal 1) Ahead	U	N/A	N/A	-		-	-	-	238	Inf	Inf	0.0%
13/1	M25 North (Internal 2) Ahead	U	3	N/A	F		1	32	-	1	1800	990	0.1%
13/3+13/2	M25 North (Internal 2) Ahead Right	U	3	N/A	F		1	32	-	546	1942:1942	627+868	36.5 : 36.5%
13/4	M25 North (Internal 2) Right	U	3	N/A	F		1	32	-	238	1942	1068	22.3%
14/1	A2 Eastbound (Internal) Ahead	U	4	N/A	H		1	40	-	308	1978	1352	22.8%
14/2	A2 Eastbound (Internal) Ahead	U	4	N/A	H		1	40	-	316	1978	1352	23.4%
14/3	A2 Eastbound (Internal) Right	U	4	N/A	H		1	40	-	213	1978	1352	15.8%

Full Input Data And Results

15/1	M25 Off Slip NB entry Ahead	U	N/A	N/A	-		-	-	-	517	Inf	Inf	0.0%
15/2	M25 Off Slip NB entry Ahead	U	N/A	N/A	-		-	-	-	309	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: M25 A2	-	-	0	0	0	9.5	2.9	0.0	12.5	-	-	-	-
M255-A2	-	-	0	0	0	9.5	2.9	0.0	12.5	-	-	-	-
1/2+1/1	511	511	-	-	-	0.3	0.2	-	0.5	3.4	1.1	0.2	1.3
1/3	6	6	-	-	-	0.0	0.0	-	0.0	10.8	0.1	0.0	0.1
1/4	309	309	-	-	-	0.9	0.3	-	1.1	13.1	3.3	0.3	3.5
2/2+2/1	362	362	-	-	-	1.1	0.1	-	1.3	12.7	2.1	0.1	2.2
2/3+2/4	475	475	-	-	-	1.5	0.2	-	1.7	13.2	2.6	0.2	2.8
3/2+3/1	235	235	-	-	-	1.0	0.2	-	1.2	17.7	1.9	0.2	2.1
3/3	213	213	-	-	-	0.9	0.3	-	1.2	20.2	2.7	0.3	3.0
4/2+4/1	562	562	-	-	-	0.7	0.2	-	1.0	6.1	1.8	0.2	2.0
4/3	10	10	-	-	-	0.1	0.0	-	0.1	25.6	0.1	0.0	0.2
5/1	745	745	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/2	316	316	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	392	392	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/2	198	198	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	412	412	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/1	224	224	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
9/1	79	79	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
9/2	317	317	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
10/2+10/1	326	326	-	-	-	0.5	0.2	-	0.7	7.3	1.9	0.2	2.1
10/3	22	22	-	-	-	0.0	0.0	-	0.1	9.1	0.2	0.0	0.2
11/1	247	247	-	-	-	0.5	0.2	-	0.7	9.8	2.0	0.2	2.1
11/2	28	28	-	-	-	0.1	0.0	-	0.1	11.0	0.2	0.0	0.2
11/3	309	309	-	-	-	0.7	0.3	-	1.0	11.4	4.3	0.3	4.5
12/1	412	412	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
12/2	224	224	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

Full Input Data And Results

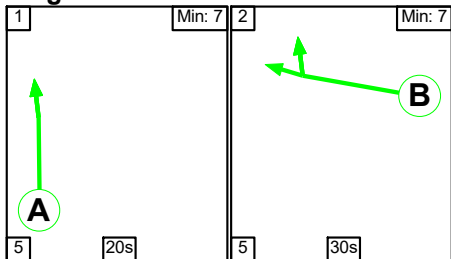
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12/4	546	546	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0																																								
12/5	238	238	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0																																								
13/1	1	1	-	-	-	0.0	0.0	-	0.0	17.4	0.0	0.0	0.0																																								
13/3+13/2	546	546	-	-	-	0.6	0.3	-	0.9	6.1	2.8	0.3	3.1																																								
13/4	238	238	-	-	-	0.3	0.1	-	0.5	7.3	3.0	0.1	3.1																																								
14/1	308	308	-	-	-	0.1	0.1	-	0.2	2.7	0.4	0.1	0.5																																								
14/2	316	316	-	-	-	0.1	0.2	-	0.2	2.7	0.4	0.2	0.5																																								
14/3	213	213	-	-	-	0.0	0.1	-	0.1	1.6	0.1	0.1	0.2																																								
15/1	517	517	-	-	-	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																																								
<table> <tbody> <tr> <td>C1</td> <td>Stream: 1</td> <td>PRC for Signalled Lanes (%)</td> <td>165.0</td> <td>Total Delay for Signalled Lanes (pcuHr):</td> <td>2.34</td> <td>Cycle Time (s):</td> <td>60</td> </tr> <tr> <td>C1</td> <td>Stream: 2</td> <td>PRC for Signalled Lanes (%)</td> <td>159.3</td> <td>Total Delay for Signalled Lanes (pcuHr):</td> <td>4.76</td> <td>Cycle Time (s):</td> <td>60</td> </tr> <tr> <td>C1</td> <td>Stream: 3</td> <td>PRC for Signalled Lanes (%)</td> <td>146.4</td> <td>Total Delay for Signalled Lanes (pcuHr):</td> <td>3.77</td> <td>Cycle Time (s):</td> <td>60</td> </tr> <tr> <td>C1</td> <td>Stream: 4</td> <td>PRC for Signalled Lanes (%)</td> <td>156.3</td> <td>Total Delay for Signalled Lanes (pcuHr):</td> <td>1.59</td> <td>Cycle Time (s):</td> <td>60</td> </tr> <tr> <td></td> <td></td> <td>PRC Over All Lanes (%)</td> <td>146.4</td> <td>Total Delay Over All Lanes(pcuHr):</td> <td>12.46</td> <td></td> <td></td> </tr> </tbody> </table>														C1	Stream: 1	PRC for Signalled Lanes (%)	165.0	Total Delay for Signalled Lanes (pcuHr):	2.34	Cycle Time (s):	60	C1	Stream: 2	PRC for Signalled Lanes (%)	159.3	Total Delay for Signalled Lanes (pcuHr):	4.76	Cycle Time (s):	60	C1	Stream: 3	PRC for Signalled Lanes (%)	146.4	Total Delay for Signalled Lanes (pcuHr):	3.77	Cycle Time (s):	60	C1	Stream: 4	PRC for Signalled Lanes (%)	156.3	Total Delay for Signalled Lanes (pcuHr):	1.59	Cycle Time (s):	60			PRC Over All Lanes (%)	146.4	Total Delay Over All Lanes(pcuHr):	12.46		
C1	Stream: 1	PRC for Signalled Lanes (%)	165.0	Total Delay for Signalled Lanes (pcuHr):	2.34	Cycle Time (s):	60																																														
C1	Stream: 2	PRC for Signalled Lanes (%)	159.3	Total Delay for Signalled Lanes (pcuHr):	4.76	Cycle Time (s):	60																																														
C1	Stream: 3	PRC for Signalled Lanes (%)	146.4	Total Delay for Signalled Lanes (pcuHr):	3.77	Cycle Time (s):	60																																														
C1	Stream: 4	PRC for Signalled Lanes (%)	156.3	Total Delay for Signalled Lanes (pcuHr):	1.59	Cycle Time (s):	60																																														
		PRC Over All Lanes (%)	146.4	Total Delay Over All Lanes(pcuHr):	12.46																																																

Full Input Data And Results

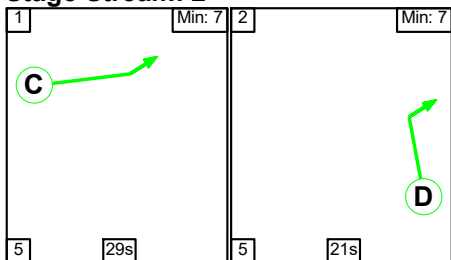
Scenario 20: '38_DM - PM Peak' (FG20: '38_DM - PM Peak', Plan 1: 'Network Control Plan 1')

Stage Sequence Diagram

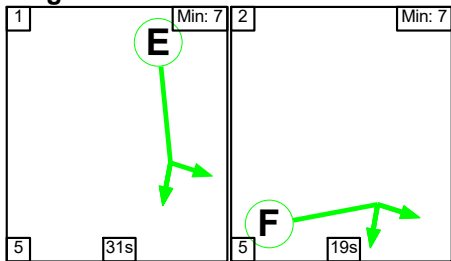
Stage Stream: 1



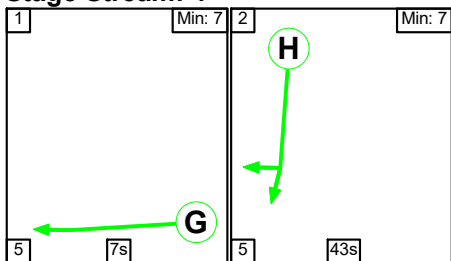
Stage Stream: 2



Stage Stream: 3



Stage Stream: 4



Stage Timings

Stage Stream: 1

Stage	1	2
Duration	20	30
Change Point	0	25

Stage Stream: 2

Stage	1	2
Duration	29	21
Change Point	33	7

Full Input Data And Results

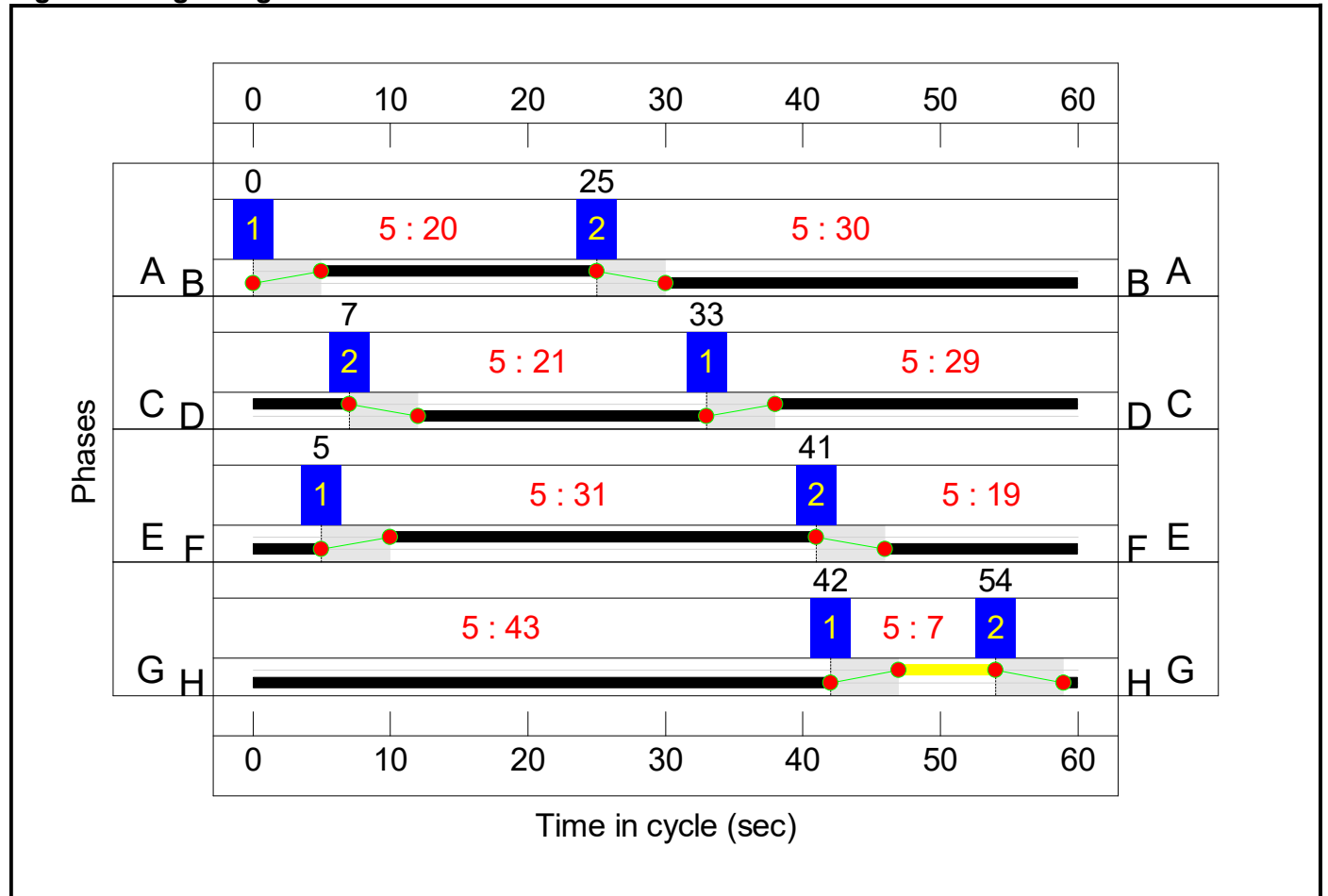
Stage Stream: 3

Stage	1	2
Duration	31	19
Change Point	5	41

Stage Stream: 4

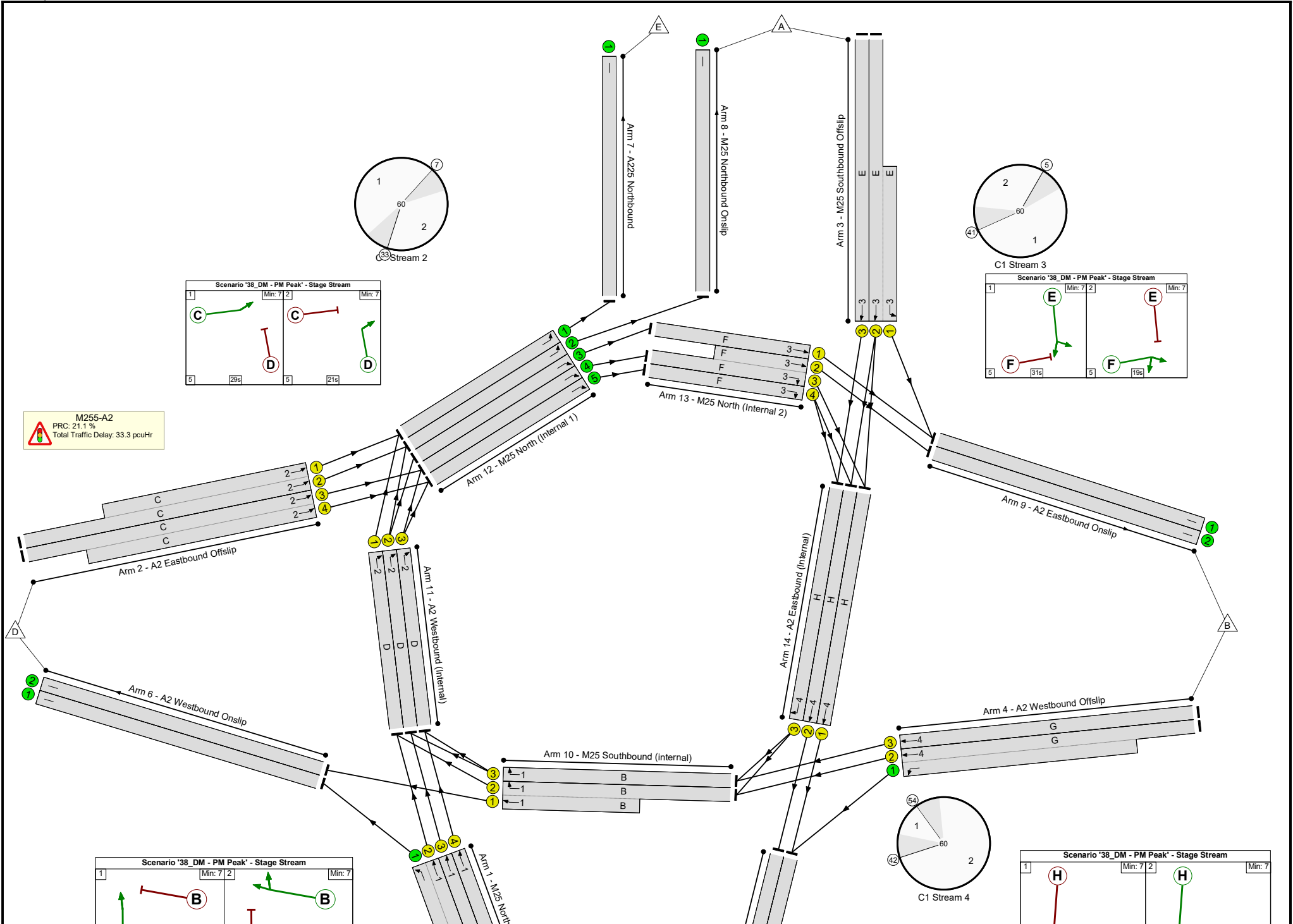
Stage	1	2
Duration	7	43
Change Point	42	54

Signal Timings Diagram



Full Input Data And Results
Network Layout Diagram

Full Input Data And Results



Full Input Data And Results

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: M25 A2	-	-	N/A	-	-		-	-	-	-	-	-	74.3%
M255-A2	-	-	N/A	-	-		-	-	-	-	-	-	74.3%
1/2+1/1	M25 Northbound Offslip Left Ahead	U	1	N/A	A -		1	20	-	1419	2015:1919	293+1640	73.4 : 73.4%
1/3	M25 Northbound Offslip Ahead	U	1	N/A	A		1	20	-	212	1950	682	31.1%
1/4	M25 Northbound Offslip Ahead	U	1	N/A	A		1	20	-	454	1950	682	66.5%
2/2+2/1	A2 Eastbound Offslip Ahead	U	2	N/A	C		1	29	-	559	1942:1942	971+543	37.4 : 36.1%
2/3+2/4	A2 Eastbound Offslip Ahead	U	2	N/A	C		1	29	-	711	1942:1942	971+970	36.7 : 36.6%
3/2+3/1	M25 Southbound Offslip Left Ahead	U	3	N/A	E		1	31	-	404	1942:1942	468+1033	26.9 : 26.9%
3/3	M25 Southbound Offslip Ahead	U	3	N/A	E		1	31	-	770	1942	1036	74.3%
4/2+4/1	A2 Westbound Offslip Left Ahead	U	4	N/A	G -		1	7	-	826	1942:1956	259+1596	58.3 : 42.3%
4/3	A2 Westbound Offslip Ahead	U	4	N/A	G		1	7	-	29	1942	259	11.2%
5/1	M25 Southbound Onslip	U	N/A	N/A	-		-	-	-	1090	Inf	Inf	0.0%
5/2	M25 Southbound Onslip	U	N/A	N/A	-		-	-	-	418	Inf	Inf	0.0%
6/1	A2 Westbound Onslip	U	N/A	N/A	-		-	-	-	1204	Inf	Inf	0.0%
6/2	A2 Westbound Onslip	U	N/A	N/A	-		-	-	-	731	Inf	Inf	0.0%
7/1	A225 Northbound	U	N/A	N/A	-		-	-	-	581	Inf	Inf	0.0%
8/1	M25 Northbound Onslip	U	N/A	N/A	-		-	-	-	420	Inf	Inf	0.0%
9/1	A2 Eastbound Onslip	U	N/A	N/A	-		-	-	-	484	Inf	Inf	0.0%

Full Input Data And Results

9/2	A2 Eastbound Onslip	U	N/A	N/A	-		-	-	-	456	Inf	Inf	0.0%
10/2+10/1	M25 Southbound (internal) Ahead Right	U	1	N/A	B		1	30	-	901	1966:1966	233+1001	73.1 : 73.1%
10/3	M25 Southbound (internal) Right	U	1	N/A	B		1	30	-	51	1966	1016	5.0%
11/1	A2 Westbound (Internal) Right	U	2	N/A	D		1	21	-	385	1978	725	53.1%
11/2	A2 Westbound (Internal) Right	U	2	N/A	D		1	21	-	263	1978	725	36.3%
11/3	A2 Westbound (Internal) Right	U	2	N/A	D		1	21	-	454	1978	725	62.6%
12/1	M25 North (Internal 1) Left	U	N/A	N/A	-		-	-	-	581	Inf	Inf	0.0%
12/2	M25 North (Internal 1) Left	U	N/A	N/A	-		-	-	-	420	Inf	Inf	0.0%
12/3	M25 North (Internal 1) Ahead	U	N/A	N/A	-		-	-	-	206	Inf	Inf	0.0%
12/4	M25 North (Internal 1) Ahead	U	N/A	N/A	-		-	-	-	808	Inf	Inf	0.0%
12/5	M25 North (Internal 1) Ahead	U	N/A	N/A	-		-	-	-	357	Inf	Inf	0.0%
13/1	M25 North (Internal 2) Ahead	U	3	N/A	F		1	19	-	206	1800	600	34.3%
13/3+13/2	M25 North (Internal 2) Ahead Right	U	3	N/A	F		1	19	-	808	1942:1942	481+623	73.2 : 73.2%
13/4	M25 North (Internal 2) Right	U	3	N/A	F		1	19	-	357	1942	647	55.1%
14/1	A2 Eastbound (Internal) Ahead	U	4	N/A	H		1	43	-	415	1978	1451	28.6%
14/2	A2 Eastbound (Internal) Ahead	U	4	N/A	H		1	43	-	418	1978	1451	28.8%
14/3	A2 Eastbound (Internal) Right	U	4	N/A	H		1	43	-	772	1978	1451	53.2%

Full Input Data And Results

15/1	M25 Off Slip NB entry Ahead	U	N/A	N/A	-		-	-	-	1631	Inf	Inf	0.0%
15/2	M25 Off Slip NB entry Ahead	U	N/A	N/A	-		-	-	-	454	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: M25 A2	-	-	0	0	0	21.8	11.5	0.0	33.3	-	-	-	-
M255-A2	-	-	0	0	0	21.8	11.5	0.0	33.3	-	-	-	-
1/2+1/1	1419	1419	-	-	-	0.8	1.4	-	2.2	5.6	2.6	1.4	3.9
1/3	212	212	-	-	-	0.8	0.2	-	1.1	18.1	2.5	0.2	2.8
1/4	454	454	-	-	-	2.1	1.0	-	3.1	24.3	6.3	1.0	7.3
2/2+2/1	559	559	-	-	-	1.4	0.3	-	1.7	10.8	3.6	0.3	3.9
2/3+2/4	711	711	-	-	-	1.8	0.3	-	2.1	10.7	3.6	0.3	3.8
3/2+3/1	404	404	-	-	-	0.8	0.2	-	1.0	9.1	2.5	0.2	2.7
3/3	770	770	-	-	-	2.3	1.4	-	3.7	17.5	9.8	1.4	11.3
4/2+4/1	826	826	-	-	-	1.0	0.4	-	1.4	6.2	2.3	0.4	2.7
4/3	29	29	-	-	-	0.2	0.1	-	0.2	30.8	0.4	0.1	0.5
5/1	1090	1090	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/2	418	418	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	1204	1204	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/2	731	731	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	581	581	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/1	420	420	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
9/1	484	484	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
9/2	456	456	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
10/2+10/1	901	901	-	-	-	2.0	1.3	-	3.4	13.6	4.3	1.3	5.6
10/3	51	51	-	-	-	0.2	0.0	-	0.2	16.7	0.6	0.0	0.6
11/1	385	385	-	-	-	1.5	0.6	-	2.1	19.3	3.5	0.6	4.1
11/2	263	263	-	-	-	0.6	0.3	-	0.9	12.4	1.4	0.3	1.7
11/3	454	454	-	-	-	0.9	0.8	-	1.7	13.6	1.6	0.8	2.4
12/1	581	581	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
12/2	420	420	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

Full Input Data And Results

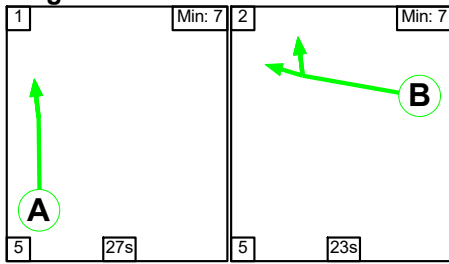
12/3	206	206	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0																																								
12/4	808	808	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0																																								
12/5	357	357	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0																																								
13/1	206	206	-	-	-	0.4	0.3	-	0.7	12.1	3.1	0.3	3.4																																								
13/3+13/2	808	808	-	-	-	2.6	1.4	-	3.9	17.4	7.4	1.4	8.8																																								
13/4	357	357	-	-	-	1.4	0.6	-	2.0	20.5	2.7	0.6	3.3																																								
14/1	415	415	-	-	-	0.1	0.2	-	0.3	2.2	1.1	0.2	1.3																																								
14/2	418	418	-	-	-	0.1	0.2	-	0.3	2.2	1.1	0.2	1.3																																								
14/3	772	772	-	-	-	0.7	0.6	-	1.3	6.0	3.5	0.6	4.0																																								
15/1	1631	1631	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0																																								
15/2	454	454	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0																																								
<table> <tbody> <tr> <td>C1</td> <td>Stream: 1</td> <td>PRC for Signalled Lanes (%)</td> <td>22.6</td> <td>Total Delay for Signalled Lanes (pcuHr):</td> <td>9.99</td> <td>Cycle Time (s):</td> <td>60</td> </tr> <tr> <td>C1</td> <td>Stream: 2</td> <td>PRC for Signalled Lanes (%)</td> <td>43.8</td> <td>Total Delay for Signalled Lanes (pcuHr):</td> <td>8.47</td> <td>Cycle Time (s):</td> <td>60</td> </tr> <tr> <td>C1</td> <td>Stream: 3</td> <td>PRC for Signalled Lanes (%)</td> <td>21.1</td> <td>Total Delay for Signalled Lanes (pcuHr):</td> <td>11.40</td> <td>Cycle Time (s):</td> <td>60</td> </tr> <tr> <td>C1</td> <td>Stream: 4</td> <td>PRC for Signalled Lanes (%)</td> <td>54.3</td> <td>Total Delay for Signalled Lanes (pcuHr):</td> <td>3.46</td> <td>Cycle Time (s):</td> <td>60</td> </tr> <tr> <td></td> <td></td> <td>PRC Over All Lanes (%)</td> <td>21.1</td> <td>Total Delay Over All Lanes(pcuHr):</td> <td>33.31</td> <td></td> <td></td> </tr> </tbody> </table>														C1	Stream: 1	PRC for Signalled Lanes (%)	22.6	Total Delay for Signalled Lanes (pcuHr):	9.99	Cycle Time (s):	60	C1	Stream: 2	PRC for Signalled Lanes (%)	43.8	Total Delay for Signalled Lanes (pcuHr):	8.47	Cycle Time (s):	60	C1	Stream: 3	PRC for Signalled Lanes (%)	21.1	Total Delay for Signalled Lanes (pcuHr):	11.40	Cycle Time (s):	60	C1	Stream: 4	PRC for Signalled Lanes (%)	54.3	Total Delay for Signalled Lanes (pcuHr):	3.46	Cycle Time (s):	60			PRC Over All Lanes (%)	21.1	Total Delay Over All Lanes(pcuHr):	33.31		
C1	Stream: 1	PRC for Signalled Lanes (%)	22.6	Total Delay for Signalled Lanes (pcuHr):	9.99	Cycle Time (s):	60																																														
C1	Stream: 2	PRC for Signalled Lanes (%)	43.8	Total Delay for Signalled Lanes (pcuHr):	8.47	Cycle Time (s):	60																																														
C1	Stream: 3	PRC for Signalled Lanes (%)	21.1	Total Delay for Signalled Lanes (pcuHr):	11.40	Cycle Time (s):	60																																														
C1	Stream: 4	PRC for Signalled Lanes (%)	54.3	Total Delay for Signalled Lanes (pcuHr):	3.46	Cycle Time (s):	60																																														
		PRC Over All Lanes (%)	21.1	Total Delay Over All Lanes(pcuHr):	33.31																																																

Full Input Data And Results

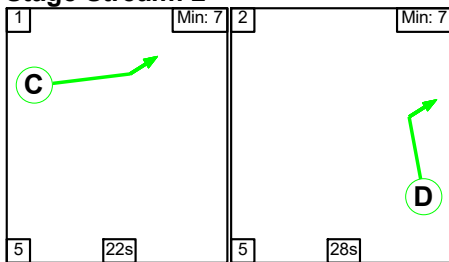
Scenario 21: '38_DM + Dev - AM Peak' (FG21: '38_DM + Dev - AM Peak', Plan 1: 'Network Control Plan 1')

Stage Sequence Diagram

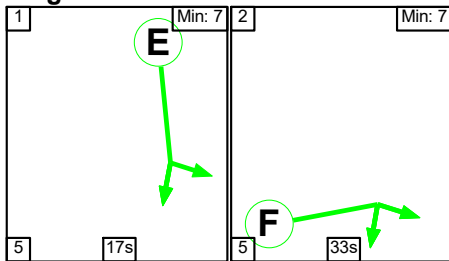
Stage Stream: 1



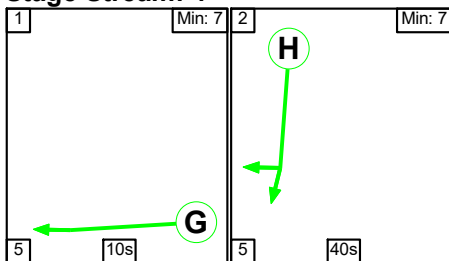
Stage Stream: 2



Stage Stream: 3



Stage Stream: 4



Stage Timings

Stage Stream: 1

Stage	1	2
Duration	27	23
Change Point	0	32

Stage Stream: 2

Stage	1	2
Duration	22	28
Change Point	59	26

Full Input Data And Results

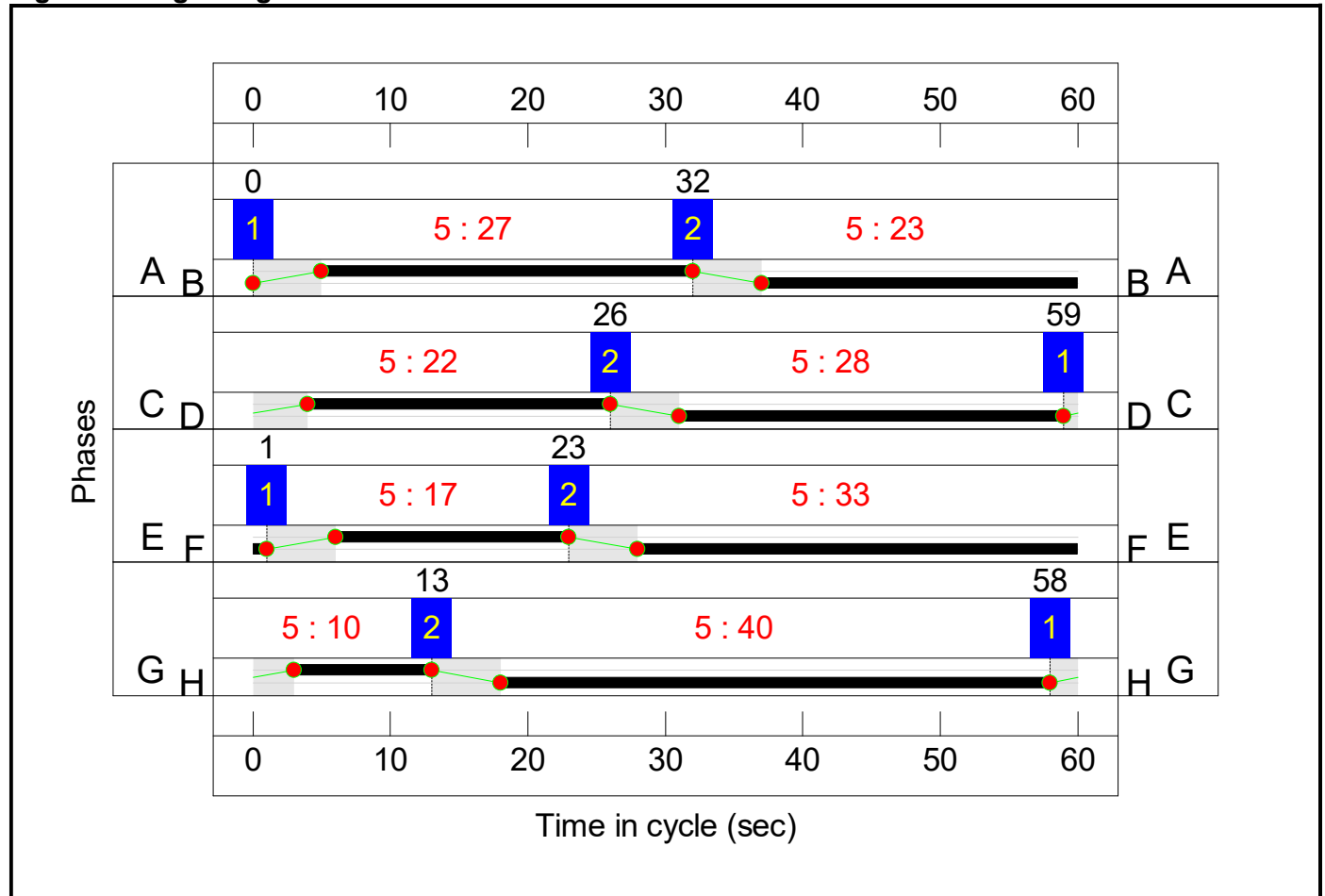
Stage Stream: 3

Stage	1	2
Duration	17	33
Change Point	1	23

Stage Stream: 4

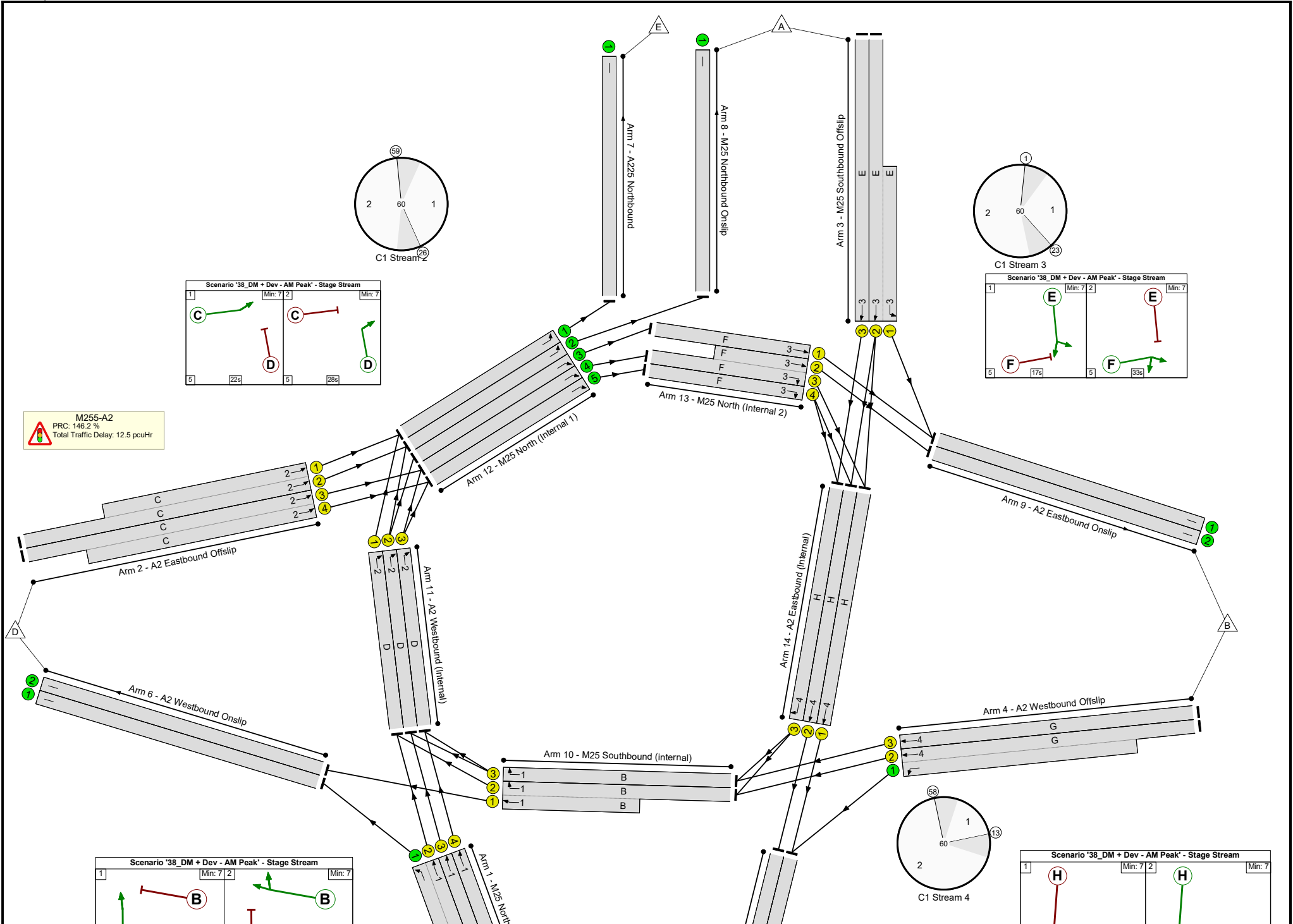
Stage	1	2
Duration	10	40
Change Point	58	13

Signal Timings Diagram



Full Input Data And Results
Network Layout Diagram

Full Input Data And Results



Full Input Data And Results

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: M25 A2	-	-	N/A	-	-		-	-	-	-	-	-	36.6%
M255-A2	-	-	N/A	-	-		-	-	-	-	-	-	36.6%
1/2+1/1	M25 Northbound Offslip Left Ahead	U	1	N/A	A -		1	27	-	511	2015:1919	452+1489	26.3 : 26.3%
1/3	M25 Northbound Offslip Ahead	U	1	N/A	A		1	27	-	6	1950	910	0.7%
1/4	M25 Northbound Offslip Ahead	U	1	N/A	A		1	27	-	315	1950	910	34.6%
2/2+2/1	A2 Eastbound Offslip Ahead	U	2	N/A	C		1	22	-	362	1942:1942	744+744	26.5 : 22.2%
2/3+2/4	A2 Eastbound Offslip Ahead	U	2	N/A	C		1	22	-	475	1942:1942	744+744	32.0 : 31.8%
3/2+3/1	M25 Southbound Offslip Left Ahead	U	3	N/A	E		1	17	-	235	1942:1942	583+289	26.9 : 26.9%
3/3	M25 Southbound Offslip Ahead	U	3	N/A	E		1	17	-	213	1942	583	36.6%
4/2+4/1	A2 Westbound Offslip Left Ahead	U	4	N/A	G -		1	10	-	574	1942:1956	356+1528	35.1 : 29.4%
4/3	A2 Westbound Offslip Ahead	U	4	N/A	G		1	10	-	10	1942	356	2.8%
5/1	M25 Southbound Onslip	U	N/A	N/A	-		-	-	-	757	Inf	Inf	0.0%
5/2	M25 Southbound Onslip	U	N/A	N/A	-		-	-	-	316	Inf	Inf	0.0%
6/1	A2 Westbound Onslip	U	N/A	N/A	-		-	-	-	392	Inf	Inf	0.0%
6/2	A2 Westbound Onslip	U	N/A	N/A	-		-	-	-	198	Inf	Inf	0.0%
7/1	A225 Northbound	U	N/A	N/A	-		-	-	-	412	Inf	Inf	0.0%
8/1	M25 Northbound Onslip	U	N/A	N/A	-		-	-	-	224	Inf	Inf	0.0%
9/1	A2 Eastbound Onslip	U	N/A	N/A	-		-	-	-	79	Inf	Inf	0.0%

Full Input Data And Results

9/2	A2 Eastbound Onslip	U	N/A	N/A	-		-	-	-	323	Inf	Inf	0.0%
10/2+10/1	M25 Southbound (internal) Ahead Right	U	1	N/A	B		1	23	-	326	1966:1966	508+786	25.2 : 25.2%
10/3	M25 Southbound (internal) Right	U	1	N/A	B		1	23	-	22	1966	786	2.8%
11/1	A2 Westbound (Internal) Right	U	2	N/A	D		1	28	-	247	1978	956	25.8%
11/2	A2 Westbound (Internal) Right	U	2	N/A	D		1	28	-	28	1978	956	2.9%
11/3	A2 Westbound (Internal) Right	U	2	N/A	D		1	28	-	315	1978	956	32.9%
12/1	M25 North (Internal 1) Left	U	N/A	N/A	-		-	-	-	412	Inf	Inf	0.0%
12/2	M25 North (Internal 1) Left	U	N/A	N/A	-		-	-	-	224	Inf	Inf	0.0%
12/3	M25 North (Internal 1) Ahead	U	N/A	N/A	-		-	-	-	1	Inf	Inf	0.0%
12/4	M25 North (Internal 1) Ahead	U	N/A	N/A	-		-	-	-	552	Inf	Inf	0.0%
12/5	M25 North (Internal 1) Ahead	U	N/A	N/A	-		-	-	-	238	Inf	Inf	0.0%
13/1	M25 North (Internal 2) Ahead	U	3	N/A	F		1	33	-	1	1800	1020	0.1%
13/3+13/2	M25 North (Internal 2) Ahead Right	U	3	N/A	F		1	33	-	552	1942:1942	630+889	36.3 : 36.3%
13/4	M25 North (Internal 2) Right	U	3	N/A	F		1	33	-	238	1942	1100	21.6%
14/1	A2 Eastbound (Internal) Ahead	U	4	N/A	H		1	40	-	308	1978	1352	22.8%
14/2	A2 Eastbound (Internal) Ahead	U	4	N/A	H		1	40	-	316	1978	1352	23.4%
14/3	A2 Eastbound (Internal) Right	U	4	N/A	H		1	40	-	213	1978	1352	15.8%

Full Input Data And Results

15/1	M25 Off Slip NB entry Ahead	U	N/A	N/A	-		-	-	-	517	Inf	Inf	0.0%
15/2	M25 Off Slip NB entry Ahead	U	N/A	N/A	-		-	-	-	315	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: M25 A2	-	-	0	0	0	9.6	3.0	0.0	12.5	-	-	-	-
M255-A2	-	-	0	0	0	9.6	3.0	0.0	12.5	-	-	-	-
1/2+1/1	511	511	-	-	-	0.3	0.2	-	0.5	3.4	1.1	0.2	1.3
1/3	6	6	-	-	-	0.0	0.0	-	0.0	10.8	0.1	0.0	0.1
1/4	315	315	-	-	-	0.9	0.3	-	1.2	13.2	3.3	0.3	3.6
2/2+2/1	362	362	-	-	-	1.3	0.2	-	1.4	14.2	2.2	0.2	2.4
2/3+2/4	475	475	-	-	-	1.7	0.2	-	2.0	14.8	2.8	0.2	3.0
3/2+3/1	235	235	-	-	-	1.0	0.2	-	1.2	18.6	2.0	0.2	2.1
3/3	213	213	-	-	-	1.0	0.3	-	1.3	21.4	2.8	0.3	3.1
4/2+4/1	574	574	-	-	-	0.7	0.2	-	1.0	6.0	1.8	0.2	2.0
4/3	10	10	-	-	-	0.1	0.0	-	0.1	25.6	0.1	0.0	0.2
5/1	757	757	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/2	316	316	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	392	392	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/2	198	198	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	412	412	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/1	224	224	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
9/1	79	79	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
9/2	323	323	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
10/2+10/1	326	326	-	-	-	0.5	0.2	-	0.7	7.4	1.9	0.2	2.1
10/3	22	22	-	-	-	0.0	0.0	-	0.1	9.3	0.2	0.0	0.2
11/1	247	247	-	-	-	0.4	0.2	-	0.6	8.4	1.8	0.2	2.0
11/2	28	28	-	-	-	0.1	0.0	-	0.1	9.2	0.2	0.0	0.2
11/3	315	315	-	-	-	0.7	0.2	-	0.9	10.3	4.2	0.2	4.5
12/1	412	412	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
12/2	224	224	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

Full Input Data And Results

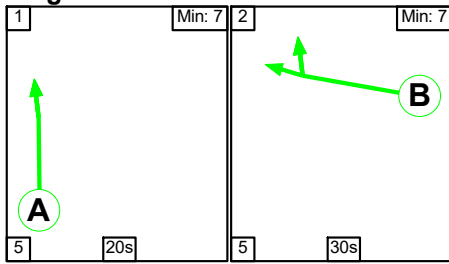
12/3	1	1	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0																																								
12/4	552	552	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0																																								
12/5	238	238	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0																																								
13/1	1	1	-	-	-	0.0	0.0	-	0.0	15.8	0.0	0.0	0.0																																								
13/3+13/2	552	552	-	-	-	0.5	0.3	-	0.8	5.3	2.5	0.3	2.8																																								
13/4	238	238	-	-	-	0.2	0.1	-	0.3	5.2	2.8	0.1	2.9																																								
14/1	308	308	-	-	-	0.1	0.1	-	0.2	2.7	0.4	0.1	0.5																																								
14/2	316	316	-	-	-	0.1	0.2	-	0.2	2.7	0.4	0.2	0.5																																								
14/3	213	213	-	-	-	0.0	0.1	-	0.1	1.6	0.1	0.1	0.2																																								
15/1	517	517	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0																																								
15/2	315	315	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0																																								
<table> <tbody> <tr> <td>C1</td> <td>Stream: 1</td> <td>PRC for Signalled Lanes (%)</td> <td>160.0</td> <td>Total Delay for Signalled Lanes (pcuHr):</td> <td>2.38</td> <td>Cycle Time (s):</td> <td>60</td> </tr> <tr> <td>C1</td> <td>Stream: 2</td> <td>PRC for Signalled Lanes (%)</td> <td>173.2</td> <td>Total Delay for Signalled Lanes (pcuHr):</td> <td>4.92</td> <td>Cycle Time (s):</td> <td>60</td> </tr> <tr> <td>C1</td> <td>Stream: 3</td> <td>PRC for Signalled Lanes (%)</td> <td>146.2</td> <td>Total Delay for Signalled Lanes (pcuHr):</td> <td>3.65</td> <td>Cycle Time (s):</td> <td>60</td> </tr> <tr> <td>C1</td> <td>Stream: 4</td> <td>PRC for Signalled Lanes (%)</td> <td>156.3</td> <td>Total Delay for Signalled Lanes (pcuHr):</td> <td>1.59</td> <td>Cycle Time (s):</td> <td>60</td> </tr> <tr> <td></td> <td></td> <td>PRC Over All Lanes (%)</td> <td>146.2</td> <td>Total Delay Over All Lanes(pcuHr):</td> <td>12.55</td> <td></td> <td></td> </tr> </tbody> </table>														C1	Stream: 1	PRC for Signalled Lanes (%)	160.0	Total Delay for Signalled Lanes (pcuHr):	2.38	Cycle Time (s):	60	C1	Stream: 2	PRC for Signalled Lanes (%)	173.2	Total Delay for Signalled Lanes (pcuHr):	4.92	Cycle Time (s):	60	C1	Stream: 3	PRC for Signalled Lanes (%)	146.2	Total Delay for Signalled Lanes (pcuHr):	3.65	Cycle Time (s):	60	C1	Stream: 4	PRC for Signalled Lanes (%)	156.3	Total Delay for Signalled Lanes (pcuHr):	1.59	Cycle Time (s):	60			PRC Over All Lanes (%)	146.2	Total Delay Over All Lanes(pcuHr):	12.55		
C1	Stream: 1	PRC for Signalled Lanes (%)	160.0	Total Delay for Signalled Lanes (pcuHr):	2.38	Cycle Time (s):	60																																														
C1	Stream: 2	PRC for Signalled Lanes (%)	173.2	Total Delay for Signalled Lanes (pcuHr):	4.92	Cycle Time (s):	60																																														
C1	Stream: 3	PRC for Signalled Lanes (%)	146.2	Total Delay for Signalled Lanes (pcuHr):	3.65	Cycle Time (s):	60																																														
C1	Stream: 4	PRC for Signalled Lanes (%)	156.3	Total Delay for Signalled Lanes (pcuHr):	1.59	Cycle Time (s):	60																																														
		PRC Over All Lanes (%)	146.2	Total Delay Over All Lanes(pcuHr):	12.55																																																

Full Input Data And Results

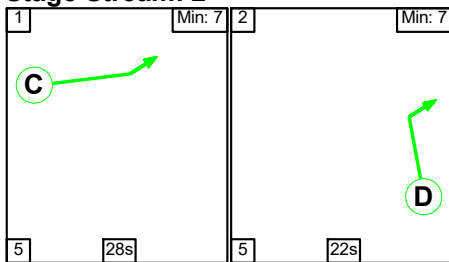
Scenario 22: '38_DM + Dev - PM Peak' (FG22: '38_DM + Dev - PM Peak', Plan 1: 'Network Control Plan 1')

Stage Sequence Diagram

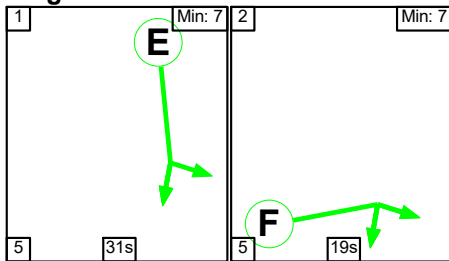
Stage Stream: 1



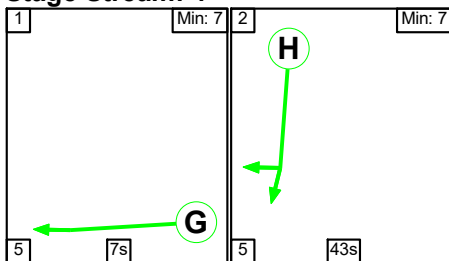
Stage Stream: 2



Stage Stream: 3



Stage Stream: 4



Stage Timings

Stage Stream: 1

Stage	1	2
Duration	20	30
Change Point	0	25

Stage Stream: 2

Stage	1	2
Duration	28	22
Change Point	34	7

Full Input Data And Results

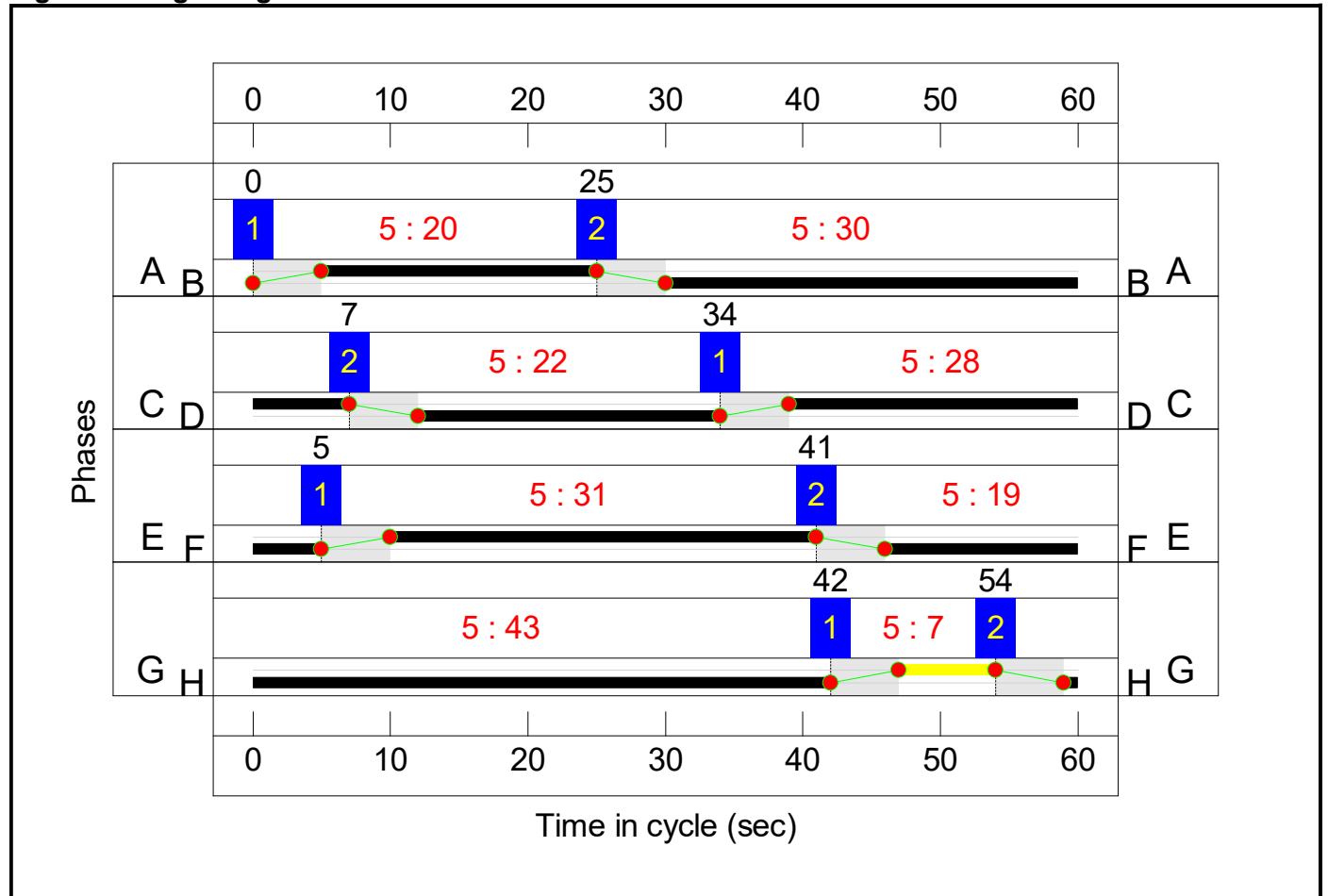
Stage Stream: 3

Stage	1	2
Duration	31	19
Change Point	5	41

Stage Stream: 4

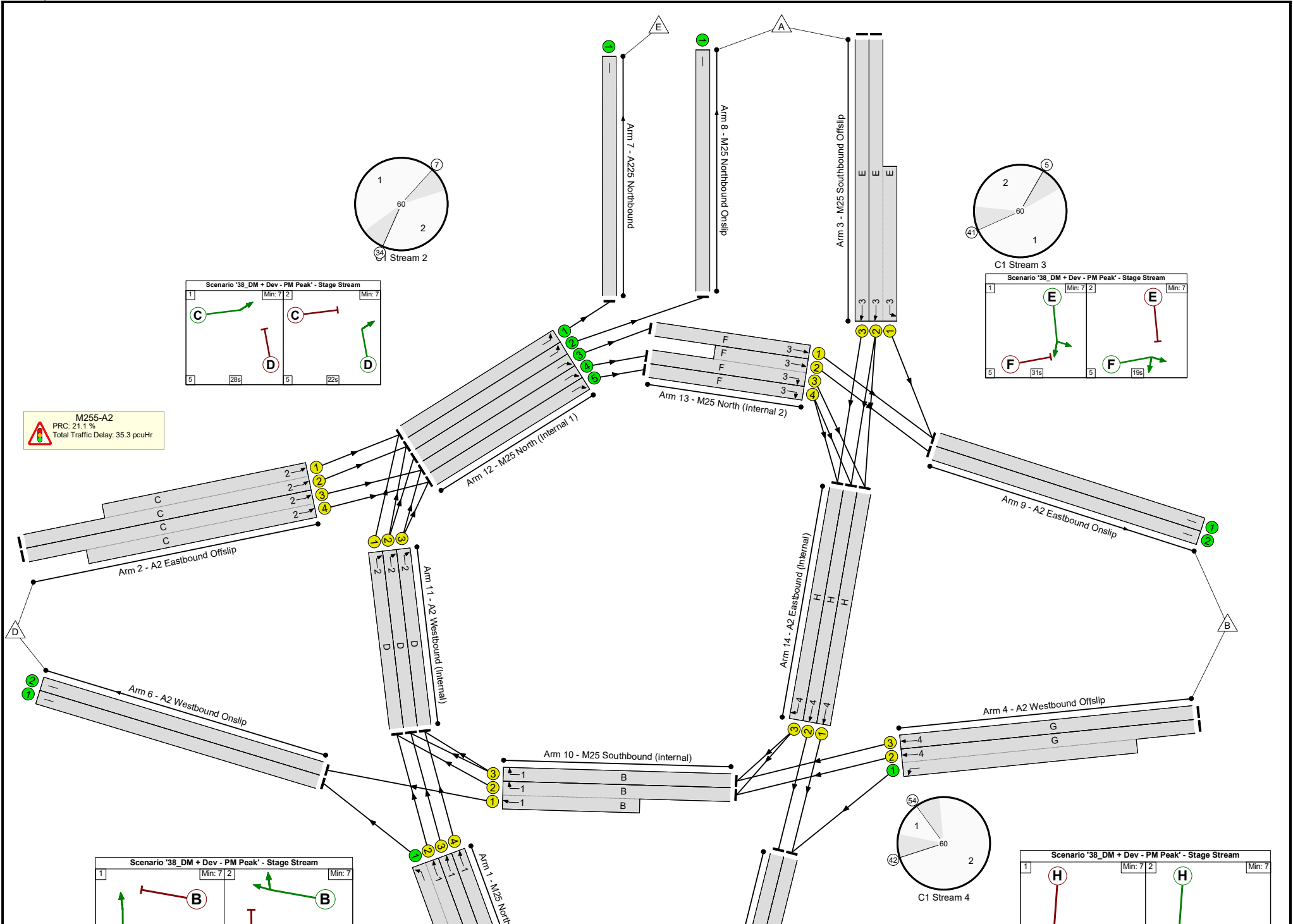
Stage	1	2
Duration	7	43
Change Point	42	54

Signal Timings Diagram



Full Input Data And Results
Network Layout Diagram

Full Input Data And Results



Full Input Data And Results

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: M25 A2	-	-	N/A	-	-		-	-	-	-	-	-	74.3%
M255-A2	-	-	N/A	-	-		-	-	-	-	-	-	74.3%
1/2+1/1	M25 Northbound Offslip Left Ahead	U	1	N/A	A -		1	20	-	1419	2015:1919	293+1640	73.4 : 73.4%
1/3	M25 Northbound Offslip Ahead	U	1	N/A	A		1	20	-	443	1950	682	64.9%
1/4	M25 Northbound Offslip Ahead	U	1	N/A	A		1	20	-	304	1950	682	44.5%
2/2+2/1	A2 Eastbound Offslip Ahead	U	2	N/A	C		1	28	-	559	1942:1942	939+514	38.7 : 38.1%
2/3+2/4	A2 Eastbound Offslip Ahead	U	2	N/A	C		1	28	-	711	1942:1942	939+939	37.9 : 37.8%
3/2+3/1	M25 Southbound Offslip Left Ahead	U	3	N/A	E		1	31	-	404	1942:1942	468+1033	26.9 : 26.9%
3/3	M25 Southbound Offslip Ahead	U	3	N/A	E		1	31	-	770	1942	1036	74.3%
4/2+4/1	A2 Westbound Offslip Left Ahead	U	4	N/A	G -		1	7	-	1275	1942:1956	231+1723	65.2 : 65.2%
4/3	A2 Westbound Offslip Ahead	U	4	N/A	G		1	7	-	29	1942	259	11.2%
5/1	M25 Southbound Onslip	U	N/A	N/A	-		-	-	-	1539	Inf	Inf	0.0%
5/2	M25 Southbound Onslip	U	N/A	N/A	-		-	-	-	418	Inf	Inf	0.0%
6/1	A2 Westbound Onslip	U	N/A	N/A	-		-	-	-	1204	Inf	Inf	0.0%
6/2	A2 Westbound Onslip	U	N/A	N/A	-		-	-	-	731	Inf	Inf	0.0%
7/1	A225 Northbound	U	N/A	N/A	-		-	-	-	581	Inf	Inf	0.0%
8/1	M25 Northbound Onslip	U	N/A	N/A	-		-	-	-	420	Inf	Inf	0.0%
9/1	A2 Eastbound Onslip	U	N/A	N/A	-		-	-	-	715	Inf	Inf	0.0%

Full Input Data And Results

9/2	A2 Eastbound Onslip	U	N/A	N/A	-		-	-	-	306	Inf	Inf	0.0%
10/2+10/1	M25 Southbound (internal) Ahead Right	U	1	N/A	B		1	30	-	901	1966:1966	233+1001	73.1 : 73.1%
10/3	M25 Southbound (internal) Right	U	1	N/A	B		1	30	-	51	1966	1016	5.0%
11/1	A2 Westbound (Internal) Right	U	2	N/A	D		1	22	-	385	1978	758	50.8%
11/2	A2 Westbound (Internal) Right	U	2	N/A	D		1	22	-	494	1978	758	65.2%
11/3	A2 Westbound (Internal) Right	U	2	N/A	D		1	22	-	304	1978	758	40.1%
12/1	M25 North (Internal 1) Left	U	N/A	N/A	-		-	-	-	581	Inf	Inf	0.0%
12/2	M25 North (Internal 1) Left	U	N/A	N/A	-		-	-	-	420	Inf	Inf	0.0%
12/3	M25 North (Internal 1) Ahead	U	N/A	N/A	-		-	-	-	437	Inf	Inf	0.0%
12/4	M25 North (Internal 1) Ahead	U	N/A	N/A	-		-	-	-	658	Inf	Inf	0.0%
12/5	M25 North (Internal 1) Ahead	U	N/A	N/A	-		-	-	-	357	Inf	Inf	0.0%
13/1	M25 North (Internal 2) Ahead	U	3	N/A	F		1	19	-	437	1800	600	72.8%
13/3+13/2	M25 North (Internal 2) Ahead Right	U	3	N/A	F		1	19	-	658	1942:1942	622+541	56.6 : 56.6%
13/4	M25 North (Internal 2) Right	U	3	N/A	F		1	19	-	357	1942	647	55.1%
14/1	A2 Eastbound (Internal) Ahead	U	4	N/A	H		1	43	-	415	1978	1451	28.6%
14/2	A2 Eastbound (Internal) Ahead	U	4	N/A	H		1	43	-	418	1978	1451	28.8%
14/3	A2 Eastbound (Internal) Right	U	4	N/A	H		1	43	-	772	1978	1451	53.2%

Full Input Data And Results

15/1	M25 Off Slip NB entry Ahead	U	N/A	N/A	-		-	-	-	1862	Inf	Inf	0.0%
15/2	M25 Off Slip NB entry Ahead	U	N/A	N/A	-		-	-	-	304	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: M25 A2	-	-	0	0	0	22.7	12.6	0.0	35.3	-	-	-	-
M255-A2	-	-	0	0	0	22.7	12.6	0.0	35.3	-	-	-	-
1/2+1/1	1419	1419	-	-	-	0.8	1.4	-	2.2	5.6	2.6	1.4	3.9
1/3	443	443	-	-	-	2.0	0.9	-	2.9	23.9	6.2	0.9	7.1
1/4	304	304	-	-	-	1.3	0.4	-	1.7	19.8	3.9	0.4	4.3
2/2+2/1	559	559	-	-	-	1.5	0.3	-	1.8	11.5	3.8	0.3	4.1
2/3+2/4	711	711	-	-	-	1.9	0.3	-	2.2	11.3	3.7	0.3	4.0
3/2+3/1	404	404	-	-	-	0.8	0.2	-	1.0	9.1	2.5	0.2	2.7
3/3	770	770	-	-	-	2.3	1.4	-	3.7	17.5	9.8	1.4	11.3
4/2+4/1	1275	1275	-	-	-	1.0	0.9	-	2.0	5.5	2.3	0.9	3.3
4/3	29	29	-	-	-	0.2	0.1	-	0.2	30.8	0.4	0.1	0.5
5/1	1539	1539	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/2	418	418	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	1204	1204	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/2	731	731	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	581	581	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/1	420	420	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
9/1	715	715	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
9/2	306	306	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
10/2+10/1	901	901	-	-	-	2.0	1.3	-	3.4	13.6	4.3	1.3	5.6
10/3	51	51	-	-	-	0.2	0.0	-	0.2	16.7	0.6	0.0	0.6
11/1	385	385	-	-	-	1.4	0.5	-	2.0	18.3	3.4	0.5	3.9
11/2	494	494	-	-	-	1.0	0.9	-	2.0	14.3	2.1	0.9	3.0
11/3	304	304	-	-	-	0.4	0.3	-	0.7	8.8	0.8	0.3	1.1
12/1	581	581	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
12/2	420	420	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

Full Input Data And Results

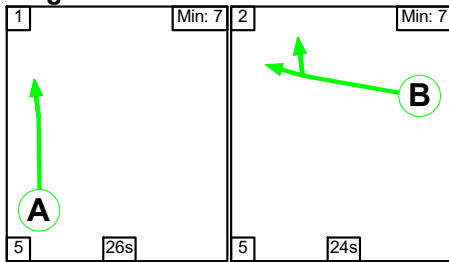
12/3	437	437	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0																																								
12/4	658	658	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0																																								
12/5	357	357	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0																																								
13/1	437	437	-	-	-	1.1	1.3	-	2.5	20.2	7.2	1.3	8.5																																								
13/3+13/2	658	658	-	-	-	2.2	0.6	-	2.8	15.4	4.7	0.6	5.3																																								
13/4	357	357	-	-	-	1.5	0.6	-	2.1	21.6	2.8	0.6	3.4																																								
14/1	415	415	-	-	-	0.1	0.2	-	0.3	2.2	1.1	0.2	1.3																																								
14/2	418	418	-	-	-	0.1	0.2	-	0.3	2.2	1.1	0.2	1.3																																								
14/3	772	772	-	-	-	0.7	0.6	-	1.3	6.0	3.5	0.6	4.0																																								
15/1	1862	1862	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0																																								
15/2	304	304	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0																																								
<table> <tbody> <tr> <td>C1</td> <td>Stream: 1</td> <td>PRC for Signalled Lanes (%)</td> <td>22.6</td> <td>Total Delay for Signalled Lanes (pcuHr):</td> <td>10.46</td> <td>Cycle Time (s):</td> <td>60</td> </tr> <tr> <td>C1</td> <td>Stream: 2</td> <td>PRC for Signalled Lanes (%)</td> <td>38.1</td> <td>Total Delay for Signalled Lanes (pcuHr):</td> <td>8.69</td> <td>Cycle Time (s):</td> <td>60</td> </tr> <tr> <td>C1</td> <td>Stream: 3</td> <td>PRC for Signalled Lanes (%)</td> <td>21.1</td> <td>Total Delay for Signalled Lanes (pcuHr):</td> <td>12.18</td> <td>Cycle Time (s):</td> <td>60</td> </tr> <tr> <td>C1</td> <td>Stream: 4</td> <td>PRC for Signalled Lanes (%)</td> <td>38.0</td> <td>Total Delay for Signalled Lanes (pcuHr):</td> <td>3.99</td> <td>Cycle Time (s):</td> <td>60</td> </tr> <tr> <td></td> <td></td> <td>PRC Over All Lanes (%)</td> <td>21.1</td> <td>Total Delay Over All Lanes(pcuHr):</td> <td>35.32</td> <td></td> <td></td> </tr> </tbody> </table>														C1	Stream: 1	PRC for Signalled Lanes (%)	22.6	Total Delay for Signalled Lanes (pcuHr):	10.46	Cycle Time (s):	60	C1	Stream: 2	PRC for Signalled Lanes (%)	38.1	Total Delay for Signalled Lanes (pcuHr):	8.69	Cycle Time (s):	60	C1	Stream: 3	PRC for Signalled Lanes (%)	21.1	Total Delay for Signalled Lanes (pcuHr):	12.18	Cycle Time (s):	60	C1	Stream: 4	PRC for Signalled Lanes (%)	38.0	Total Delay for Signalled Lanes (pcuHr):	3.99	Cycle Time (s):	60			PRC Over All Lanes (%)	21.1	Total Delay Over All Lanes(pcuHr):	35.32		
C1	Stream: 1	PRC for Signalled Lanes (%)	22.6	Total Delay for Signalled Lanes (pcuHr):	10.46	Cycle Time (s):	60																																														
C1	Stream: 2	PRC for Signalled Lanes (%)	38.1	Total Delay for Signalled Lanes (pcuHr):	8.69	Cycle Time (s):	60																																														
C1	Stream: 3	PRC for Signalled Lanes (%)	21.1	Total Delay for Signalled Lanes (pcuHr):	12.18	Cycle Time (s):	60																																														
C1	Stream: 4	PRC for Signalled Lanes (%)	38.0	Total Delay for Signalled Lanes (pcuHr):	3.99	Cycle Time (s):	60																																														
		PRC Over All Lanes (%)	21.1	Total Delay Over All Lanes(pcuHr):	35.32																																																

Full Input Data And Results

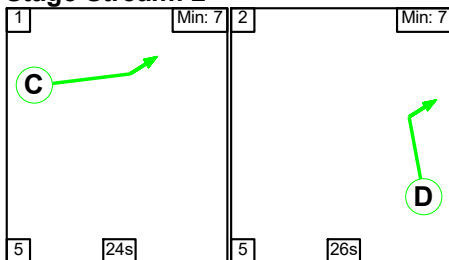
Scenario 23: '38_LDM - AM Peak' (FG23: '38_LDM - AM Peak', Plan 1: 'Network Control Plan 1')

Stage Sequence Diagram

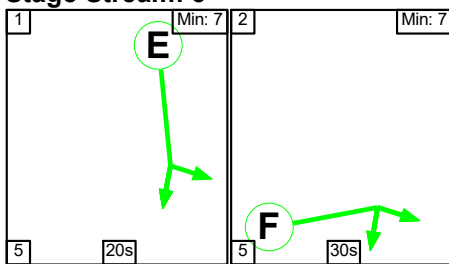
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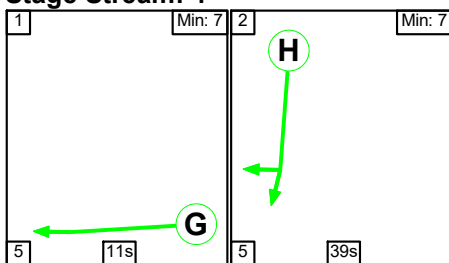
Stage Stream: 2



Stage Stream: 3



Stage Stream: 4



Stage Timings

Stage Stream: 1

Stage	1	2
Duration	26	24
Change Point	0	31

Stage Stream: 2

Stage	1	2
Duration	24	26
Change Point	57	26

Full Input Data And Results

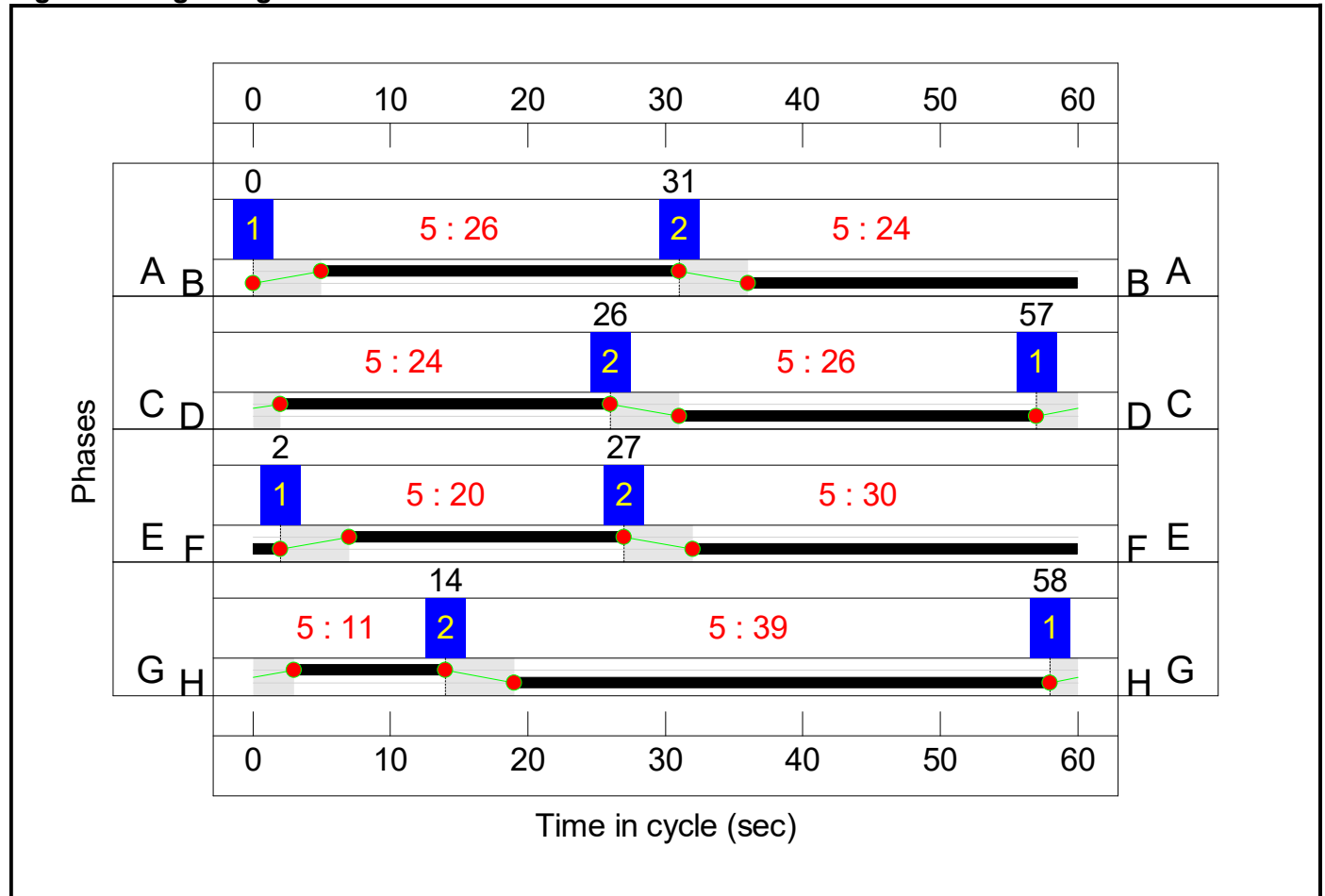
Stage Stream: 3

Stage	1	2
Duration	20	30
Change Point	2	27

Stage Stream: 4

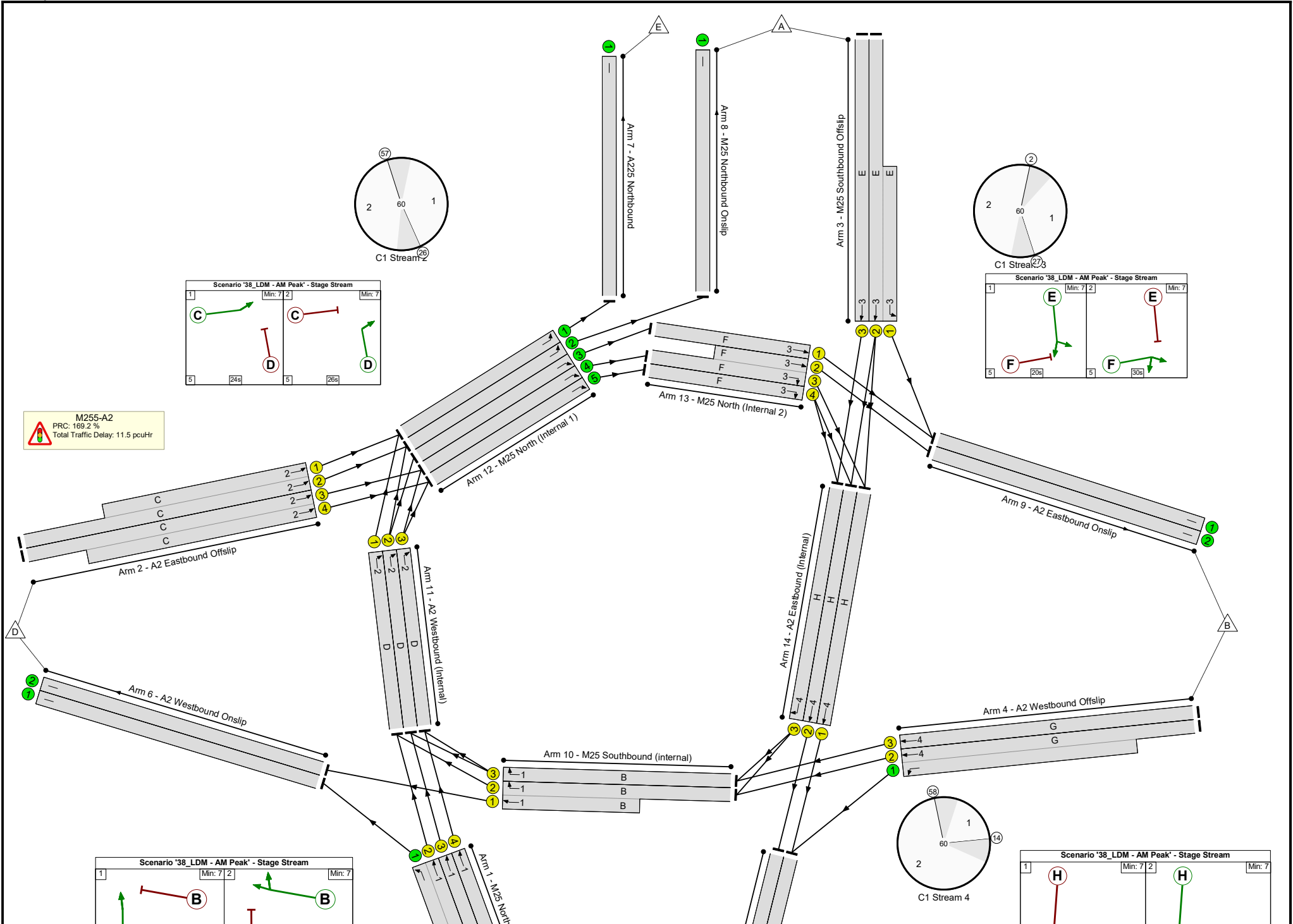
Stage	1	2
Duration	11	39
Change Point	58	14

Signal Timings Diagram



Full Input Data And Results
Network Layout Diagram

Full Input Data And Results



Full Input Data And Results

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: M25 A2	-	-	N/A	-	-		-	-	-	-	-	-	33.4%
M255-A2	-	-	N/A	-	-		-	-	-	-	-	-	33.4%
1/2+1/1	M25 Northbound Offslip Left Ahead	U	1	N/A	A -		1	26	-	445	2015:1919	454+1487	22.9 : 22.9%
1/3	M25 Northbound Offslip Ahead	U	1	N/A	A		1	26	-	5	1950	878	0.6%
1/4	M25 Northbound Offslip Ahead	U	1	N/A	A		1	26	-	270	1950	878	30.8%
2/2+2/1	A2 Eastbound Offslip Ahead	U	2	N/A	C		1	24	-	322	1942:1942	809+809	21.6 : 18.2%
2/3+2/4	A2 Eastbound Offslip Ahead	U	2	N/A	C		1	24	-	424	1942:1942	809+809	26.2 : 26.2%
3/2+3/1	M25 Southbound Offslip Left Ahead	U	3	N/A	E		1	20	-	241	1942:1942	680+338	23.7 : 23.7%
3/3	M25 Southbound Offslip Ahead	U	3	N/A	E		1	20	-	218	1942	680	32.1%
4/2+4/1	A2 Westbound Offslip Left Ahead	U	4	N/A	G -		1	11	-	557	1942:1956	388+1518	31.9 : 28.5%
4/3	A2 Westbound Offslip Ahead	U	4	N/A	G		1	11	-	10	1942	388	2.6%
5/1	M25 Southbound Onslip	U	N/A	N/A	-		-	-	-	718	Inf	Inf	0.0%
5/2	M25 Southbound Onslip	U	N/A	N/A	-		-	-	-	293	Inf	Inf	0.0%
6/1	A2 Westbound Onslip	U	N/A	N/A	-		-	-	-	341	Inf	Inf	0.0%
6/2	A2 Westbound Onslip	U	N/A	N/A	-		-	-	-	203	Inf	Inf	0.0%
7/1	A225 Northbound	U	N/A	N/A	-		-	-	-	378	Inf	Inf	0.0%
8/1	M25 Northbound Onslip	U	N/A	N/A	-		-	-	-	201	Inf	Inf	0.0%
9/1	A2 Eastbound Onslip	U	N/A	N/A	-		-	-	-	81	Inf	Inf	0.0%

Full Input Data And Results

9/2	A2 Eastbound Onslip	U	N/A	N/A	-		-	-	-	277	Inf	Inf	0.0%
10/2+10/1	M25 Southbound (internal) Ahead Right	U	1	N/A	B		1	24	-	330	1966:1966	512+819	24.8 : 24.8%
10/3	M25 Southbound (internal) Right	U	1	N/A	B		1	24	-	22	1966	819	2.7%
11/1	A2 Westbound (Internal) Right	U	2	N/A	D		1	26	-	231	1978	890	26.0%
11/2	A2 Westbound (Internal) Right	U	2	N/A	D		1	26	-	27	1978	890	3.0%
11/3	A2 Westbound (Internal) Right	U	2	N/A	D		1	26	-	270	1978	890	30.3%
12/1	M25 North (Internal 1) Left	U	N/A	N/A	-		-	-	-	378	Inf	Inf	0.0%
12/2	M25 North (Internal 1) Left	U	N/A	N/A	-		-	-	-	201	Inf	Inf	0.0%
12/3	M25 North (Internal 1) Ahead	U	N/A	N/A	-		-	-	-	1	Inf	Inf	0.0%
12/4	M25 North (Internal 1) Ahead	U	N/A	N/A	-		-	-	-	481	Inf	Inf	0.0%
12/5	M25 North (Internal 1) Ahead	U	N/A	N/A	-		-	-	-	213	Inf	Inf	0.0%
13/1	M25 North (Internal 2) Ahead	U	3	N/A	F		1	30	-	1	1800	930	0.1%
13/3+13/2	M25 North (Internal 2) Ahead Right	U	3	N/A	F		1	30	-	481	1942:1942	610+829	33.4 : 33.4%
13/4	M25 North (Internal 2) Right	U	3	N/A	F		1	30	-	213	1942	1003	21.2%
14/1	A2 Eastbound (Internal) Ahead	U	4	N/A	H		1	39	-	285	1978	1319	21.6%
14/2	A2 Eastbound (Internal) Ahead	U	4	N/A	H		1	39	-	293	1978	1319	22.2%
14/3	A2 Eastbound (Internal) Right	U	4	N/A	H		1	39	-	218	1978	1319	16.5%

Full Input Data And Results

15/1	M25 Off Slip NB entry Ahead	U	N/A	N/A	-		-	-	-	450	Inf	Inf	0.0%
15/2	M25 Off Slip NB entry Ahead	U	N/A	N/A	-		-	-	-	270	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: M25 A2	-	-	0	0	0	8.9	2.6	0.0	11.5	-	-	-	-
M255-A2	-	-	0	0	0	8.9	2.6	0.0	11.5	-	-	-	-
1/2+1/1	445	445	-	-	-	0.3	0.1	-	0.4	3.4	1.0	0.1	1.1
1/3	5	5	-	-	-	0.0	0.0	-	0.0	11.4	0.0	0.0	0.0
1/4	270	270	-	-	-	0.8	0.2	-	1.0	13.5	2.9	0.2	3.1
2/2+2/1	322	322	-	-	-	1.0	0.1	-	1.1	12.5	1.8	0.1	2.0
2/3+2/4	424	424	-	-	-	1.4	0.2	-	1.5	13.0	2.3	0.2	2.5
3/2+3/1	241	241	-	-	-	0.9	0.2	-	1.1	16.0	1.9	0.2	2.0
3/3	218	218	-	-	-	0.9	0.2	-	1.1	18.2	2.6	0.2	2.8
4/2+4/1	557	557	-	-	-	0.7	0.2	-	0.9	5.9	1.8	0.2	2.0
4/3	10	10	-	-	-	0.1	0.0	-	0.1	24.4	0.1	0.0	0.1
5/1	718	718	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/2	293	293	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	341	341	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/2	203	203	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	378	378	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/1	201	201	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
9/1	81	81	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
9/2	277	277	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
10/2+10/1	330	330	-	-	-	0.5	0.2	-	0.7	7.3	1.9	0.2	2.0
10/3	22	22	-	-	-	0.0	0.0	-	0.1	9.0	0.2	0.0	0.2
11/1	231	231	-	-	-	0.4	0.2	-	0.6	9.5	1.8	0.2	1.9
11/2	27	27	-	-	-	0.1	0.0	-	0.1	11.3	0.2	0.0	0.2
11/3	270	270	-	-	-	0.6	0.2	-	0.8	10.4	3.6	0.2	3.8
12/1	378	378	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
12/2	201	201	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

Full Input Data And Results

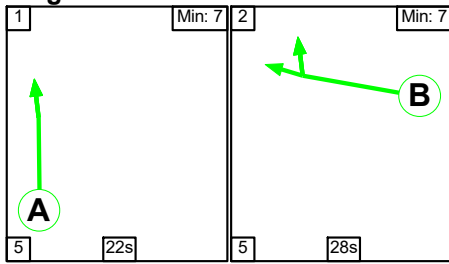
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12/4	481	481	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0																																								
12/5	213	213	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0																																								
13/1	1	1	-	-	-	0.0	0.0	-	0.0	20.0	0.0	0.0	0.0																																								
13/3+13/2	481	481	-	-	-	0.7	0.3	-	0.9	6.8	2.7	0.3	3.0																																								
13/4	213	213	-	-	-	0.4	0.1	-	0.6	9.7	2.9	0.1	3.0																																								
14/1	285	285	-	-	-	0.1	0.1	-	0.2	2.9	0.4	0.1	0.6																																								
14/2	293	293	-	-	-	0.1	0.1	-	0.2	2.9	0.4	0.1	0.6																																								
14/3	218	218	-	-	-	0.0	0.1	-	0.1	1.7	0.1	0.1	0.2																																								
15/1	450	450	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0																																								
15/2	270	270	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0																																								
<table> <tbody> <tr> <td>C1</td> <td>Stream: 1</td> <td>PRC for Signalled Lanes (%)</td> <td>192.5</td> <td>Total Delay for Signalled Lanes (pcuHr):</td> <td>2.18</td> <td>Cycle Time (s):</td> <td>60</td> </tr> <tr> <td>C1</td> <td>Stream: 2</td> <td>PRC for Signalled Lanes (%)</td> <td>196.7</td> <td>Total Delay for Signalled Lanes (pcuHr):</td> <td>4.12</td> <td>Cycle Time (s):</td> <td>60</td> </tr> <tr> <td>C1</td> <td>Stream: 3</td> <td>PRC for Signalled Lanes (%)</td> <td>169.2</td> <td>Total Delay for Signalled Lanes (pcuHr):</td> <td>3.66</td> <td>Cycle Time (s):</td> <td>60</td> </tr> <tr> <td>C1</td> <td>Stream: 4</td> <td>PRC for Signalled Lanes (%)</td> <td>181.9</td> <td>Total Delay for Signalled Lanes (pcuHr):</td> <td>1.55</td> <td>Cycle Time (s):</td> <td>60</td> </tr> <tr> <td></td> <td></td> <td>PRC Over All Lanes (%)</td> <td>169.2</td> <td>Total Delay Over All Lanes(pcuHr):</td> <td>11.51</td> <td></td> <td></td> </tr> </tbody> </table>														C1	Stream: 1	PRC for Signalled Lanes (%)	192.5	Total Delay for Signalled Lanes (pcuHr):	2.18	Cycle Time (s):	60	C1	Stream: 2	PRC for Signalled Lanes (%)	196.7	Total Delay for Signalled Lanes (pcuHr):	4.12	Cycle Time (s):	60	C1	Stream: 3	PRC for Signalled Lanes (%)	169.2	Total Delay for Signalled Lanes (pcuHr):	3.66	Cycle Time (s):	60	C1	Stream: 4	PRC for Signalled Lanes (%)	181.9	Total Delay for Signalled Lanes (pcuHr):	1.55	Cycle Time (s):	60			PRC Over All Lanes (%)	169.2	Total Delay Over All Lanes(pcuHr):	11.51		
C1	Stream: 1	PRC for Signalled Lanes (%)	192.5	Total Delay for Signalled Lanes (pcuHr):	2.18	Cycle Time (s):	60																																														
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C1	Stream: 3	PRC for Signalled Lanes (%)	169.2	Total Delay for Signalled Lanes (pcuHr):	3.66	Cycle Time (s):	60																																														
C1	Stream: 4	PRC for Signalled Lanes (%)	181.9	Total Delay for Signalled Lanes (pcuHr):	1.55	Cycle Time (s):	60																																														
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Full Input Data And Results

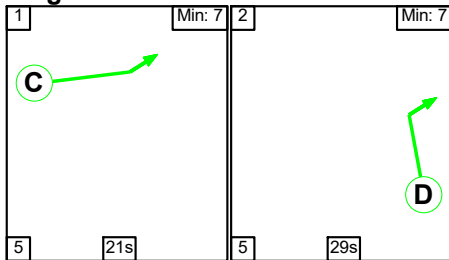
Scenario 24: '38_LDM - PM Peak' (FG24: '38_LDM - PM Peak', Plan 1: 'Network Control Plan 1')

Stage Sequence Diagram

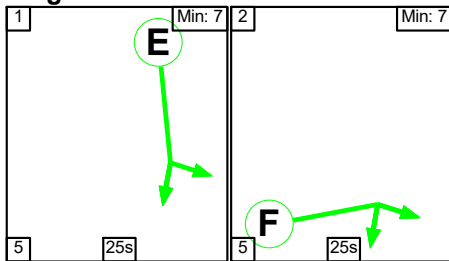
Stage Stream: 1



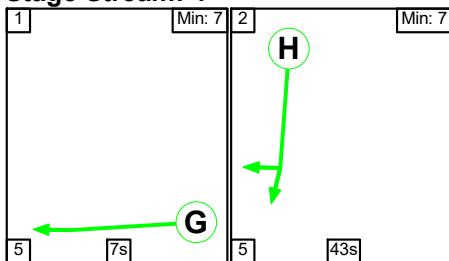
Stage Stream: 2



Stage Stream: 3



Stage Stream: 4



Stage Timings

Stage Stream: 1

Stage	1	2
Duration	22	28
Change Point	0	27

Stage Stream: 2

Stage	1	2
Duration	21	29
Change Point	49	15

Full Input Data And Results

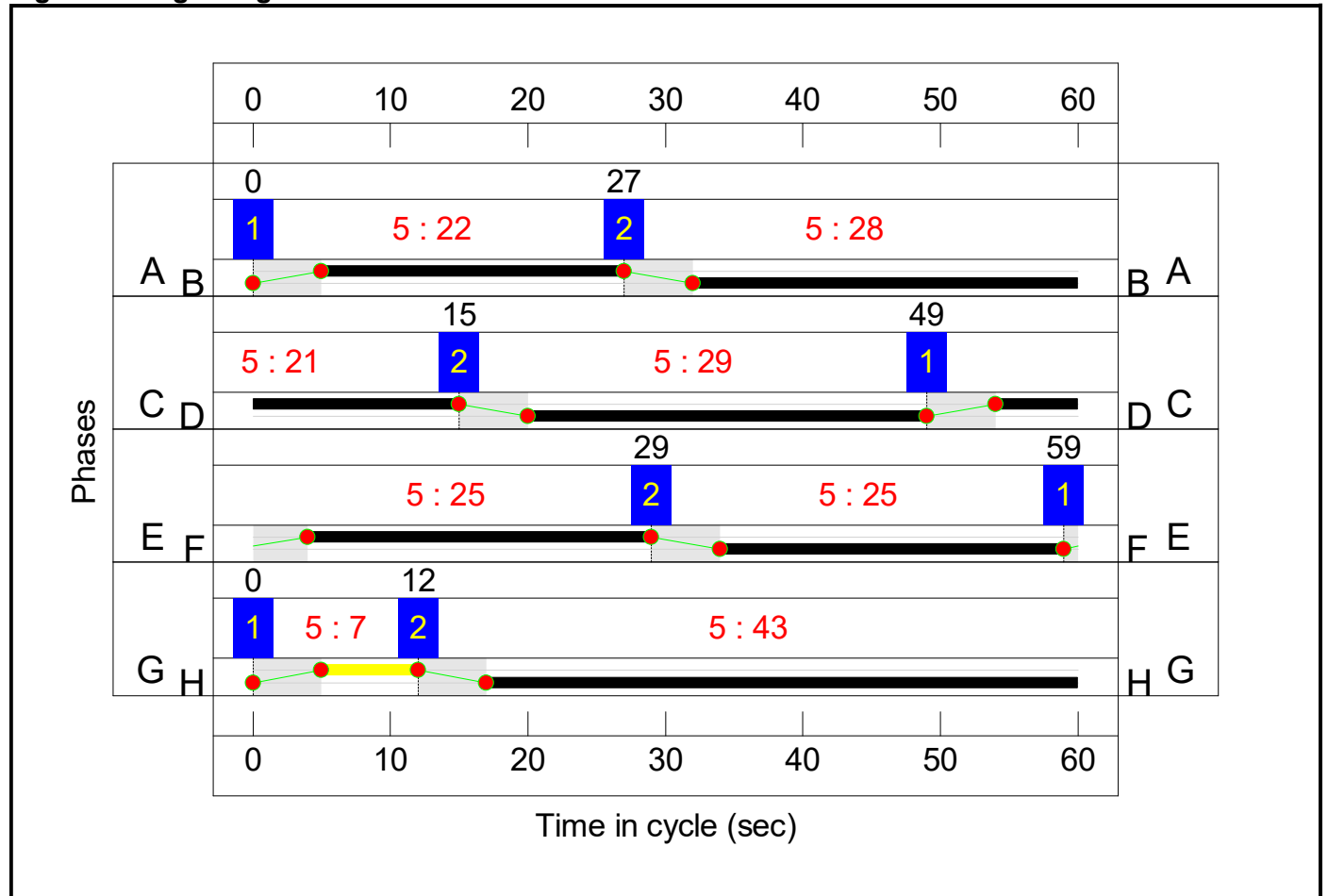
Stage Stream: 3

Stage	1	2
Duration	25	25
Change Point	59	29

Stage Stream: 4

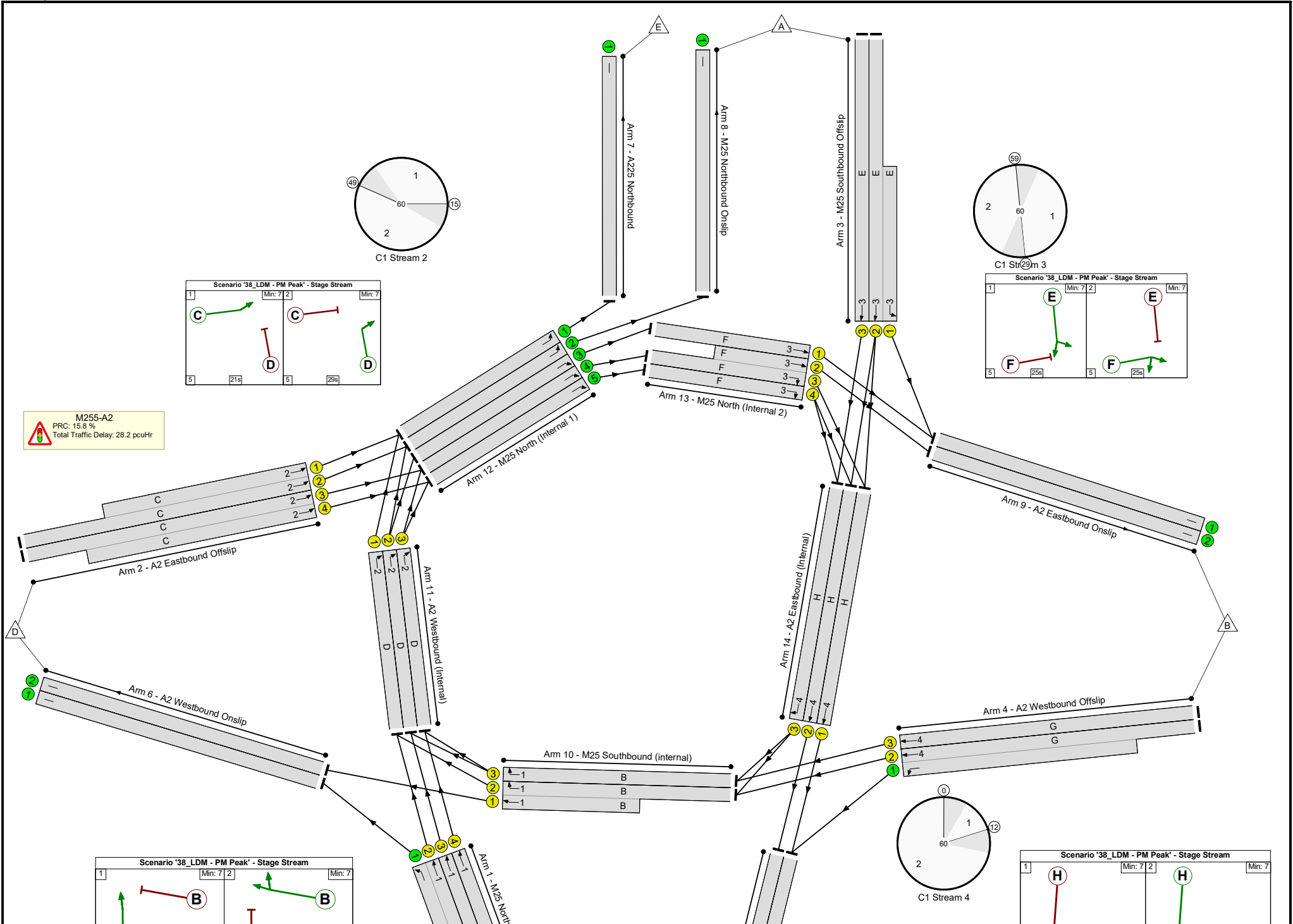
Stage	1	2
Duration	7	43
Change Point	0	12

Signal Timings Diagram



Full Input Data And Results
Network Layout Diagram

Full Input Data And Results



Full Input Data And Results

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: M25 A2	-	-	N/A	-	-		-	-	-	-	-	-	77.7%
M255-A2	-	-	N/A	-	-		-	-	-	-	-	-	77.7%
1/2+1/1	M25 Northbound Offslip Left Ahead	U	1	N/A	A -		1	22	-	1244	2015:1919	294+1639	64.4 : 64.4%
1/3	M25 Northbound Offslip Ahead	U	1	N/A	A		1	22	-	6	1950	748	0.8%
1/4	M25 Northbound Offslip Ahead	U	1	N/A	A		1	22	-	577	1950	748	77.2%
2/2+2/1	A2 Eastbound Offslip Ahead	U	2	N/A	C		1	21	-	438	1942:1942	712+443	39.9 : 34.7%
2/3+2/4	A2 Eastbound Offslip Ahead	U	2	N/A	C		1	21	-	557	1942:1942	712+712	39.2 : 39.0%
3/2+3/1	M25 Southbound Offslip Left Ahead	U	3	N/A	E		1	25	-	344	1942:1942	380+842	28.2 : 28.2%
3/3	M25 Southbound Offslip Ahead	U	3	N/A	E		1	25	-	654	1942	842	77.7%
4/2+4/1	A2 Westbound Offslip Left Ahead	U	4	N/A	G -		1	7	-	998	1942:1956	259+1595	70.7 : 51.1%
4/3	A2 Westbound Offslip Ahead	U	4	N/A	G		1	7	-	36	1942	259	13.9%
5/1	M25 Southbound Onslip	U	N/A	N/A	-		-	-	-	1145	Inf	Inf	0.0%
5/2	M25 Southbound Onslip	U	N/A	N/A	-		-	-	-	330	Inf	Inf	0.0%
6/1	A2 Westbound Onslip	U	N/A	N/A	-		-	-	-	1055	Inf	Inf	0.0%
6/2	A2 Westbound Onslip	U	N/A	N/A	-		-	-	-	626	Inf	Inf	0.0%
7/1	A225 Northbound	U	N/A	N/A	-		-	-	-	537	Inf	Inf	0.0%
8/1	M25 Northbound Onslip	U	N/A	N/A	-		-	-	-	343	Inf	Inf	0.0%
9/1	A2 Eastbound Onslip	U	N/A	N/A	-		-	-	-	238	Inf	Inf	0.0%

Full Input Data And Results

9/2	A2 Eastbound Onslip	U	N/A	N/A	-		-	-	-	580	Inf	Inf	0.0%
10/2+10/1	M25 Southbound (internal) Ahead Right	U	1	N/A	B		1	28	-	820	1966:1966	293+944	66.3 : 66.3%
10/3	M25 Southbound (internal) Right	U	1	N/A	B		1	28	-	55	1966	950	5.8%
11/1	A2 Westbound (Internal) Right	U	2	N/A	D		1	29	-	383	1978	989	38.7%
11/2	A2 Westbound (Internal) Right	U	2	N/A	D		1	29	-	60	1978	989	6.1%
11/3	A2 Westbound (Internal) Right	U	2	N/A	D		1	29	-	578	1978	989	58.4%
12/1	M25 North (Internal 1) Left	U	N/A	N/A	-		-	-	-	537	Inf	Inf	0.0%
12/2	M25 North (Internal 1) Left	U	N/A	N/A	-		-	-	-	343	Inf	Inf	0.0%
12/3	M25 North (Internal 1) Ahead	U	N/A	N/A	-		-	-	-	1	Inf	Inf	0.0%
12/4	M25 North (Internal 1) Ahead	U	N/A	N/A	-		-	-	-	856	Inf	Inf	0.0%
12/5	M25 North (Internal 1) Ahead	U	N/A	N/A	-		-	-	-	279	Inf	Inf	0.0%
13/1	M25 North (Internal 2) Ahead	U	3	N/A	F		1	25	-	1	1800	780	0.1%
13/3+13/2	M25 North (Internal 2) Ahead Right	U	3	N/A	F		1	25	-	856	1942:1942	361+758	76.5 : 76.5%
13/4	M25 North (Internal 2) Right	U	3	N/A	F		1	25	-	279	1942	842	33.2%
14/1	A2 Eastbound (Internal) Ahead	U	4	N/A	H		1	43	-	330	1978	1451	22.8%
14/2	A2 Eastbound (Internal) Ahead	U	4	N/A	H		1	43	-	330	1978	1451	22.8%
14/3	A2 Eastbound (Internal) Right	U	4	N/A	H		1	43	-	656	1978	1451	45.2%

Full Input Data And Results

15/1	M25 Off Slip NB entry Ahead	U	N/A	N/A	-		-	-	-	1250	Inf	Inf	0.0%
15/2	M25 Off Slip NB entry Ahead	U	N/A	N/A	-		-	-	-	577	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: M25 A2	-	-	0	0	0	17.8	10.4	0.0	28.2	-	-	-	-
M255-A2	-	-	0	0	0	17.8	10.4	0.0	28.2	-	-	-	-
1/2+1/1	1244	1244	-	-	-	0.7	0.9	-	1.6	4.5	2.1	0.9	3.0
1/3	6	6	-	-	-	0.0	0.0	-	0.0	14.1	0.1	0.0	0.1
1/4	577	577	-	-	-	2.6	1.7	-	4.3	26.6	8.3	1.7	10.0
2/2+2/1	438	438	-	-	-	1.7	0.3	-	2.0	16.3	3.5	0.3	3.8
2/3+2/4	557	557	-	-	-	2.2	0.3	-	2.5	16.1	3.4	0.3	3.7
3/2+3/1	344	344	-	-	-	1.0	0.2	-	1.2	12.8	2.5	0.2	2.7
3/3	654	654	-	-	-	2.6	1.7	-	4.4	24.0	9.3	1.7	11.0
4/2+4/1	998	998	-	-	-	1.3	0.6	-	1.8	6.7	2.9	0.6	3.5
4/3	36	36	-	-	-	0.2	0.1	-	0.3	31.0	0.5	0.1	0.6
5/1	1145	1145	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/2	330	330	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	1055	1055	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/2	626	626	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	537	537	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/1	343	343	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
9/1	238	238	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
9/2	580	580	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
10/2+10/1	820	820	-	-	-	0.8	1.0	-	1.8	7.7	2.8	1.0	3.8
10/3	55	55	-	-	-	0.1	0.0	-	0.1	7.7	0.6	0.0	0.6
11/1	383	383	-	-	-	0.8	0.3	-	1.1	10.6	3.5	0.3	3.9
11/2	60	60	-	-	-	0.2	0.0	-	0.2	11.5	0.5	0.0	0.5
11/3	578	578	-	-	-	0.1	0.7	-	0.8	4.9	1.7	0.7	2.4
12/1	537	537	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
12/2	343	343	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

Full Input Data And Results

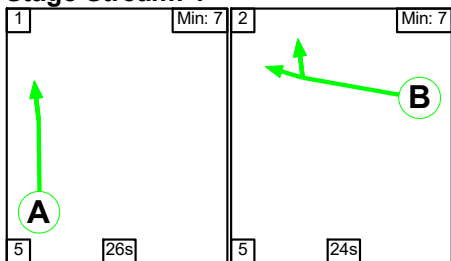
12/3	1	1	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0																																								
12/4	856	856	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0																																								
12/5	279	279	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0																																								
13/1	1	1	-	-	-	0.0	0.0	-	0.0	20.5	0.0	0.0	0.0																																								
13/3+13/2	856	856	-	-	-	2.0	1.6	-	3.6	15.2	4.5	1.6	6.2																																								
13/4	279	279	-	-	-	1.4	0.2	-	1.6	21.2	4.6	0.2	4.9																																								
14/1	330	330	-	-	-	0.1	0.1	-	0.2	2.4	0.6	0.1	0.7																																								
14/2	330	330	-	-	-	0.1	0.1	-	0.2	2.4	0.6	0.1	0.7																																								
14/3	656	656	-	-	-	0.0	0.4	-	0.4	2.3	0.6	0.4	1.0																																								
15/1	1250	1250	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0																																								
15/2	577	577	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0																																								
<table> <tbody> <tr> <td>C1</td> <td>Stream: 1</td> <td>PRC for Signalled Lanes (%)</td> <td>16.6</td> <td>Total Delay for Signalled Lanes (pcuHr):</td> <td>7.72</td> <td>Cycle Time (s):</td> <td>60</td> </tr> <tr> <td>C1</td> <td>Stream: 2</td> <td>PRC for Signalled Lanes (%)</td> <td>54.0</td> <td>Total Delay for Signalled Lanes (pcuHr):</td> <td>6.58</td> <td>Cycle Time (s):</td> <td>60</td> </tr> <tr> <td>C1</td> <td>Stream: 3</td> <td>PRC for Signalled Lanes (%)</td> <td>15.8</td> <td>Total Delay for Signalled Lanes (pcuHr):</td> <td>10.83</td> <td>Cycle Time (s):</td> <td>60</td> </tr> <tr> <td>C1</td> <td>Stream: 4</td> <td>PRC for Signalled Lanes (%)</td> <td>27.3</td> <td>Total Delay for Signalled Lanes (pcuHr):</td> <td>3.02</td> <td>Cycle Time (s):</td> <td>60</td> </tr> <tr> <td></td> <td></td> <td>PRC Over All Lanes (%)</td> <td>15.8</td> <td>Total Delay Over All Lanes(pcuHr):</td> <td>28.15</td> <td></td> <td></td> </tr> </tbody> </table>														C1	Stream: 1	PRC for Signalled Lanes (%)	16.6	Total Delay for Signalled Lanes (pcuHr):	7.72	Cycle Time (s):	60	C1	Stream: 2	PRC for Signalled Lanes (%)	54.0	Total Delay for Signalled Lanes (pcuHr):	6.58	Cycle Time (s):	60	C1	Stream: 3	PRC for Signalled Lanes (%)	15.8	Total Delay for Signalled Lanes (pcuHr):	10.83	Cycle Time (s):	60	C1	Stream: 4	PRC for Signalled Lanes (%)	27.3	Total Delay for Signalled Lanes (pcuHr):	3.02	Cycle Time (s):	60			PRC Over All Lanes (%)	15.8	Total Delay Over All Lanes(pcuHr):	28.15		
C1	Stream: 1	PRC for Signalled Lanes (%)	16.6	Total Delay for Signalled Lanes (pcuHr):	7.72	Cycle Time (s):	60																																														
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C1	Stream: 3	PRC for Signalled Lanes (%)	15.8	Total Delay for Signalled Lanes (pcuHr):	10.83	Cycle Time (s):	60																																														
C1	Stream: 4	PRC for Signalled Lanes (%)	27.3	Total Delay for Signalled Lanes (pcuHr):	3.02	Cycle Time (s):	60																																														
		PRC Over All Lanes (%)	15.8	Total Delay Over All Lanes(pcuHr):	28.15																																																

Full Input Data And Results

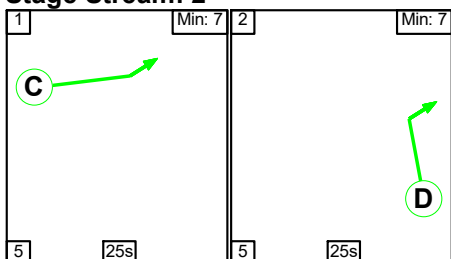
Scenario 25: '38_LDM + Dev - AM Peak' (FG25: '38_LDM + Dev - AM Peak', Plan 1: 'Network Control Plan 1')

Stage Sequence Diagram

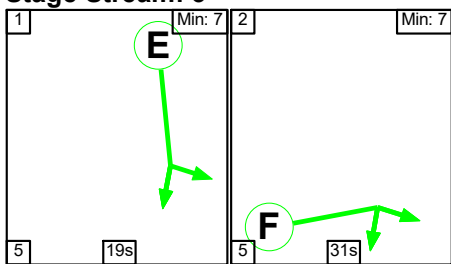
Stage Stream: 1



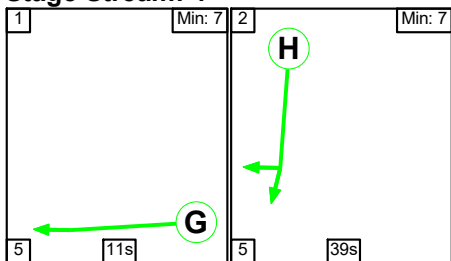
Stage Stream: 2



Stage Stream: 3



Stage Stream: 4



Stage Timings

Stage Stream: 1

Stage	1	2
Duration	26	24
Change Point	0	31

Stage Stream: 2

Stage	1	2
Duration	25	25
Change Point	56	26

Full Input Data And Results

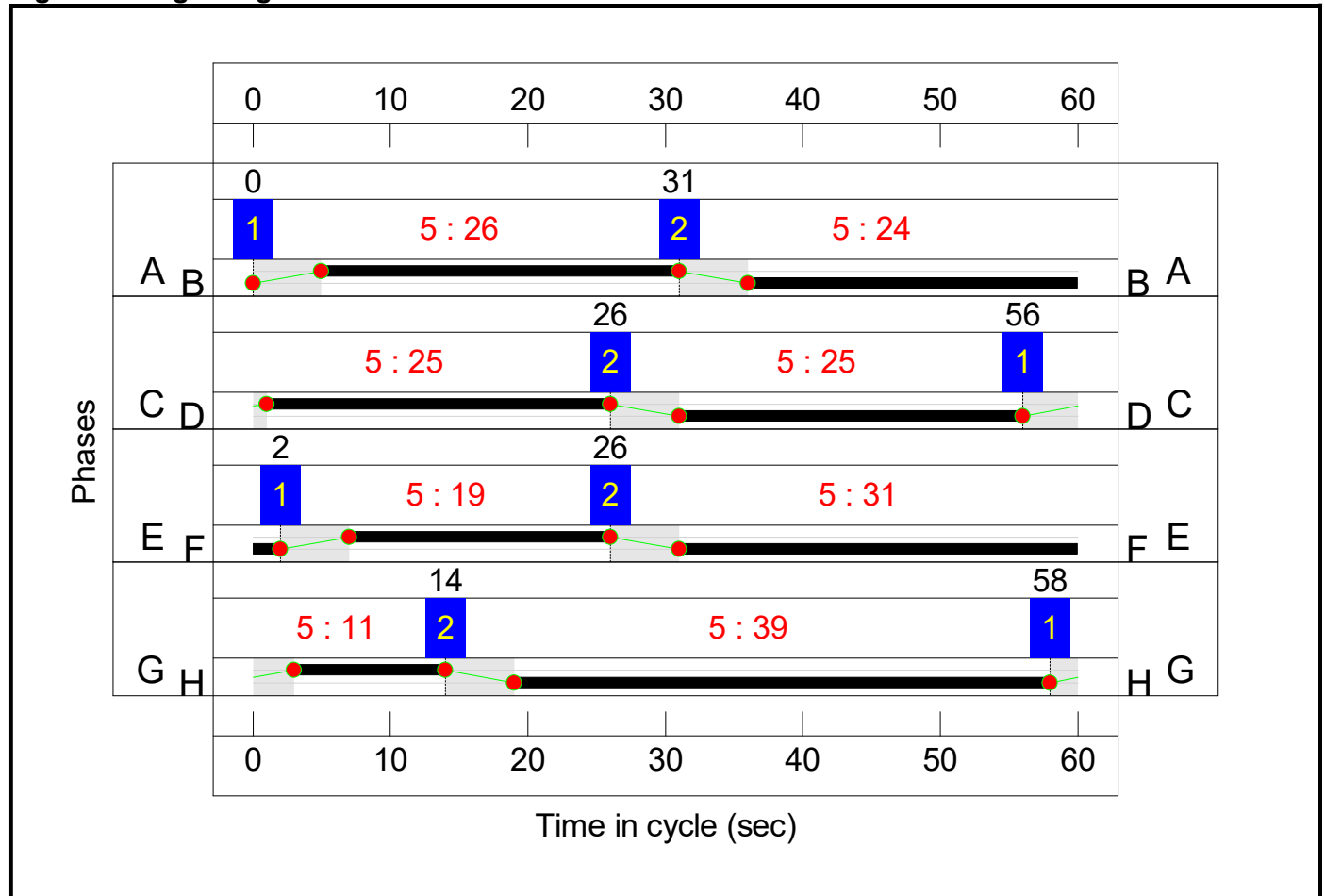
Stage Stream: 3

Stage	1	2
Duration	19	31
Change Point	2	26

Stage Stream: 4

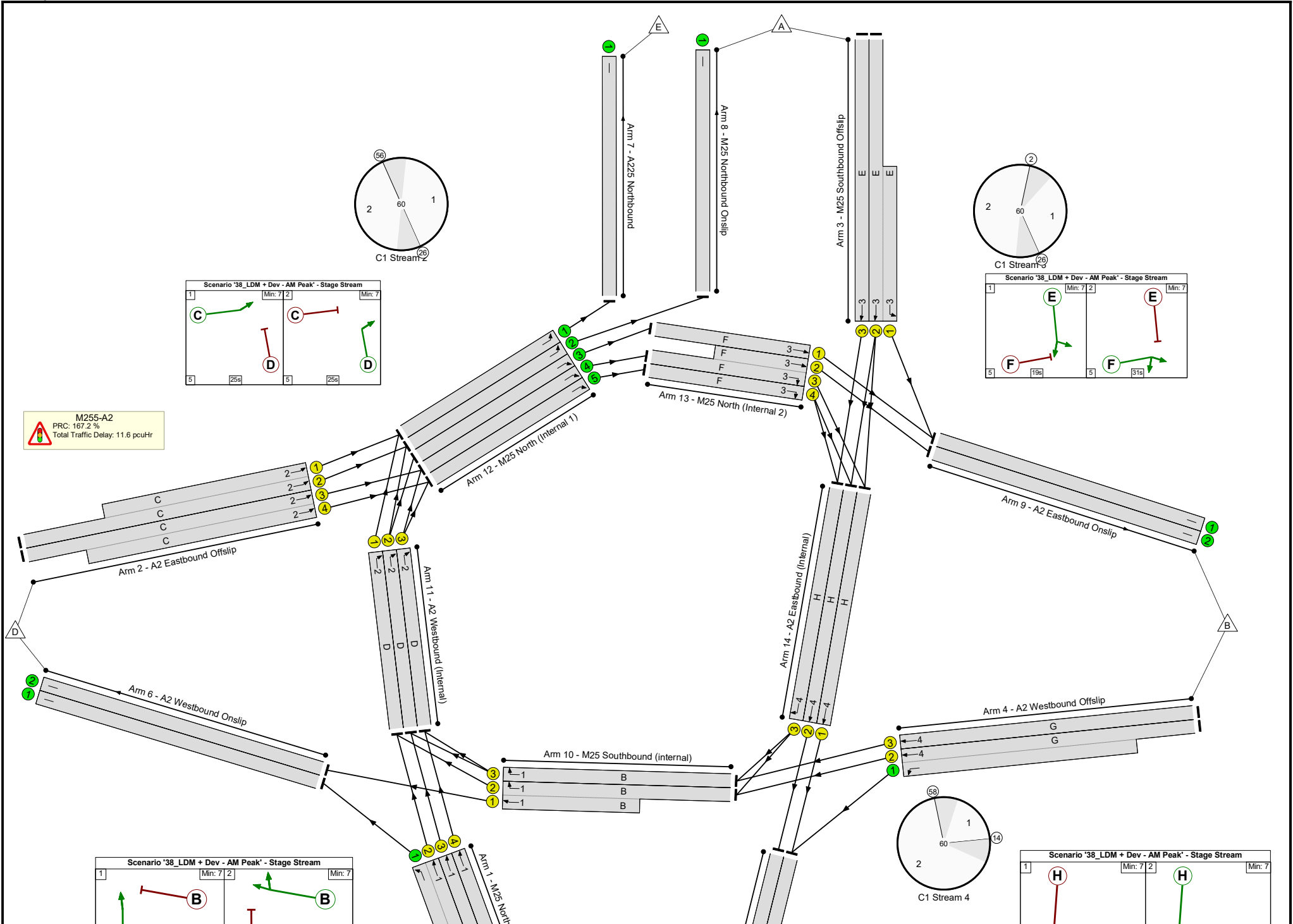
Stage	1	2
Duration	11	39
Change Point	58	14

Signal Timings Diagram



Full Input Data And Results
Network Layout Diagram

Full Input Data And Results



Full Input Data And Results

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: M25 A2	-	-	N/A	-	-		-	-	-	-	-	-	33.7%
M255-A2	-	-	N/A	-	-		-	-	-	-	-	-	33.7%
1/2+1/1	M25 Northbound Offslip Left Ahead	U	1	N/A	A -		1	26	-	445	2015:1919	454+1487	22.9 : 22.9%
1/3	M25 Northbound Offslip Ahead	U	1	N/A	A		1	26	-	5	1950	878	0.6%
1/4	M25 Northbound Offslip Ahead	U	1	N/A	A		1	26	-	276	1950	878	31.5%
2/2+2/1	A2 Eastbound Offslip Ahead	U	2	N/A	C		1	25	-	322	1942:1942	842+842	20.8 : 17.5%
2/3+2/4	A2 Eastbound Offslip Ahead	U	2	N/A	C		1	25	-	424	1942:1942	842+842	25.2 : 25.2%
3/2+3/1	M25 Southbound Offslip Left Ahead	U	3	N/A	E		1	19	-	241	1942:1942	647+322	24.9 : 24.9%
3/3	M25 Southbound Offslip Ahead	U	3	N/A	E		1	19	-	218	1942	647	33.7%
4/2+4/1	A2 Westbound Offslip Left Ahead	U	4	N/A	G -		1	11	-	569	1942:1956	388+1527	31.9 : 29.1%
4/3	A2 Westbound Offslip Ahead	U	4	N/A	G		1	11	-	10	1942	388	2.6%
5/1	M25 Southbound Onslip	U	N/A	N/A	-		-	-	-	730	Inf	Inf	0.0%
5/2	M25 Southbound Onslip	U	N/A	N/A	-		-	-	-	293	Inf	Inf	0.0%
6/1	A2 Westbound Onslip	U	N/A	N/A	-		-	-	-	341	Inf	Inf	0.0%
6/2	A2 Westbound Onslip	U	N/A	N/A	-		-	-	-	203	Inf	Inf	0.0%
7/1	A225 Northbound	U	N/A	N/A	-		-	-	-	378	Inf	Inf	0.0%
8/1	M25 Northbound Onslip	U	N/A	N/A	-		-	-	-	201	Inf	Inf	0.0%
9/1	A2 Eastbound Onslip	U	N/A	N/A	-		-	-	-	81	Inf	Inf	0.0%

Full Input Data And Results

9/2	A2 Eastbound Onslip	U	N/A	N/A	-		-	-	-	283	Inf	Inf	0.0%
10/2+10/1	M25 Southbound (internal) Ahead Right	U	1	N/A	B		1	24	-	330	1966:1966	512+819	24.8 : 24.8%
10/3	M25 Southbound (internal) Right	U	1	N/A	B		1	24	-	22	1966	819	2.7%
11/1	A2 Westbound (Internal) Right	U	2	N/A	D		1	25	-	231	1978	857	27.0%
11/2	A2 Westbound (Internal) Right	U	2	N/A	D		1	25	-	27	1978	857	3.2%
11/3	A2 Westbound (Internal) Right	U	2	N/A	D		1	25	-	276	1978	857	32.2%
12/1	M25 North (Internal 1) Left	U	N/A	N/A	-		-	-	-	378	Inf	Inf	0.0%
12/2	M25 North (Internal 1) Left	U	N/A	N/A	-		-	-	-	201	Inf	Inf	0.0%
12/3	M25 North (Internal 1) Ahead	U	N/A	N/A	-		-	-	-	1	Inf	Inf	0.0%
12/4	M25 North (Internal 1) Ahead	U	N/A	N/A	-		-	-	-	487	Inf	Inf	0.0%
12/5	M25 North (Internal 1) Ahead	U	N/A	N/A	-		-	-	-	213	Inf	Inf	0.0%
13/1	M25 North (Internal 2) Ahead	U	3	N/A	F		1	31	-	1	1800	960	0.1%
13/3+13/2	M25 North (Internal 2) Ahead Right	U	3	N/A	F		1	31	-	487	1942:1942	612+849	33.3 : 33.3%
13/4	M25 North (Internal 2) Right	U	3	N/A	F		1	31	-	213	1942	1036	20.6%
14/1	A2 Eastbound (Internal) Ahead	U	4	N/A	H		1	39	-	285	1978	1319	21.6%
14/2	A2 Eastbound (Internal) Ahead	U	4	N/A	H		1	39	-	293	1978	1319	22.2%
14/3	A2 Eastbound (Internal) Right	U	4	N/A	H		1	39	-	218	1978	1319	16.5%

Full Input Data And Results

15/1	M25 Off Slip NB entry Ahead	U	N/A	N/A	-		-	-	-	450	Inf	Inf	0.0%
15/2	M25 Off Slip NB entry Ahead	U	N/A	N/A	-		-	-	-	276	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: M25 A2	-	-	0	0	0	8.9	2.7	0.0	11.6	-	-	-	-
M255-A2	-	-	0	0	0	8.9	2.7	0.0	11.6	-	-	-	-
1/2+1/1	445	445	-	-	-	0.3	0.1	-	0.4	3.4	1.0	0.1	1.1
1/3	5	5	-	-	-	0.0	0.0	-	0.0	11.4	0.0	0.0	0.0
1/4	276	276	-	-	-	0.8	0.2	-	1.0	13.6	2.9	0.2	3.1
2/2+2/1	322	322	-	-	-	0.9	0.1	-	1.1	11.9	1.8	0.1	1.9
2/3+2/4	424	424	-	-	-	1.3	0.2	-	1.4	12.3	2.2	0.2	2.4
3/2+3/1	241	241	-	-	-	1.0	0.2	-	1.1	16.8	1.9	0.2	2.1
3/3	218	218	-	-	-	0.9	0.3	-	1.2	19.2	2.7	0.3	3.0
4/2+4/1	569	569	-	-	-	0.7	0.2	-	0.9	5.8	1.8	0.2	2.0
4/3	10	10	-	-	-	0.1	0.0	-	0.1	24.4	0.1	0.0	0.1
5/1	730	730	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/2	293	293	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	341	341	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/2	203	203	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	378	378	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/1	201	201	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
9/1	81	81	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
9/2	283	283	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
10/2+10/1	330	330	-	-	-	0.5	0.2	-	0.7	7.2	1.9	0.2	2.0
10/3	22	22	-	-	-	0.0	0.0	-	0.1	8.9	0.2	0.0	0.2
11/1	231	231	-	-	-	0.5	0.2	-	0.7	10.4	1.9	0.2	2.0
11/2	27	27	-	-	-	0.1	0.0	-	0.1	12.5	0.2	0.0	0.2
11/3	276	276	-	-	-	0.6	0.2	-	0.8	10.6	3.7	0.2	3.9
12/1	378	378	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
12/2	201	201	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

Full Input Data And Results

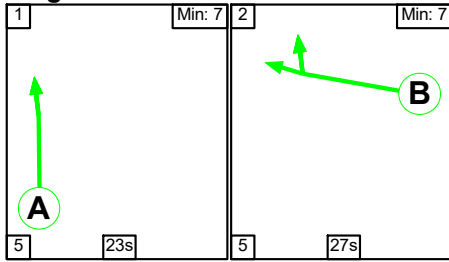
12/3	1	1	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0																																								
12/4	487	487	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0																																								
12/5	213	213	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0																																								
13/1	1	1	-	-	-	0.0	0.0	-	0.0	18.7	0.0	0.0	0.0																																								
13/3+13/2	487	487	-	-	-	0.6	0.2	-	0.9	6.6	2.6	0.2	2.9																																								
13/4	213	213	-	-	-	0.4	0.1	-	0.6	9.5	2.8	0.1	3.0																																								
14/1	285	285	-	-	-	0.1	0.1	-	0.2	2.8	0.4	0.1	0.5																																								
14/2	293	293	-	-	-	0.1	0.1	-	0.2	2.8	0.4	0.1	0.5																																								
14/3	218	218	-	-	-	0.0	0.1	-	0.1	1.7	0.1	0.1	0.2																																								
15/1	450	450	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0																																								
15/2	276	276	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0																																								
<table> <tbody> <tr> <td>C1</td> <td>Stream: 1</td> <td>PRC for Signalled Lanes (%)</td> <td>186.1</td> <td>Total Delay for Signalled Lanes (pcuHr)</td> <td>2.20</td> <td>Cycle Time (s)</td> <td>60</td> </tr> <tr> <td>C1</td> <td>Stream: 2</td> <td>PRC for Signalled Lanes (%)</td> <td>179.5</td> <td>Total Delay for Signalled Lanes (pcuHr)</td> <td>4.08</td> <td>Cycle Time (s)</td> <td>60</td> </tr> <tr> <td>C1</td> <td>Stream: 3</td> <td>PRC for Signalled Lanes (%)</td> <td>167.2</td> <td>Total Delay for Signalled Lanes (pcuHr)</td> <td>3.74</td> <td>Cycle Time (s)</td> <td>60</td> </tr> <tr> <td>C1</td> <td>Stream: 4</td> <td>PRC for Signalled Lanes (%)</td> <td>181.9</td> <td>Total Delay for Signalled Lanes (pcuHr)</td> <td>1.54</td> <td>Cycle Time (s)</td> <td>60</td> </tr> <tr> <td></td> <td></td> <td>PRC Over All Lanes (%)</td> <td>167.2</td> <td>Total Delay Over All Lanes(pcuHr)</td> <td>11.57</td> <td></td> <td></td> </tr> </tbody> </table>														C1	Stream: 1	PRC for Signalled Lanes (%)	186.1	Total Delay for Signalled Lanes (pcuHr)	2.20	Cycle Time (s)	60	C1	Stream: 2	PRC for Signalled Lanes (%)	179.5	Total Delay for Signalled Lanes (pcuHr)	4.08	Cycle Time (s)	60	C1	Stream: 3	PRC for Signalled Lanes (%)	167.2	Total Delay for Signalled Lanes (pcuHr)	3.74	Cycle Time (s)	60	C1	Stream: 4	PRC for Signalled Lanes (%)	181.9	Total Delay for Signalled Lanes (pcuHr)	1.54	Cycle Time (s)	60			PRC Over All Lanes (%)	167.2	Total Delay Over All Lanes(pcuHr)	11.57		
C1	Stream: 1	PRC for Signalled Lanes (%)	186.1	Total Delay for Signalled Lanes (pcuHr)	2.20	Cycle Time (s)	60																																														
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C1	Stream: 3	PRC for Signalled Lanes (%)	167.2	Total Delay for Signalled Lanes (pcuHr)	3.74	Cycle Time (s)	60																																														
C1	Stream: 4	PRC for Signalled Lanes (%)	181.9	Total Delay for Signalled Lanes (pcuHr)	1.54	Cycle Time (s)	60																																														
		PRC Over All Lanes (%)	167.2	Total Delay Over All Lanes(pcuHr)	11.57																																																

Full Input Data And Results

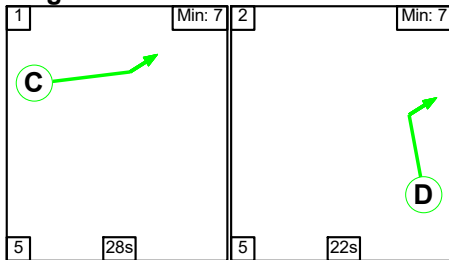
Scenario 26: '38_LDM + Dev - PM Peak' (FG26: '38_LDM + Dev - PM Peak', Plan 1: 'Network Control Plan 1')

Stage Sequence Diagram

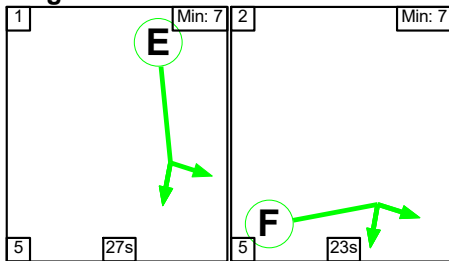
Stage Stream: 1



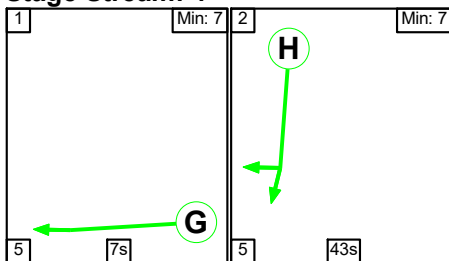
Stage Stream: 2



Stage Stream: 3



Stage Stream: 4



Stage Timings

Stage Stream: 1

Stage	1	2
Duration	23	27
Change Point	0	28

Stage Stream: 2

Stage	1	2
Duration	28	22
Change Point	33	6

Full Input Data And Results

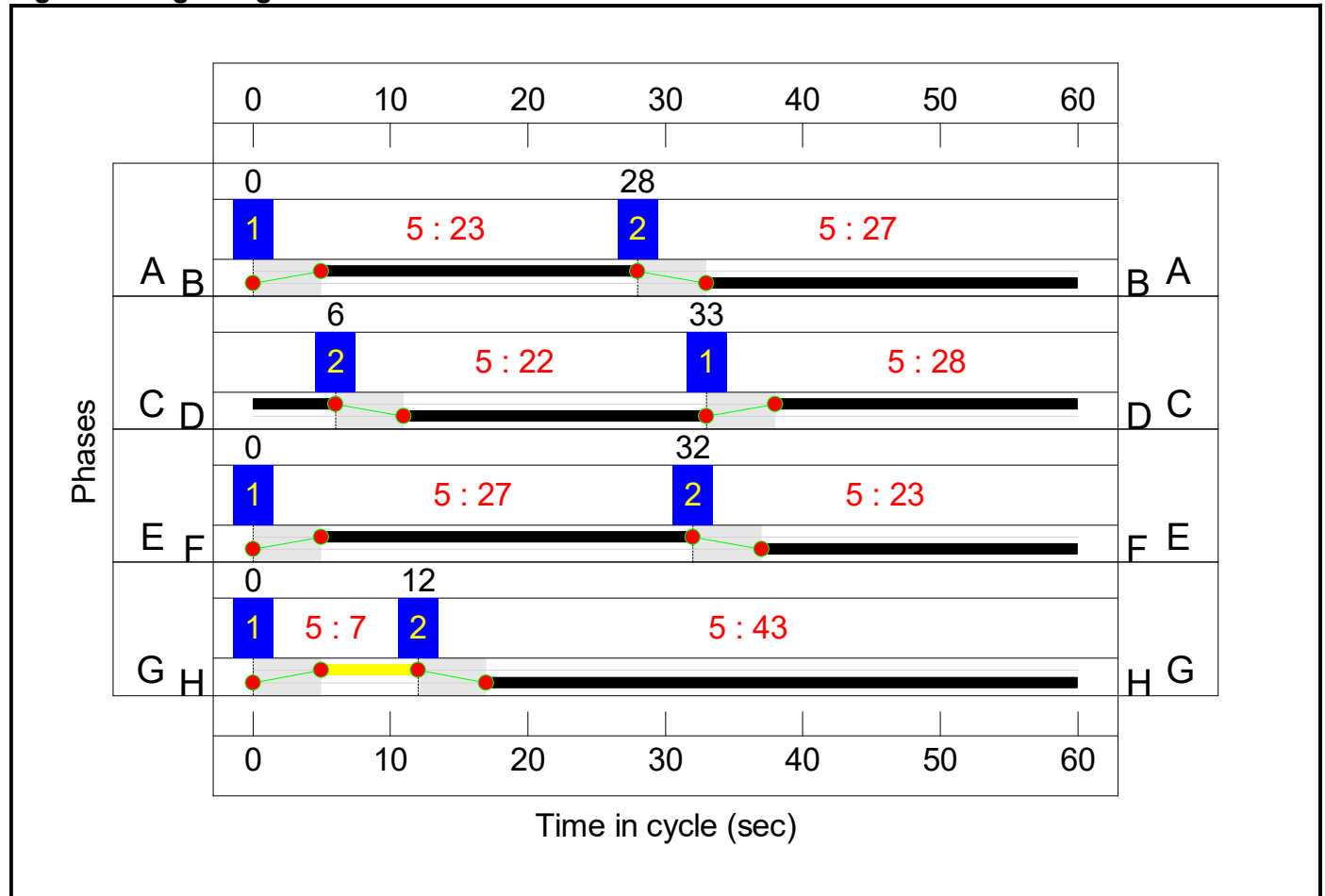
Stage Stream: 3

Stage	1	2
Duration	27	23
Change Point	0	32

Stage Stream: 4

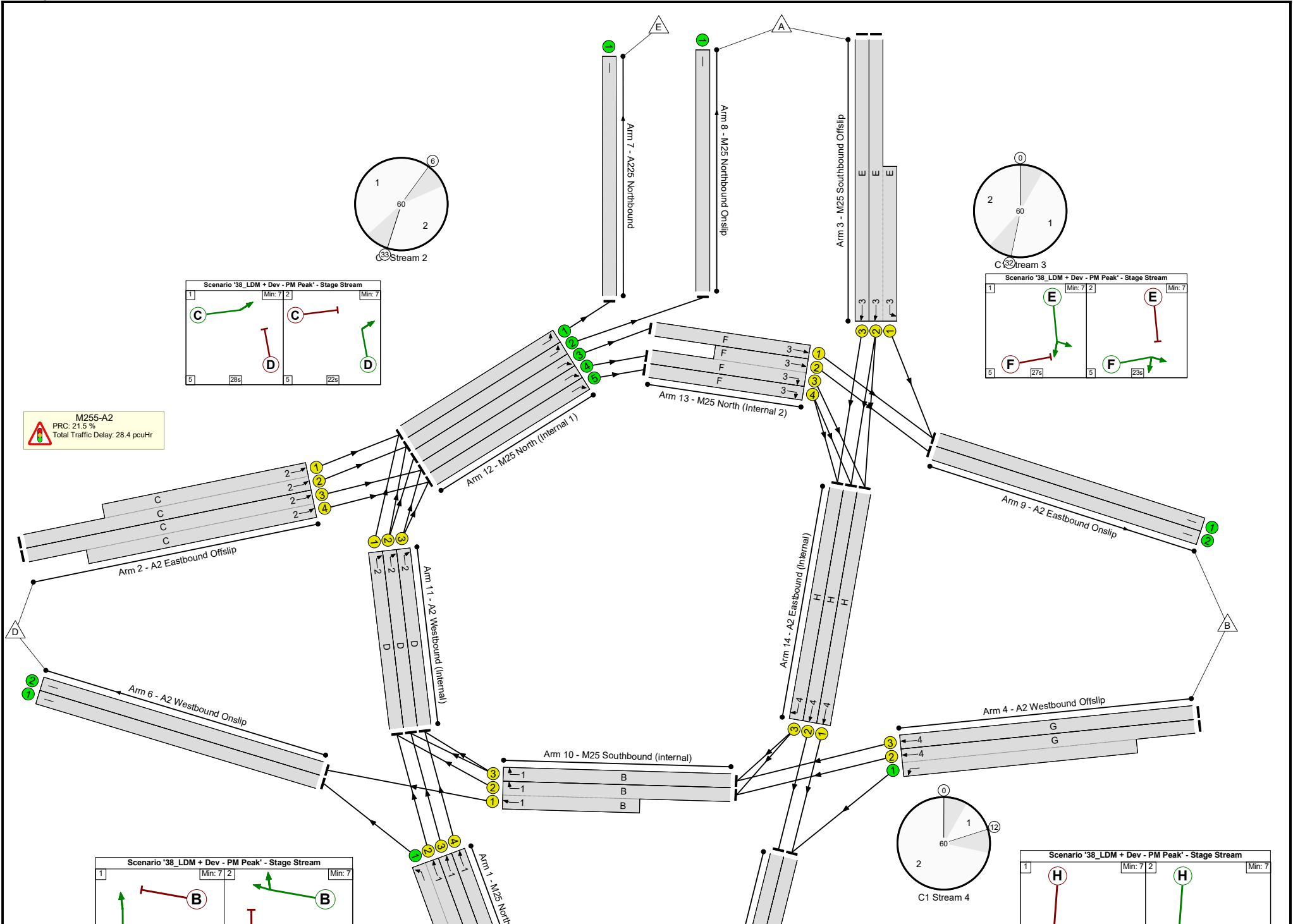
Stage	1	2
Duration	7	43
Change Point	0	12

Signal Timings Diagram



Full Input Data And Results
Network Layout Diagram

Full Input Data And Results



Full Input Data And Results

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: M25 A2	-	-	N/A	-	-		-	-	-	-	-	-	74.0%
M255-A2	-	-	N/A	-	-		-	-	-	-	-	-	74.0%
1/2+1/1	M25 Northbound Offslip Left Ahead	U	1	N/A	A -		1	23	-	1244	2015:1919	294+1639	64.4 : 64.4%
1/3	M25 Northbound Offslip Ahead	U	1	N/A	A		1	23	-	211	1950	780	27.1%
1/4	M25 Northbound Offslip Ahead	U	1	N/A	A		1	23	-	453	1950	780	58.1%
2/2+2/1	A2 Eastbound Offslip Ahead	U	2	N/A	C		1	28	-	438	1942:1942	939+529	30.3 : 29.1%
2/3+2/4	A2 Eastbound Offslip Ahead	U	2	N/A	C		1	28	-	557	1942:1942	939+939	29.7 : 29.6%
3/2+3/1	M25 Southbound Offslip Left Ahead	U	3	N/A	E		1	27	-	344	1942:1942	409+906	26.2 : 26.2%
3/3	M25 Southbound Offslip Ahead	U	3	N/A	E		1	27	-	654	1942	906	72.2%
4/2+4/1	A2 Westbound Offslip Left Ahead	U	4	N/A	G -		1	7	-	1447	1942:1956	247+1707	74.0 : 74.0%
4/3	A2 Westbound Offslip Ahead	U	4	N/A	G		1	7	-	36	1942	259	13.9%
5/1	M25 Southbound Onslip	U	N/A	N/A	-		-	-	-	1594	Inf	Inf	0.0%
5/2	M25 Southbound Onslip	U	N/A	N/A	-		-	-	-	330	Inf	Inf	0.0%
6/1	A2 Westbound Onslip	U	N/A	N/A	-		-	-	-	1055	Inf	Inf	0.0%
6/2	A2 Westbound Onslip	U	N/A	N/A	-		-	-	-	626	Inf	Inf	0.0%
7/1	A225 Northbound	U	N/A	N/A	-		-	-	-	537	Inf	Inf	0.0%
8/1	M25 Northbound Onslip	U	N/A	N/A	-		-	-	-	343	Inf	Inf	0.0%
9/1	A2 Eastbound Onslip	U	N/A	N/A	-		-	-	-	443	Inf	Inf	0.0%

Full Input Data And Results

9/2	A2 Eastbound Onslip	U	N/A	N/A	-		-	-	-	456	Inf	Inf	0.0%
10/2+10/1	M25 Southbound (internal) Ahead Right	U	1	N/A	B		1	27	-	820	1966:1966	284+917	68.2 : 68.2%
10/3	M25 Southbound (internal) Right	U	1	N/A	B		1	27	-	55	1966	917	6.0%
11/1	A2 Westbound (Internal) Right	U	2	N/A	D		1	22	-	383	1978	758	50.5%
11/2	A2 Westbound (Internal) Right	U	2	N/A	D		1	22	-	265	1978	758	34.9%
11/3	A2 Westbound (Internal) Right	U	2	N/A	D		1	22	-	454	1978	758	59.9%
12/1	M25 North (Internal 1) Left	U	N/A	N/A	-		-	-	-	537	Inf	Inf	0.0%
12/2	M25 North (Internal 1) Left	U	N/A	N/A	-		-	-	-	343	Inf	Inf	0.0%
12/3	M25 North (Internal 1) Ahead	U	N/A	N/A	-		-	-	-	206	Inf	Inf	0.0%
12/4	M25 North (Internal 1) Ahead	U	N/A	N/A	-		-	-	-	732	Inf	Inf	0.0%
12/5	M25 North (Internal 1) Ahead	U	N/A	N/A	-		-	-	-	279	Inf	Inf	0.0%
13/1	M25 North (Internal 2) Ahead	U	3	N/A	F		1	23	-	206	1800	720	28.6%
13/3+13/2	M25 North (Internal 2) Ahead Right	U	3	N/A	F		1	23	-	732	1942:1942	427+706	64.6 : 64.6%
13/4	M25 North (Internal 2) Right	U	3	N/A	F		1	23	-	279	1942	777	35.9%
14/1	A2 Eastbound (Internal) Ahead	U	4	N/A	H		1	43	-	330	1978	1451	22.8%
14/2	A2 Eastbound (Internal) Ahead	U	4	N/A	H		1	43	-	330	1978	1451	22.8%
14/3	A2 Eastbound (Internal) Right	U	4	N/A	H		1	43	-	656	1978	1451	45.2%

Full Input Data And Results

15/1	M25 Off Slip NB entry Ahead	U	N/A	N/A	-		-	-	-	1455	Inf	Inf	0.0%
15/2	M25 Off Slip NB entry Ahead	U	N/A	N/A	-		-	-	-	453	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: M25 A2	-	-	0	0	0	18.5	9.9	0.0	28.4	-	-	-	-
M255-A2	-	-	0	0	0	18.5	9.9	0.0	28.4	-	-	-	-
1/2+1/1	1244	1244	-	-	-	0.6	0.9	-	1.5	4.4	2.0	0.9	2.9
1/3	211	211	-	-	-	0.7	0.2	-	0.9	15.3	2.3	0.2	2.5
1/4	453	453	-	-	-	1.8	0.7	-	2.5	19.6	5.8	0.7	6.5
2/2+2/1	438	438	-	-	-	1.1	0.2	-	1.3	10.9	2.8	0.2	3.1
2/3+2/4	557	557	-	-	-	1.4	0.2	-	1.7	10.7	2.8	0.2	3.0
3/2+3/1	344	344	-	-	-	0.9	0.2	-	1.1	11.4	2.4	0.2	2.5
3/3	654	654	-	-	-	2.3	1.3	-	3.6	19.9	8.7	1.3	10.0
4/2+4/1	1447	1447	-	-	-	1.3	1.4	-	2.7	6.7	2.9	1.4	4.3
4/3	36	36	-	-	-	0.2	0.1	-	0.3	31.0	0.5	0.1	0.6
5/1	1594	1594	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/2	330	330	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	1055	1055	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/2	626	626	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	537	537	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/1	343	343	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
9/1	443	443	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
9/2	456	456	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
10/2+10/1	820	820	-	-	-	1.1	1.1	-	2.1	9.4	2.9	1.1	3.9
10/3	55	55	-	-	-	0.1	0.0	-	0.1	8.7	0.6	0.0	0.6
11/1	383	383	-	-	-	1.5	0.5	-	2.0	19.1	4.0	0.5	4.5
11/2	265	265	-	-	-	0.7	0.3	-	0.9	12.7	1.6	0.3	1.9
11/3	454	454	-	-	-	1.0	0.7	-	1.7	13.8	1.8	0.7	2.6
12/1	537	537	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
12/2	343	343	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

Full Input Data And Results

12/3	206	206	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0																																			
12/4	732	732	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0																																			
12/5	279	279	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0																																			
13/1	206	206	-	-	-	0.1	0.2	-	0.3	5.5	1.3	0.2	1.5																																			
13/3+13/2	732	732	-	-	-	1.8	0.9	-	2.7	13.2	3.3	0.9	4.2																																			
13/4	279	279	-	-	-	1.4	0.3	-	1.7	21.3	2.9	0.3	3.2																																			
14/1	330	330	-	-	-	0.2	0.1	-	0.3	3.8	1.9	0.1	2.0																																			
14/2	330	330	-	-	-	0.3	0.1	-	0.4	4.3	2.1	0.1	2.3																																			
14/3	656	656	-	-	-	0.0	0.4	-	0.4	2.3	0.1	0.4	0.6																																			
15/1	1455	1455	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0																																			
15/2	453	453	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0																																			
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